

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Andrew **Last Name:** (required) Wyatt

Feedback

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Rating for renewals

1.2.3

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

Yes

Trade waste

1.2.6

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

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

Air Force Museum Grant

1.3.2

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

Yes

Central city shuttle service

1.3.4

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

Yes

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Mike **Last Name:** (required) Blackburn

Feedback

Air Force Museum Grant

1.3.2

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

Yes

1.3.3

Comments

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

Herc Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Daniel **Last Name:** (required) Holland

Feedback

Proposed average rates increase

1.1.1

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

This is high, but we have significant infrastructure upgrades that are essential so I think it is reasonable.

Proposed spending

1.1.2

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

I think the proposal is good. We need to continue to enable people to shift away from cars to more sustainable transport options. The continued development of cycleways and improved support of public transport options is critical.

I Would also like to note that some groups are spreading disinformation about the planned works. I received a notice that suggested the Wheels to Wings cycle path would cost \$32M, nearly 10x the actual cost. This appeared to be sent by my local councillor. Many respondents are unlikely to read the full plan. So when reviewing submissions with comments that indicate this cost please bear that disinformation in mind.

1.1.3

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

The proposed investment is generally sound. However I have some concerns that it does not fully account for growth in our surrounding areas, such as Rolleston. Do these sit outside the ccc area?

1.1.4

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

no

1.1.5

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

no

Christ Church Cathedral targeted rate

1.2.1

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

Yes

1.2.2

Comments

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

we need a decision about the cathedral. I dont really mind what happens and whether it is removed or turned into some sort memorial, or restored. However it is important we reclaim the centre of christchurch

Rating for renewals

1.2.3

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

Yes

Fees and charges

1.2.5

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

no

Trade waste

1.2.6

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

Option 3: Fixed volume rate

1.2.7

Why do you prefer this option?

This has a major impact on our biggest volume businesses. However these businesses are presumably in the best position to decrease their usage and improve their efficiency. Option 3 signals to these businesses that the community would like to encourage them to reduce their load on our infrastructure

Reducing rates

1.2.8

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

cycle and bus network. Water and wastewater. Parks and greenspace

1.2.10

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

Could we reduce the cost of the stadium?

Climate Resilience Fund Policy

1.2.11

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

no. But i think collecting this money is sensible

Air Force Museum Grant

1.3.2

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

No

1.3.3

Comments

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

I support the air force museum and think we should invest further in it. However I am not convinced the proposal is correct

Central city shuttle service

1.3.4

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

Yes

Potential disposal of properties

1.3.6

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

perhaps. I havent had time to review these in detail

Future feedback


1.3.8

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

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

Yes

Attached Documents

Name	
PXL_20250326_183719154	



HAREWOOD ROAD CYCLE WAY

In this year's Annual Plan we are asking the question...

Do you want to put the Harewood Rd cycle way on hold and only put traffic lights at Harewood-Breens-Gardiners as well as outside Harewood Primary School, or do you want to carry on with the \$32m cycle way?

Either way we want to know so we can be your voice at the council table.

Please do a submission now online...

<https://letstalk.ccc.govt.nz/annualplan>

Or you can get a physical copy from any Library or CCC Service Centre.

Your local voices:

Aaron Keown -Harewood Councillor 021 822 766

Jason Middlemiss -Community Board Chair 027 777 0108

Phil Mauger -Mayor of Christchurch

Submissions close Fri 28th March

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 26/03/2025

First Name: (required) Lynda **Last Name:** (required) Thomas

Feedback

Proposed average rates increase

1.1.1

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

If you can reduce it further, I would be happier.

Proposed spending

1.1.2

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

I understand that the Wheels to Wings Harewood Road project has been re-scoped and revised . I am in favour of the **Revised** plan, therefore deferring the remainder of the Cycleway on Harewood road to a much later date, when funds become available.

Christ Church Cathedral targeted rate

1.2.1

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Yes

Rating for renewals

1.2.3

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Yes

Reducing rates

1.2.8

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

Rubbish, Kerbside re-cycling and green Waste collection. Sewerage disposal.

Clean water.

Libraries.

1.2.10

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

Cycleways are being too over engineered. Could be made much more simplified and cost less.

Air Force Museum Grant

1.3.2

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

No

Central city shuttle service

1.3.4

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

No

Potential disposal of properties

1.3.6

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

Dispose of them and use the money to upgrade infrastructure.

Future feedback

1.3.8

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

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No

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Murray **Last Name:** (required) Jamieson

Feedback

Christ Church Cathedral targeted rate

1.2.1

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Yes

Rating for renewals

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Yes

Trade waste

1.2.6

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

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

Reducing rates

1.2.8

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

rubbish collection and street cleaning

Air Force Museum Grant

1.3.2

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

No

Central city shuttle service

1.3.4

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

Yes

1.3.5

Comments

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

amazing service, ticks all boxes for clean air, convenience for every one, saving using cars, parking, petrol and overall sanity for inner city and overseas people. The shuttle is a top priority for this modern city, a world-class class amenity that will make world news. The annual cost about the same as a new apartment. Please don't let the beurocratical fools factor it out. The voting public are sick of Ecan and your background people suffocating great low cost people's needs.. The next or even this Mayor doesn't need a digger to gain notice and lots of voters. The shuttle is a sure fire winner.

Potential disposal of properties

1.3.6

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

Sell nothing, retain all council owned property.

Anything else?

1.3.7

Any further comments?

reinstate the shuttle, retain assets.

Future feedback

1.3.8

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

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Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Simone **Last Name:** (required) Gordon

Feedback

Proposed average rates increase

1.1.1

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

At face value this is good news for ratepayers, but I hope there's not a hidden cost to this that comes back to bite us in future.

Proposed spending

1.1.2

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

I don't have any thoughts on W2W, but I do not agree with deferring the Lincoln Rd public transport project. The population is fast growing out that way and it's only going to become more expensive deferring it.

1.1.3

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

Indifferent.

1.1.4

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

No - happy for whatever money you want to throw at the parks and reserves as they are the jewels in our crown!

1.1.5

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

No.

Christ Church Cathedral targeted rate

1.2.1

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

Yes

1.2.2

Comments

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

The cathedral was once a symbol of our city. 14 years after the quakes it's become this sad, contentious set of ruins. Initially post-quake it felt so important for it to be restored to its former glory. However the further away we get from the events of Feb '11, the more it loses its significance. Happy for any targeted rates to be paused.

Rating for renewals

1.2.3

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

Yes

Trade waste

1.2.6

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

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

Reducing rates

1.2.8

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

Parks, community facilities, playgrounds

Air Force Museum Grant

1.3.2

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

No

Central city shuttle service

1.3.4

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

No

1.3.5

Comments

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

I am fully supportive of the shuttle coming back, but I am strongly against spending 200k just to cover the scoping study. Also, considering buses are managed by Ecan, shouldn't they do it?

Potential disposal of properties

1.3.6

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

Sell.

Future feedback

1.3.8

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No

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Richard **Last Name:** (required) Umbers

Feedback

Proposed average rates increase

1.1.1

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

Im ok with it.

Proposed spending

1.1.2

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

cycle routes are a great thing - they take cars off the road and make us all healthier....!

1.1.3

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

no comment.

1.1.4

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

I support spending on the overall amenity of the city, including parks and gardens.

1.1.5

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

No comment

Christ Church Cathedral targeted rate

1.2.1

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

No

1.2.2

Comments

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

Not sure, there are two questions in this.... we should pause construction work until we can raise the money, but not sure it should be added to rates?!

Rating for renewals

1.2.3

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

Yes

Fees and charges

1.2.5

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

no comments.

1.2.7

Why do you prefer this option?

no comment

Reducing rates

1.2.8

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

I beleive there is consideration being given to a yellow shuttle bus doing a 4km loop round the city (as before the earthquake). i support this idea, as it will take cars off the road, and make it easier for everyone to get about. I dont own a car - and currently walk everywhere - so a shuttle would be ideal.

1.2.9

Tell us about the services you could manage without.

No comment

1.2.10

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

no comment

Climate Resilience Fund Policy

1.2.11

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

no commenet.

Air Force Museum Grant

1.3.2

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

Yes

Central city shuttle service

1.3.4

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

Yes

1.3.5

Comments

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

I beleive there is consideration being given to a yellow shuttle bus doing a 4km loop round the city (as before the earthquake). i support this idea, as it will take cars off the road, and make it easier for everyone to get about. I dont own a car - and currently walk everywhere - so a shuttle would be ideal.

Potential disposal of properties

1.3.6

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

the Council should sell land it does not require, possibly with a covenant in place against unsuitable uses.

Anything else?

1.3.7

Any further comments?

nil.

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Louis **Last Name:** (required) Viecele

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

Viecele Hospitality

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

Director, 150+ staff

Feedback

Proposed average rates increase

1.1.1

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

I am the managing director of Viecele Hospitality, a company that has owned and operated hospitality businesses in Christchurch for more than 30 years. We currently employ over 150 staff at some of Christchurch's best-loved and most enduring hospitality venues. I wish to make a submission regarding the Christchurch City Council's draft annual plan for 2025/2026.

The council is proposing another excessive rates increase—an 8.2% rise for commercial properties, before factoring in targeted items and the ECan levy. This is in excess of three times inflation. This follows a long trend of rates increases far exceeding inflation, with commercial rates rising by more than 100% over the last decade. Such increases are unsustainable and put excessive financial strain on businesses. For comparison, rent increases average only 2.5% per year.

If this increase is allowed to go ahead, it will result in a lack of economic stability, a lack of investment, the potential of businesses fleeing the city, and a slowing of economic growth. Businesses will be forced to reduce services and cut jobs to operate, if they continue to operate at all.

We urge the council to limit rates increases to 2.2% this year to align with inflation. If new spending is necessary, we suggest offsetting it by cutting costs elsewhere. Council's focus should be on core services at this time.

We call on the council to adopt more sustainable, pragmatic decisions that support businesses and ensure the long-term prosperity of Christchurch.

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Geoff **Last Name:** (required) McCambridge

Feedback

Proposed average rates increase

1.1.1

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

Undesirable and not what was expected. My understanding is that we will pay for it next year.

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Rating for renewals

1.2.3

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

No

Trade waste

1.2.6

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

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

Reducing rates

1.2.8

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

Bin collection and roading (not cycle ways).

Air Force Museum Grant

1.3.2

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

Yes

Central city shuttle service

1.3.4

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

Yes

Potential disposal of properties

1.3.6

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

If not required or used, dispose of them.

Anything else?

1.3.7

Any further comments?

Cut the spending on cycleways specifically that proposed for Harewood road.

Future feedback

1.3.8

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

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Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Darel **Last Name:** (required) Hall

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

Cholmondeley Children's Centre

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

General Manager, 40 staff

Feedback

Reducing rates

1.2.8

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

Reduce or cut services to help reduce rates - Community Funding

This submission urges you not to cut Community Funded services this year simply to reduce rates. There are seven reasons for this:

1. Many organisations are finely balanced between maintaining or failing, a small cut risks putting an organisation into terminal decline.
2. Small cuts won't produce material rates reductions that off-set the unknown costs of putting organisations into terminal decline.
3. There are a lot of funds and a lot of organisations the Council funds. Some councillors question whether some of these are the responsibility of local government. Some councillors ask what happens if we assess funding is a central government or other public funder responsibility, but central government or other funder doesn't choose to be responsible – ie if Council wants those services then it is stuck part paying for some of them.
4. Those strategic questions should be answered strategically by looking at all the funds and all the organisations at the same time. However, as analysis and discussion will lead to decisions, election year is typically not the best time for nuanced discussion. It also suggests a public

process with part of the process in private to come to a proposal that includes material decisions. Conceptually, this mirrors the negotiations between different parties in central government which are top and tailed within a democratic process eg parties run on publicly stated values and positions, post-election negotiations are held in private and then published for the public. These kinds of processes ensue throughout parliamentary terms too. In the local government context, Council would need to be clear about the decision points in public and otherwise abiding by the Ombudsman's guidance.

5. To be clear, I am not proposing another strategy document. I am proposing a strategic process. You have the experienced staff who balance empathy with practicality to provide analysis and advice on options. You have relationships, eg with sister-Councils, to provide critical friends to test assumptions with. It may also be useful to include input from domestic and international organisations that assess social impact such as Impact Lab and the Australian Institute of Company Directors.
6. Public confidence should be sustained as the Council has the great advantage of a high degree of democratic accountability.
7. Politicians can make sub-optimal short-term decisions in an election year. This should be a post-election process leading to an LTP public decision.

I appreciate that Cholmondeley would have to justify its services and funding in such a process, however I am comfortable that Cholmondeley and our city benefits from an evidence-based approach.

Future feedback

1.3.8

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Yes

Attached Documents

Name
Cholmondeley description for CCC AP sub 270325

Cholmondeley Children's Centre provides free short-term planned or emergency respite care for children aged 5-12 in the Canterbury region and has been providing this service since 1925.

Children stay at the centre in times of whānau stress or crisis when care givers consider it is in the best interests of the child to spend some time away from home.

In the 100 years Cholmondeley Children's Centre has been in operation it has supported more than 33,000 children across the Canterbury community.

When children stay at Cholmondeley, they receive 24/7 support made up of structured social interactions and learning, outdoor activities, sleep, hygiene and meal times. The Child and Youth Care Practitioners who work with the tamariki work from a trauma-informed model of care - as tamariki may be coming to Cholmondeley at a time when they are at their most vulnerable. This model is centred on listening to the voice of the child at all times and validating their thoughts, needs and concerns.

The typical model is that children come for 3 nights respite every 8 weeks. This gives families the time to deal with adult issues and children the time to just be children.

Our respite service gives whānau time to breathe and make better decisions for their future. Tamariki get new experiences, life skills, and education so that families and their children are set to thrive. Essentially, we're at the top of the cliff helping families stay together rather than at the bottom of the cliff trying to piece them together again.

Our last grant from Council was \$20,000 per year on a multi-year agreement from the Strengthening Communities Fund.

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Submitter Details

Submission Date: 27/03/2025

First Name: (required) Grant **Last Name:** (required) Withers

Feedback

Proposed spending

1.1.2

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

I am a regular cyclist along Harewood Road.

There is NO need for a stand-alone cycle way. How many people are going to bike along Harewood Road to the airport??? I do not see very many cyclist doing that now and who would ever be biking to the airport with luggage?

There should NEVER be any discussion about removing the two lanes of traffic each way along Harewood Road.

Public submissions several years ago were overwhelmingly in favour of installing traffic lights at the Breens Road/Harewood Road intersection. WHY HAS THIS NOT ALREADY OCCURRED? The whims of a few should not override democracy.

I support the proposal on page 14.

GET ON WITH IT.

Air Force Museum Grant

1.3.2

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

Yes

1.3.3

Comments

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

FULLY SUPPORTED

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Talei **Last Name:** (required) Howell-Price

Feedback

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Rating for renewals

1.2.3

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

Yes

Air Force Museum Grant

1.3.2

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

No

Anything else?

1.3.7

Any further comments?

The Banks Penninsular community is ever growing and I am particularly interested in the community at Governors Bay. I believe a linked bus service from the bay to Sign of the Tahake is necessary for the young people and elderly to be able to access employment opportunities, social connection, medical services, increase mobility for the elderly to do shopping etc.

Future feedback

1.3.8

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

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

No

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Nicola **Last Name:** (required) McCormick

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

Waimāero Fendalton-Waimairi-Harewood
Community Board

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

Submissions Committee Chairperson

Feedback

Proposed average rates increase

1.1.1

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

The Board's view is that a proposed rate increase which is close to 5% higher than the rate of inflation is very concerning. Our city's residents have been facing significant financial strain for several years now and have had to make difficult choices about what they can afford. There is a perception in the Community that the Council has not reviewed its expenditure with the same discipline.

Proposed spending

1.1.2

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

The Board supports the staged approach to delivering the Papanui ki Waiwhetū Wheels to Wings major cycle route. The connection between the Nor'West Arc and Northern Line routes is comparatively uncontroversial and makes sense. However, the ongoing controversy about the middle section along Harewood Road shows that the Council needs to do more work to get the Community on board.

The Board believes that a piecemeal approach to transport planning in the Harewood/Bishopdale area has contributed to concerns about the cycleway project. For example, the Board received advice that both the cycleway and Greers/Langdons intersection project outcomes were contingent on upgrades to Sawyers Arms Road (particularly the Sawyers Arms/Greers/Northcote intersection) which would ease demand on Harewood Road and Greers Road. The fact that the Council subsequently removed the Sawyers Arms Road project from the Long Term Plan without reviewing the implications on the other relevant projects is deeply concerning to the Board and has reinforced a perception that the Council does not have a strategic plan for the transport network in the area.

The Board's view is that the Council needs to work with the community on a strategic transport plan for the Harewood/Sawyers Arms/Greers/Northcote area. This will give the community the opportunity to give feedback on how they want the network to function and understand how all the constituent projects relate to each other, instead of considering all the separate projects in isolation.

1.1.3

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

Water infrastructure is a core Council function and the Board agrees with this investment, particularly where it should result in a reduction in maintenance expenditure.

1.1.4

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

The Board's view is that any enhancements need to be backed by a robust business case demonstrating significant demand for the service, or evidence that the investment will offset ongoing maintenance costs. Otherwise the Council should focus on maintaining what it has got instead of enhancements.

Christ Church Cathedral targeted rate

1.2.1

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

Yes

1.2.2

Comments

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

The Board agrees with the suggestion to pause the targeted rate and invest the current balance to accrue the remaining funds required to meet the Council's funding commitment. Continuing to collect this rate while the project is mothballed would be confusing for the community.

Rating for renewals

1.2.3

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

Yes

1.2.4

Comments

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

The Board agrees that this is a sensible proposal. Even though it will have a small rates impact in the short term, it will quickly pay

itself back.

The Board remains concerned that there is an underlying issue which is not being addressed, that having a capital programme which is fully debt funded is not sustainable in the long term.

Fees and charges

1.2.5

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

The Board recommends that the Council reviews its fees and charges for meeting room hire. For example, some of our public meeting rooms with full AV equipment are hired to commercial users for as little as \$10/hour. The Board has no problem with community/not-for-profit groups receiving free or discounted booking rates, but for commercial users this appears to be well below market rates.

1.2.10

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

The Board urges the Council to ensure that its levels of service are aligned with community expectations. Cost cutting does not need to be the main motivation, but is likely to be an outcome of ensuring our services are targeted at what the Community expects. For example, we hear anecdotal evidence that our local Fendalton Library experiences very low demand after 6pm. This suggests that the opening hours at this facility are not aligned with community expectations. This is an example of Council expenditure that could be redirected to another library or a different service where there is unmet demand.

Climate Resilience Fund Policy

1.2.11

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

The Board is deeply concerned at the Council's proposal to establish a fund before knowing the fund's purpose or governance arrangements. Regardless of how commendable the intended outcomes are, we believe the Community expects the Council to have these details ironed out before agreeing to establish a fund.

1.3.3

Comments

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

The Board cautiously supports this proposal, and acknowledge the significance of the aircraft to be displayed in the new hanger. However the Board would expect the grant to be backed by a high quality business case.

Central city shuttle service

1.3.4

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

No

1.3.5

Comments

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

The Board does not support this proposal. The Board has no problem with the concept of a central city shuttle service, but we receive a lot of feedback from the community imploring the Council to focus on its core business. Public transport routes are a core function of Environment Canterbury and not the City Council.

Furthermore, Environment Canterbury's Long Term Plan included provisions for investigating local connector routes and network enhancements. We believe that this is the appropriate avenue for investigating the central city shuttle.

Potential disposal of properties

1.3.6

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

The Board agrees with disposing of under-utilised property, as it is a poor use of capital. However, the Board's preference would be for this capital to be recycled into new capital expenditure with an expected rates-reduction benefit, not a one-off rates reduction.

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Trudy **Last Name:** (required) Ouwerling

Feedback

Proposed spending

1.1.2

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

I would not like the Wheels to Wings Harewood Rd to be deferred, as safe cycle ways are essential for the city now, and not in some distant future.

The letterbox drop from Victoria Henstock implies that traffic lights at the Harewood/Gardiners/Breens Rd intersection were not part of the original scope. It should be as this is a dangerous intersection, especially with schools nearby. And of course it should include a (signalised) pedestrian crossing.

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Kye **Last Name:** (required) River

Feedback

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Rating for renewals

1.2.3

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

No

Air Force Museum Grant

1.3.2

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

Yes

Central city shuttle service

1.3.4

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

Yes

Future feedback

1.3.8

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

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

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

No

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Malcolm **Last Name:** (required) Hoare

Feedback

Proposed average rates increase

1.1.1

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

Any rate increase above inflation is un acceptable, councils should pull back to the essential services and stop wasting money on nice to have projects.

Proposed spending

1.1.2

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

Cycle ways fall into the nice to have category, and do not need to be over engineered as they are currently.

Wheels to Wings not required except for some of the traffic lights, and some of these may cause unintended problems.

1.1.3

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

Three waters falls into the essential services and should be maintained and upgraded.

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Rating for renewals

1.2.3

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

Yes

Trade waste

1.2.6

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

Option 3: Fixed volume rate

Climate Resilience Fund Policy

1.2.11

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

only if the money is kept totally separate otherwise it will get spent on other things and not for the purpose it was collected

Air Force Museum Grant

1.3.2

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

Yes

1.3.3

Comments

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

This falls into the nice to have category, so only if there is spare cash (unlikely)

Central city shuttle service

1.3.4

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

No

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Lyn **Last Name:** (required) Leslie

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

Te Pātaka o Rākaihautū Banks Peninsula
Community Board

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

Chairperson

Feedback

Christ Church Cathedral targeted rate

1.2.1

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

Yes

1.2.2

Comments

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

The Board supports the proposal to halt the collection of the targeted rate for the Christ Church Cathedral reinstatement over the next three years.

Climate Resilience Fund Policy

1.2.11

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

The Board endorsed the establishment of the Climate Resilience Fund, emphasizing its alignment with the community's priorities. The Board expressed a strong preference for the fund to focus on enhancing community resilience, particularly through the renewal of marine structures in Te Pātaka o Rākaihautū Banks Peninsula.

The Board requests that the 2026 budget include funding for the planning of marine structure renewals and upgrades, as outlined in the Coastal Hazards Adaptation Plan – March 2025, for the 2026-27 Annual Plan.

Air Force Museum Grant

1.3.2

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

No

1.3.3

Comments

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

The Board acknowledges the outstanding contributions of the Air Force Museum however emphasises its support for Te Ūka The Lyttelton Museum instead. Since the 2010/11 Canterbury Earthquakes, the museum, which showcases the rich history of the area, including its maritime heritage, has been struggling to rebuild. Its collection of over 2,000 items remains in storage, awaiting a permanent home to be displayed to the public once again.

Potential disposal of properties

1.3.6

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

The Board supports the disposal of 36 Brittan Terrace, Lyttelton.

Anything else?

1.3.7

Any further comments?

Information Centres – Te Pātaka o Rākaihautū Banks Peninsula ward has two established Information Centres (Ōhinehou Lyttelton and Wairewa Little River). Recently, a trial was conducted for and Akaroa Information Centre, which has proven highly successful, with the Board expressing support for the establishment of a permanent centre.

The two established centres receive funding through the Board's Strengthening Communities Fund and Council grants. The Akaroa Information Centre trial was supported and administered by the Akaroa Resource Collective Trust.

The Board requests that approximately \$100,000 be allocated in funding to support the three Information Centres within Te Pātaka o Rākaihautū Banks Peninsula.

Te Pātaka o Rākaihautū Banks Peninsula Destination Management Plan (the DMP)- The DMP was created through thorough community consultation from late 2022 to late 2023. It was endorsed by the Community Board (6 November 2023), and by the Council (15 November 2023). ChristchurchNZ began the Plan's implementation in February 2024, alongside the Ōtautahi Christchurch Waitaha Canterbury Destination Management Plan.

The Board believes that ChristchurchNZ should keep the community informed about the progress of implementation. They were disappointed to learn that, owing to resource constraints, ChristchurchNZ will not be holding Advisory Group meetings to review the implementation of the Destination Management Plan.

The Board requests that Council's Letter of Intent with ChristchurchNZ includes a specific commitment to provide regular progress updates to both the Board and the community on the implementation of Te Pātaka o Rākaihautū Banks Peninsula Destination Management Plan.

Akaroa Service Centre – The Board requests a review of the Council's Akaroa Service Centre's opening hours to assess whether they effectively meet the community's needs. Several community members have notified Board members that they are unable to visit NZPost due to the current hours. The Board questions whether the existing hours (10am – 2pm) are adequate or if

adjustments are needed.

Marine Structures – The Council recently approved the Coastal Hazards Adaptation Plan for Whakaraupō Lyttleton Harbour and Koukourarata Port Levy, which emphasized the need for the Council to plan for the protection of public assets, including marine structures.

However, a significant proportion of the marine structures across all of Te Pātaka o Rākaihautū Banks Peninsula are approaching the end of their service life and will soon require extensive repairs and renewals. These structures are vital to the daily lives of the Ōtautahi Christchurch and Te Pātaka o Rākaihautū Banks Peninsula communities, acting as essential lifelines during emergencies.

The Board acknowledges that many of these structures will need to be redesigned during repairs or renewals owing to the impacts of climate change/sea level rise.

The Board requests that the Council consider allocating additional funding for Te Pātaka o Rākaihautū Banks Peninsula Marine Structures to support the implementation of the approved Coastal Adaptation Plan in the Council's Long Term Plan 2027-37.

Community Facilities – The Board fully support the Koukourarata Port Levy and Wakaroa Pigeon Bay Halls to continue as valuable facilities for those communities. Both facilities are earthquake prone.

Koukourarata Port Levy Community Hall, located at 1708 Western Valley Road, is over 150 years old and is the Council's oldest community facility. In 2020, the Hall was assessed by the Council and rated as being in fair condition with being 16% of National Building Standards, the building is considered earthquake prone. Additionally, the toilets in an adjacent building are substandard, with small doors that have gaps above and below, compromising privacy. The Board provided \$100,000 of Better Off Funding for the hall committee to upgrade the adjacent men's toilets and the kitchen. The facility serves as a community resilience hub. The community has been very active in fundraising and activating the facility. The hall needs to be strengthened prior to 24 November 2031.

Wakaroa Pigeon Bay Settlers' Hall – located at 40 Wharf Road, is approximately 124 years old. In 2020 the hall was assessed and rated as being in poor condition with being 29% of National Building Standards the building is considered earthquake prone. The building serves as a community resilience hub. The building needs to be strengthened prior to 1 February 2037.

The Board requests that the Council consider allocating funding in the Council's Long Term Plan 2027-37 towards earthquake strengthening and upgrades of Koukourarata Port Levy Community Hall and Wakaroa Pigeon Bay Settlers' Hall, as they are both well utilised and highly valued by these remote communities.

The Board continues to support:

- The submissions and funding of Te Pātaka o Rākaihautū Banks Peninsula Reserve Committees, recognising the outstanding work they do.
- The Head to Head Walkway Working Party
- The refurbishment of the Coronation Library in Wairewa Little River.

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Joy **Last Name:** (required) Miles

Feedback

Reducing rates

1.2.8

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

Value the libraries, pool complex, rubbish collection

Air Force Museum Grant

1.3.2

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

Yes

1.3.3

Comments

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

I visit the Airforce Museum weekly with my grandson. I believe the museum is a huge asset to the city.

Central city shuttle service

1.3.4

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

No

Potential disposal of properties

1.3.6

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

Sell the properties and use the money for the community.

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Finn **Last Name:** (required) Ellis

Feedback

Air Force Museum Grant

1.3.2

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

Yes

1.3.3

Comments

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

I am a weekly visitor to the Airforce Museum, I think it is really important for the council to support the extension of the museum as it is a fantastic asset to the city and brings in many visitors from out of town.

Central city shuttle service

1.3.4

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

No

Potential disposal of properties

1.3.6

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

Sell the properties and use the money wisely

Future feedback

1.3.8

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

We comply with the Privacy Act 2020. If you say yes, we will use the information for the sole purpose of contacting you about

future feedback about our services and other issues impacting Christchurch residents.

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Jenna **Last Name:** (required) Ellis

Feedback

Air Force Museum Grant

1.3.2

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

Yes

1.3.3

Comments

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

My son visits the museum weekly, and we have seen firsthand how it enhances his learning and fosters a sense of pride in our military history.

The museum is a valuable asset to our city, and this extension will not only preserve these historic aircraft but also attract more visitors and further enrich the museum's educational offerings. This would be a wonderful opportunity to benefit both the museum and our community.

Central city shuttle service

1.3.4

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

No

1.3.5

Comments

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

The city has had a shuttle service before that was not used- please don't repeat history.

Potential disposal of properties

1.3.6

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

Sell the properties and use the money to reduce debt.

Future feedback

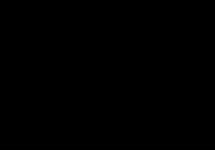
1.3.8

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

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

Yes

Ann Elizabeth Kennedy,



Submission to the Christchurch City Council Draft Annual Plan
26th March, 2025

Homelessness is Increasing

I am grateful to those who are working with our homeless, to those who hear the cry of the poor, those who look after them and help them into our emergency shelter, to those who provide them with a hot meal and a warm, safe bed for the night. Thank you to those people.

As most cities around the world are experiencing a sharp increase in homelessness, they are having to delve deeper into different approaches to get to the root of homelessness and reduce the number of people who experience it. More and more cities are adopting a holistic approach and shying away from traditional solutions that only offer shelter.

Homelessness is Not a Stand-Alone Issue

Holistic approaches attempt to address the causes of homeless such as substance abuse, joblessness or inadequate mental health care, a lack of connections to housing and child care subsidies and other benefits, doctor or therapist, budgeting advice. Without connecting these, hope and housing sustainability will be lost.

Holistic approaches recognise each person as a individual with different needs rather than treating homelessness as single issue. Cities using holistic approaches find success with many residents becoming more self-sustaining and having to rely on support less frequently.

Here in Christchurch, the City Mission should indeed be proud in leading Christchurch's efforts in this field.. They have 15 emergency beds for men and 12 for women, plus they supply meals. I read on their website that they have opened Whakaora Kānga transitional housing; a place designed to provide a step toward stable housing for the homeless and those living in emergency accommodation.

My Submission to the Draft Annual Plan

I request a substantial increase in funding to the Christchurch City Mission Outreach and The Salvation Army for the use of providing more emergency shelter and developing more effective holistic approaches for the sustainable future of our homeless.

Let's deliver on manaakitanga – kindness, respect and support – Let's make a meaningful difference.

Ann Kennedy

Christchurch

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Elizabeth **Last Name:** (required) Ireland

Feedback

Proposed spending

1.1.2

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

Would be great if there were more frequent bus services in the mean time around the city and on the halswell route if the project to make it more straightforard will be defered. I use the bus 44 route frequently as well, and it only comes every 30 minutes, it gets so busy at times that there is barely standing room on the bus so it would be great if that one (and probably other ones - i just haven't experienced it) were more frequent.

I like the spending on the cycle route as i use it often too, and it is much more accessable when there is a designated lane but for rainy days / winter time or when injured it would be great for the bus routes to be more frequent as well

Christ Church Cathedral targeted rate

1.2.1

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

Yes

1.2.2

Comments

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

stop the rates for it

Rating for renewals

1.2.3

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

Yes

Trade waste

1.2.6

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

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

Central city shuttle service

1.3.4

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

Yes

1.3.5

Comments

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

Bringing back this service would be an excellent thing for the city, and make it better for those of us who live or work in the city to get around without the use of cars. I would personally use it a lot, and i know plenty of my neighbors would also use this service frequently.

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Tanya Last Name: (required) Jenkins

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

Avon-Heathcote Estuary Ihutai Trust

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

Manager 500

Feedback

Proposed average rates increase

1.1.1

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

See attachment

Proposed spending

1.1.2

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

See attachment

1.1.3

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

See attachment

1.1.4

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

See attachment

1.1.5

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

see attachment

1.2.2

Comments

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

see attachment

Anything else?

1.3.7

Any further comments?

See attachment

Future feedback


1.3.8

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

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

Yes

Attached Documents

Name	
AHEIT submission on draft CCC LTP 2025	

Avon-Heathcote Estuary Ihutai Trust

<http://www.estuary.org.nz/>



Christchurch City Council

Estuary Trust Submission

Christchurch City Council's Draft Annual Plan, Mahere Rautaki ā tau 2025/26

The Avon Heathcote Estuary Ihutai Trust

1. The Avon Heathcote Estuary Ihutai Trust (AHEIT, The Estuary Trust) is a charitable society registered in 2003. It was formed as a result of community requests over many years for the formation of an organisation that included committed representation from statutory bodies, tāngata whenua and other agencies.
2. The vision of the Trust is

Communities working together for
Clean Water
Open Space
Safe Recreation, and
Healthy Ecosystems that we can all enjoy and respect

*Toi tū te taonga ā iwi
Toi tū te taonga ā Tāne
Toi tū te taonga ā Tangaroa
Toi tū te iwi*
3. Further details about the Trust, it's Constitution, the Memorandum of Understanding between the Christchurch City Council, Environment Canterbury and the Trust, and the Trust's Estuary Management Plan, please visit our website at www.estuary.org.nz

Joe Davies

Chairperson, AHEIT

NOTES; The Estuary Trust would like to speak to the submission at the public hearings.

Contact details for the Estuary Trust are; info@estuary.org.nz

Manager Phone; 027 224 5627

The Trust's submission

1. Estuary Drain (Bexley)

In particular we note the investigation of options for remediating pollution of the waterway known as the Estuary Drain at Bexley. This is a creek along the edge of the former city council landfill site at Bexley. It flows through a culvert under the State Highway on Anzac Drive (just north-west of the Bridge Street/Dyers Road roundabout). Recent studies have shown it to be highly polluted. This in turn means that the stream is polluting estuary water. Contamination of the estuary is culturally offensive and also threatens the ecological sustainability of the estuary (Te Ihutai).

A report prepared for the Council earlier this year identifies 10 options for resolving this issue (see "*Estuary Drain (Bexley Landfill) Identification and Evaluation of Possible Remedial Options*", prepared by Pattle Delamore Partners Ltd, January 2025). We urge the team working on this to ensure they choose an option which has the most effect to clean up pollution and to work with haste to put an end to this long-running source of contamination.

We also urge the Council to accelerate this project. Water quality in the Estuary (Te Ihutai) is constantly under threat from various contaminated sources. Where the severity of such contamination has been established then it should be addressed as soon as possible in order to protect the valued ecological health of the Estuary (Te Ihutai).

2. Other projects around the Estuary (Te Ihutai)

We note several items in the Draft Annual Plan that have the potential to influence the health of the Estuary (Te Ihutai) – see list below. We applaud the Council for prioritising this work and providing financial resources. We ask the Council to ensure that the improvements include measures to improve the ecological health of the waterways connected to these projects – such as eel shelters, vegetation suitable for inanga spawning, sediment control practices, and water treatment such as catch pits and filters to improve water quality.

- a. p 73 Project 30588 - Estuary Green Edge Pathway
- b. p 82 Project 59935 - Bexley landfill seawall remediation
- c. p 83 Project 29076 - Owles Terrace Landfill Remediation
- d. p 83 Project 29076 - SW Charlesworth Drain
- e. p 83 Project 41998 - SW Estuary & Coastal Waterways Detention & Treatment Facilities
- f. p 86 Project 72589 - Linwood Canal Bank renewals

We wish to be heard. Yours sincerely,



Joe Davies
Chair, Avon Heathcote Estuary Ihutai Trust Board
info@estuary.org.nz

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Gary **Last Name:** (required) Durey

Feedback

Proposed average rates increase

1.1.1

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

Council must not increase rates. Council must work within it's current levels.

Proposed spending

1.1.2

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

No to any and all cycleways and cycleway spending

1.1.3

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

No to any co-governance of water.

1.1.4

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

it's fine

1.1.5

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

too much money being spent on iwi consultant groups

Christ Church Cathedral targeted rate

1.2.1

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

Yes

1.2.2

Comments

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

Bulldoze it.

Rating for renewals

1.2.3

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

No

1.2.4

Comments

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

Solar and wind are a scam and money must not be wasted on these. Build more hydro dams or natural gas power plants or hydrogen power plants.

Fees and charges

1.2.5

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

They need to be reduced.

Trade waste

1.2.6

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

Option 3: Fixed volume rate

1.2.7

Why do you prefer this option?

As this is often bulk it should be free.

Reducing rates

1.2.8

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

Graffiti removal needs increasing.

1.2.9

Tell us about the services you could manage without.

any and all arts and craft, markets, grants, funding, sculptures, statues, or other things in the looks nice but does not fix infrastructure things.

1.2.10

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

as about as well as less "outside/outsourced" consulting with anyone other the the public in general, and NO lobby groups consulted. NO money to iwi.

Climate Resilience Fund Policy

1.2.11

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

Scam, funding for normal good drainage is all that is required.

Air Force Museum Grant

1.3.2

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

No

1.3.3

Comments

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

Not needed

Central city shuttle service

1.3.4

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

No

1.3.5

Comments

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

Money wasted on studies must not be allowed, instead common sense and elected councilors voting on what the people in there area want

Potential disposal of properties

1.3.6

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

Sell sell sell

Anything else?

1.3.7

Any further comments?

Council needs to cut back spending and restore control to elected people. Reduce waste by getting rid of back office slackers.

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) William **Last Name:** (required) Warren

Feedback

Proposed average rates increase

1.1.1

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

Prefer to stick to the long-term plan, particularly because the alternative forecasted 10% is a much harder rate increase for people to budget for and adjust to.

Proposed spending

1.1.2

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

Given the distance from the citycentre and the population density of harewood, I presume the main motivation for the cycle lane would be for kids to get to school? Otherwise, I don't see how it would ever have enough cyclist traffic to justify it. (Obviously, I'm not operating with the information that you have)

I've cycled up hereward road several times, mainly to get to the bishopdale Mall area. The roading is quite poor for cyclists, but the proposed cycle lane plan seems too extensive. I would prefer a smaller scale plan with fewer signalised crossings and maybe just a dedicated painted strip

1.1.3

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

I support the investment in the long-term health of our water systems.

1.1.4

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

all seems reasonable.

Christ Church Cathedral targeted rate

1.2.1

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

No

1.2.2

Comments

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

This would be a big increase in delays if the project does manage to overcome its current issues, and in the worst-case scenario when the project fails, then at least there is a useful unexpected windfall to redirect towards other projects. It's easier to collect and return than to have to collect more later!

Rating for renewals

1.2.3

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

Yes

1.2.4

Comments

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

No point in short termism

Trade waste

1.2.6

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

Option 3: Fixed volume rate

1.2.7

Why do you prefer this option?

I think we should be most encouraging towards small businesses and keep the pressure off them in favour of putting more pressure on larger businesses. In particular, small businesses are more likely to feel pressured by environmental regulations and try to circumvent them, so we want to reduce incentives to do that by reducing the cost of compliance. Larger businesses, because of the increased scrutiny and greater available resources to deal with those compliance costs, are less incentivised to try circumventing costs.

Reducing rates

1.2.8

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

I don't envy your job. So much of what the council does is important for quality of life and living in Christchurch!

I personally highly value the library services and I particularly make use of the makerspaces a lot for business ideas and community projects as well as small pieces for repair to save money around the house.

1.2.9

Tell us about the services you could manage without.

I personally do not engage with dog cemetery or event services much, but I recognise the value they bring to others and would not want to see them go

Climate Resilience Fund Policy

1.2.11

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

The proposal looks sensible to me. I would envisage this fund to be split between recovery and preventative measures, for flooding and wildfires

Air Force Museum Grant

1.3.2

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

Yes

Central city shuttle service

1.3.4

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

Yes

1.3.5

Comments

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

I recall the easy and rapid hop-on, hop-off nature of the central city shuttle, fantastic for getting around and doing business across a lot of the CBD without having to rely on a personal vehicle. I made a lot of use of it and found it very helpful. I think it is worth getting an understanding of how the increased fluidity for foot traffic would help reduce congestion and increase flows to businesses, particularly the linking between South City mall and Cashel Street/high st shopping hubs. 200,000 does seem high though for a business case investigation that small and specific. Would this be externally contracted or performed in-house? And what would the bid process be like?

Potential disposal of properties

1.3.6

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

Perhaps consider whether any of them might be in strategically useful locations for future public transport hubs, otherwise get rid of them and let the market do what development it sees fit with those properties.

Anything else?

1.3.7

Any further comments?

Thanks for all of the hard work and services, Council!

Future feedback

1.3.8

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

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

No

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Chris **Last Name:** (required) Carrow

Feedback

Proposed average rates increase

1.1.1

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

Increase in rates effects the poor and elderly

Christ Church Cathedral targeted rate

1.2.1

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

Yes

1.2.2

Comments

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

Christchurch should let the old crumbling cathedral go

Anything else?

1.3.7

Any further comments?

I am a user of the Roy Stokes Community Hall in New Brighton Christchurch,

The Community hall is a hub for activities in our area.

Chch city council has a plan to renew the road entrance into Seaview Road from the ring road. Rebuilding the bridge over the river and creating a limited street frontage parking zone, this will effect our current patrons and future users for events and bookings.

The community hall is available for all community events. The School site, its former home, was sold to a developer and they have consent to complete a total of 74 houses with minimal parking, the site has 14 houses

currently completed.

When the subdivision is complete the available parking will be marginalised as any parking on the street will potentially be occupied by the new apartment owners

The Roy Stokes Community Hall was historically funded and run by the community as a hub. FYI it was used as the Central New Brighton emergency hub during the earthquakes.

When Chch city council CNZ sold the old school site, our community petitioned to have the community hall subdivided off from the sale. This was successful, but no extra land was considered for parking around the hall. If there are any big audience events, patrons are forced to park sometimes 2 or more blocks away, this will only get more intense with the continuing development of New Brighton. At this time there is still an empty section of land behind the Roy Stokes Community hall, which would be ideal as a parking lot for all the current and future hall users. A potential space for 40 to 60 car parks.

In a conversation with the current developer, he is open to negotiate selling this land for a proposed car park.

Please Christchurch city council, this would be a future solution for a current and future problem. Thank you for your time and consideration. Sincerely Chris Carrow Caretaker of the Roy Stoke Community Hall and resident of New Brighton

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

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

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

Lyttelton Energy Transition Society

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

Co-Chair We have 49 members

Feedback

Anything else?

1.3.7

Any further comments?

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

Future feedback

1.3.8

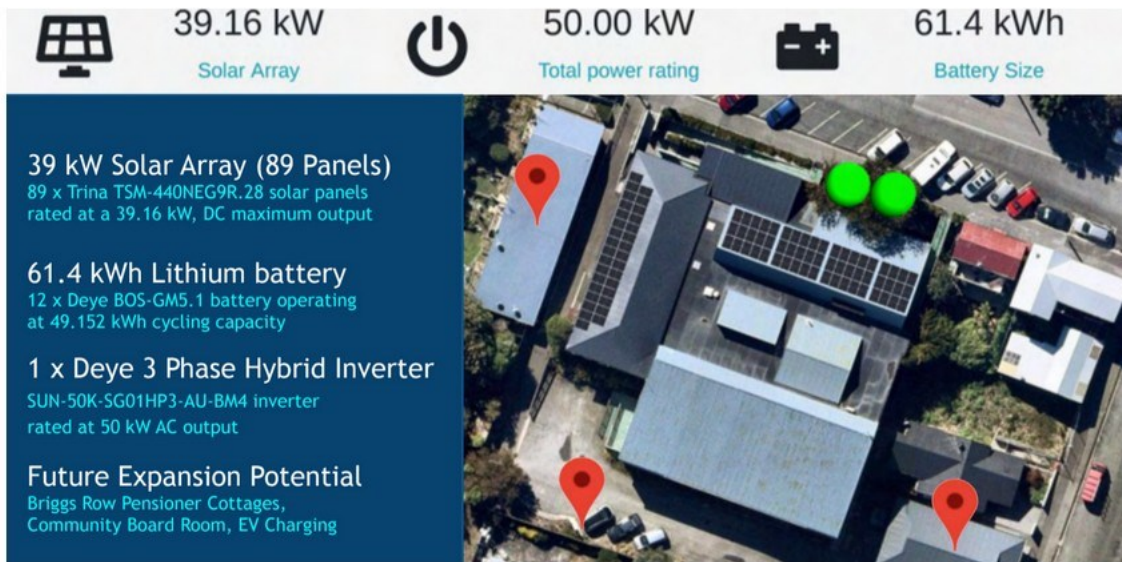
For future feedback about our services and issues impacting Christchurch residents, do you consent to us holding your email address and the demographic information that you have provided?

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

Yes

Attached Documents

Name
Rec Centre 2025-03-26 211643



Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Jillian **Last Name:** (required) Ireland

Feedback

Proposed average rates increase

1.1.1

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

Ok

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Rating for renewals

1.2.3

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

Yes

Reducing rates

1.2.8

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

Library

Parks & recreation areas, including sports grounds etc & playgrounds

Air Force Museum Grant

1.3.2

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

No

Central city shuttle service

1.3.4

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

Yes

1.3.5

Comments

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

This would be well used, with the central city population growing as it is.

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Merav **Last Name:** (required) Benaia

Feedback

Proposed average rates increase

1.1.1

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

I support the rates increase to fund services. CCC needs to be funded and resourced properly so it can deliver the services we need and want. Every attempt to not fund services properly will result in worsening conditions and future generations will have to bridge the gap.

In saying that, CCC needs to be more creative in the way it charges rates. For example:

higher rates on vacant land that is not being developed or land that is under utilized

CCC should facilitate higher density housing in order to spread the rates burden.

Elected members over successive councils have prioritised artificially keeping rates low rather than finding ways to increase the income. Transferring of funds from one project to another or delaying a project isn't going to make things cheaper in the long run. It will just transfer the responsibility of higher rates to future councilors.

Proposed spending

1.1.2

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

I support transport spending because it is an essential service. This needs to include major investment in local cycle connections, major cycle routes and public transport.

Investment in cycling, walking and public transport helps all of us, including those who must drive.

Wheels to Wings Papanui ki Waiwhetū Major Cycle Route

I support council allocating a budget in the capital programme to deliver the Wheels to Wings cycleway.

This project have already suffered several delays that only make it more and more expansive.

We need to prioritise the safety of children cycling to school and that of vulnerable members of the public using a wheelchair who

will benefit from a safe cycle route they can use and we need to reduce traffic on our roads. We are not all confident enough to cycle on the road and we should not put member of the public at the mercy of drivers!

How council reports on transport expenditure, mainly cycleways needs to change. A great example is the work on Antigua Street. The cost of the cycleway and the cost of the road upgrades needs to be split out and reported separately.

Currently all spending is lumped in one number and given a title that drives the belief that our cycleways are "gold plated." I would like to see a breakdown of the costs so it will be clear how much is spent on road improvements (water and sewage infrastructure, traffic lights etc.) and how much on the paving of the cycleway itself.

I would like to see more cycleways connections that have been deferred or removed added back so that our network will have better connectivity and thus will attract more usage.

A great cost-effective way to build more cycleways is in a similar manner to the Rolleston Ave/Park Terrace cycleway.

1.1.3

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

Cities need clean drinking water, functional sewerage and resilient storm water networks. I support investing in updating and upgrading the 3 water network for current residents while planning for future growth.

CCC need to ensure that these assets are used to their maximum extent by allowing for intensification of housing. Denser urban living makes the network cheaper to build and maintain. There is no better time than today to invest in infrastructure.

Christ Church Cathedral targeted rate

1.2.1

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

Yes

1.2.2

Comments

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

The Christ Church Cathedral reinstatement project was put on hold. Therefore council should stop collecting money for a project that is not going to go ahead.

The funds already raised should be used to improve public amenities within Cathedral Square. This will help create a better looking and better used civic space and provide a connection to the Performing Arts Precinct and Te Pae.

Rating for renewals

1.2.3

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

Yes

Future feedback

1.3.8

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

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

Yes

2025/26 Draft Annual Plan Submission
 Christchurch City Council
 PO Box 73017
 Christchurch 8154

March 26 2024

Submitter: Victoria Andrews

Address for Service: [REDACTED]

Contact: Victoria Andrews, email: [REDACTED] phone: [REDACTED]

✓ I wish to be heard in support of my submission

- What Matters Most? **Climate Change.** I support the Climate Resilience Fund. However, I doubt \$127 million will go very far. The council declared a climate and ecological emergency in May 2019 to ensure that climate change is a key consideration in long-term planning.
- I do not support a \$5 million grant to the Air Force Museum. The council should focus on improving the Akaroa Museum and facilities catering to the needs of residents and visitors.
- I do not support allocating money for a scoping study for the central city shuttle service because no consideration has been given to public transportation for residents and visitors to Little River and Akaroa. The council's main focus appears to be providing whatever the CBD wants without understanding (or caring) that some residents avoid the area. To access the CBD Peninsula ratepayers have to drive over 90 kilometres, pay for petrol and parking which is a luxury for many of us living on fixed incomes.

The Main Points of My Submission Are

- Prioritise and accelerate the council's Coastal Hazards Adaptation Planning Programme and improve Civic Defence for the Akaroa area.
- **Maintain and enhance the level of service (LOS)** for facilities and activities in and around Akaroa.
- I support maintaining and enhancing the level of service for the Akaroa Museum, Service Centre, School and Community Library.

Introducing the New Akaroa Volunteer Visitor Centre

The Akaroa Service Centre and new Visitor Centre are housed in the historic 1914 Post Office building in the heart of historic Akaroa. The office space is a perfect location for the volunteer Information Centre, it is easy to find and centrally located in the heart of historic Akaroa. In addition, buses and vans drop off passengers on a daily basis at its doorstep.



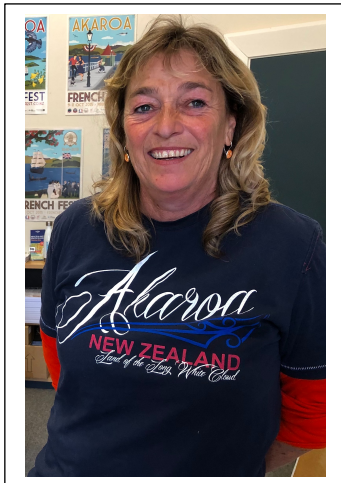
The Post Office building was fully earthquake strengthened, however staff decided to shut the facility in December 2020 without consulting the Banks Peninsula Community Board or residents. The service centre was downsized and moved into the Akaroa Area School and Community Library as a cost saving measure. However, as a strategic asset listed in the District Plan public consultation was required. Consultation evidence made it clear that ratepayers demanded the return of the Service Centre to its former location on the main street of the town. At the time the council viewed the Service Centre as being underutilised since Covid closed many facilities.

When NZ Post relocated to the Service Centre in late 2024 staff continued to work diminished hours Monday-Friday from **10:00 a.m.-2:00 p.m.** Little River and Service Centres in the city are open 9:00 a.m. – 5:00 p.m. while **Akaroa has been forced to accept a lower level of service than that provided elsewhere.** *Activity within the Akaroa Service Centre activity has greatly increased over the past 12 months due to of the addition of NZ Post, the new Akaroa Information Centre and the rental of the upstairs area.

Akaroa is a remote and isolated community 90 kilometres from Christchurch and there is no public transport to Little River or Christchurch. It is essential the level of service be reinstated due to increased activity.

The Akaroa Service Centre is the first point of contact for ratepayers and it requires adequate staffing as well as funding.

The Volunteer Akaroa Visitor Information Centre



Sonya Warner, part time Akaroa Information Centre office Coordinator

Keith Harris, Kerry Little, Heartlands Coordinator and the Akaroa Resource Collective (ARCT), and I worked to set up a volunteer visitor centre following the sudden closure of Akaroa's iSite in August 2024. Working with the Banks Peninsula Community Board, a little used office in the Akaroa Service Centre was allocated for a trial period. The office opened a week prior to the busy Christmas holiday period and it met with huge success with visitors as well as with local volunteers who say they enjoy meeting and assisting people from around the world. The non-profit community project, operated through the Akaroa Resource Collective Trust (ARCT) and with the support of Christchurch City Council, local businesses, community groups and organisations has become a vital asset to Akaroa and The Bays.

The Akaroa Information Centre is not a booking facility. Its role is to provide visitor information and answer questions with a friendly smile by a local resident who knows the area well. Opening hours are 10:00 a.m. - 4:00 p.m. (note: Akaroa Service Centre hours are limited to 10:00 a.m.-2:00 p.m.)

Retired iSite manager Sandra Innes has joined the team and her professionalism and oversight are highly valued. Statistics are gathered daily from visitors to determine the number served, how visitors are travelling, where they are from and how long they are staying as well as their comments. Visitors are appreciative of receiving local information from volunteers.

Essential to its success was the appointment of a paid part time office coordinator. We were fortunate that basic funding for this role was made available for a short period through ARCT. The coordinator role is essential. The Information Centre is currently seeking permanent funding for the position through the council's Strengthening Communities fund.

We appreciate the support of the BP Community Board and Christchurch City Council and look forward to a continuing partnership for the long term benefit of the community as well as visitors to the area.

As always, it is important to Maintain and Enhance the Level of Service in Akaroa because:

Akaroa is a rural, remote and isolated community located 80-90 kilometres from Christchurch. It is therefore critical to retain and enhance levels of service for ratepayers. In addition, the town must provide a professional level of service for domestic and international visitors since tourism underpins the local economy. Akaroa is also a major tourism attraction for the Canterbury region.

The Akaroa Museum

Maintaining adequate operational funding for Akaroa Museum through the Annual and Long Term Plan process is essential. The Museum is a key council facility and an important community heritage resource. It is important that Akaroa Museum maintains the levels of service as in previous years. The Akaroa Museum contributes to supporting the town's economy which is largely based on tourism which now includes returning international visitors.

The Museum oversees three important Heritage New Zealand listed historic buildings and it plays a vital role in the Council's delivery of its *Our Heritage, Our Taonga 2019-2029* strategy through its exhibition policy and educational programme.

The Akaroa Museum has a close and positive association with Ōnuku Rūnanga and it presented an important exhibition in 2010, *Nga Roimata o Takapūneke: Tears of Takapūneke*. The exhibition received Christchurch Heritage Awards for Heritage Education and Interpretation. In 2024 the Museum also curated *He Ara Roimata ki te Anamata – Takapūneke, Our Journey, Our Survivance* working in close association with Ōnuku Rūnanga. It is important to utilise the Museum's resources and staff expertise to the fullest extent as a link to Ōnuku Rūnanga and the wider community.

It is vital that Christchurch City Council continues to recognise the Museum's significant contribution to the town's economy as well as to the wellbeing of ratepayers, visiting school groups and tourists. The Museum is the key institution for understanding the history of the area, which encompasses themes of national importance, including the significance of Takapūneke and the Britomart Memorial.

Akaroa Museum has underpinned the culture, heritage and wellbeing of Akaroa and the surrounding area since it was founded in 1964. Since the mid-1980s it has been in the ownership and under the management of the local authority (Akaroa County Council, then Banks Peninsula District Council, now Christchurch City Council), and has been open to the public seven days a week since its inception. It is a professional institution serving members of the community and the wider Canterbury region, as well as attracting and then informing national and international visitors about the history of Akaroa and the harbour. Appointments can also be made by researchers to view the collection which requires professional care and oversight while also noting there has been no loss or damage to items held by the museum.

The role of the Museum is to collect, curate and display objects of significance to Banks Peninsula, and to care for these objects in perpetuity. The collection, valued at more than \$1.5 million, is owned by, and is the responsibility of, Christchurch City Council. Special exhibitions with high quality interpretation occur throughout the year. Gallery talks and educational lectures are provided to visiting schools, and researchers utilise the Museum as a vital resource.

The Museum is critical to the wellbeing of the community, which includes the Outer Bays. Akaroa Museum is viewed as a key facility by residents of Christchurch as well, and it provides face to face interactions for ratepayers, students and visitors.

The Akaroa Area School and Community Library

The Akaroa Library is part of the council's library system.



The Library is a shared facility with the school which is located next to the library. It is an excellent, although small, facility which is professionally staffed by skilled librarians. It is open Monday – Friday and Saturday between 10am-2pm.

- I again wish to note that what is readily available is considerably less than other council libraries in terms of opening hours, items and activities.
- Staff are skilled, well trained and helpful to all who visit the facility.

The library is a community meeting point which is always welcoming and free of charge. It is an important council facility for residents and their children because the town lacks the diversity of activities which are largely taken for granted in Christchurch.

Removing reserve and transfer fees has been greatly appreciated because residents have been able to get a range of material sent to Akaroa at no charge thus opening up opportunities for those living on a budget and limited income.

Council's One Size Fits All Approach in Relation to Akaroa and Rural Parts of Banks Peninsula

The council applies policies across the board without regard to where activities take place. Doing so impinges on the level of service and quality of life for many in the Akaroa community some of whom lack the resources to travel into town to access a dentist (Akaroa has no dentist), attend appointments, seek entertainment or to further their education.

Parts of the Peninsula are often cut off from Christchurch due to inclement weather conditions.



Highway 75, 20 March 2014, photo supplied by Pam Richardson

In my view and experience, reports regarding Akaroa area do not always reflect the actual situation based on the location of the activity and rural limitations which are different to those in the city yet councillors are often expected to make decisions based on partially accurate information.

In my view the focus of Christchurch City Council remains firmly on the CBD and the suburbs of the city. It also appears that some decisions can be swayed by business lobbyist or sporting interests. Reading the newspaper it seems that well connected developers and businessmen are able to achieve the desired result while the average ratepayer is left with little recourse but to write a submission with a 3-5 minute oral time slot to be heard (it's not exactly a level playing field in my view).

Coastal Hazards Adaptation Planning Programme.

As a resident of Akaroa I have witnessed sea level rise in relation to the harbour in a matter of a few years. It is happening at an alarming rate. As such it is an urgent matter which cannot be ignored or put at the bottom of the list for action at some point in the future.



The Tonkin and Taylor report, commissioned and revised by Christchurch City Council, illustrates the impact sea level rise will have on Akaroa.

It is time to stop beating around the bush and take action.

Flooding is already a regular occurrence in parts of the township.



Drummond's jetty, 57 Beach Road, Akaroa 23 December 2020 (prior to the recent upgrade)



Rue Lavaud, the main road into and out of Akaroa, 21 July 2022



The Akaroa recreation ground and sports complex, 21 July 2022

Welcome to Historic Akaroa.....

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Michael **Last Name:** (required) Ellis

Feedback

Proposed average rates increase

1.1.1

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

i would have hoped to see this drop further by using funds reserved for the cathedral to offset this more

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Rating for renewals

1.2.3

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

Yes

Trade waste

1.2.6

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

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

Air Force Museum Grant

1.3.2

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

Yes

Central city shuttle service

1.3.4

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

No

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Anita **Last Name:** (required) Hubac

Feedback

Proposed spending

1.1.2

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

Harewood-Breens-Gardiners Traffic lights are needed more than the proposed cycle way down harewood road.

Air Force Museum Grant

1.3.2

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

No

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) David **Last Name:** (required) Lawry

Feedback

Proposed spending

1.1.2

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

The city is financially in a very poor situation with less than 2% return from approx 18 billion in CCHL assets and debt levels that are far too high and costing in excess of 100milin interest alone. this represents financial miss management. Given this situation serious consideration needs to be given to asset sales and certainly some REAL attention to stopping nice to have projects such as bike lanes from Papanui to the Christchurch International Airport. I am yet to see a person intending to use the airport for its core business riding to that facility with their suitcases on a bike. Significant adverse business impacts will result to business on the route

There is little doubt that the costs will blow out. This project does not provide new jobs is excessive in cost does not have a majority rate payer backing and indeed is strongly opposed by many yet due to poor priority settings and financial management continues to be pushed.

1.1.3

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

Nil

1.1.4

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

Nil

1.1.5

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

As already indicated far more attention to the continued rising debt failure to balance income to spending driving ongoing significant rate rises is needed. The current returns on CCHL assets are extremely poor yet there seems to be no real focus on this and continued ongoing nice to have spending.

For one example why are we the rate payers owners of a large amount of land at Tarras which we are no doubt paying rates on.

Christ Church Cathedral targeted rate

1.2.1

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

Yes

1.2.2

Comments

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

Again a nice to have already the budget has blown out . There was a referendum which indicated this project was not supported by the majority yet CCC continues on WHY

Rating for renewals

1.2.3

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

Yes

1.2.4

Comments

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

This is a start in the right direction but a very small start. There needs to be urgent and hard ball needs focus on core council service delivery with nil nice to have until debt is reigned in and rates increases brought down to at least inflation level.

Fees and charges

1.2.5

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

NIL

1.2.7

Why do you prefer this option?

Nil

Reducing rates

1.2.8

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

NIL

1.2.9

Tell us about the services you could manage without.

I live on a rural land I supply nearly all my serviced myself ie sewer water etc

1.2.10

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

All new bike lane programs/ all social development projects significant reduction in using consultants reduction in creating new boards

Air Force Museum Grant

1.3.2

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

No

Central city shuttle service

1.3.4

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

No

Potential disposal of properties

1.3.6

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

Should think much wider re sale of under performing assets of which the group has many. Then reducing debt that these under performing assets have and continue to create . This needs to be a major project by qualified persons.

Anything else?

1.3.7

Any further comments?

This is my main reason for inputting to the planning process. The already approved Spatial plan had been agreed. This was a long expensive process to which I submitted. One firm decision was to remove the 50 dBA Ldn air noise contour that Christchurch International Airport polices. This creates a very negative impact on affected land owners land use rights. ECAN has also indicated that this air noise contour is set a to low a level at 50 dBA Ldn this is the recommendation to ECAN councilors however that is currently on hold. The Christchurch District Plan needs to put in place all the policy changes needed to operationalize the Spatial Plans findings so that they come into effect. I wish to be heard on this matter

Future feedback

1.3.8

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

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

Yes

Pita Alexander

FCA, BCOM, CA, DIP AGRIC, DIP VFM, FNZIPIM,
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29 February 2024

A LOOK AT THE CHRISTCHURCH CITY COUNCIL ANNUAL FINANCIAL STATEMENTS
FOR ITS YEAR ENDED 30 JUNE 2023

1. On Schedule One attached is the overall gross income and the overall expenses for the year ended 30 June 2023 (showing Council on its own, outside of Council and the group).
 2. On Schedule Two attached is the assets and liabilities as at 30 June 2023 (showing Council on its own, outside of the Council and the group).
 3. The Council financial statements involve the parent (which is the Council itself) and the group (which is the Council plus the 15 entities the Council owns and controls). Schedule Three shows a pictorial overview of the whole group (the 15 involves three substantial entities and 12 minor ones).
 4. The overall net assets of the group as at 30 June 2023 is \$17.215 billion.
 5. How many councillors are there: 17.
 6. Salary of the Council chief executive: \$543,943.
 7. How many Community Boards are there: 6 (How many Board members: 53).
 8. How many Council employees: 2,808 as at 30 June 2023 (there is a surprisingly high staff turnover, including senior staff).
 9. How many rating units (that is number of people and organisations charged for rates): 179,264 (an increase of 1,853 units or 1.04% since 2022 year - the 179,264 includes residential and commercial).
 10. Total rates received for the 2023 year: \$636.864 million.
 11. Average rates assessment per rating unit: \$3,553.
 12.

Average land value of rating unit	\$281,973	
Average improvements value of rating unit	<u>\$378,780</u>	
Average capital value of rating unit	\$660,753	
	=====	
 13. Business and other assets owned/controlled (see Schedule Three):

Orion Limited	89.275%	
Christchurch International Airport Limited	75%	
Lyttelton Port Co Limited	100%	
Enable Services Limited	100%	
City Care Limited	100%	
Eco Central Limited	100%	
RBL Property Limited	100%	
Development Christchurch Limited	100%	

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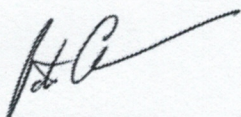
Substantial financial entities
- The Council financial statements show a value for shares owned in these and a few other entities of \$4.054 billion, but their current market value, if separated from the Council, may well be quite a lot higher.
14. The Council's major asset is land, buildings, property and plant, with the book value as at 30 June 2023 being \$15.406 billion.

15. Council loans to communities etc: \$46.265 million.
16. Remuneration to the 17 elected Councillors: \$2.117 million (average of \$124,578 each).
17. There is an increase in overall group net assets as at 30 June 2023 compared with 30 June 2022 of \$1.449 billion, but \$987.226 million of this increase is coming from a revaluation of group assets.
18. Remuneration to the 53 Board Members: \$896,859 (average of \$16,922 each).
19. How many Council employees earning over \$100,000: 705 (that is 25.1%).
20. Total overall group interest bearing term debt as at 30 June 2023: \$3.026 billion (an increase of \$257.556 million compared with 30 June 2022).
21. Total group interest cost for 2023 year: \$176.268 million (the 2024 interest cost looks as though it could be somewhat higher).
22. The Council and the group are not in a position to repay bank term debt at the present time.
23. How many different types of rates are there: 18.
24. The work in progress is significant at \$608 million.
25. The 2023 year interest and dividend income: Approximately \$80.885 million.
26. Intangible assets as at 30 June 2023: \$193.220 million (mainly software and goodwill).
27. The interest and dividend income represents a return on overall investments of around 2% - but the real return may be lower.
28. There is quite a "mix" of revenue and capital in the overall data - the annual report is made up of 364 pages but is very well presented with a lot of detail - the overall presentation is very transparent.
29. The holding Company for the Council is Christchurch City Holdings Limited (8 directors) - see Schedule Three.
30. The total rates income in the 2023 year was an increase of \$41.084 million compared with the 2022 year - an increase of 6.89%. This increase though will be confused by the new rating entities of 1,853 and perhaps also GST, as the figure referred to was an increase of 6.41%.
31. If the rate percent increase for the 2024/2025 year is say 13.24%, as has been discussed, then this overall increase represents a total rates income of \$721.185 million - an overall increase of \$84.321 million compared with the year ended 30 June 2023.
32. The Council thinking at the moment re rates increases is:

2023 year increase (actual)	6.41%
2024 year increase (estimate)	13.24%
2025 year increase (estimate)	7.76%
2026 year increase (estimate)	4.67%
2027 year increase (estimate)	4.79%
2028 year increase (estimate)	4.43%
2029 year increase (estimate)	4.23%
2030 year increase (estimate)	3.65%
2031 year increase (estimate)	2.40%
2032 year increase (estimate)	1.21%
2033 year increase (estimate)	0.80%
	=====
11 year average increase	4.87%
	=====
33. Based on the overall group net assets of \$17,215,675,000 (\$17.215 billion) the average Christchurch City Council ratepayers has a share in this net assets of \$96,035 each - an interesting figure.
34. The Christchurch City Council's share of the total cost for the stadium is \$286 million, which represents \$1,595 per rating entity - if it is spread over say three years, this is a cost for each of those three years per rating entity of \$531.66.

A few suggested conclusions:

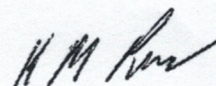
- (a) After reading the 364 pages of detailed data, one has to come to the conclusion that the mayor and the 16 Councillors are trying hard to get all this to work – a 10 page consolidated report though would be useful.
- (b) The stadium is certainly a major financial hiccup over the next three-five years - but will be a major asset - at, though, a \$286 million cost at, say, 5% this is a forever cost of \$14.3 million a year, plus perhaps a trading loss each year upon completion of \$1-\$2 million/year - maybe \$16 million a year drag on the council forever.
- (c) I feel the stadium, upon completion, will struggle to balance its annual cash flow if honest income and expense figures are used, but that has always been anticipated - minimising losses is an art form.
- (d) The Council and its group looks quite a long way from reducing its overall present gross debt of \$3.026 billion - it needs to reduce this debt by at least \$60 million/year (2%).
- (e) The Christchurch entity ratepayers will need to accept and understand the "rule of 72" - this is, accept that their annual regular rates increase is unlikely to get below about 6%-7% each year - that is their annual rates cost will double about every 10-12 years. The estimated 11 year average of 4.87% looks very unlikely.
- (f) This whole analysis simply emphasises the importance of New Zealand getting its inflation rate down to under 3% - until that happens, the overall cost increases will simply rule the day for 90% of New Zealand businesses and households - even at a 3% long term the whole country's price level will double every 24 years.
- (g) With the earthquake, COVID, interest rates insurance rates, the stadium and inflation, it is not surprising that all major New Zealand financial enterprises are struggling and will continue to struggle for some time. Strong financial planning and management has really come back into vogue. Government and Councils cannot finance well what they all want to do - this is one of life's realities.
- (h) The funding model for Councils and Government has come unstuck and insufficient - insufficient rates income from a Council point of view and insufficient Income Tax from a Government point of view.
- (i) It is not hard to see much more focus on "user pays" models from both the Council and Government. New Zealand people accept "user pays" because if they don't use it, they don't pay.
- (j) Many New Zealand Councils around New Zealand are going to have a funding problem - just like many States in the USA are presently having. Nobody wants a drop in their standard of living - but we are heading for this on the present pathway or at least around 30% of New Zealand households are.
- (k) Releasing capital cash can work in a business as long as it is very, very well spent.
- (l) In many ways Government and Councils should not be in business - the people who run businesses have their own skin in the game, with this being a crucial issue - when Councils and Government make substantial losses, nobody loses their house - the mix of "emotional" decisions and "rational" decisions is never easy, but doing what's right/best for the country and its people as a whole is always right in the long run.
- (m) It is interesting that really if you drill right down the Christchurch City Council, the New Zealand Government and approximately 25%-30% of New Zealand people are living beyond their income, in the context of all three groups needing a significant increase in their overall gross income to cover their overall expenses and wishes.



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SCHEDULE ONE

**OVERALL INCOME AND EXPENSES FOR THE COUNCIL AND THE GROUP
FOR THE YEAR ENDED 30 JUNE 2023 (IN MILLIONS)**

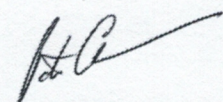
INCOME AND EXPENSES	COUNCIL ONLY	OUTSIDE OF COUNCIL	COMBINED
<u>Income</u>			
1. Gross Rates	\$636.864	} \$1272.383	} \$2676.453
2. Subsidies and Grants	\$234.448		
3. Other Revenue (Note (1))	\$532.758		
4. Total Income	\$1404.070	\$1272.383	\$2676.453
<u>Less Expenses</u>			
5. Depreciation	\$318.014	} \$1227.792	} \$2217.032
6. Finance Costs	\$113.039		
7. Personnel (Wages/Salaries)	\$211.729		
8. Other Expenses	\$346.458		
9. Total Expenses	\$989.240	\$1227.792	\$2217.032
10. Net Surplus	\$414.830	\$44.591	\$459.421

Notes:

(1) Includes \$163.38 million of vested land from other entities - this is not income in the normal sense.

(2) Overall surplus:

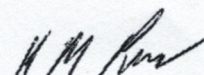
From Council only	\$414.830	(90.29%)
From outside of Council	\$44.591	(9.71%)
	<u>\$459.421</u>	<u>(100.00%)</u>
	=====	=====



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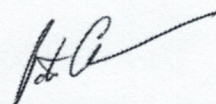
SCHEDULE TWO

OVERALL ASSETS AND LIABILITIES FOR THE COUNCIL AND THE GROUP FOR THE YEAR ENDED 30 JUNE 2023 (IN MILLIONS)

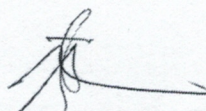
ASSETS AND LIABILITIES	COUNCIL ONLY	OUTSIDE OF COUNCIL	COMBINED
<u>Assets</u>			
1. Current Assets	\$422.866	} \$2019.156	} \$22083.732
2. Term Loans and Investments	\$4054.087		
3. Land, Property and Plant	\$15406.288		
4. Intangible Assets	\$96.701		
5. Other Assets	\$84.634		
6. Total Assets	\$20064.576	\$2019.156	\$22083.732
<u>Less Liabilities</u>			
7. Current Liabilities	\$564.473	} \$2433.761	} \$4868.057
8. Term Liabilities	\$1843.613		
9. Other Liabilities	\$26.210		
10. Total Liabilities	\$2434.296	\$2433.761	\$4868.057
11. Net Assets (Deficit)	\$17630.280	(\$414.605)	\$17215.675

Note:

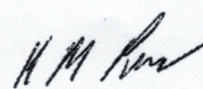
- (1) The outside of Council entities liabilities exceed their assets by \$414.605 in accounting terms - perhaps not in standalone current market value terms.



Pita Alexander
PS Alexander & Associates Limited
DDI: 03 364 9330
M: 021 465 426
E: pita@alexanders.net.nz



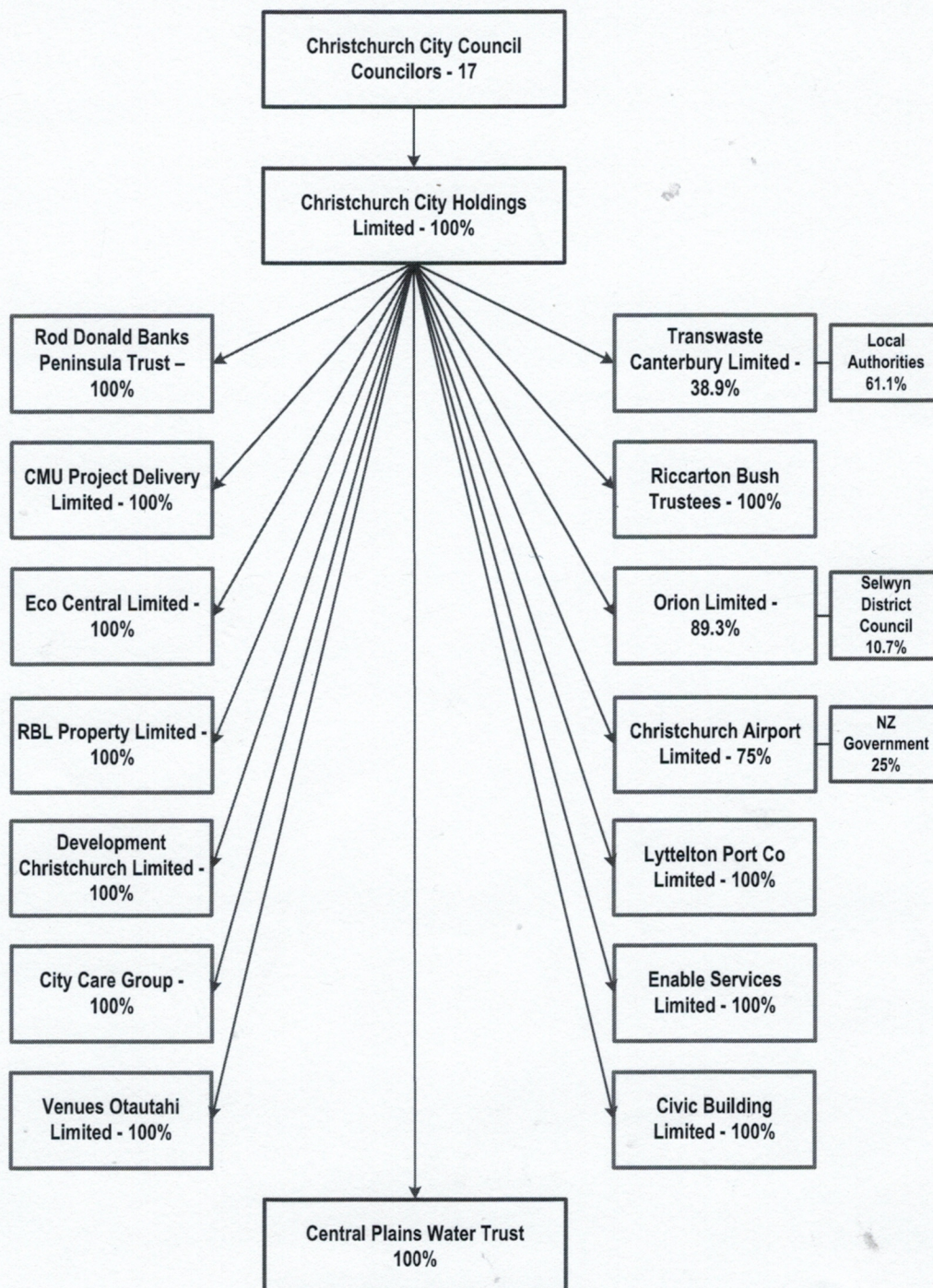
Alister Stevenson
PS Alexander & Associates Limited
DDI: 03 364 9332
M: 021 843 820
E: alister@alexanders.net.nz



Karen Prue
PS Alexander & Associates Limited
DDI: 03 364 9344
M: 027 535 3191
E: karen@alexanders.net.nz

SCHEDULE THREE

CONTROL AND OWNERSHIP



Pita Alexander
Pita Alexander
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 M: 021 465 426
 E: pita@alexanders.net.nz

Alister Stevenson
Alister Stevenson
 PS Alexander & Associates Limited
 DDI: 03 364 9332
 M: 021 843 820
 E: alister@alexanders.net.nz

Karen Prue
Karen Prue
 PS Alexander & Associates Limited
 DDI: 03 364 9344
 M: 027 535 3191
 E: karen@alexanders.net.nz

(This Schedule must be read in conjunction with our article dated 29 February 2024.)

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Glenda **Last Name:** (required) Bills

Feedback

Proposed spending

1.1.2

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

I strongly support a cycleway along the full length of Harewood Road because cycling there is currently too dangerous. Parked cars and drivers unfamiliar with safely navigating around cyclists create significant risks. Pedestrian crossings are less critical than the cycleway because the existing islands already provide safe crossing points for pedestrians.

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025
First Name: (required) Adele Last Name: (required) Geradts
If you're responding on behalf of a recognised organisation, please provide the organisation name: (required)
Halswell Residents Association

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

Feedback

Proposed average rates increase

1.1.1

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

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

Proposed spending

1.1.2

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

We are disappointed to see Project 917—Lincoln Road Passenger Transport Improvements (Curletts to Wrights) being delayed again. In the long-term plan, this project was supposed to happen between 2018 and 2022/2023. This missing link will impact the road improvements from Dunbars to Curletts, which will be completed in late 2026, and create a bottleneck (Curletts to Wrights). We would like to see this project left as is and not delayed. The delay, as proposed, also runs against the Ōtautahi Christchurch Future Transport Strategy, which the City Council has only just approved. In particular:
• Goal 3: A safer transport network (because project 917 will separate buses and bikes from cars);
• Goal 4: An efficient transport network (because project 917 will significantly reduce the time Halswell buses get snarled up in traffic and will ease the flow of private vehicles through changes to intersections);
• Goal 5: Genuine transport choices for everyone (because project 917 will give people a reliable alternative to running a car);
• Goal 6: A vibrant, healthy and liveable city (because project 917 will contribute to the wellbeing of people living along Halswell Road).

1.1.3

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

We are making a separate submission on that.

Christ Church Cathedral targeted rate

1.2.1

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

No

1.2.2

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

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

Rating for renewals

1.2.3

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

No

Fees and charges

1.2.5

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

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

Reducing rates

1.2.8

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

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

Climate Resilience Fund Policy

1.2.11

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

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

Air Force Museum Grant

1.3.2

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

Yes

1.3.3

Comments

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

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

Central city shuttle service

1.3.4

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

Yes

1.3.5

Comments

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

we support improvingPublic Transport in Christchurch

Anything else?

1.3.7

Any further comments?

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

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Caleb **Last Name:** (required) Buchanan

Feedback

Proposed average rates increase

1.1.1

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

I think this rates increase is exorbitant and cannot comprehend the fiscal irresponsibility of the council to allow for this.

Proposed spending

1.1.2

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

I am deeply concerned about the council's proposal to defer the Lincoln Road roadworks any longer. I invite any councilor to drive up Lincoln Road at 5pm on a weekday and see for themselves the frustration that residents of Halswell and the surrounding areas have put up with since the rapid and poorly planned growth of our suburb. It is about time that Halswell residents can enjoy reasonable and acceptable infrastructure that accomodates the immense growth we are seeing. Any decision to defer these works would be ludacris and a true underscore of the incompetence of the council that the residents of Christchurch have had to endure this term.

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Rating for renewals

1.2.3

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

No

Air Force Museum Grant

1.3.2

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

No

Central city shuttle service

1.3.4

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Shelley **Last Name:** (required) Washington

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

Rod Donald Banks Peninsula Trust

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

Rod Donald Banks Peninsula Trust

Feedback

1.1.4

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

Thank you for the good work of your regional parks team. We appreciate the work done by CCC on creating and maintaining public access, walkways and cycleways on the Port Hills and Banks Peninsula. We appreciate the work done by CCC to protect and enhance biodiversity and to collaborate with and support the work of community groups on Banks Peninsula.

Anything else?

1.3.7

Any further comments?

Please keep up the good work with your reserves, walkways and cycleways on Banks Peninsula. Thank you for your collaboration with and support for a range of community groups on Banks Peninsula that have a good track record for their biodiversity and recreation outcomes. Please retain your environmental partnerships funding. We thank you for your progress on the Head to Head Walkway. We look forward to continuing our partnership with Christchurch City Council and collaborating on opportunities for mutual gain.

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26



Submitter Details

Submission Date: 27/03/2025
First Name: (required) Jesse Last Name: (required) Aimer
If you're responding on behalf of a recognised organisation, please provide the organisation name: (required)
Christchurch International Airport Ltd

Your role and the number of people your organisation represents: (required)
Senior Environment and Planning Advisor

Attached Documents

Name	
CIAL CCC Annual Plan submission	



PO Box 14001
Christchurch 8544
New Zealand
Telephone (+64 3) 358 5029

christchurchairport.co.nz

SUBMISSION ON THE DRAFT ANNUAL PLAN

To: Christchurch City Council
PO Box 73012
Christchurch 8053

Name: CHRISTCHURCH INTERNATIONAL AIRPORT LIMITED

Address: Christchurch International Airport Limited
PO Box 14001
Christchurch

Introduction

- 1 Christchurch International Airport Limited (*CIAL*) appreciates the opportunity to comment on the Christchurch City Council's (*Council*) Draft Annual Plan 2025/2026.
- 2 Christchurch International Airport is the largest airport in the South Island and the second largest in the country. As a modern airport, Christchurch Airport facilitates the growth and prosperity of the Canterbury region and connects our communities and the South Island/Te Waipounamu to the rest of the country and the world. It is a key destination for domestic and international passengers (both for leisure and business), and it facilitates a significant proportion of freight distribution.
- 3 As the international gateway for Christchurch and the South Island, CIAL is a critical and strategic air connection to the world's trade and tourism market. In the 2019 financial year, approximately 7 million passengers passed through our terminals. As of 2023, more than 8,000 people are employed on the airport campus, making it the largest single centre of employment in the South Island. Independent estimates show that for every \$1 Christchurch Airport earns, the wider South Island economy earns \$50.
- 4 CIAL owns the Christchurch Airport terminal, airfields, and surrounding land totalling over 1000 hectares. There are over 300 businesses located on or adjacent to the Christchurch Airport campus.
- 5 Christchurch Airport forms a critical component in Christchurch's transport network. It makes a significant contribution to social wellbeing and economic development, building a stronger and more prosperous Christchurch and South Island. CIAL has a strong interest ensuring there are effective transport connections to/from Christchurch Airport for travellers, campus employees and freight.

- 6 CIAL wishes to continue engaging with the Council on enhancing multi-modal access to Christchurch Airport.
- 7 This submission highlights several key areas of interest in relation to the Draft Annual Plan 2025/2026.

Road Improvements

- 8 With improvements scheduled for Pound Road and Ryans Road, both in close proximity to Christchurch Airport, CIAL sees an opportunity to work closely with Council to ensure that these improvements meet the needs of both the Airport and the wider community.
- 9 CIAL also encourages collaboration with the Council and NZ Transport Agency Waka Kotahi in planning future upgrades to the Sawyers Arms/Johns Road, Harewood/Johns Road and Yaldhurst/Russley intersections.

Safe Cycling Access to the Airport Campus

- 10 CIAL notes the delay of the Wheels to Wings Major Cycle Route.
- 11 There are currently no committed improvements for cycling access to the airport campus.
- 12 The Christchurch Airport campus is the largest single centre of employment in the South Island, sustaining around 8,500 employees. As at the 2018 Census, 3% of employees on the Christchurch Airport campus travelled to work by bicycle.
- 13 The safety of cyclists accessing the Christchurch Airport campus is important. CIAL would welcome the opportunity to participate with CCC in planning cycling infrastructure to the airport to ensure safe access for cyclists.

Access to Christchurch Airport - Mass Rapid Transit

- 14 CIAL notes that Council will progress Mass Rapid Transit (MRT) feasibility, planning, and stakeholder engagement.
- 15 The need for reliable and efficient access to Christchurch Airport is critical now, not only for travellers and meeters/greeters but for the significantly number of employees on the broader airport campus. This will become increasingly important in the future with passenger growth, growth in campus activities and the transition to a low carbon future.
- 16 CIAL considers that access to Christchurch Airport should therefore be considered in the context of the broader transport planning t conversations, including linkages to any proposed transit hubs.

Public Transport Infrastructure Improvements

- 17 Through PT Futures, public transport infrastructure improvements across the city aim to enhance access to key destinations.

- 18 CIAL would welcome the opportunity to meet with CCC to discuss how public transport infrastructure serving the airport can be improved, particularly regarding:
 - 18.1 *Bus Stop Infrastructure:* Enhancing bus stop infrastructure on Airport campus roads outside CIAL ownership, such as on Orchard Road.
 - 18.2 *Layover Spaces and Driver Facilities:* Addressing the need for layover spaces and driver facilities, as the Airport is a timing point that can lead to increased bus stoppages on site.

Conclusion

- 19 Christchurch Airport forms a critical component in Christchurch's transport network. CIAL seeks to ensure there are effective transport connections to/from Christchurch Airport for travellers, campus employees and freight, and that there is sufficient infrastructure in place to support these connections.
- 20 CIAL is interested in participating in land transport investment decisions that impact the Airport and the people we serve.
- 21 CIAL would welcome the opportunity to meet with CCC to discuss the content of this submission in more detail.

Dated 27 March 2025



Christchurch International Airport Limited

Address for service:

Jesse Aimer
 Senior Environment and Planning Advisor, CIAL
 PO Box 14001
 Christchurch 8544
 P: 027 259 3075
 E: jesse.aimer@cial.co.nz

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Jacquelyn **Last Name:** (required) Cooper

Feedback

Proposed average rates increase

1.1.1

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

keeping any increase to the minimum will be appreciated for the coming year

Proposed spending

1.1.2

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

re. **Wheels to Wings** - Reduce the \$32m cost of a cycleway to the airport by implementing only the revised scope which defers cycleway beyond Matson Ave

1.1.4

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

parks & reserves are true taonga in our city

Christ Church Cathedral targeted rate

1.2.1

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

Yes

1.2.4

Comments

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

I don't have the necessary insight to this matter

Reducing rates

1.2.8

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

waste collection & depots

library

1.2.10

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

Invite local residents to volunteer for various work done by Council, to foster greater partnership, sense of ownership of problems & solutions

Air Force Museum Grant

1.3.2

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

Yes

1.3.3

Comments

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

good collaboration with local airport & international airlines could be incorporated

1.3.5

Comments

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

consideration of incorporating shuttle transport from suburbs to the hospital(s) would be valuable

Anything else?

1.3.7

Any further comments?

Council support & promotion of the Food Forest and Coomunity Garden on Cambridge Terr would attract admiration from visitors & residents in terms of ecological forward planning and provide motivation for households to contribute in their own ways

Future feedback

1.3.8

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

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Alister Bruce **Last Name:** (required) Thomas

Feedback

Proposed average rates increase

1.1.1

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

would like less increase

Proposed spending

1.1.2

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

please, install traffic lights at Breens/ Harewood ASAP.

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Trade waste

1.2.6

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

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

Air Force Museum Grant

1.3.2

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

Yes

1.3.3

Comments

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

Too high

Central city shuttle service

1.3.4

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

Yes

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) David **Last Name:** (required) Ellis

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

Earth Sea Sky Equipment Ltd

Feedback

Air Force Museum Grant

1.3.2

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

Yes

1.3.3

Comments

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

To the Christchurch City Council

I was under the impression the Air Force Museum had already been allocated \$5 million as a contribution to building a new hangar to house their two new acquisitions a Lockheed P-3K2 Orion and a Lockheed C-130H Hercules. This is an exciting prospect, but I have just discovered this is not a certainty.

As a child living in Dunedin, I enjoyed visiting Christchurch in the school holidays to see all the display attractions. They were different to Dunedin's, and I was overawed by them. Over time I realised Dunedin's display attractions were equal in size and variety to Christchurch. Which was, and still remains, an impressive effort for a city almost a quarter of the size. For Christchurch's size it is wanting in the list of things to do in the city. Maintaining the growth in the Air Force Museum visitor numbers is a worthy investment in terms of tourist growth.

Dunedin Population 114,000

List of Local Government Display Attractions to visit.

1. Otago Museum
2. Otago Early Settlers Museum
3. Olveston Historical House*
4. Chinese Cultural Gardens
5. Public Art Gallery
6. Hocken Art Museum

*Olveston has between 30,000 and 40,000 visitors annually, welcoming its 1 millionth visitor in 1989, and its 2 millionth in 2018. It has gained Qualmark Gold status from Tourism New Zealand, an award which "recognises the best sustainable tourism businesses in New Zealand". In 2014 Trip Advisor named Olveston as New Zealand's top tourist attraction, with only 4% of its visitors from Dunedin. Source: Wikipedia

Christchurch Population 410,000

List of Local Government Display Attractions to visit.

1. Canterbury Museum (currently closed with temporary low capacity for the next 4 years)

2. Ranscar House
3. Quake City
4. Public Art Gallery
5. Airforce Museum*
6. Ferrymead Historic Park

*"One of Christchurch's most popular attractions, the Airforce Museum is a Trip Advisor Travelers' Choice winner, which rates it in among the top 10% of listings in the world. It's an impressive achievement. Visitor numbers were given a boost by a retired a Lockheed P-3K2 Orion, which attracted more than 9,000 visitors to four open days in April 2024. We believe that there will be a 10% increase in visitation to the museum once the Orion and the recently added Lockheed C-130H Hercules aircraft go on display and we estimate it will generate an additional \$3 million a year to the Canterbury economy". Source: Business Canterbury Website.

The \$5 million grant I understand represents only a third of the money required. I believe this is a good deal for the council as the remainder will be raised by the museum. Spend a \$1 and you get value of \$3 in return. Perhaps funding of this nature would see more effort from organisations to take control of their own fundraising. I approve of this type of commitment – a sign of a well-run and spirited enterprise.

For the reasons above I hope the council will stay with their plans to allocate the \$5 million funding that has been signalled.

Yours sincerely
David Ellis
27th March 2025

Future feedback


1.3.8

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

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

Yes

Attached Documents

Name
Air Force Museum Funding Submission 

To the Christchurch City Council

I was under the impression the Air Force Museum had already been allocated \$5 million as a contribution to building a new hangar to house their two new acquisitions a Lockheed P-3K2 Orion and a Lockheed C-130H Hercules. This is an exciting prospect, but I have just discovered this is not a certainty.

As a child living in Dunedin, I enjoyed visiting Christchurch in the school holidays to see all the display attractions. They were different to Dunedin's, and I was overawed by them. Over time I realised Dunedin's display attractions were equal in size and variety to Christchurch. Which was, and still remains, an impressive effort for a city almost a quarter of the size. For Christchurch's size it is wanting in the list of things to do in the city. Maintaining the growth in the Air Force Museum visitor numbers is a worthy investment in terms of tourist growth.

Dunedin Population 114,000

List of Local Government **Display** Attractions to visit .

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*Olveston has between 30,000 and 40,000 visitors annually, welcoming its 1 millionth visitor in 1989, and its 2 millionth in 2018. It has gained Qualmark Gold status from Tourism New Zealand, an award which "recognises the best sustainable tourism businesses in New Zealand". In 2014 Trip Advisor named Olveston as New Zealand's top tourist attraction, with only 4% of its visitors from Dunedin. *Source: Wikipedia*

Christchurch Population 410,000

List of Local Government **Display** Attractions to visit.

1. Canterbury Museum (currently closed with temporary low capacity for the next 4 years)
2. Ranscar House
3. Quake City
4. Public Art Gallery
5. Airforce Museum*
6. Ferrymead Historic Park

*"One of Christchurch's most popular attractions, the Airforce Museum is a Trip Advisor Travelers' Choice winner, which rates it in among the top 10% of listings in the world. It's an impressive achievement. Visitor numbers were given a boost by a retired a Lockheed P-3K2 Orion, which attracted more than 9,000 visitors to four open days in April 2024. We believe that there will be a 10% increase in visitation to the museum once the Orion and the recently added Lockheed C-130H Hercules aircraft go on display and we estimate it will generate an additional \$3 million a year to the Canterbury economy". *Source: Business Canterbury Website.*

The \$5 million grant I understand represents only a third of the money required. I believe this is a good deal for the council as the remainder will be raised by the museum. Spend a \$1 and you get value of \$3 in return. Perhaps funding of this nature would see more effort from organisations to take control of their own fundraising . I approve of this type of commitment – a sign of a well-run and spirited enterprise.

For the reasons above I hope the council will stay with their plans to allocate the \$5 million funding that has been signalled.

Yours sincerely
David Ellis
27th March 2025

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

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

Feedback

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Rating for renewals

1.2.3

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

Yes

Air Force Museum Grant

1.3.2

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

No

1.3.3

Comments

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

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

Anything else?

1.3.7

Any further comments?

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

SH75 (see attachment).

Future feedback


1.3.8

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

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

Yes

Attached Documents

Name	
Duvauchelle-SH75-request_FLM-March2025-1	

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

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

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

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

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

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

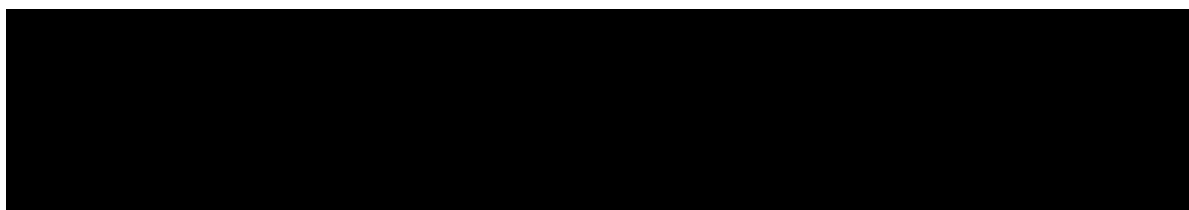
In addition, the path is not well maintained, often with potholes flooded with rain water or rocks falling from the cliff. Unfortunately, there is no path on the other side of the road along the sea, although some people prefer to walk there at their own risk against the traffic direction to be more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

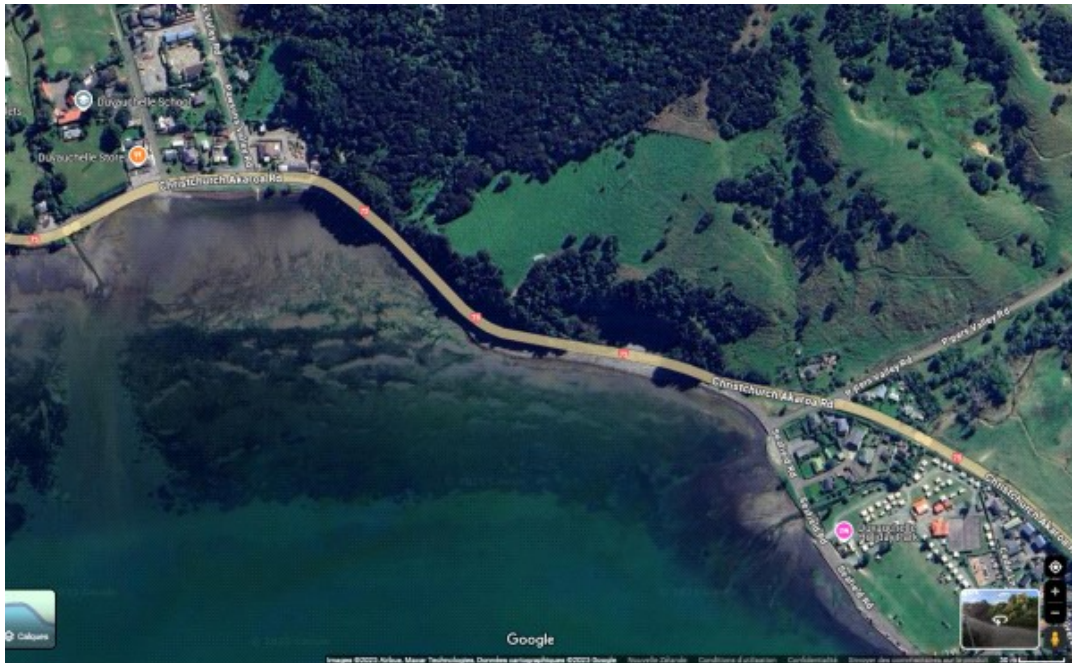
Furthermore, the crossing from the Duvauchelle waterfront and the walkway is another risky area without any official markings on the road, so people have to run fast across to be safe! There are lots of drivers crossing with their boat trailer that occupy all the side walk in addition to the road.

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

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

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





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



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



Unmaintained pathway with potholes



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



Cars driving past, close to the unsecured pathway.

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Marie **Last Name:** (required) Byrne

Feedback

Proposed average rates increase

1.1.1

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

i appreciate that rates have been kept as low as possible, but I believe there are measures that Council could undertake to increase revenue and keep rates rises at a minimum. While its great that as a ratepayer, I can take advantage of the many services that Council provides and enjoy a number of free or low cost things, the Art Galkery, our Libraries and events. However, I dont see why i should subsidise these for users from outside of Christchurch. One solution would be to introduce a “residents pass” and increase charges and user fees, with discounted rates for residents pass holders. Why not put a charge on the Art Gallery, but still make it free for residents. This concept could be introduced for Te Kaha and Parakiore use.

Proposed spending

1.1.2

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

It would be fine if the budgeted spending was spent. For five years i have advocated for safe pedestrian crossing points on Ferry Road in Phillipstown. For the past two years budget has been allocated for this, but not used. Still no safe crossing point. An elderly pedestrian was killed here in 2018. Pedestrians, wheelchair users, mothers with prams & children in tow, mobility scooter users and cyclists take their lives in their hands (and feet) every time they cross this busy major arterial road in Phillipstown. Last November a cyclist was injured moving through the area. He was cycling on the footpath because he thought it was safer. Safety must be prioritised over nice to have street landscape improvements. We deserve better. Please get this project done asap.

I would also like to see the Four Laning Designation taken off Ferry Road to enable the removal of the shared footpath/road situation that exists on Ferry Road between Aldwins/Ensors and Moorhouse/Wilsons. During an on sie meeting, about four years ago, we were informed, as residents, that this situation exists because of that designation. I would like to suggest that the designation which would have benn put in place at least 20 years ago is no longer relevant. Why would you four lane Ferry Road, only to have it go into a slow zone in Woolston Village. It is not right that cars, cyclists and pedestrians are sharing the same small space of footpath. Cyclists are using it because its too dangerous to cycle on the road. The cars parking across the kerb and channelling break it up, meaning increased maintenance is required. This situation on a major road

which is used as a gateway to the city centre by tourists from Cruise Ships is dangerous as well as being an embarrassment. Why should the gateway from the port, be any different to the gateway from the airport.

Buses carrying the passengers do use the Ferry Rd Moorhouse corridor at times in preference to busy Brougham Street.

I like the new traffic layout at the Ferry/Ensors/Aldwins intersection with one exception. Right hand turn phasing needs to be introduced from Ferry Road into Aldwins and Ensors - heading west in particular into Aldwins. With so many streets blocked from making right hand turns from Ferry Rd into the streets of Phillipstown, this intersection should be the safest option. However with limited right hand turn capability, especially in busy traffic, only a couple of vehicles are able to turn at each change of light. Motorists are instead taking the option of rat running down Bordersly Street, or making dangerous U-turns on Ferry Road after traffic islands. Could the introduction of right hand turn phasing please be investigated.

i am a supporter of the raised platforms at intersections. I can see how speeding traffic through busy intersections has been slowed down at the aforementioned intersection and the Linwood/Aldwins/Buckleys intersection.

1.1.3

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

Please sort out the water meter issue where one meter covers multiple properties so water over use charges can be fairly and properly implemented.

1.1.4

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

Lancaster Park needs more landscaping features. A handful of park benches as the only landscaping improvements since it was reopened is not good enough. The Phillipstown community was promised more and sooner than this. We have less greenspace than a lot of other areas of the city, so the prioritisation of this amenity should be higher on the list.

1.1.5

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

Please keep the Phillipstown Community Centre budget item in the plan.

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Rating for renewals

1.2.3

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

Yes

Fees and charges

1.2.5

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

consider an entry charge to the Art Gallery. See my earlier comments on a residents pass. If this was able to be implemented, fees could be raised without impacting residents negatively.

Trade waste

1.2.6

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

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

Reducing rates

1.2.8

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

Libraries, Pools, Community Grants are all important to social wellbeing.

1.2.9

Tell us about the services you could manage without.

Arts spending is way to high. We shouldnt need to subsidise businesses such as the Symphony Orchestra, Orana Park who have the ability to gather income through trading.

1.2.10

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

Consider proactive waste management communication to adequately inform the community on how they should dispose of their rubbish to decrease money from the road maintenance budget spent on picking up dumped rubbish. There is an assumption that people, especially first time renters know that its not ok to dump rubbish on the street. There needs to be more effective marketing to let the community know that its not Ok and they can face being fined. There is a proportion of the community who believe that the practice of fly tipping is acceptable. Consider signage in problem areas.

Climate Resilience Fund Policy

1.2.11

Do you have any feedback on the draft Climate Resilience Fund Policy, specifically how the Fund will work, what the

Fund can be used for and how long it will be held in reserve before being used?

no

Air Force Museum Grant

1.3.2

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

No

1.3.3

Comments

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

too much. Again they have the ability to trade.

Central city shuttle service

1.3.4

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

Yes

Potential disposal of properties

1.3.6

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

agree to all of these

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

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

Feedback

Proposed average rates increase

1.1.1

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

prefer lower or no increases. I can barely afford to pay my rates now.

Proposed spending

1.1.2

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

Lincoln Rd i rather get it finished now than have it delayed.
can the bus lane also be a T2 lane. It seems a waste just to use it only for buses.

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Rating for renewals

1.2.3

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

Yes

Trade waste

1.2.6

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

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

Reducing rates

1.2.8

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

any thing to do with ferrymead historic park.
also rubbish collection i dont want changed.

Air Force Museum Grant

1.3.2

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

Yes

Central city shuttle service

1.3.4

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

Yes

Potential disposal of properties

1.3.6

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

maybe. Or rent out the sites as car parks or storage

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Graeme **Last Name:** (required) Fraser

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

Diamond Harbour Community Association

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

Chair

Feedback

1.1.5

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

We wish to register our support for the development of the Te Uaka Lyttelton Museum - see attached letter.

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Future feedback


1.3.8

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

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

No

Attached Documents

Name
DHCA letter of support for Lyttelton museum 

27 March 2025

To whom it may concern

Letter of Support Re: Te Ūaka The Lyttelton Museum

The Diamond Harbour Community Association appreciates the opportunity to provide a Letter of Support for Te Ūaka The Lyttelton Museum to receive financial assistance towards the building of a new museum on the site in London Street that the Lyttelton Historical Museum Society has been gifted by Council.

The Association recognises the importance of protecting our cultural heritage and supports the Museum Society in their endeavour to provide a place to actively share, celebrate, and preserve the taonga and stories of Ōhinehou Lyttelton and Whakaraupō Lyttelton Harbour, which is the realm that the museum seeks to represent with its proposed six themes (namely Mana Whenua, Colonial Canterbury, Antarctica, Lyttelton by Nature, Lyttelton Local, and Maritime). We believe that the proposed museum will have considerable benefits for Lyttelton and the wider harbour community, including Diamond Harbour, and its visitors.

The Community Association is impressed with the work that the Museum Society have undertaken since the Canterbury Earthquake Sequence resulted in the demise of its museum on Norwich Quay, including caring for and cataloguing its collection, establishing and maintaining strong community engagement, and securing the design and resource consent for what will be an impressive state of the art museum.

The Community Association strongly supports financial assistance applications to enable the Lyttelton Historical Museum Society to expedite work towards what we consider will be an iconic and important cultural facility.

Regards

Graeme Fraser

Chairperson

Diamond Harbour Community Association



Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Paula **Last Name:** (required) Jameson

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

Summit Road Society Incorporated

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

President - 350+ members

Feedback

1.1.4

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

Please see attached submission.

Climate Resilience Fund Policy

1.2.11

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

Please see attached submission.

Future feedback

1.3.8

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

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

Yes

Attached Documents

Name
CCC Annual Plan 2025-6 Submission Summit Road Society and Predator Free Port Hills (1)



a passion for the Port Hills

Thank you for the opportunity to provide feedback on Christchurch City Council's Annual Plan. This submission is on behalf of the Summit Road Society and our Predator Free Port Hills project. This written submission summarises our key points, while attached is an appendix stating our position on selected levels of service and capital projects, which was our response to the Long Term Plan 2024-2034.

Our Hills, Our Heritage

The Summit Road Society was formed in 1948 to further the vision of Harry Ell to preserve and protect the Port Hills and provide for public access. We own and manage four publicly accessible reserves covering 530 ha on the Port Hills, including the Linda Woods Reserve, Ōhinetahi Reserve, Omaha Bush Reserve, and the adjacent Gibraltar Rock Reserve.

We also lead the backyard and community project 'Predator Free Port Hills'.

Protecting and enhancing the Port Hills for people to enjoy

The Society's long-term vision includes restoring native vegetation to the gullies of the Port Hills including wetlands, shrublands and broadleaf-podocarp forest. Reforestation of the gullies will create ecological corridors, provide habitat for native fauna, reduce erosion and sedimentation, improve freshwater values, enhance community wellbeing, improve resilience to extreme weather events, sequester carbon, and restore mahinga kai values. These landscape-scale projects require a collaborative approach, with councils, hapū, community organisations and private landowners working together.

All our reserves are open to the public. We are developing new walking tracks and working with the Council to develop a connecting mountain bike track beneath the Summit Road at the top of Linda Woods Reserve, extending the Witch Hill mountain bike track towards the Summit Road mountain bike track at Castle Rock. We are also developing a new walking track in Omaha Bush Reserve to view a grove of large tōtara. Again working with the Council, we are planning a new carpark that will provide ready connection to Omaha Bush, Gibraltar Rock and Otahuna Reserves, and link to the Crater Rim Walkway and access to Coopers Knob. We have also held discussions with Park Rangers on opening Otahuna Reserve to the public and linking walking tracks between Omaha and Otahuna reserves. We value the support the Park Rangers provide to our Society.

The future of the Port Hills

The Summit Road Society strongly supports the development of a comprehensive, integrated Port Hills Plan. Having advocated for this over the past several Long Term Planning cycles, we were pleased to note that the Parks and Foreshore Activity Plan stated that this will be developed over 2024. An integrated plan is essential to protecting the landscape, ecological, recreation, and heritage values of the Port Hills, while accelerating ecological restoration, reducing anti-social behaviour and improving water quality in Te Whakaraupō/Lyttelton Harbour and the Ōpāwaho/Heathcote River. As a large landowner on the Port Hills, we look forward to being involved in this process.



a passion for the Port Hills

In addition, we emphasise the importance of adaptation planning for the effects of climate change on the Port Hills, particularly in relation to the increased risk of wildfires. As the 2017 and February 2024 Port Hills Fires show, this is a real and present threat that is set to worsen.

The Canterbury Climate Change Risk Assessment (2022) specifically identifies the Port Hills as an area where fire weather will increase over the coming decades. While sea level rise and coastal adaptation planning is important and we support its proposed acceleration, adaptation to land-based hazards like fire is equally important. We support the Climate Resilience Fund Policy. We also request that the Council allocate funding to recovery plans following fires on the Port Hills and investigate the establishment of an adaptation process for climate exacerbated hazards such as fires. We are pleased to see heat/fire sensors established in some places on the Port Hills, but additional sensors are needed along the southern Summit Road, specifically in the vicinity of the John Jameson Lookout and further south in the region of Omaha Bush Reserve.

We note that the LTP and the draft Annual Plan list potential properties for disposal, including a significant number of Port Hills Residential Red Zone properties. While we accept that the risks that prompted their red-zoning may have been mitigated, we consider their disposal premature. These properties should be retained until the comprehensive Port Hills Plan has been developed, in case they have utility under that Plan, for example, for ecological restoration, fire hazard risk reduction, or other purposes.

Strategic direction for biodiversity

We note that a 2023 internal Council stocktake of biodiversity management actions identified that while the Christchurch City Council's Biodiversity Strategy 2008 - 2035 sets a clear strategic direction and work programme for biodiversity management across Christchurch and Banks Peninsula, this is hamstrung by the lack of biodiversity staff operating at a strategic level. Instead, biodiversity management operates on a siloed basis through ecological staff within individual Council asset groups. Consequently, there is no single entity in Council responsible for advancing biodiversity management in a holistic, integrated manner. We consider this a significant weakness in the Council's approach to biodiversity management, and request that a team at the strategic level be established to provide a "home" to biodiversity management at the Council, and that ecological staff numbers within asset groups be increased to reflect their importance in taking frontline action to enhance our biodiversity.

In addition, we are concerned that while the Council in general has good intentions in relation to biodiversity management, there is a wider problem with resourcing these good intentions. A clear example of this is the internal Pest Plant Management Plan, which is being finalised but cannot be implemented due to lack of funding. Controlling pest plants and other invasive plant species on Council land is an important first step towards enabling wider restoration of our indigenous ecosystems. While we requested that the Council add funding to the LTP to enable this plan's implementation, we could not confirm whether funding has been allocated in the current draft Annual Plan.



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Christchurch Biodiversity Fund: To protect areas of significant ecological value on private land

This fund is to support projects and encourage initiatives that protect and enhance native biodiversity on private land within Christchurch and Banks Peninsula. Such protection must include provision for the elimination of plant pests, as well as animal pests and predators.

The Biodiversity Fund is one of the few funding options available for weed control on land of high biodiversity value. Weeds (including those declared as pests in the Regional Pest Management Plan, nationally Unwanted Organisms, and other invasive plant species) are one of the biggest threats to native biodiversity. Weeds do not attract the same level of attention or funding for control as predators do, but they are a dire threat. They spread easily and outcompete and smother native species. They can completely overwhelm our special plant communities and displace the birds, invertebrates and lizards they host. We desperately need a coordinated, collaborative funded programme to contain, and where possible, eliminate weed species that pose a threat to our native biodiversity. Weeds of concern include spur valerian, Himalayan honeysuckle, old man's beard, banana passionfruit, flowering currant, elderberry, Darwin's barberry, boxthorn, hawthorn, evergreen buckthorn, and nassella tussock among others. We know it is cheaper and easier to tackle weeds when they are low in number than wait for the problem to escalate.

In these areas of significant ecological value, we also need to improve the resilience of our unique, local indigenous biodiversity in the face of climate change, and to maximise the co-benefits of carbon sequestration and biodiversity restoration through the use of nature-based solutions and green infrastructure for mitigation of climate-exacerbated hazards. We are grateful for the chance to apply for specific projects. We support multi-year funding as this will allow for forward planning.

Strengthening Communities grants

The Council's Draft Annual Plan 2025/26 emphasises the importance of community partnerships and outlines the value of various investments in community services and infrastructure. The Summit Road Society strongly supports the continued provision of the Strengthening Communities grants and their allocation in the draft Annual Plan. This provides cost-effective and essential support to community groups, including those involved in ecological restoration and pest control. Our Predator Free Port Hills project is a recent recipient of such funding.

Environmental Partnership Fund

The Summit Road Society has been a recipient of the Environmental/Climate Change Partnership Fund. We are pleased to see funds allocated to the Environmental Partnership Fund to support proactive partnership work between Council and community groups to achieve environmentally focussed activities/projects on publicly accessible land and waterways. We are also pleased to see an increase in the allocation to the Environmental Partnership Fund in the draft Annual Plan 2025/26. The Summit Road Society received \$39,000 per annum from this Fund, increased very recently for the 2024/5 year to \$60,000. The Summit Road Society is a non-profit group, run mainly by volunteers and funded through bequests and charitable grants. We request that, due to the work the Summit Road Society does on the Port Hills, our annual grant remains at at least \$60,000 per annum for the next three years, paid for



a passion for the Port Hills

through the Environmental Partnership. Our volunteers undertake over 15,000 hours of volunteer work a year. This includes some 8,000 hours on our publicly accessible reserves on the Port Hills including CCC reserves. At a Living Wage rate, this is equivalent to \$417,000 in labour. Supporting volunteers to undertake ecological restoration and pest, predator and weed control is an excellent use of Council resources. We are facing a dual crisis of climate change and biodiversity loss. There are costs of action, but the costs of inaction are even greater. Consequently, we request multi-year grants of 3-5 years to provide stability and to provide the best outcomes for environmentally based work.

Finally, Pest Free Banks Peninsula is a flagship project aiming to rid Banks Peninsula of introduced pests by 2050. The Predator Free Port Hills project supports this vision, aiming to create a buffer zone of effective control of predators along the peri-urban fringe of the Port Hills. Additionally, we run trapping lines in all our reserves. We strongly opposed the proposed cuts to funding for Pest Free Banks Peninsula. Removing/decreasing funding would have jeopardised the work that has already been done and throw doubt on the future success of the project. We are pleased to see that funding for Pest Free Banks Peninsula has been retained, and advocate that it be increased.

In Conclusion

Thank you for the opportunity to make this submission. We value the support the Council provides us, both in person and financially, as we work to protect, regenerate and restore indigenous vegetation on our reserves for the public to enjoy. We are grateful for the portion of funding that is allocated operationally, as well as the opportunity to apply for specific projects. However, we request that the Council considers multi-year grants of 3-5 years to provide stability and to provide the best outcomes for environmentally based work.

We would like the opportunity to speak to our submission.



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Appendix: Detailed positions on selected proposed grants, levels of service, and capital projects as submitted by the Summit Road Society to the Long Term Plan 2024-35

Proposals highlighted in green we support, those in yellow we support but request changes, and those in red we do not support.

Project	Our position
<i>Proposed Grants</i>	
Retain strengthening Communities Fund	Support
Retain strengthening Communities - Rates Remissions	Support
Retain Biodiversity Fund	Support, but increase annually with inflation
Retain Enviroschools funding	Support, but increase in line with inflation
Retain Rod Donald Trust opex funding	Support, subject to approval in the Rod Donald Trust submission
Retain Rod Donald Trust capital funding	Support, subject to approval in the Rod Donald Trust submission
Abolish Innovation and Sustainability Fund	Oppose - this should be retained and increased to \$400,000 annually
Cut \$50,000 funding to Pest Free Banks Peninsula	Oppose - this should be retained and if possible increased
Cut \$30,000 funding to Te Kakahu Kahukura	Oppose - this should be retained and if possible increased
Abolish Environmental/Climate Change Partnership Fund	Oppose - this should be retained
Abolish Heritage Fund	Oppose - this should be retained
<i>Proposed Levels of Service</i>	
Community Parks are managed and maintained. Target: Maintenance Plan key performance indicators are 90% achieved	Support
Provide and manage funding for initiatives that facilitate resilient and active communities owning their own future (2.3.1.1) Target: 100% of funding assessments detail rationale and demonstrate benefits aligned to Council's strategic priorities, and where appropriate, Community Board Plans	Support



a passion for the Port Hills

<p>Comply with Canterbury Regional Pest Management Plan (6.3.2.1)</p> <p>Target: Annual compliance 100% (nil notices of direction served by ECan)</p>	Support
<p>Increasing tree canopy in Parks (6.8.2.1)</p> <p>Target: A net increase in total number of trees is achieved (1:2 replacement policy), with a minimum of 50% of the trees being medium to very large species</p>	Support, but it may be useful to include a target for the proportion of indigenous versus exotic trees planted, and to ensure adequate biodiversity of species.
<p>Greenspace increases with intensified population growth in urban development areas.</p> <p>Target: Neighbourhood parks are provided in urban areas at a rate of at least 1.9 ha/1000 population</p>	
<p>Customer satisfaction with the recreational opportunities and ecological experiences provided by the City's Regional Parks (6.3.5)</p> <p>Target: $\geq 80\%$</p>	
<p>Teacher satisfaction with the delivery of Environmental, Conservation, Water, and Civil Defence education programmes (19.1.6)</p> <p>Target: $\geq 95\%$</p>	
<p>Volunteer participation at community opportunities across parks network (6.3.7.4)</p> <p>Target: Volunteer hours – maintain or grow compared to previous year</p>	
<p>Undertake adaptation planning by establishing Coastal Panels, identifying community objectives and Priority Adaptation Locations, drafting and testing adaptation pathways with the wider community and submitting adaptation plans for Council approval (NEW)</p> <p>Target: Two adaptation areas per annum</p>	Support, but in line with the question posed by the consultation document we support bringing forward funding for the adaptation process. We also request that an adaptation process for non-coastal climate exacerbated hazards on the Port Hills be explored.
<p>Identify delivery pathways for implementation of the Council's Climate Resilience Strategy (17.0.23.1)</p> <p>Target: Annual reporting to Council on progress of organisation to deliver the Climate Resilience Strategy</p>	Support, though to ensure constant forward movement it may be useful to have this occur twice annually rather than once annually.
<p>Maintain positive Mana Whenua relationships (4.1.23)</p> <p>Target: Mana Whenua are satisfied with council support for papatipu priorities</p>	
<p>Facilitate opportunities for iwi and mana whenua to actively contribute in decision making processes (4.1.24)</p>	



a passion for the Port Hills

Target: Quarterly Te Hononga-Papatipu Rūnanga Committee meetings	
<p>Deletion of LOS 6.9.1.6: To manage and maintain Parks scheduled heritage buildings</p> <p>Target: Resident satisfaction with presentation of Parks scheduled heritage buildings: ≥ 55%</p>	Oppose - this should be retained, but the scope reduced to focus on resident satisfaction with presentation of specified Parks heritage buildings including the Sign of the Kiwi, Sign of the Takahe, Sign of the Bellbird and Sign of the Packhorse.
Proposed Capital Projects	
405 Coronation Reserve Development	Support
408 Head to Head Walkway	Support
43478 Port Hills Fire Recovery	Support
61723 Programme - Red Zone Regeneration Red Zone Parks New Development	Support
61744 Programme - Regional Parks Port Hills & Banks Peninsula New Development	Support
61791 Citywide Forest Planting	Support
61957 Plant Nursery Developments	Support
65873 Regional Parks Development for Port Hills & Banks Peninsula Delivery Package	Support, but funding should be retained beyond 2025/26 when it is scheduled to expire
68837 Red Zone Ecological Restoration (excluding OARC)	Support
73097 Urban Forest Implementation - Phase 1	Support
76023 Urban Forest Implementation - Phase 2	Support
61721 Regeneration Red Zone Planned Parks Asset Renewals	Support
61748 Port Hills and Banks Peninsula Regional Parks Planned Access and Carparks Renewals	Support
61753 Regional Parks Planned Mutual Boundary Fence Renewals	Support
61757 Programme - Regional Parks Port Hills & Banks Peninsula Planned Assets Renewals	Support
61956 Harewood Plant Nursery Planned Renewals	Support
65403 Victoria Park Old Stone Toilets Renewal (Regional Parks)	Support
65874 Regional Parks Port Hills & Banks Peninsula	Support



a passion for the Port Hills

Planned Assets Renewals Delivery Package	
61692 Programme - Heritage Buildings Planned Renewals	Support
65406 Sign of the Takahe Window Renewals (Heritage Building)	Support
65407 Sign of the Kiwi and Lyttelton Signal Box (Heritage Building)	Support
69218 SW Port Hills Revegetation and Sediment Control Stage 1	Support
65817 Port Hills & Banks Peninsula Track and Reserve Development	Support, but funding should be retained beyond 2024/25 when it is scheduled to expire
75712 Port Hills and Banks Peninsula Habitat Restoration	Support, but funding should be retained beyond 2026/27 when it is scheduled to expire
51453 Regional Parks Fencing Development Project	Support, but funding should be retained beyond 2024/25 when it is scheduled to expire
60356 Programme - SW Port Hills and Lyttelton Harbour Erosion & Sediment	Support, but this should be brought forward from 2028/29

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Amalie **Last Name:** (required) Stokvis

Feedback

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Rating for renewals

1.2.3

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

Yes

Air Force Museum Grant

1.3.2

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

Yes

Anything else?

1.3.7

Any further comments?

didnt see if anywhere, but the proposal to wait to do the road works on lincoln road- i say not to wait and do it when it is planned

Future feedback

1.3.8

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

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Michael **Last Name:** (required) Jason Smith

Feedback

Proposed average rates increase

1.1.1

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

I support the rates increase.

Proposed spending

1.1.2

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

A approve of the proposed spending on the transport network. While I am unhappy with the delays to Papanui ki Waiwhetū and deferring the Lincoln Road Public Transport Project I understand the need for the deferral.

1.1.3

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

I approve the prioritising of the Addington Brook and Riccarton Drain filtration devices.

1.1.5

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

I think less should be spent on sporting facilities and more should be spent on libraries.

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Rating for renewals

1.2.3

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

No

1.2.4

Comments

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

I support increased borrowing. Borrowing across the lifetime of a facility means that everyone that uses the facility will get to benefit from the facility.

Fees and charges

1.2.5

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

I approve of the fee increases.

Trade waste

1.2.6

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

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

1.2.7

Why do you prefer this option?

I approve of the three tiered option.

Reducing rates

1.2.8

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

I think Christchurch gets good value from the Council. I do disagree with the funding of Te Kaha, but I am fine with that being one of the few things I disagree with.

1.2.9

Tell us about the services you could manage without.

Te Kaha.

Air Force Museum Grant

1.3.2

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

Yes

Central city shuttle service

1.3.4

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

Yes

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) John **Last Name:** (required) Hastie

Feedback

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Air Force Museum Grant

1.3.2

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

Yes

Central city shuttle service

1.3.4

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

No

Anything else?

1.3.7

Any further comments?

Thank you for the opportunity to put my view point forward with regards to the Harewood Road Cycleway.

I believe it is in the best interest of the cities' ratepayers, that the Harewood Rd cycle way is put on hold, and that the \$32 million be saved. At the moment it is tough financial times for many people, and I believe it is the time to only do the necessary and it is not the time to do 'nice or good to have' projects. Plus it is time for the CCC to be prudent with Ratepayers money, and not spend it on frivolous projects.

I also think that it is a good idea to put traffic lights at the Harewood-Breens-Gardiners intersection, plus outside Harewood Primary School.

Thank you for the opportunity to present my submission.

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Tracey **Last Name:** (required) Glass

Feedback

Proposed average rates increase

1.1.1

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

I would like CCC to stick to funding of core services and make sensible cost effective decisions on these. Sadly the “nice to haves” are a thing of the past!

Proposed spending

1.1.2

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

we received a flyer in our letter box with the question “Do you want to put the Harewood Rd cycle way on hold and only put traffic lights at Harewood-Breens-Gardiners as well as outside Harewood Primary, or so you want to carry in with the ?42m cycle way?”

In response, I would submit that the traffic lights at the intersection as outlined above (Harewood-Breens-Gardiners) are a must have given the number of near misses every day as cars try to negotiate crossing 4 lanes of traffic on Harewood Rd. At some stage there is a very high likelihood of a serious accident and potential loss of life. The cycleway at a cost of \$32m is not feasible sadly.

1.1.3

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

No

1.1.4

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

No

1.1.5

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

no

Christ Church Cathedral targeted rate

1.2.1

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

Yes

1.2.2

Comments

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

Strongly object to any more funding for Cathedral restoration.

Rating for renewals

1.2.3

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

Yes

Fees and charges

1.2.5

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

no

Central city shuttle service

1.3.4

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

No

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Rodney **Last Name:** (required) Boon

Feedback

Proposed spending

1.1.2

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

I do not support deferring Lincoln Road - Curletts to Wrights, works. With the massive population growth in the Halswell area this works needs to be completed as soon as possible and preferably widened through to Moorhouse Ave.

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Reducing rates

1.2.8

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

Parks and sports fields/facilities, libraries.

Air Force Museum Grant

1.3.2

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

Yes

Central city shuttle service

1.3.4

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

Yes

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Margaret **Last Name:** (required) Lovell-Smith

Feedback

Proposed average rates increase

1.1.1

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

The rates rises are acceptable.

Proposed spending

1.1.2

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

I fully support all the work that is planned to further develop the city's cycle network.

Cycleways are an important investment for the future which will never be regretted. The increase in use of the present cycleways has amply demonstrated that when residents feel safe on their bicycles, they will begin to use them as a primary means of transport. I fully support the work planned for the Wings to Wheels and Nor West Arc cycleways, and can only express disappointment that the whole plan for these cycle ways has not been completed by now. There has been thorough consultation on this project in recent years and it's regrettable that it wasn't completed while government funding was available.

Reducing rates

1.2.8

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

I value libraries, parks and reserves, cycleways and pedestrian access, water, sewage and drainage.

1.2.9

Tell us about the services you could manage without.

I could manage without the major events in Hagley Park.

Climate Resilience Fund Policy

1.2.11

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

In a world that is rapidly becoming more precarious from damaging natural events caused by climate change, it is important to stay focussed on those measures which will increase the city's resilience and health and safety for its residents. I fully support the establishment of a Climate Resilience Fund to be used in the future on issues like properties and roads affected by sea level rise; or unexpected flooding after major weather events; the planting of trees to provide shade and lower temperatures in the city; subsidies for residents to install solar power units; other incentives to help residents improve the resilience of their properties in emergencies, for example alternative ways of creating power for their homes, e.g. small solar or wind generators; improvements to transport alternatives like cycleways;

Central city shuttle service

1.3.4

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

Yes

1.3.5

Comments

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

The free central city bus shuttle worked well in the past and should be brought back into service with a carefully planned circular route to service those parts of the inner city which currently don't have bus routes through them; and or to connect the most popular services in the city.

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Sarah **Last Name:** (required) Laxton

Feedback

Proposed average rates increase

1.1.1

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

I support the rates rise to continue to fund valuable services that the council provides that I value on a day to day basis. As a new mother I have seen now how much value there is in community services at libraries and I don't want a reduction in the rates rise as a trade off to losing these valuable services. I want to see the rates used to fund things in our city that improve things, like better and more footpaths, cycleways for my child when they grow up and maintaining our water infrastructure for safe, clean drinking water.

Proposed spending

1.1.2

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

I support the staged delivery of Wheels to Wings to get some of the route complete. The parts that are going to be constructed should be done properly to their fullest extent so that it does not have to be done twice.

1.1.3

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

I support the spending on water infrastructure. It is a critical part of our city and vital to be kept maintained and functioning well. I think also that it's important to utilise our assets to their maximum potential. A pipe is better utilised if more people live next to it meaning savings due to not building a large sprawling network which is harder to maintain and costlier for future generations when the replacement bill comes due.

1.1.4

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

I look forward to using our parks in future. I hope that the city council continues to invest in parks and continues to improve them in future like adding better public toilets, more accessible and more parent friendly with simple things like fold down baby seats in toilets and baby change tables/parent rooms. I think you are doing a good job right now with the quality of the paths in parks and

the quality of the playgrounds. I would ask that playgrounds have bike parking installed at them.

1.1.5

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

I think you are doing a great job with libraries, please continue to fund these amazing resources.

1.2.2

Comments

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

I don't have a big opinion either way.

Rating for renewals

1.2.3

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

Yes

1.2.4

Comments

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

I think that its better to get rid of your debt.

Fees and charges

1.2.5

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

No comment

1.2.7

Why do you prefer this option?

No comment

Reducing rates

1.2.8

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

I particularly value pools and libraries, however I am strongly opposed to any service reductions not just those I mentioned.

1.2.9

Tell us about the services you could manage without.

Just because I don't use all services regularly, doesn't mean that they should be cut or that someone else would find them valuable.

1.2.10

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

I think that we should be charging for the free car parking around the city as an additional revenue stream and I think it will help with the number of cars driving into the city and the difficulty in finding a car park in places like the botanic gardens. I went to the botanic gardens a few days ago and it was very nice not having to hunt for a car park and the price for a car park was a price I was willing to pay for the convenience.

Climate Resilience Fund Policy

1.2.11

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

I support this initiative, I think that we should be looking to set a cap for it, so we aren't collecting money forever if the money doesn't end up getting used.

I agree that it is a good idea to ensure that future generations are not left with the burden of paying for everything.

Air Force Museum Grant

1.3.2

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

Yes

Central city shuttle service

1.3.4

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

Yes

1.3.5

Comments

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

It would be great for tourism, when I stayed in Melbourne, if you stayed in the bounds of central Melbourne, public transport was free which was awesome to be able to explore the central city.

Potential disposal of properties

1.3.6

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

No comments, if the land meets the criteria I don't see why the council can't sell the land.

Anything else?

1.3.7

Any further comments?

Cycleways are high priority for funding because they are lacking behind other funding streams. Christchurch has made massive gains compared to other cities in New Zealand. So keep it up! Keep building more and filling in the gaps in the network.

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Tobias **Last Name:** (required) Meyer

Feedback

Proposed average rates increase

1.1.1

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

I support increased rates to fund services.

Proposed spending

1.1.2

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

Do not defer the cycle projects or public transport projects that will improve service.

If you must defer projects, defer the railway safety upgrades.

Please stop putting other asset maintenance under cycleway spending as it is false and contributes to the irrational hate that cycleways get.

I support implementing projects in stages if it means projects can be useful sooner.

Please continue funding MRT.

1.1.3

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

Maintenance is important and shouldn't be deferred if possible.

1.1.5

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

Council facilities are vital and the services are important and should not be cut.

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Rating for renewals

1.2.3

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

Yes

Trade waste

1.2.6

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

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

Reducing rates

1.2.8

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

I oppose service reductions. These are not an equitable way to create savings and improve life in our city.

1.2.9

Tell us about the services you could manage without.

Road repairs. Free parking on city streets.

1.2.10

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

Road repairs. Increased parking charges. Charges for drivers in bus and bike lanes.

Climate Resilience Fund Policy

1.2.11

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

This fund is important.

Air Force Museum Grant

1.3.2

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

No

1.3.3

Comments

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

There are more important and more equitable uses for this money.

Central city shuttle service

1.3.4

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

Yes

Potential disposal of properties

1.3.6

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

I support the selling of property that is not useful but I believe this must be done with caution. Do not sell land that provides a useful amenity to local neighbourhoods, or land that has a high potential for future use. Short term gain should not trump a useful asset.

Anything else?

1.3.7

Any further comments?

I am concerned about the safety of our roads and the inconvenience of using public transport. Buses are often slow due to cars blocking the bus lanes. Cycling is dangerous and I am often nearly hit by cars- even when in cycle lanes.

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Dan **Last Name:** (required) Heuston

Feedback

Proposed spending

1.1.2

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

do not agree to invest so much in cycle lanes this year

Future years, yes, but not a priority this year

1.1.3

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

agree, our water infrastructure needs ongoing investment

Christ Church Cathedral targeted rate

1.2.1

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

Yes

1.2.2

Comments

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

I believe the cathedral should now be stabilised and left as a monument to the earthquake, such as how this has been done in Berlin after World War 2.

Ie the building remains not suitable for use.

Rating for renewals

1.2.3

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

Yes

Trade waste

1.2.6

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

Option 3: Fixed volume rate

1.2.7

Why do you prefer this option?

reduce your admin which is ongoing savings

Air Force Museum Grant

1.3.2

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

Yes

1.3.3

Comments

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

the museum is world class and should remain an appealing place for locals and tourists

These 2 planes would be a major drawcard

Central city shuttle service

1.3.4

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

No

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Winston Brent **Last Name:** (required) Bowler

Feedback

Central city shuttle service

1.3.4

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

Yes

1.3.5

Comments

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

The population of people living within the four avenues is increasing. Parking space is decreasing. The need for an inner city shuttle service is needed now more than ever. Please allow the scoping study

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Kathryn **Last Name:** (required) Bowler

Feedback

Proposed spending

1.1.2

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

would like to see **Papanui ki Waiwhetū Wheels to Wings major cycle route** be progressed

Central city shuttle service

1.3.4

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

Yes

1.3.5

Comments

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

This is a no brainer. It will help with city congestion and bring not only locals but visitors and tourists too into the central city. This will help the retail and hospitality sectors. Parking is difficult and expensive in the central city and a barrier for residence from the suburbs coming in when its free at a mall. A regular orbiting service will help access all parts of the central city and help vitalise the area. It will help move users of the new stadium and metro once these are up and running.

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Jeff **Last Name:** (required) Scandrett

Feedback

Proposed average rates increase

1.1.1

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

Rate increase is far too high, double the inflation rate.

Proposed spending

1.1.2

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

Harewood cycle way to be put on hold indefinitely until the over engineering is controlled.

Put in the harewood rd breens, gardiner rd traffic lights only which is a safety issue.

Do not put in any more speed humps any where, particularly on feeder, ring rd, and major transport routes

1.1.3

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

Reduce the water losses must be the first priority.

1.1.4

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

The state/ maintenance of the parks and reserves is a disaster. The bringing of that infrastructure into council control was suppose to save money and improve quality outcomes. It has done neither.

1.1.5

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

Spend money on the basics , and make sure value for money is a priority

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Rating for renewals

1.2.3

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

No

Fees and charges

1.2.5

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

increases in line with cpi

1.2.10

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

too many reserves with too little money to maintain adequately

Air Force Museum Grant

1.3.2

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

No

1.3.3

Comments

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

commercial activity already

Central city shuttle service

1.3.4

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

No

Potential disposal of properties

1.3.6

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

sell them

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Fiona **Last Name:** (required) Green

Feedback

Proposed average rates increase

1.1.1

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

The 7.58% increase is a lot for me to manage because I earn an average wage and still have a mortgage. Due to changing jobs, my income has is the same as it was 10 years ago, so has not increased like the rates do.

Proposed spending

1.1.2

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

I live in Harewood and have biked, driven, walked and run around this area for 30 years. The urgent need in our neighbourhood is for traffic lights at the Harewood Road, Gardiners Road and Breens Road intersection. I plan my route so I rarely need to turn right from Gardiners Road into Harewood Road due to a long string of traffic coming from the airport end towards the city. Turning left from Gardiners Road into Harewood Road is also a hazard because some people look like they are turning from Harewood Road into Gardiners Road, but do a u turn on Harewood Road at that intersection. I do not support the Papanui to Airport cycle route being built. If or when the Papanui to Airport cycle route is built, I believe it could be on the Underpass side of Harewood Road only, and be adequate for cycles going in both directions. Harewood Road has never been flooded with cyclists. The occasional time, I feel unsafe on my bike with traffic is when I choose to push my bike across the road, or I cycle on the footpath because there are few pedestrians. I'm happy to bike on the grass berm to pass any pedestrians. It is safer for motorists and cyclists and pedestrians to avoid the Harewood, Gardiners, Breens Road intersection for turning and crossing at present.

It is really good there is a safe crossing area across Gardiners Road near Cardome Street and traffic lights on the Sawyers Arms Road intersection. I remember how dangerous it was without these.

The Curletts to Wrights Public Transport project sounds important for commuters. I'm pleased I work locally now, so can avoid traffic jams and can bike to work when I choose.

1.1.3

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

I believe that communities with successful long standing water management have the right to continue to manage their water.

Christ Church Cathedral targeted rate

1.2.1

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

Yes

1.2.2

Comments

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

It was always my preference to put rate payers money into the Arts Center and not the Cathedral.

I have never supported saving the Cathedral. God is in us, not in buildings. Christchurch does not need the Cathedral for its identity. We have many great and useful buildings in our city. It was unfortunate that there were many areas without a view of the service in the Cathedral.

Rating for renewals

1.2.3

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

Yes

1.2.4

Comments

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

It would be good to see the Council make savings. People on fixed incomes and regular wages have to make cuts when prices and interest rates go up, but the Council continues to spend more money than it gathers.

1.2.9

Tell us about the services you could manage without.

I can change to monthly yellow and red bin collection instead of fortnightly.

I don't need buses at the moment, but do know many people who rely on them. I don't need consents or town planning at present.

1.2.10

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

Giving households small yellow bin and small red bin and a large green bin for the same price as for the current issue of large yellow, medium red and small green bin. Surely its better to compost more green waste than it is to put medium amounts of general rubbish in land fill and to have to dispose of large amounts of recycling materials.

I would be happy to give my clean and undamaged egg cartons to someone that can use them, and jars with lids to anyone that can use them. I see that New World are collecting milk bottle tops. We need to do recycling better.

Could there be a Council information page for people to see where to send items that can be useful to others.

Air Force Museum Grant

1.3.2

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

Yes

Central city shuttle service

1.3.4

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

Yes

1.3.5

Comments

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

Christchurch used to have a yellow metro shuttle. Do Council have proof it was successful? Does the prior Shuttle give this study a head start?

Future feedback

1.3.8

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

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

No

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Molly **Last Name:** (required) Magid

Feedback

Proposed average rates increase

1.1.1

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

It seems fine to me, given the funding situation currently.

Proposed spending

1.1.2

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

I think both of these projects are very important and need investment. In particular, the Wheels to Wings cycle route would open up another option for transport to the airport and businesses nearby and would help with traffic in that area.

1.1.3

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

I think even more funding needs to go into the network to ensure that it is resilient to the challenges of climate change and also potential for disease outbreaks. In particular, Christchurch still does not have cryptosporidium filtration, which was the issue in Queenstown that led to an outbreak of water-borne disease in 2023. This needs to be rectified as soon as possible, so that drinking water in the city is safeguarded.

I also think that improving the stopbanks along the Otakaro River corridor is especially important given the construction of the cycle path in that area.

1.1.4

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

I think spending at parks and reserves should be increased. Being able to access nature within the city is essential for physical and mental health.

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Rating for renewals

1.2.3

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

Yes

Reducing rates

1.2.8

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

I value the cycleways and public transport the most and do not want them reduced. These services are important for people to get around and decrease reliance on cars.

1.2.9

Tell us about the services you could manage without.

I could do without additional spending on the stadium and surrounding area.

1.2.10

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

I think the stadium is a huge waste of money. This will not offset the amount spent on the stadium, so any chance of decreasing funding for the stadium would be a great opportunity for savings.

Climate Resilience Fund Policy

1.2.11

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

The fund should be used to make changes to the city that will help communities to adapt to climate change. I think it will also be important that the fund is not used to subsidise people to rebuild in areas that should not have residential homes on them given climate trajectories (e.g. houses on flood plains). I think there shouldn't be a specific time period when the fund should be held in reserve, it should be used over time to help prepare for the effects of climate change.

Air Force Museum Grant

1.3.2

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

No

Central city shuttle service

1.3.4

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

Yes

1.3.5

Comments

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

The central city shuttle is a fantastic idea. This would increase public transport capacity in the city and allow people to explore more without coming in personal cars.

Future feedback

1.3.8

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

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

No

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Margaret **Last Name:** (required) Noble

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

The Ferrymead Trust

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

Trustee and Director, 11 employees, 15 Member societies over 400 volunteers

Feedback

Proposed average rates increase

1.1.1

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

We are supportive of the proposal to seek to reduce the overall rates increase and avoid placing high burdens on residential households. We also recognise that in the current economic climate these figures are reasonable.

Proposed spending

1.1.2

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

We are supportive the ongoing development of the cycle ways projects but there are also transport needs that are not met by the current plans and these could be met by some small changes that increase the accessibility of key community facilities. Ferrymead Heritage Park located at 50 Ferrymead Park Drive is not directly accessible by bus and the road access presents some safety concerns for pedestrians due to the absence of pavements. We would propose that the number 8 service to Heathcote and the Gondola has a minor rerouting to provide direct access to Ferrymead Heritage Park on the days that it is open, Thursday to Sunday weekly and that this access is extended to be provided daily during the school holidays. This minor rerouting would enable many more residents to access Ferrymead Heritage Park as a living Museum of Crafts, Technology and Heritage. It would also support access to the Park by schools who use the Park as a significant educational resource and address the costs of access which serve to restrict accessibility of the Park due to the cost of hiring coaches.

1.1.3

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

We would support any ways we can offer collaborative support

1.1.4

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

The park/reserves around Ferrymead are an important recreational amenity for residents of Christchurch. We are keen to be fully cooperative to ways Ferrymead Heritage Park can collaborate with the Council on surrounding parks

Christ Church Cathedral targeted rate

1.2.1

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

Yes

1.2.2

Comments

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

We agree with the pausing of the collection of this targeted rate however we feel targeted rates are important in supporting key heritage facilities. We would suggest that targeted rates could be used more widely to support the provision of base annual funding to key facilities such as Ferrymead Heritage Park. If for example \$700k was provided each year to support the operation and sustainability of Ferrymead Heritage Park this would cost a very small addition to the rates.

Rating for renewals

1.2.3

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

Yes

1.2.4

Comments

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

This seems a reasonable approach to us.

Reducing rates

1.2.8

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

We value the services provided by arts, museums, parks and heritage and recreational facilities to the health and wellbeing of the City's residents and to the support provided to visitors to Christchurch which in turn generates revenue for the city. We argue that these services should continue and that that consideration be given to how the provision of support can ensure their sustainability. Supporting facilities such as Ferrymead Heritage Park is relatively low cost and would provide very little burden on annual spending but would ensure that both residents and visitors can participate in a world class heritage and educational facility.

Climate Resilience Fund Policy

1.2.11

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

We support the provision of this fund and view climate resilience and sustainability as important in education and sustainability of parks, heritage and the environment. Climate resilience is in Ferrymead Heritage Park's future plans as a key ecological and environmental location.

Air Force Museum Grant

1.3.2

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

Yes

1.3.3

Comments

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

While the Air Force Museum is an important facility for the city, we feel consideration should also be given to other museums and facilities that also support provision of heritage and widen the geographical range of resident and visitor attractions in the City. Upgrading and refurbishment of such facilities have the potential to make an important contribution to resident and visitor wellbeing. We would support the granting of the \$5 million if supporting funding was guaranteed by the Ministry of Defence, and from commercial activities that the Air Force Museum have as BaU.

Central city shuttle service

1.3.4

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

Yes

1.3.5

Comments

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

We are supportive of a scoping study to look at a central city shuttle service but would suggest that this is extended to consider whether a shuttle service could support other facilities such as Ferrymead Heritage Park and the Airforce Museum that are not central locations but which play a key role in increasing the length of stay of visitors to the City.

Potential disposal of properties

1.3.6

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

We would need more information, but there are opportunities for a number of Ferrymead societies to have temporary locations in the Central City for exhibitions and similar activities.

Anything else?

1.3.7

Any further comments?

We are supportive of the Long-Term Plan; we have some suggestions of the retargeting and allocation of annual based funding for key facilities. Ferrymead Heritage Park as a Living Museum of Crafts, Technology and Heritage is an important part of the city's cultural, educational and recreational landscape. In a period when Canterbury Museum is primarily closed, the heritage experience and the opportunity for residents, communities and domestic and international visitors to experience and participate in an important part of Christchurch's landscape and heritage cannot be underestimated. The changes made following the development of the Business Plan for the Park are being implemented resulting in an increase in visitor numbers and the opportunity to upgrade and enhance the experience provided. The provision of annual base funding at a realistic level would enable the Living Museum to grow and extend its reach to communities, residents and visitors and ensure its sustainability for present and future generations. We attach further information about recent developments and the way in which the allocation of base funding each year would support the Park.

Future feedback


1.3.8

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

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

Yes

Attached Documents

Name	
Ferrymead Heritage Park Creating a Sustainable Living Museum	

Ferrymead Heritage Park Creating a Sustainable Living Museum of Crafts, Technology and Heritage for Christchurch

Ferrymead Heritage Park submitted a Business Plan to Christchurch City Council in December 2023, which built on the recommendations of the January 2023 BDO report and set out a clear strategic direction and long-term plans for the sustainable development of the Park as a Living Museum of Crafts, Technology and Heritage. The business plan, together with a financial analysis, enabled funding to be secured to enable the Park to operate until July 2024. The decision was made to delay application for long term plan funding until 2025 and to seek \$300k from the Strengthening Communities Fund for the 2024/5 financial year; \$130k was allocated. Going forward the aim to place the Park on a stable financial footing can be achieved through securing base funding each year to ensure stability for ongoing development.

In the Business plan six main areas of focus were identified viz:

- Establish good governance
- Protect and upgrade Park infrastructure
- Create a world-class visitor experience
- Professional guardianship of heritage resources
- Incorporate te ao Māori into the Park experience
- Create an environmentally sustainable environment

Progress has been made in each of these areas and a summary of key developments achieved by March 2025 are set out below.

1. Developments Achieved July 2024- February 2025

Governance and Administration

- Organisational governance restructure
 - Appointment of new trustees
 - New Directors for FPL
 - Establishment of Advisory Forum for the Park's 15 Member Societies
- Revised technology to improve efficiency
 - New email addresses
 - Electronic Park entry recording
 - Piloting of digital 'OnBoard' software for governance meetings
 - Improved file storage
- New Health and Safety processes and procedures
 - Food safety management plan
 - Evacuation plan

- o Health and safety and event management plans for all events
- Relocation of the Park Office to offices above the General Store

Visitor Experience

- New entrance to improve visitor flow and to ensure there can be safe entry and exit to the Park for significant events
- Establishment of cafe in the Chapel selling coffee, teas, soft drinks and cabinet food
- Review of entry prices and policies
 - o Reduced costs for annual visitor pass
- New signage throughout the Park on buildings to improve interpretation and to provide information about buildings
- Creation of lighted outdoor seating area by Church and Chapel to provide a venue for weddings and events
- Upgrade of several displays – e.g. Tobacconists, Bakery, General Store
- Upgrade to exhibitions and facilities by member societies e.g. Exhibition of Christchurch People in the Chapel (provided by the Photographic Society) – as part of a new exhibition space in the former Park office
- Opening of visitor shop in General Store at centre of Park selling toys, gifts, traditional sweets and memorabilia
- Application for an alcohol licence to support events

Marketing and promotion

- New Website – able to be updated regularly by FPL
- Regular social media posts – increase of 20% in followers
- Communication through fortnightly Ferrymead Gazette
- New opening days of Thursday – Sunday from 17 February 2025 to provide enhanced visitor experience and to ensure trams and/or trains are available on all days with running times advertised to potential visitors
- Theme events in partnership with societies for Ferrymead Alive Days e.g. Education on 2 March
- New visitor leaflets and a revised map of the Park
- Event calendar developed
- Event leaflets promoting upcoming events
- New Night Market and Volunteering leaflet

Buildings and Infrastructure

- Removal of asbestos hazard from bakery building
- Repaving of cobbled area outside Jail to ensure visitor safety and to support high volume visitor entrance
- Painting and upgrade of some buildings – part of an ongoing project

- Upgrade to several of the garden areas and installation of tubs
- Plans being developed for addressing earthquake prone buildings
- Repair of fencing
- Creation of outdoor seating area adjacent to Church
- Work with volunteers to support upgrading of buildings and the Park environment

Partnerships

- Recruitment of volunteers
- New partnership with Sumner Silver Band as resident band providing music at key events
- Designation of the Customs House in the centre of the township as an information and volunteering point
- Partnership with University of Canterbury to promote volunteering and project opportunities
- Partnerships established with Bunnings, Mitre10 and Orderings to support Park through donation of materials e.g. storage boxes, external lighting, plants etc,
- Ongoing partnerships with Schools for the Park's Education programme
- Education partnerships with overseas school groups
- Partnerships with retirement villages for visits and tours
- Partnership with St Martins Men's Shed
- Partnership with Lyttleton Port Company to create new exhibition of heritage port items
- Hiring of site facilities e.g. for external filming, Nostalgia, Australian Society of Archivists conference, Yoobee College students studying film, Unsung Heroes, weddings
- Hiring of taonga – e.g. ice cream cart for East of Eden film company
- New Partnership with Whakaraupō carving school to support stakeholder engagement and the incorporation of Māori tikanga and work with local iwi

Collections

- New donation policy and procedure
- New collections policy and procedures
- Identification of preservation needs
- Planned exhibitions of key taonga

Funding

- Application for Lotteries grants (a) to support education programmers and (b) cataloging and preservation of collections.
- Grant from Casino Charitable Trust to support renovations to the Bakery
- Application to the Roger and Norah Wait Heritage Fund for \$13k for the first stage of the Hays Playground restoration

- Application to Ferrymead Foundation for a \$5.000 community grant to support the Education programme
- Application to the City-Wide Discretionary Response Fund to meet ongoing costs prior to decisions on funding as part of CCC's long-term plan.

Forthcomg Events

Including e.g.:

- Southern Spice festival 29 March 2025
- Easter holiday Egg and Heritage Hunt
- Themed Ferrymead Alive days – proposed split from being adjacent to Night Markets days
- Winter Night Markets
- Mother's Day
- 175th Anniversary of arrival of first ships
- Behind the scene tours
- Boutique Heritage Weddings

Visitor and Park Numbers March 2024 - to March 2025

45,000 Visitors

- 17,000 general admissions visitors
- 18,000 night market visitors
- 5,000 Children participating in education school programme
- 5,000 attending events (e.g. Nostalgia / Southern Spice festival)

Memberships

- 16 groups/societies on site
- 400 volunteers in societies
- 50 community vendors attending events

Hires

- 12 photography/video hires
- 12 weddings
- 2 minor movie hires
- 1 major movie hire

2. Funding Proposals for Period 2025-2029

2.1 If \$700K p.a allocated from the Long Term Plan the following would be able to be achieved

- Support for essential Park staffing
- Appointment of a Curator to catalogue and preserve Taonga
- New partnership with MSD to support specific building/infrastructure projects

- Commencement of work on addressing earthquake prone buildings- one building to be brought to required standard
- Enhanced work on painting and repairing buildings
- Enhanced marketing and promotion including to cruise ships and tourist operators
- Enhancement of schools' programme through supporting participation from schools with high numbers of low socio-economic status students
- Further strengthening of external relationships including with iwi and hapu

2.2 If \$975K p.a. were allocated from Long Term Plan, the following would be able to be achieved

As for allocation detailed in 2.1 but with the following additions:

- Work with a marketing company to promote the Park as a key tourist destination
- Enhanced programme of activities with societies
- Development of an information app for visitors
- Additional maintenance of buildings and infrastructure to improve standards including new pavement repairs in township
- Commencement of preservation work on Taonga
- Erection of lightweight exhibition hall on the concrete slab adjacent to the Lodge to support exhibitions
- Enhancement of education programme to embrace technology and sustainability
- Appointment of community partnership role to the Park
- Second earthquake prone building addressed and brought to required standard.

2.3 If \$1,250K is allocated p.a. from the Long Term Plan the following would be achieved

As for allocation indicated in 2.1 and 2.2 but with the following additions:

- Appointment of preservation technician
- Appointment of exhibition technician
- All earthquake prone buildings addressed and brought to required standard
- Opening of Bakery tea rooms in the centre of the Park
- Comprehensive annual programme of activities and tours
- Increase in international visitor numbers through full engagement with cruise ships and tour groups
- Relocation of drapers and bootmakers to main township
- Heritage Façade for the exhibition hall

- Annual programme of exhibitions promoted throughout Christchurch and Canterbury
- Comprehensive refurbishment of all buildings in the Park

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Pamela Margaret

Last Name: (required) Stewart

Feedback

Proposed spending

1.1.2

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

I am very much opposed to the "Wheels to Wings " Major Cycle Route being done at a Huge Cost to a Major busy Feeder Road - Harewood Road - to and from the Christchurch International Airport and also from the North/South Motorway. The reduction of two Lanes either side to one Lane is sheer madness as Harewood Road is a hugely busy Road at all times, I know as I work at the Airport and also use the Motorway frequently going North to Rangiora, Amberley and Blenheim plus I am on Harewood Road at all times of the Day.

The revised Scope put forward by Victoria Henstock is using this amount of money very wisely and sensibly with 5 Community-aligned solutions, considering all safety and very balanced solutions. THIS is certainly a very well thought and reviewed Solution covering our whole Community and certainly as a CCC Ratepayer for well over Fifty Five years has my STRONG Approval.

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Tim **Last Name:** (required) Frank

Feedback

Proposed average rates increase

1.1.1

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

Overall that's probably the right level, but we probably need a minimum increase like that, if we don't want to burden future generations with too much debt.

Proposed spending

1.1.2

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

The staged approach to delivering Papanui ki Waiwhetu Wheels to Wings makes sense, as long as the overall aim to have one cycle-way going the length of Harewood Road is kept in mind. This allows the most urgent improvements to be made and hope that government policy might change some day to contribute to this project.

I think that the Lincoln Road Public Transport project needs to go ahead now. In future there will be more people in Halswell and it is best to build good public infrastructure now, rather than wait when more people rely on it.

Christ Church Cathedral targeted rate

1.2.1

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

No

1.2.2

Comments

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

Whatever form the solution for the Christ Church Cathedral will take, the city will have to contribute some money. It is an important aspect of the city and really the heart of the city. This is a building that is open to all, even though it is owned by the Church. The church can maintain and operate it far more efficiently than a commercial operation could and keep important heritage links. The effort in restoring the Cathedral needs to continue.

Rating for renewals

1.2.3

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

Yes

1.2.4

Comments

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

Not increasing the rating initially makes the city worse off financially. In the interest of inter-generational justice, we need to be responsible now and not burden our children with debt.

Reducing rates

1.2.8

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

The playgrounds in Christchurch are great and have to be kept safe and up to date. Libraries are also a great asset.

We need to keep extending the cycleway system. Public transport needs to be improved. Any cuts to the Bus Interchange would affect attractiveness of the bus system.

1.2.9

Tell us about the services you could manage without.

While the research services of libraries are great, I think that they do not need to offer courses and children activities. There are many other organisations that do that very well and which face competition from the libraries. Also, I don't think that libraries need to be involved in advocacy.

1.2.10

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

Some of the consenting could be made significantly more efficient. For example, currently a simple boundary adjustment requires a full subdivision application. That is over the top, even when everyone agrees and it would be very expensive to tear down a building that intrudes upon a title.

Climate Resilience Fund Policy

1.2.11

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

I think that at least \$ 100 million should be accumulated before the fund is used. Its use should be guided by scientific and technical evidence to adapt to increased flooding risks.

Air Force Museum Grant

1.3.2

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

No

1.3.3

Comments

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

While it is important that we curate our heritage, the air force museum can access funding from other sources. As a pacifist I am against spending money on promoting wars - even past wars.

Central city shuttle service

1.3.4

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

Yes

1.3.5

Comments

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

This should include long-term considerations of the best mode for such a service (not just bus).

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Basil **Last Name:** (required) Taylor

Feedback

Proposed spending

1.1.2

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

the hardwood road cycle way is not needed. It is widely acknowledged that our city planners showed amazing foresight by establishing wide roads on our major arteries like hardwood rd. It would be sacrilege to now reduce it to one lane. What little cycle traffic there is can be well catered for with a single painted cycle lane

Christ Church Cathedral targeted rate

1.2.1

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

No

Rating for renewals

1.2.3

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

Yes

Our Draft Annual Plan 2025/26



Submitter Details

Submission Date: 27/03/2025

First Name: (required) Philippa Last Name: (required) Drayton

Attached Documents

Name
Philippa DRAYTON Te Uaka The Lyttelton Museum submission to CCC March 2025

Philippa Drayton

27 March 2025

To whom it may concern:

My name is Philippa Joyce DRAYTON. I have been a resident of the area since 2004 and have had a close association with the area as a bach holder since 1968. I am a financial life time member of Heritage New Zealand Pouhere Taonga, the Secretary of the Diamond Harbour and Districts Historical Association, and I am a volunteer at Manson Cottage museum at the Orton Bradley Park.

I am in full support of the Business Case for Te Ūaka The Lyttelton Museum and completely support the application for funding of Te Ūaka The Lyttelton Museum by the Christchurch City Council.

When our local history association has had meetings with staff from Te Ūaka The Lyttelton Museum where they have shared some of the stories in the museum, I (and others) have been moved and look forward to the day when we can visit the museum as a physical space and explore those stories ourselves.

I believe the Christchurch City Council has a moral and actual responsibility to provide Lyttelton (and its environs) with the museum space as outlined because it is a replacement for the Council-owned facility that was demolished after the Canterbury earthquakes. And the space is sorely needed.

Rebuilding the museum, and providing a space to tell local stories such as Mana Whenua, Antarctica, Lyttelton's maritime history, and as gateway to Colonial Canterbury, is crucial to the culture and identity of not only Lyttelton and the Whakaraupo Harbour Basin, but also to the wider regions of Canterbury and Banks Peninsula. It is not until one is in the physical space that much of the local histories make sense. And for that reason Te Ūaka is significant.

History is the anchor of our society and Te Ūaka The Lyttelton Museum is an anchor project in Lyttelton. The collections that have been entrusted to Te Ūaka The Lyttelton Museum are important for local and visitors to the area to view, but also as a repository for local material and as a space for research and reflection.

The rebuilt museum will not only provide a place for the stories of our histories but it will be a vital draw card to Lyttelton (and across on the ferry to our area) and it will benefit the local economy.

For these, and all the reasons outlined in the Te Ūaka The Lyttelton Museum Business Case for a New Museum Building, I fully support the application to the Christchurch City Council for funding.

Sincerely,



Philippa Drayton

Long-time resident,

Financial life time member of Heritage New Zealand Pouhere Taonga,
Secretary of the Diamond Harbour and Districts Historical Association,
Volunteer at Manson Cottage museum at the Orton Bradley Park

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) John **Last Name:** (required) Steere

Feedback

Proposed average rates increase

1.1.1

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

These rate increases are far too high, they have a compounding effect and greatly effect older people on fixed incomes. When they increase above the inflation rate after a few years in has a major effect on peoples incomes. In the last few years the council rates have become a greater share of rate payers living costs. Councils should be cutting their costs as their spending is out of control. Rate increases should be limited to the inflation rate. They should not be giving ratepayers money to charities.

Proposed spending

1.1.2

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

The council should scrap the wheels to wings cycle route. It is a complete waste of money. How many people are going to cycle to the airport to catch an aircraft?

I use Harewood road regularly and have noticed the few cyclists there are. I did a count a few months ago and they would be lucky to be 1% of the traffic. I recall a local resident living on Harewood road did a count and there were only about 75 cyclists all day. To spend 32 million dollars on 75 cyclists is an absolute waste of taxpayers money, this is about \$420,000 per cyclist. It would be cheaper to provide them with a free taxi

i do support a set of traffic lights at the Harewood / Breens road intersection and a set outside Harewood school.

Rating for renewals

1.2.3

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

No

1.2.4

Comments

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

The council must take drastic steps to slash its spending. Councils nationwide have increased their spending out of proportion to the rest of charges the public face.

Fees and charges

1.2.5

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

All fees and charges should reflect the costs involved without subsidising services. As cheap services mean the ratepayers are being hit more.

1.2.9

Tell us about the services you could manage without.

stop giving our money to charities

Climate Resilience Fund Policy

1.2.11

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

This is a questionable fund to have. What if there is no adverse effect from the climate?

The experts have been talking about climate change for the last 50 years. They were talking about the sea level rising in the 1970s. This has yet to happen. We maybe taxed for nothing.

Air Force Museum Grant

1.3.2

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

Yes

1.3.3

Comments

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

This is something worthwhile to remember the people who fought for our country

Central city shuttle service

1.3.4

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

No

Potential disposal of properties

1.3.6

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

sell them

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Rebekah **Last Name:** (required) Billingham

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

Village Health and The Village Lincoln Road

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

Practice Manager (Also Property & Facilities Manager) 40 staff, 20 tenants & 10000 patients

Feedback

Proposed average rates increase

1.1.1

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

We pay \$75k in rates and council doesn't even give us enough bins or mow our berm.

Proposed spending

1.1.2

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

Re Lincoln Road works - we would prefer these be deferred as we have already been massively impacted by the cycle lane works and we are dumbfounded that part of these works include blocking our main entrance (patients will no longer be able to turn right into our drive when heading from Halswell to the city as the centre island does not have a break in it to allow cars through. This also means ambulances can not get through, the ability to provide routine and emergency healthcare will be delayed and people will die.

We think it's incredulous that one is being installed outside McDonalds.

People who want to make themselves sick by eating crappy fast food won't be put out but people trying to stay well will.

1.1.3

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

No

1.1.4

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

No

1.1.5

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

No

Christ Church Cathedral targeted rate

1.2.1

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

Yes

1.2.2

Comments

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

Noone cares about the cathedral anymore so why are you forcing us to pay to fix it?!

Rating for renewals

1.2.3

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

No

1.2.4

Comments

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

Stop raising our rates!!! We can barely afford our properties as it is!

Fees and charges

1.2.5

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

No

Trade waste

1.2.6

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

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

1.2.7

Why do you prefer this option?

I dont know enough about this

Climate Resilience Fund Policy

1.2.11

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

No

Air Force Museum Grant

1.3.2

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

No

1.3.3

Comments

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

Money could be far better spent elsewhere.

I don't want to pay for something I dont use

Central city shuttle service

1.3.4

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

No

1.3.5

Comments

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

Encourage people to walk around town

Potential disposal of properties

1.3.6

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

Bowl them and if they are in the city - use them for free parking

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Nigel **Last Name:** (required) Rushton

Feedback

Central city shuttle service

1.3.4

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

Yes

Potential disposal of properties

1.3.6

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

Sell them.

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Evelyn **Last Name:** (required) Slape

Feedback

Proposed spending

1.1.2

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

i do not support the wings to wheels cycle way

Christ Church Cathedral targeted rate

1.2.1

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

No

1.2.2

Comments

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

i witnessed the cathedral spire fall on the day if the earthquake ans it was terrorfying. Having this restored is a true symbol of hope abd resilience and a reminder of our history. Not much of old christchurch remains and this must be protected at all costs. It is more important thay any flashy stadium. It is our citys icon. "Christ-church"

Rating for renewals

1.2.3

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

Yes

Trade waste

1.2.6

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

Option 3: Fixed volume rate

Reducing rates

1.2.8

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

better policing and security around main areas like lincoln road, cbd, rickarton. Better footpath and road maintenance. Getting out water back chlorine free. Parks and recreation. Keep the city clean, tidy and back to the garden city we can be proud of. Cheaper parking in the cbd to support local and get life back to the city and away from malls. Back to basics policies and less politics in council. Better security like the ones in cbd as the team in the bus exchanges are useless.

1.2.9

Tell us about the services you could manage without.

cycleways . Flashy stadiums and sport facilities. Less bureaucracy and money wasted on petty things like place names. Less confusing, overly engineered roads and speed bumps

1.2.10

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

better cctv. Cracking down on fly tippers. Simple road designs.

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Jake **Last Name:** (required) Moratti

Feedback

Proposed average rates increase

1.1.1

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

Acceptable, given our rates are fairly affordable for the amount of services we have compared with other NZ cities.

Proposed spending

1.1.2

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

Happy to spend big on transport infrastructure as long as it doesn't involve new or widening roads. Love the focus on cycling, would like to see better connected east-west corridors eg. more direct from say, Linwood to Hornby/Islington as this is a very busy commute pattern that is currently faster by car than bike. Some separated transit would be nice too but i understand the cost and logistics of that.

1.1.3

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

spend what you need to

1.1.4

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

Is the council looking into lower maintenance native plants for our parks to ease costs down the track?

Christ Church Cathedral targeted rate

1.2.1

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

No

1.2.2

Comments

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

I'd pay an extra \$100 per year to get the bloody thing finished! Its literally our cities icon and a crime to leave it how it is.

Rating for renewals

1.2.3

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

Yes

Reducing rates

1.2.8

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

1.2.10

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

maybe parks, long term aim for less lawn and gardens and more native shrub. Also our libraries, albeit amazing and world class, are probably a bit over the top.

oh and council beauracracy.

Anything else?

1.3.7

Any further comments?

would love to see action on derelict buildings. A bylaw to allow confiscation after a period of no development/demolition

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Shaun **Last Name:** (required) Butler

Feedback

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Rating for renewals

1.2.3

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

Yes

Trade waste

1.2.6

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

Option 3: Fixed volume rate

Air Force Museum Grant

1.3.2

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

Yes

Anything else?

1.3.7

Any further comments?

please put a stop to any future cycle lanes as they are not being used as much as expected and are costly to put in.

The money saved could also be used to provide better services to the greater community rather than a select group

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Malcolm **Last Name:** (required) Long

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

Ōpāwaho Heathcote River Network

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

Secretary 526

Feedback

Proposed average rates increase

1.1.1

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

See attached Submission

Proposed spending

1.1.2

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

See attached Submission

1.1.3

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

See attached Submission

1.1.4

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

See attached Submission

1.1.5

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

See attached Submission

1.2.2

Comments

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

See attached Submission

1.2.4

Comments

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

See attached Submission

Fees and charges

1.2.5

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

See attached Submission

1.2.7

Why do you prefer this option?

See attached Submission

Reducing rates

1.2.8

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

See attached Submission

1.2.9

Tell us about the services you could manage without.

See attached Submission

1.2.10

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

See attached Submission

Climate Resilience Fund Policy

1.2.11

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

See attached Submission

1.3.3

Comments

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

See attached Submission

1.3.5

Comments

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

See attached Submission

Potential disposal of properties

1.3.6

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

See attached Submission

Anything else?

1.3.7

Any further comments?

See attached Submission

Future feedback


1.3.8

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

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

Yes

Attached Documents

Name
CCC Annual Plan Submission FINAL 2025 

Submission on the
Christchurch City Council
2025/2026 Annual Plan



March, 2025

Ōpāwaho Heathcote River Network Inc.

Email: info@ohrn.nz

Website: www.ohrn.nz

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

Phone: 027 672 7497

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

The Ōpāwaho Heathcote River Network – Who are we?

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

Our Vision is:

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

Our Purpose is:

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

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

Feedback on the CCC 2025/2026 Annual Plan

Overall Comments

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

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

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

Summary for specific items

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

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

Comments on Operations and Capital Programme

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

2.2.1.1. 60356 - Programme - SW Port Hills and Lyttelton Harbour Erosion & Sediment

2.2.1.2. 69218 - SW Port Hills Revegetation and Sediment Control Stage 1.

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

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

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

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

Comments on The Climate Resilience Fund

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

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

Strategic policy settings:

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

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

Operational policy settings:

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

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

Additional comments:

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

Comments on potential disposal of Council-owned properties

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

General

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

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

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

We wish to be heard on this submission

.

Quentin McDonald

Chair

Ōpāwaho Heathcote River Network

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Clive **Last Name:** (required) Busby

Feedback

Proposed average rates increase

1.1.1

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

I would have been happier with a lower increase, but realise that work needs to be done to maintain assets that I use in the city.

Proposed spending

1.1.2

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

We were not happy about the Wheels to Wings project as the initial proposal was not discussed with the residents. During a meeting, I raised the issue of quake damaged infrastructure, as our sewers and storm water were damaged and was repaired at EQC cost. I believe that theses repairs were not accounted for in the cycleway infrastructure costing.

I still feel that it would be better having cyclists travelling to the left of the vehicular traffic and not having a separate 2 way cycle lane. I also feel that there needs to be some form of publicity regarding correct road use by all road users (vehicles, cycles, scooters, etc) sent out with our rates to outline correct behaviour on the roads covering all modes of transport. This cost could be added to the draft annual plan. These document could be available elsewhere as not all residents are rate payers.

The proposed revised scope looks good and I support it.

1.1.3

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

I support this work as it is an insurance policy to secure domestic water supply and flood protection.

1.1.4

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

No comment.

1.1.5

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

We need a city that functions and is not a burden to future generations.

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Rating for renewals

1.2.3

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

Yes

Fees and charges

1.2.5

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

No.

Trade waste

1.2.6

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

Option 3: Fixed volume rate

1.2.7

Why do you prefer this option?

I feel that larger companies could afford to look into reduction strategies far more than small or even medium companies.

Air Force Museum Grant

1.3.2

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

Yes

Central city shuttle service

1.3.4

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

Yes

Potential disposal of properties

1.3.6

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

If these properties are not being used as intended and are not suitable for another use, disposal is fair.

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Fiona **Last Name:** (required) Penney

Feedback

Proposed average rates increase

1.1.1

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

i think the rise in rates is unacceptable at 7.58% . I feel the council is spending too much money on projects that are not needed.

Proposed spending

1.1.2

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

I am opposed to the wheels to wings cycle lane. It will be detrimental to local businesses.

Christ Church Cathedral targeted rate

1.2.1

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

Yes

1.2.2

Comments

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

I think the cathedral should not be reinstated at all. It doesn't belong to the council, its not even that old, it just looks old. Dont pour good money after bad.

Reducing rates

1.2.8

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

Roads, parks, clean water, street lighting, drainage

1.2.9

Tell us about the services you could manage without.

cycle lanes, lower speed limits that cost money to erect signage and road paint

1.2.10

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

Stop spending money on cycle lanes.

Air Force Museum Grant

1.3.2

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

No

Central city shuttle service

1.3.4

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

No

Potential disposal of properties

1.3.6

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

unless they can be repurpose them to save money then sell them with with a clause that the site has to be redeveloped with 2 years.

Future feedback

1.3.8

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

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

No

27 March 2025

Mayor Phil Mauger
Christchurch City Council
PO Box 237
Christchurch 8140

Tēnā koe Phil,

Canterbury Regional Council welcomes the opportunity to make a submission on your draft Annual Plan 2025/26. As we submitted on your Long-Term Plan 2024-34, we are focusing only on matters in your consultation document that are of particular relevance to Canterbury Regional Council.

Climate Resilience Fund

We are pleased to note the establishment of the Climate Resilience Fund to support future climate adaptation needs for Council assets. Regarding how the fund will work, we urge alignment with the Canterbury Mayoral Forum's Canterbury Climate Partnership Plan and working together with the councils of Canterbury to increase our efficiency and collective effectiveness in responding to climate change.

Proposal to allocate money for a scoping study for the central city shuttle service

We note your proposal for a scoping study for the central city shuttle service. However, at this stage we are not sure it is required. Given funding constraints for our mutual ratepayers and the country, it's important we stick to delivering what we've already committed to through PT Futures. This is our agreed pathway to get the people living in or visiting Greater Christchurch where they want to go.

The central city is currently well serviced by buses, with 1,800 scheduled bus services every weekday. The city and its visitors enjoy a high level of public transport accessibility.

Canterbury Regional Council is focused on delivering the PT Futures business case approved by all partners in 2020, including Christchurch City Council. An additional central city shuttle was not identified through the PT Futures indicative business case. You might know that as part of the next phase of PT Futures delivery, Canterbury Regional Council will complete a detailed business case which includes a network review. We are comfortable working with Christchurch City Council to scope up this

network review and ensure it considers any problems or issues you may be seeking to address through a central city shuttle service.

If you do choose to go ahead with a scoping study for the central city shuttle service, we recommend working with the New Zealand Transport Agency to understand how any proposed shuttle service would fit within current government policy and funding opportunities.

Other transport proposals

In addition to topics for feedback, we note the reprioritised capital programme budget for 2025/26 for transport. We acknowledge the Lincoln Road (Curletts to Wrights) Public Transport Project has been deferred from 2025-28 to 2028-30 to enable sufficient time to complete the detailed business case required to secure funding through the National Land Transport Programme 2027-30 period.

In the short-term, Canterbury Regional Council supports the reallocation of the existing local funding to support delivery of other key PT improvement projects over this funding cycle, including improving the operation of the existing bus lanes on Colombo Street and Riccarton Road.

Canterbury Regional Council also supports the additional funding allocations for the completion of cycle way improvements across the city.

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.

Ngā mihi



Craig Pauling
Chair

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Lydia **Last Name:** (required) Heard

Feedback

Proposed average rates increase

1.1.1

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

that rise is too high for average households. Reduce rates further and put projects that are non essential like the cathedral or more cycle ways on hold.

Proposed spending

1.1.2

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

more needs to be spent on public transport, brougham road improvements and systems for commuters from suburbs like Rolleston. Less on cycleways which these suburban people don't use to get to work

1.1.3

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

No

1.1.5

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

too much waste has occurred with failures in projects like the central pool. Put a hold on any more proposed projects and complete the ones we have in progress. We gave enough event centres and public pools etc

Christ Church Cathedral targeted rate

1.2.1

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

No

Rating for renewals

1.2.3

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

No

1.2.4

Comments

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

need to see more towards infrastructure and less in big idea projects. More on transportation and fundamentals otherwise we will be crawling mess like Auckland. Wigram airforce museum however is one of a kind and needs the proposed funding

Fees and charges

1.2.5

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

See above

Trade waste

1.2.6

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

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

Reducing rates

1.2.8

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

more on essentials like water and waste, roads and infrastructure. Less waste and better planning like building new rock walls without fixing the underlying issues of flooding during high tides. Reduce waste by being more thoughtful of processes like fixing under drains etc before beautification. I value a city where our facilities work well and we can get to places easily around it

1.2.9

Tell us about the services you could manage without.

more pools, libraries, skate parks, cathedral, wated land

1.2.10

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

Fix infrastructure properly before you lay toads. Evans pass corner is pointless as petrol trucks destroy that road and road works are constant. Petrol trucks with dangerous goods should not be going through Sumner and should be directed elsewhere. No more cycle lanes.

Air Force Museum Grant

1.3.2

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

Yes

1.3.3

Comments

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

it is a treasure for Christchurch and offers free access to many educational activities

Central city shuttle service

1.3.4

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

No

Potential disposal of properties

1.3.6

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

get money where you can

Anything else?

1.3.7

Any further comments?

Sumner has ongoing issues with flooding, and not always at high tide. We pay some of the highest rates so please sort with some sort of pump station as sending a digger every week to dig on the beach is not a long term solution

Future feedback

1.3.8

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

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

Yes

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

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

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

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

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

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

We would like the opportunity to speak to our submission.

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Heather **Last Name:** (required) Venis

Feedback

Proposed average rates increase

1.1.1

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

Too high in relation to individual income.. majority are struggling day to day

Proposed spending

1.1.2

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

100% against wheels to wings. Directly effects where we live and is total waste of rate payers money.

Priority to traffic lights harewood/breens/gardiners rd !& light crossing at harewood school

1.1.5

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

facility projects should be fixed costs & not increased

Christ Church Cathedral targeted rate

1.2.1

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

Yes

1.2.2

Comments

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

interested to know where previous cathedral restoration money has been gone...

1.2.10

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

speed humps

Central city shuttle service

1.3.4

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

No

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26



Submitter Details

Submission Date: 28/03/2025

First Name: (required) Suky Last Name: (required) Thompson

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

Friends of Banks Peninsula Incorporated

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

50

Feedback

1.1.3

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

See attached submission. We oppose the spending on the Akaroa Wastewater Irrigation System

Future feedback

1.3.8

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

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

Yes

Attached Documents

Name
FOBP Annual Plan 2025 submisison



To: Christchurch City Council
From: Friends of Banks Peninsula
Date: 21 April 2024

SUBMISSION TO CHRISTCHURCH CITY COUNCIL DRAFT ANNUAL PLAN 2025-26

The Friends of Banks Peninsula wishes to be HEARD in support of this submission.

This submission relates only to Annual Plan 2025-26 line item 596 WW Akaroa Reclaimed Water Treatment & Reuse Scheme.

The Friends of Banks Peninsula opposes the funding for the WW Akaroa Reclaimed Water Treatment & Reuse Scheme item 596.

The current budget for this project of \$8,272,000 has increased in the proposed budget to \$14,306,000 for 2025-26.

Friends of Banks Peninsula submitted to the LTP in 2024 opposing the project. We pointed out then that the total cost of the project was \$107 million for fewer than 1000 connections making it one of the most expensive projects in the LTP for the smallest number of beneficiaries.

We advised that the consent application was unconsentable in its current form. The Council had lodged its application for a 100% land-based system, now titled the 'Akaroa Treated Wastewater and Irrigation Scheme' or ATWIS. However a subsequent report from Beca Ltd had determined that the scheme had been designed based on incorrect assumptions about the volume of wastewater and was too small. It would therefore experience overflows of both raw and treated sewage into Akaroa harbour during heavy rain or prolonged wet weather. Raw overflows were anticipated with a frequency greater than 1 in 5 and treated overflows with a frequency greater than 1 in 3 years.

We recommended that the consent application was withdrawn and the funding reassigned into significantly improving the wastewater pipe network to reduce the high level of infiltration which is the the fundamental cause of the of the ATWIS capacity and overflow issues, and of its very high cost.

Our submission had no effect. The Council continued with the consent application as lodged. It did not provide any information about how the overflows and their environmental effects would be managed, or of the impacts of adding Duvauchelle's wastewater to the already undersized system. The application was publicly notified by ECan in July 2024. Over 100 submissions were received. Friends of Banks Peninsula requested that the hearing was deferred under s91 of the RMA until such time as the discharge applications and an application for the Duvauchelle Scheme were lodged to enable the entire system to be assessed. The Council opposed this and the Hearing Panel determined to proceed with the hearing, which commenced in November 2024.

Now, after a very expensive hearing process – costly for both the Council and for submitters - the Hearing Panel has presented the Council, ECan and Ōnuku Runanga with 50 questions about matters arising during the hearing. The Panel has also advised that it now favours a deferral so that all necessary consent applications can be lodged. The Panel's questions have not been answered and Council has instead indicated that it is now not opposed to a deferral. It has advised the Akaroa community that it will be reviewing the Scheme along with alternatives and also preparing the Duvauchelle application, and that this may take up to a year.

We attach the Hearing Panel's Questions Memorandum of 18 February, to demonstrate the extent of the information gaps and uncertainties that have arisen through the hearing.

A matter of particular concern to us is a change to the proposed treatment system and the uncertainty about the treatment standards that will be achieved. When the Council consulted with the Community in 2020 it promised highly treated wastewater that would be *'treated to a level that is among the highest anywhere in New Zealand'*.

Another very concerning matter revealed at the hearing was the Council's intention that the overflow discharges – both treated and untreated – would be at Childrens Bay in Akaroa. There has been no consultation with the Akaroa community regarding this.

There is now an increased budget for the project in the Annual Plan. A CCC Newsline article dated 13 March states that: *Although there has been a delay with the Hearing, in the meantime preparations will continue on Council-owned land at Robinson Bay and Hammond Point for irrigation to land by doing more native plantings that will help increase biodiversity in the area. Planting will consist of around 130,000 Kanuka and 33,000 other native species. These have been grown from seedlings, and they have reached the stage where planting is essential for their continued growth. A resource consent is not required for the tree planting and the cooler months are the best time of the year to get plants in the ground.*

We are opposed to this continued planting, particularly of kānuka, in Robinsons Bay. The viability and safety of the land based irrigation scheme is in serious doubt and we repeat our belief that it is not consentable. Continuing with irrigation planting on the land is a further waste of public funds.

The work carried out on the proposed irrigation site last winter was an insult to the consent process, demonstrating an irresponsible use of public funds (we understand that over \$2 million was spent) and a disregard for heritage and ecological values. Two large roads have been constructed on the property, including over the significant sawmill heritage site. Tōtara fences have been ripped out with no consideration of their heritage value. Willow trees shading the Robinsons Bay stream have also been removed, leaving the entire stream exposed to the sun, and with no replanting to provide shade for inanga and other important native species. The ecologist speaking in support of the Council at the hearing stressed the high ecological values of the Robinsons Bay stream, attributing this to the amount of shading and seemingly oblivious that this had been removed since she had done her assessment. Large windrows of willow slash have been left at the site.

We submit that the only work that should now be carried out at the Robinsons Bay site is remedial work to repair the damage caused – removing the willow slash and creating riparian planting along the stream banks. We ask this is done in consultation with the community who have repeatedly informed the Community Board and the Council of their wish to create a heritage area along this stream.

We submit that the budget item 596 should be substantially reduced, such that funding in this year is allocated for the Council to assess alternatives to the ATWIS, but not for the continuation of any physical works associated with it while it is unconsented (and is, we submit, unconsentable). Too much public money has already been wasted on this Scheme.

In addition we request that a new budget is allocated for comprehensive sewer network repair and I&I reduction in Akaroa and Duvauchelle. We submit that this work is essential to minimise raw overflows and seepages, regardless of the eventual treatment and disposal scheme.

Contact Person: Sue Church

Secretary, Friends of Banks Peninsula

info@friendsofbp.org.nz

RESOURCE MANAGEMENT ACT 1991

CANTERBURY REGIONAL COUNCIL AND CHRISTCHURCH CITY COUNCIL

RESOURCE CONSENT APPLICATIONS

BY

CHRISTCHURCH CITY COUNCIL

Application references: RMA/2023/1347, CRC235038, CRC235039, CRC235040 and CRC235041

To establish and operate a wastewater treatment scheme and associated discharges to land as part of the Akaroa Treated Wastewater Irrigation Scheme at 80 Old Coach Road, Akaroa, 11 Sawmill Road, Duvauchelle, 6583 Christchurch Akaroa Road, Akaroa, and Jubilee Park, Akaroa.

Memorandum of Hearing Commissioners – Questions

As indicated, the Panel has a number of questions. These are not necessarily complete but identify matters which we are particularly interested in at the moment.

Questions for the Applicant

1. Mr Coutinho for the Friends of Banks Peninsula has, in his evidence, stated that the application is now a dual system, both land based and direct discharges to the harbour. Does the Applicant agree that 100% land based irrigation for current wastewater flows is not feasible and that what is now proposed, rather than a 100% land based system, is a dual system including harbour discharges?
2. The Panel notes that the Council's resolution in 2020 provides (inter alia):

Rejects that Akaroa's highly treated wastewater is discharged from the new treatment plant to the Akaroa Harbour.

Has this resolution been amended?

3. If the Applicant does not accept that this is now a dual discharge system, what does the Applicant consider it to be?
4. Does the Applicant accept that storage exceedances may be greater than those currently anticipated, once irrigation cut-offs and restarts are better matched to soil moisture conditions?

5. Is it intended that the treated wastewater discharge will be to areas including wetlands on the irrigation site? If not, and there are wetlands on the irrigation site, what is the distance from the irrigation to those wetlands? Again, assuming there are wetlands on the irrigation sites, how are they protected?
6. Why does the Applicant intend that any 'overflow' or additional discharges (treated or untreated) are to go to Children's Bay rather than potentially using a mid-harbour outlet?
7. Has the Applicant undertaken assessments of the effects of discharges directly to Children's Bay including, but not limited to, effects on recreational values, ecological effects, odour and potentially effects on tourism?
8. How often do raw sewerage discharges occur under the current system and where do they occur?
9. Does the Applicant agree with Mr Coutinho's evidence that the use of the Buffer Tank as part of the storage system calculations is not appropriate?
10. Why, if the Applicant maintains the position identified in its evidence, is the 4,000 m³ added to address potential inclusion of the Duvauchelle scheme included in the present calculations in terms of overflows, from the ATWIS? Does the Applicant accept that if that additional 4,000 m³ is not appropriately included in the storage calculations, overflows are likely to occur more regularly than assessed?

Robinsons Bay irrigation fields

11. In terms of Robinsons Bay, how does the wastewater get up to the storage tanks and from the storage tanks to higher irrigation areas? Are pumping stations required in Robinsons Bay, and if so, how many and where?
12. Why did Aqualinc, and other experts for the Applicant, go further than PDP in terms of the irrigation capacity of the soils?
13. Why are slopes greater than 19 degrees now proposed to be used in the irrigation field when the expert evidence is that such slopes should not be used for irrigation? The Panel recognises that Mr McIndoe addresses this in his evidence. He provides his reason for the inclusion as being that they are "*evenly graded and clear of obstructions with good access*". This does not appear to address the slope stability issues.
14. What level of risk do the Applicant's witnesses consider there is in terms of slope instability, including in the irrigation fields, the tank platform and its surrounds? Has the Applicant modelled flooding from a catastrophic failure?

15. What, if any, contingency measures are proposed in the event of a failure, in whole or in part, of the irrigation system, or the land on which it is located?
16. We have received evidence in terms of the length of the irrigation lines, and the number of drippers. How is it intended that the lines and drippers will be inspected and maintained through the life of the consent, and particularly as vegetation increases?
17. With a large irrigation area and reliance on the entire field working synergistically, does the irrigation dripper system have a margin of error or cautionary design factor built-in in case one area becomes clogged or blocked, which could result in heavier loading in other parts of the field?
18. Given distance and location of the irrigation fields, how does the Applicant propose to respond quickly if issues arise from the irrigation system, which could lead to non-compliance?
19. What is the Applicant's position on setting upper bounds on consent conditions with a metric associated with them? Concern is raised by submitters regarding the use of the words 'no less than'. Should there be an upper cap on, for example, storage?
20. Does the Applicant consider the climate risks of irrigation have been adequately addressed across all layers of the proposal and particularly given the interconnected nature of all areas of infrastructure performance and resilience?
21. How will soil moisture levels be monitored? Do the Applicant's relevant witnesses agree with the issues raised by Ms Van Dijk in relation to the uncertainty associated with soil monitoring and its potential inability to identify ponding?
22. Does the Applicant accept there is a risk of nitrogen build up in the soil and therefore subsequent leaching? If it does not accept that, then why? If it does accept that, what is the level of risk and is it more than minor?
23. If dissolved inorganic nitrogen levels were to increase in the Robinsons Bay stream beyond the 0.09 mg/l, what level of effect would that have on the tidal flats, growth of undesirable vegetation/algae, any subsequent odour, and effects on the identified significant and threatened sea grass? For clarity, at what point does the Applicant consider that any such effects become more than minor and/or significant in the context of Robinsons Bay in particular?

Heritage

24. Why was the heritage management plan only provided in the advice note rather than in consent conditions?

25. Why was the proposed heritage setback not reflective of other evidence provided, such as RBHT presentation slides 73, 74, and figure 37 in the May 2022 archaeological report by J. Maxwell and J. Huebert?

Level of Treatment

26. As noted in our Thirteenth Minute, we are particularly interested in being very clear as to the level of treatment which is proposed. We wish to know clearly what level of treatment is provided by the IDAL system as compared to the MBR system which we understand was proposed during the consultation process. Subsidiary questions are as follows:
- (a) Why has the IDAL system now been chosen?
 - (b) Is the level of treatment provided under the IDAL system such that the treated wastewater is capable of reuse?
 - (c) What, if any, contaminants are not removed by the IDAL system as compared to the MBR system?
 - (d) Is wastewater treated under the MBR system suitable for a greater range of potable reuse than is presently proposed (irrigation to Jubilee Park)?

I&I

27. There have been further discussions in relation to I&I during the hearing. It is still identified as a significant source of wastewater. Does this proposal, as it presently stands, meet the Council's resolution of 2020 in this regard, particularly its recommendation that the Council aims for a less than 20% inflow and infiltration through its work on the Council network and that it also require private property owners to repair their pipes? We understood Mr Hills' position to be that there were "scope" issues in relation to requiring private property owners to repair their pipes/connections. We are unsure as to why Mr Hills is of that view.
28. It is the Panel's understanding (at this stage) that a significant reduction in I&I would contribute to a reduction in potential overflows/discharges. It is also our understanding at this stage that I&I is often more significant during the winter months when irrigation rates are limited. Is that correct?
29. Does the Applicant know the salt percentage of I&I, and what effect could salt have on the system's function?
30. Has Council Increased the promotion of water conservation measures in Akaroa to reduce the volume of wastewater as resolved in its 2020 resolution? If so, what additional promotion has been undertaken and in what form? If not, why not?

31. Have there been further resolutions or amendments to the 2020 resolution in relation to these issues?

Construction

32. What is the anticipated duration and construction period for the piping infrastructure to distribute wastewater to the irrigation site?
33. What is the projected program of works for the pipeline laying and have the effects of that been properly assessed, including traffic disruption effects and difficulties with access for emergency vehicles?
34. What would happen if the current consent was granted but the others were not? Would this change the effects assessments in any way?
35. Does the Applicant accept that moisture probes cannot accurately provide a picture of appropriate irrigation suitability?
36. Does the Applicant consider the geotechnical assessment provided to be adequate, considering the novel approach for this proposal more broadly? Does it consider the assessment precautionary?

Questions for Planners

37. What is the activity status of the various discharges which are now proposed to Children's Bay? We note those discharges include both treated and untreated wastewater. In terms of status, is it relevant that the application has identified that there will be discharges of both treated and untreated wastewater from the scheme – that is, they are anticipated.
38. What, if any, is the difference between a spill and an overflow in terms of the Rules?

Question for Ms Mitten

39. We note her s42A report at 472 addresses Ms Burns' view in relation to the risk of adverse effects of coastal water quality and estuarine ecology as being low, subject to a number of provisos.
40. In light of the clear evidence that there will be direct discharges of wastewater (treated or untreated) to coastal waters, does that position remain the same?

Questions for Ōnuku Rūnanga

41. It is the Panel's understanding that the Rūnanga accept that overflows will occur. Is it Rūnanga's position that overflows of treated and potentially untreated wastewater should occur directly into Children's Bay as opposed to a mid-harbour outflow and if so, why?

42. Does the Rūnanga accept that the discharges to Children's Bay will occur in a low hydrodynamic environment? Are the effects of the low flushing situation still acceptable from a te ao Māori perspective? What is the overall impact on the mauri in this situation?
43. It is the Panel's understanding that discharges when they occur may extend well beyond 2 days, and may have limited, and potentially no, treatment through the proposed wetland. We note Mr Hills' evidence provides:

The duration and volume of the treated wastewater discharge to harbour events would be subject to operational decisions "on the day".

Does that raise any issues of concern for Rūnanga, and if not, why not?

44. The duration of any untreated wastewater discharge appears to be unknown. Is that a matter of concern to Rūnanga? Again, if not, why not?
45. For convenience to Rūnanga, we note Table 4 to the most recent PDP report addresses the modelled wetland discharge events – total volume, and Table 5 models the wetland discharge events – peak daily discharge, both of the above modelled are Robinsons Bay storage at 24,000 m³.

Questions for CRC Counsel – Deferral – s91

46. We understand that the Regional Council's position in relation to s91 is that it does not consider the deferral appropriate or necessary.
47. During the course of the hearing it has become more and more apparent that further discharge consents will be required, and that these arise from the operation of the ATWIS. Can counsel for the Regional Council please advise whether the Regional Council has allowed other similar applications, of a large scale such as this, to proceed without all the consents necessary to operate the system being applied for? If such applications have been allowed to proceed without all necessary consents, what are they?
48. In the alternative, has the Regional Council required applications to address and apply for further discharges which were not applied for at the first instance? Again, if so, what are they and what differentiates them from this application?



David Caldwell
Chair

18 February 2025

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Morgan **Last Name:** (required) Price

Feedback

Proposed spending

1.1.2

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

Re: Papanui ki Waiwhetū Wheels to Wings major cycle route

Dear Mayor Mauger and Councillors,

Does the need for car parks outweigh the safety of citizens?

The Draft Plan's proposal for "making road safety improvements to three parts of Harewood Road" is missing an essential, forth safety improvement that would be ticked off by implementing the original, full plan for this road. And that is the lack of cycling access/cycleway on the westbound section between Breens Road and Trafford Street.

If there was another way of cycling west from the Bishopdale roundabout to the corner of Harewood Road and Russley Road without a major (for a cyclist) diversion, I would be taking it, as I genuinely fear for my life every time I cycle past the parked cars along that section during daylight hours on any day of the week. I have never experienced the relief of no parked cars on the above section of road.

I regularly have parked car driver's doors open in front of me, causing narrow misses at approximately 30kph. It's common practice for Christchurch drivers to fail to look before they open their driver's side door, as the statistics for the high number of bicycle dooring injuries in Christchurch also shows. That forces cyclists to take up more space in the westbound, left-hand lane, and into the path of following vehicles with their drivers often thinking there's room for two cars side-by-side AND a cyclist. The other issue to factor in here is that statistically, the size of 'cars' (SUVs and utes) is getting bigger in New Zealand - giving cyclists even less room to travel safely in such a narrow-laned section.

I also have had regular and numerous close calls with cars passing at speed within 0.5 metres of my handlebars, even on the rare occasions when I can see parked cars are empty and am travelling closer in to them.

Note that the option of cycling past Copenhagen Bakery on the footpath is also not only dangerous, (most drivers stop at the road edge, not where they are legally required to give way: BEFORE the footpath*) it is "illegal to ride a bicycle on a footpath unless you are delivering mail, or your bicycle has wheels with a diameter less than 355 millimetres."

So, that section of road is literally an accident waiting to happen, with a high risk of death or serious injury.

Of your 10-year transport budget of \$1.4 billion, \$32 million becomes relatively insignificant - a good quarter of which can be factored out with the watered-down plan being pushed by certain councillors and one particular business on Harewood Road, and in the DRAFT ANNUAL PLAN 2025/26.

I would also question the figure stated in flyers and online posts pushing for no cycleway, asking "or do you want to carry on with the \$32m cycle way?" The original figure was "\$19 million", so why is it now quoted at nearly 170% more?

I propose a (cheaper) option of retaining from the original plan a westbound cycle lane, after passing the suggested traffic lights at Harewood-Breens-Gardiners. That point is only 350 metres before westbound vehicles are down to one lane anyway. Retaining that section of cycleway will significantly increase safety. In addition, a pedestrian crossing directly in front of the


Copenhagen Bakery, across Harewood Road, as there is plenty of parking on that north side.

Thank you for your consideration.

Yours faithfully,
Morgan Price

Supplemental: Please also consider (the irony) that in the past 10 years, the city of Copenhagen has invested over \$200 million in cycling infrastructure. Locals there, who like me, also drive a car and don't need a vehicle for work/trade or a disability, have learned to MUCH prefer to cycle. There are less cars on the road, less pollution, they all report feeling much healthier and happier, AND they get to work/school QUICKER! Note that their weather is statistically worse than ours, so that is no excuse for us here. Christchurch people welded to their SUVs/utes/"gas guzzlers" need to 'take the blinkers off', think objectively, and look at all the facts and benefits of more cycling, not less.

Attached Documents

Name	
Harewood Rd between Breens and Trafford	



Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Dianne **Last Name:** (required) Downward

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

Concerned Ratepayers Canterbury Region

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

spokes person 350 and growing

Feedback

Proposed average rates increase

1.1.1

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

Having lower rates for this year, election year, sounds good but next years rates will be much higher, that is not good but that doesn't mean we want the higher rate of 8.48% We also DO NOT want to be in greater debt through borrowing more money. Greater savings need to be made and some programmes will need to be cut/delayed to make those savings.

As a group, the general consensus is to keep rates low, and to stick to the basics. Individual households are forced to tighten their belts and many are struggling to pay for the basics of life, council needs to do the same. If this means to cut back on some programmes then do it. Spending on basic infrastructure like pipes, waste water treatment, drains, is important and needs to be done well so that they can last a long time. Road repairs need to be done but street beautification can wait until the city has more money and out of debt. Street "gardens" (plants on street corners) cost ratepayers to put in place with new curbing etc needed, plus the cost of constant maintenance or they quickly become an unsightly weed patch with vegetation overgrowing onto the street and footpath. Small shrubs can also conceal small children from view making this a danger to the most vulnerable in our society.

Proposed spending

1.1.2

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

We approve the proposal to defer the Lincoln Rd public transport project but would like to see the funds be then used to go towards our debt. or to be saved and used if/when this project goes ahead. Money can be SAVED it doesn't have to be used.

We approve of the staged wheels to wings cycle route plan **except** the pedestrian crossing on Harewood road between Matson and Chapel street. There is a new pedestrian crossing not far away at the railway tracks that is well used and respected by drivers even though it is not fully operational yet. There are pedestrian islands just to the east of Matson St and just to the west of Chapel St. so a pedestrian crossing is not needed here. PLUS, there is a lot of traffic turning left onto Harewood road from Chapel street then turning right onto Matson Ave often with several cars waiting to make the turn onto Matson. If a pedestrian crossing was here between Chapel and Matson there would be no room for cars to wait causing a back up of traffic on Harewood Road.

Seeing as there are the two pedestrian islands to aid in crossing this street, plus a pedestrian crossing soon to be activated not far away, a pedestrian crossing is surplus to need at this part of Harewood Road.

If there are some that still need a signalled pedestrian crossing, it needs to be placed WEST of Chapel street where it will not cause traffic build up.

1.1.3

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

Three waters is important and a basic need so it seems all good

1.1.4

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

It was difficult to find the proposed spending on parks and reserves in the booklet

In general the grass in parks need to be kept short enough that dog owners can easily see and pick up dog poo and so that people can enjoy their local park in the winter without getting their shoes soaking wet with the long grass.

The \$75,000 to go towards **thinking** about a new skate park is a waste of money. It would be better to use this money towards creating a new skate park on one of the unwanted properties council owns.

Christ Church Cathedral targeted rate

1.2.1

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

Yes

Rating for renewals

1.2.3

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

Yes

1.2.4

Comments

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

This approval of rate increase is for 2025-26 **only** and not for future increases

Trade waste

1.2.6

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

Option 3: Fixed volume rate

1.2.7

Why do you prefer this option?

This option seems the most fair as the others have greater impact on small and medium business

Reducing rates

1.2.8

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

rubbish collection, sewage, roading, caring for our parks, basic services

clean chemical free water taps, we need more of these

It would be helpful to list the services that council does in order to comment more fully

1.2.9

Tell us about the services you could manage without.

All libraries do not need to be open everyday.

It would be helpful to list the services that council does in order to comment more fully

1.2.10

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

All libraries do not need to be open everyday.

Climate Resilience Fund Policy

1.2.11

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

The fund should only be used when it is clear a problem is imminent and not used because modelling says something will happen as modelling is often wrong.

This could also be used as an emergency fund to prepare for the Alpine fault rupture.

Air Force Museum Grant

1.3.2

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

Yes

Central city shuttle service

1.3.4

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

No

1.3.5

Comments

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

Since the earthquakes we have scooters and other shared devices people can use to get around the city plus there are buses available, therefore a shuttle service is not required. Spending \$200,000 deciding if we need this is a waste of our money

Potential disposal of properties

1.3.6

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

If they are no longer required, start selling some IF they are not able to be used for a new purpose, for example to build a new skate park or a new BMX track

Anything else?

1.3.7

Any further comments?

Most important is to keep Christchurch a place that people want to live and are able to live, afford to live, rates must come down.

Millions have been wasted on consultants and modelling over the years with little to no advantage. Ratepayers need to be consulted more as there are many with the right qualifications that could offer their services freely or with little cost and achieve greater outcomes with their intimate knowledge of the area in question. Ratepayers are experts at living, working and playing in our city and the ones who pay for it all. Trust has been lost as most do not feel council listens and/or cares for what ratepayers think and feel council decisions are primarily politically driven.

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Bree **Last Name:** (required) Loverich

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

AGAS - Street Art Experience

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

Programme Manager

Feedback

Anything else?

1.3.7

Any further comments?

We respectfully invite Christchurch City Council to partner with us on the full investment required to bring *A Graffiti Art Story (AGAS)* to life—an immersive, world-class street art experience set to become Ōtautahi Christchurch's most visited tourist attraction. In recognition of this strategic investment, we propose that Council's stake be held by Christchurch City Holdings Ltd (CCHL), ensuring public ownership in a high-impact cultural asset. AGAS will position Christchurch as the street art capital of the Southern Hemisphere, showcase the largest Banksy collection in the region, and deliver long-term community and economic returns through tourism, jobs, and street art development programs. With a proven team and ten-year lease secured in the city centre, we believe Council investment now will secure lasting benefits for Christchurch's cultural vibrancy, global reputation, and urban regeneration. Please review the attached Business Case.

Future feedback

1.3.8

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

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

Yes

Attached Documents

Name
AGAS Business Plan '25 (10)

BUSINESS PLAN

2025

A G

A S

+64 21 888 457
mike@ipg.co.nz

Christchurch CBD
New Zealand

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SUMMARY

A Street Art Experience



Welcome to A Graffiti Art Story (AGAS)—where rebellion meets creativity, where walls speak, and where history is painted, not written. This isn't your grandma's museum; this is an all-access, full-throttle experience that throws you headfirst into the raw, unfiltered world of street art.

What's the deal?

AGAS is a 1,300-square-meter, six-zone immersive street art experience that takes visitors through the 50-year evolution of graffiti. Think Banksy, think neon-lit tunnels, think subway cars dripping in tags—this is street art in its most electrifying form. Including one of the largest collections of authenticated Banksy pieces in the Southern Hemisphere, we're bringing the underground to the forefront, cementing Christchurch as a global street art capital. Now, we just need an additional \$8.3 million to spray this vision across the city—who's in?

Why Christchurch?

Because this city gets it. After the 2011 earthquakes, street art didn't just decorate—it healed. Christchurch's walls became voices of resilience, and now, with AGAS, those voices are louder than ever. Named a top street art city in 2017 by Lonely Planet, Christchurch is the perfect home for an attraction that celebrates the movement that reshaped urban culture worldwide. Even the locals agree—according to the Life in Christchurch survey, 80% think that street art helps to improve the appearance of public spaces. But let's be real—this city needs a jolt to bring back the crowds, keep them hanging around, and smash those pre-quake, pre-pandemic numbers.

WHAT'S THE PLAY?

Housed in two expansive warehouses in the heart of Christchurch, AGAS spans 1,300 square meters of cutting-edge exhibition space. Six dynamic zones transport visitors across decades of graffiti culture, complete with sensory-rich environments, pulsating street sounds, and larger-than-life installations. At the heart of the experience? Over 30 authenticated Banksy pieces alongside 200+ rare pieces of memorabilia. Street art like you've never seen before.

Business Model



Globally relevant, immersive experience that will drive ticket and merchandise sales as well as host exclusive events.

Problem



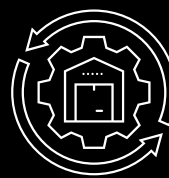
Christchurch needs all-weather cultural attractions to stand out as a must-visit spot for high-value travelers craving immersive experiences.

Investment



Already secured \$1.5M in investment + \$10M in Banksy artwork under a 10-year agreement.

Location



Already secured a 1,300 square-meter warehouse in the CBD under an attractive 10-year lease agreement.

Customers



Christchurch is NZ's second largest tourist destination for both international and domestic visitors, yet still doesn't provide enough reasons to stay more than one day.

Development Team



The development team includes the creators behind Christchurch's wildly successful street art festivals and the city's top visitor hotspot-- Riverside Market.

WHAT'S THE ASK?

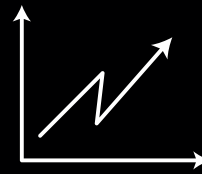
AGAS isn't just a cultural movement—it's a financial powerhouse. With projected \$7.5M annual revenue after 10 years, this is a rare shot to cash in on the experience-driven tourism sector. So yeah, we're chasing \$8.3M to build it, launch it, and turn Christchurch into the ultimate street art destination.

Year 1 Goal



94,000 visitors
\$4.8M revenue

Year 10 Goal



120,000 visitors
\$7.5M revenue

Net IRR



A forecasted net
internal rate of
return of 15.6%

Pay Back



Initial capital is
estimated to be paid
back in 6 years

Social Impact



A profit model that
reinvests in the local
street art community

City Impact



Christchurch is a Street
Art Destination with
more inner city all-
weather attractions
increasing bed nights
stays.

CAPITAL RAISE

Contribution & Ownership

FUNDING	VALUES
TOTAL CAPITAL RAISE	\$9,807,189
FOUNDERS INVESTMENT	\$1,500,000
EXTERNAL INVESTMENT	\$8,307,189
CREATIVE DESIGN AND BUILD	-\$8,707,189
FUNDRAISING EXPENSES	-\$150,000
PRE-FUNDED OPEX	-\$700,000
FUNDRAISING COMMISSION	-\$250,00

Founding and external investors will together own 100% ownership of AGAS. As part of the business plan we are proposing that two other stakeholders will share in the pre-tax profit of AGAS:

- **Art Owners:** A fixed 10% of pre-taxed profit is allocated to the owners of the Banksy artworks used in the experience. This ensures that the collection remains accessible while providing a return to those who have invested in its curation and preservation.
- **Charity & Street Art Community:** 10% of pre-taxed profits below \$2.5m will be directed towards supporting Christchurch's street art community, funding initiatives such as artist development, public murals, and outreach programs. Once annual profits exceed \$2.5 million, this allocation increases to 25%, reinforcing AGAS's commitment to growing the local street art scene.

By ensuring a balance between investor returns and community reinvestment, AGAS is structured to generate both financial sustainability and a lasting cultural impact.

SOCIAL IMPACT

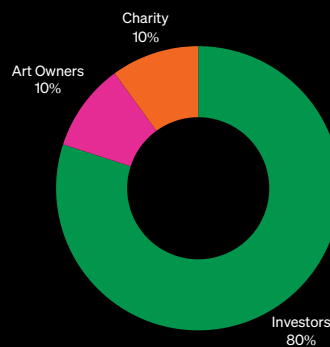
AGAS Gives Back

AGAS isn't just about making money—it's about making an impact. Operating under a profit-sharing model, AGAS ensures investor returns while reinvesting heavily into Christchurch's street art scene.

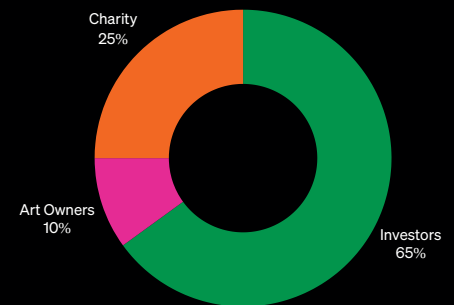
How It Works:

- Pre-tax profit up to \$2.5M → 80% to investors, 10% to artists, 10% to community reinvestment.
- Above \$2.5M → Investors take 65%, while community funding jumps to 25%.

PRE TAX PROFIT UP TO \$2.5M



PRE TAX PROFIT OVER \$2.5M



Shared profits go straight into murals, artist residencies, and youth programs. Unlike traditional businesses that funnel excess cash into bigger investor paychecks, AGAS fuels street art culture, keeping Christchurch's walls vibrant and its artists supported—without relying on government grants.

Where the Money Goes:

- Street Art Workshops – Free creative sessions for at-risk youth.
- Artist Residencies – Studio space and mentorship for emerging talent.
- Mural Projects – Expanding public artworks across the city.
- Annual Street Art Festival – Bringing global and local artists together.

Between \$100K - \$300k reinvested annually, AGAS isn't just a business—it supports the movement. Every dollar drives both financial success and cultural evolution, proving that profit and purpose can thrive together.

THE MARKET

Global Art Tourism Spend
\$44B
3.1% Growth Rate

New Zealand Visitor Spend
\$15B
3.5% Ave Growth Rate

Canterbury Visitor Spend
\$1.3B 3M Visitors
Second Largest Region in NZ

AGAS Y1 Market Opp
\$4.5M, 150k Visitors

Why Invest in Art Tourism?

Art tourism brings serious benefits:

- **Year-Round Crowd-Puller** – Unlike outdoor adventure tourism, it doesn't matter if it's raining or cold—people still want to engage with immersive art.
- **Cash Flow Magnet** – Art tourists spend more, hitting up local cafes, bars, and shops while snapping pics for the 'Gram (Fobres, The Economic Impact Of Local Arts And Culture Businesses, 2023).
- **City Branding Power** – A city with a strong art scene isn't just cool—it's on the global map for creatives and investors (How Bilbao's Guggenheim Museum is reinvigorating the region's economy, Le Monde, 2025).
- **Community Pride & Culture Boost** – It's about more than tourism—it's about identity, fostering local talent, and giving people a reason to be proud.
- **Eco-Friendly Growth** – Unlike high-footprint adventure tourism, art experiences have a minimal environmental impact and align with sustainable travel trends.



MARKET SEGMENTS



Christchurch's key visitor personas are shifting—forget backpackers on a budget. The city's eyeing high-yield travelers seeking meaningful experiences. For too long, Ōtautahi Christchurch has been seen as just a launch pad for South Island adventure tourism. But this city has its own bold, evolving identity of culture, creativity, and urban vibrancy. To cement Christchurch as a standalone destination, the city needs to attract high-value visitors who are drawn to immersive, cultural experiences, not just the great outdoors.

Enter Sophisticated Explorers and Family-Oriented Travellers—the key to Christchurch's next tourism evolution (Ōtautahi Christchurch Waitaha Canterbury Destination Plan, 2023).

Our tourism business community ranks these two audience types as their priority for the future growth, with 41% targeting Sophisticated Explorers and 25% prioritizing Family-Oriented Travellers—significantly ahead of Active Adventurers, who rank at just 16%. This shift reflects the growing demand for urban experiences over adrenaline tourism, and AGAS is perfectly positioned to meet that demand (Ōtautahi Christchurch Waitaha Canterbury Destination Plan, 2023).

New Target Market Segments	What They Want	How AGAS Hits the Mark
Sophisticated Explorers	Deep cultural engagement, immersive experiences	Banksy collection & immersive storytelling
Family-Oriented Travelers	Fun, educational, social media-worthy activities	Hands-on art experience, kid-friendly content
Active Adventurers	Unique, city-based alternative to outdoor tourism on a cold & wet day	Urban art exploration, cultural discovery
Digital Nomads & Young Adults	Instagrammable, TikTok-friendly experiences	Street art zones, high-tech exhibits

Psychographics: What Drives These Visitors?

Interest	How Christchurch is Adapting	Where AGAS Fits
Authenticity & Local Culture	More events, local collabs, urban revitalization	AGAS is built on real street art culture
Immersive Experiences	Interactive tourism	Multi sensory street art storytelling
Premium, Exclusive Attractions	High-end food, art, and design experiences	AGAS offers a global-first art immersive experience
Sustainable, Regenerative Travel	Eco-conscious, slow travel movement	AGAS enhances urban culture without footprint

MIND THE GAP

What's Holding Christchurch Back?

Right now, visitor spend isn't telling the real story. Christchurch's tourism game still isn't back to pre-quake levels —we're sitting at 8.7% market share in 2022, compared to 10.4% in 2010. That means the current spend numbers don't reflect the true earning power of the city's visitor economy. We're climbing back, but there's still ground to cover.

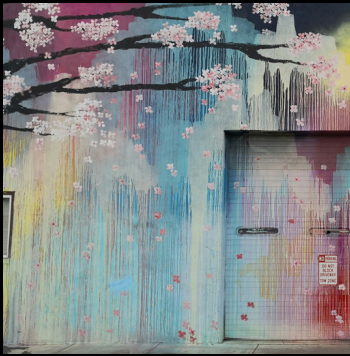
Christchurch has got the bones to be a must-visit destination, and AGAS is the kind of bold, high-energy attraction that can make that happen. The city's Destination Management Plan calls for unique, cultural, and all-weather experiences that elevate Christchurch beyond a stopover, and AGAS fits the bill perfectly (Ōtautahi Christchurch Waitaha Canterbury Destination Plan, 2023).

- A Unique Drawcard – Christchurch needs standout experiences to shake off the "gateway city" label. It needs a cultural anchor, making it a destination, not just a detour.
- A Cultural Hub – The destination plan flags a lack of major cultural experiences
- Year-Round Appeal – Rain or shine, summer or winter.
- Not Enough Appeal to Target Market Segments – Domestic and international visitors being targeted by the destination plan crave fresh, culturally rich experiences.
- A Space for Events and Festivals – The destination plan highlights the need for more event activations and spaces. AGAS provides a unique events space and contributes to the long term success of the Ōtautahi Street Art Festival - FLARE.



COMPS

Ōtautahi's Top Attractions



Botanic Gardens	#1
Visitors	1.1M
All-weather	✗
Sophisitacted Appeal	✓



Christchurch Tramway	#2
Visitors	180,000
All-weather	✗
Sophisitacted Appeal	✓



Christchurch Gondola	#3
Visitors	150,000
All-weather	✗
Sophisitacted Appeal	✓



Willowbank Reserve	#4
Visitors	240,000
All-weather	✗
Sophisitacted Appeal	✗



Quake City	#5
Visitors	87,000
All-weather	✓
Sophisitacted Appeal	✓



Antarctic Centre	#6
Visitors	151,000
All-weather	✓
Sophisitacted Appeal	✓

DEMANDING CROWDS

Street Art Pulls the Crowds – Big Ones

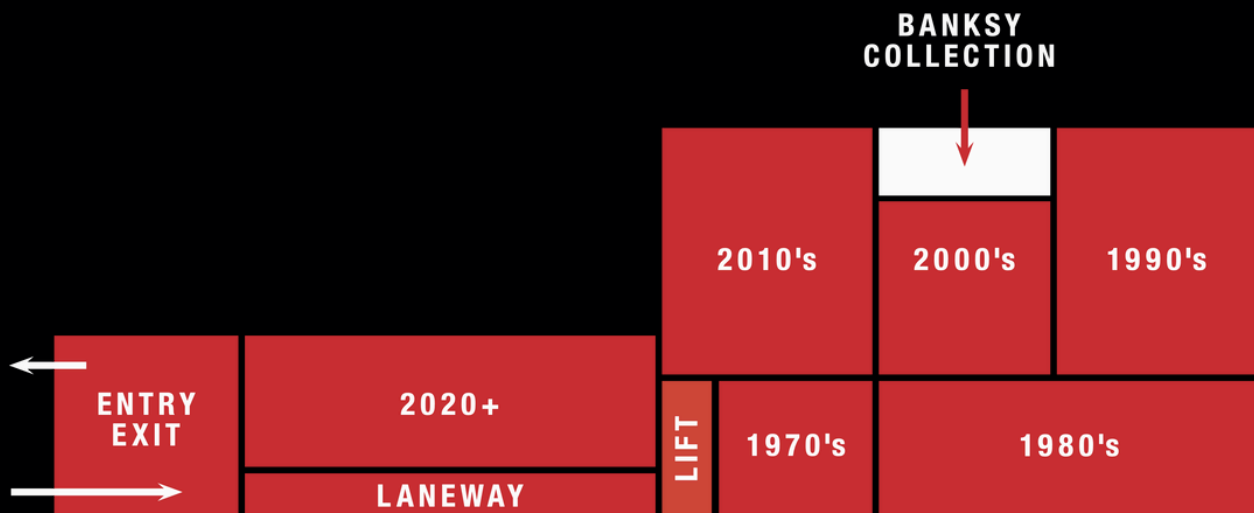
Exhibition	Year	Location	Visitors	Duration
RISE	2014	Canterbury Museum	248,000	12 weeks
Spectrum	2015	YMCA Christchurch	60,000	12 weeks
Spectrum	2016	YMCA Christchurch	90,000	12 weeks
Paradox	2017	Tauranga Art Gallery	49,180	4 weeks
SHIFT	2023	Canterbury Museum	38,000	10 weeks
The Art of Banksy	2024	Tākina, Wellington	47,000	7 weeks
Banksy, Cut and Run	2023	GoMA, Glasgow	180,000	10 weeks
Dismaland	2015	Weston-super-Mare, UK	150,000	5 weeks
Average			52,000	1 month

From Christchurch to Glasgow, Banksy's exhibitions and local street art festivals have packed venues, proving the demand is real. People don't just want to see art; they want to experience it. The numbers don't lie—street art is a magnet for visitors, driving tourism, boosting economies, and turning cities into cultural hotspots. AGAS isn't just riding the wave—it's planting the flag, making Christchurch the go-to spot for immersive urban art.



CONCEPT

AGAS is a journey through time, transporting visitors into the heart of graffiti's evolution. Each immersive zone is a portal into a different era, bringing history to life through sound, visuals, and interactive storytelling.



Step into The Laneway, a 24-meter corridor where graffiti history peels away as you move. Layers of the past reveal themselves, soundtracked by beats from across five decades of street culture. Every step is a time warp, pulling you deeper into the movement.

At the end, The Lift lurches downward, transporting you to 1970s New York—the birthplace of modern graffiti. A battered subway car, covered in tags, hums with the sounds of Sugarhill Gang and the city's underground energy.

Beyond the subway, the 1980s mark the graffiti boom—breakdancers, DJ battles, and underground artists take center stage. Subway Art and Style Wars fuel a creative explosion that pushes graffiti into the mainstream.

The 1990s take graffiti worldwide. Crews in every major city push the art form further, claiming rooftops and entire blocks. Massive walls showcase iconic throw-ups and wildstyle lettering, while visitors interact with digital projections to create their own crew tags.

The 2000s Banksy Effect flips the game—stencils, satire, and political messages challenge the art world. Stacked shipping crates reveal Banksy's authenticated works, proving street art can be both rebellious and high-value.

Finally, the modern era brings graffiti to the global stage. Towering murals transform cityscapes, enhanced by projection mapping and interactive screens that explore street art festivals worldwide. Before leaving, visitors leave their own mark.

The following pages provide pre-visualization teasers to showcase room design concepts that bring each era and element of graffiti history to life, blending historical accuracy and architectural precision with immersive cultural storytelling.

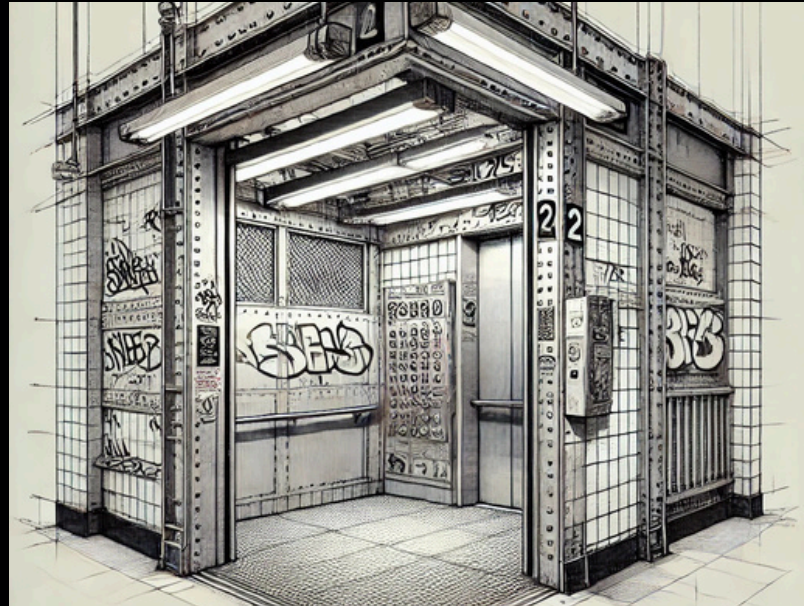
Lane Way Back in Time

On leaving the main lobby, you enter a 24-meter-long laneway. The soundtrack along with the graffiti, the artwork, and the posters on the walls towering 12 meters either side you take you back through the decades to the 1970s.



1970's Subway Lift

At the end of the laneway you enter a large industrial 'lift'. Once the lift doors shut, the lift jerks to a start, down to the floor below. When the lift doors open you find yourself in a late 1970s New York subway station.



1970's Subway

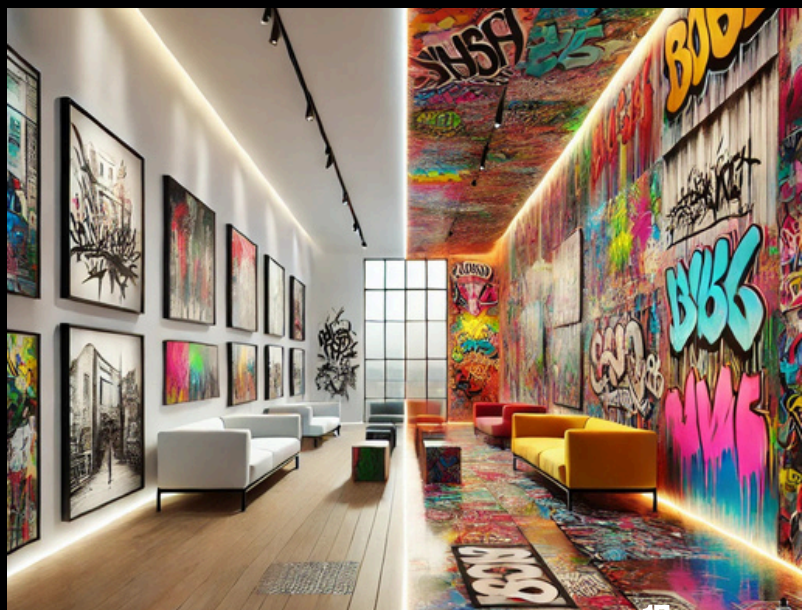
On exiting the lift you find yourself on the Subway platform. There is a subway car sitting in front of you and the whole of the car has been painted by graffiti writers. The grime, the smells, and the lighting all purvey an unsettling feeling. Through the grills on the ceiling, you can see and hear life happening on the street above you. The train is ticking over as it waits to move on, it smells of ancient grease and oil, water drips down from above, and the rush of air from down the subway tunnels pervades the space. The sound of far-away shouts and calls, meld in with the distant rumble of rolling stock overlaid with Sugar Hill Gang rapping with delight. But from a visual perspective, what's most apparent - is that every available space, including the advertising hoardings promoting the must-have goods of the day, has been completely covered in tags.



2000's Banksy Effect

This zone tells Banksy's journey from would-be graffiti writer to the most talked about artist in the world. Beyond his personal fame, Banksy transformed the way that art in the streets was perceived by the wider public and more than anyone paved the way for the Muralist Movement – this phenomenon is known as The Banksy Effect.

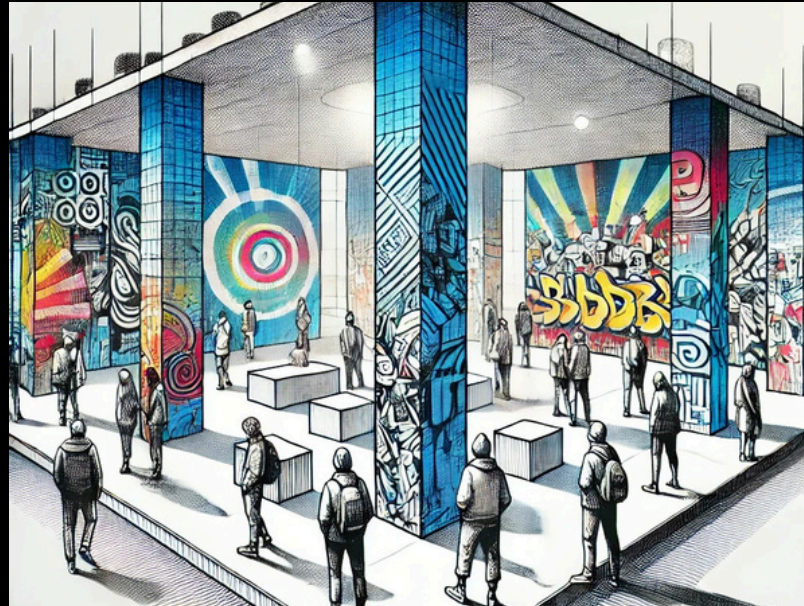
This area features over 30 authenticated Banksy artworks and a whole raft of genuine Banksy memorabilia.



2020's Muralism

This zone celebrates the explosion of amazing artwork across the world. Huge, beautiful, innovative murals can now be seen in pretty much every city across the world.

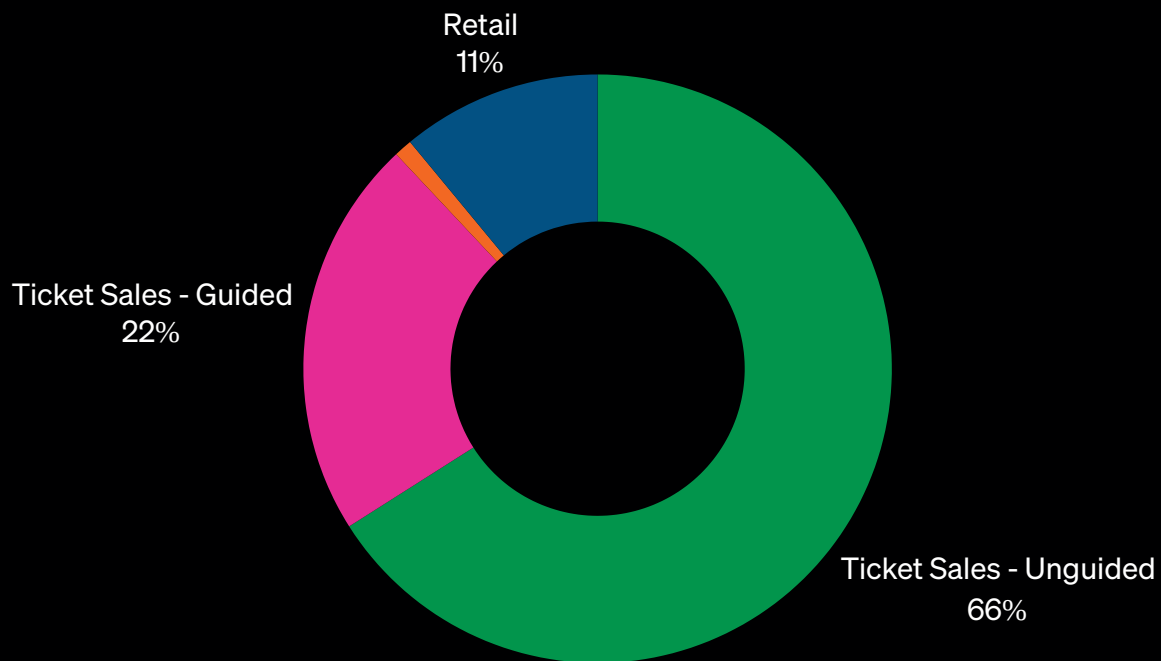
And it all started with a tag.



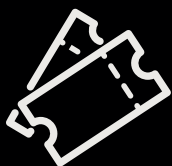
WHAT'S YOUR BUISSNESS?

AGAS is where creativity meets cash flow—with a twist. This isn't just about making money; it's about making moves. Our financial model keeps the lights on, the paint flowing, and a chunk of the profits cycling back into Christchurch's street art scene. Here's how we're stacking revenue, pricing it right, and fueling the local creative hustle.

Revenue Streams



Tickets



Cash flow fueled by tickets, tours & repeat visits

Merch



Visit, experience, collect – affordable and exclusive

Events



Rent the space, steal the spotlight

PAY TO PLAY, STAY TO SPRAY

The Street Art Experience That Hits Different

AGAS isn't a passive gallery-- Step inside the graffiti, hear the beats, smell the spray paint, and watch the walls come to life.

Ticket Type	Experience Level	Price (NZD, excl. GST)	Discounted Price (Community Service Card Holders)	% of Ticket Sales
Adults Unguided	Self-paced exploration	\$45	\$22.5	56%
Adults Guided	Expert-led deep dive	\$60	\$30	14%
Children Unguided	Accessible youth pricing	\$20	\$10	8%
Children Guided	Interactive learning	\$35	\$17.5	2%
Family Pass Unguided	Affordable group access	\$120	\$60	16%
Family Pass Guided	Full experience for families	\$160	\$80	4%

Self Guided Freedom

Multi-Sensory Mayhem- The scent of spray paint, echoes of street beats, and shifting colors.

Larger-Than-Life Installations- Walk through an anamorphic illusion and become part of the art. Upside-down cityscapes that flip your perspective. QR-mapped murals that tell the hidden stories behind the walls.

Get Interactive- Scan hidden QR codes to unlock secret artist messages. Play street-inspired games woven into the exhibits. Try hands-on stencil and spray art stations.

Guided Tours: The Extra Edge

Guided Graffiti Archaeology – Peel back layers of art history, reveal hidden tags with blacklights, and watch murals change through time-lapse projections.

DIY Art Studio – Print a custom street art design, tag your own graffiti piece, or take home a one-of-a-kind stencil print.

Premium, But Accessible

The tiered ticket system ensures everyone from tourists to local street kids gets in.

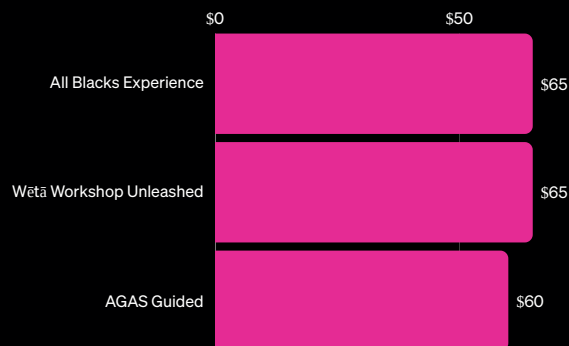
PRICE COMPS

AGAS keeps it real—same price as the Christchurch Gondola (\$42) and Tram (\$40), but with a storytelling trip where the walls talk back rain or shine. At \$40, it stacks up to Banksy’s Wellington (\$44) and London (\$45) shows, but here, you don’t just look—you step inside the art. Same cost, way more experience. If guided, it’s less than other national attractions.

Christchurch Attractions



National Guided Attractions



Banksy Exhibitions



PROPOSED TIMELINE

Phase 01
Capital Raise
March - June 25

Phase 02
Design
July - Nov 25

Phase 03
Build
Dec 25 - Dec 26

Phase 04
Test & Market
Jan 27

Phase 05
Open
Feb 27

Like any legendary street piece, AGAS is built layer by layer—each phase bringing us closer to Christchurch’s biggest attraction. Here’s how we turn a vision into a vibrant, immersive reality.

Phase 1: Get Money

- Locking in the Hustle – Capital raise (\$8.3M target).
- Pitch & Secure – High-net-worth investors, family offices, strategic tourism investors, arts funders and city stakeholders brought on board.
- Legal & Logistics – Finalising lease agreements, governance structure, and financial setup.

Phase 2: Do the Design

- Creative Blueprinting – Concept art, digital renders, and experience mapping finalized.
- Tech & Build Plan – Graffiti walls, projection mapping, and soundscapes locked in.
- Artist Collaborations – Commissioning world-class street artists to bring AGAS to life.

Phase 3: Build & Test

- Breaking Ground – Construction of immersive zones begins.
- Tech Install & Integration – Interactive digital graffiti, sensory installations, and ticketing system implemented.
- Test Runs – Invite-only trials to refine visitor experience and troubleshoot logistics.

Phase 4: Soft Open

- VIP & Press Previews – Early access for media, influencers, and key stakeholders.
- Fine-Tuning the Flow – Testing visitor engagement, refining exhibits, and optimizing crowd movement.
- Pre-Launch Marketing Blitz – Teasers hit social media, locking in pre-sales and media buzz.

Phase 5: Big Open

- Grand Opening Event – Street art party, live painting, and exclusive performances.
- Global Recognition – AGAS puts Christchurch on the world street art map.

Location

Imagine two sprawling urban warehouses on the corner of Durham and Wilmer Streets, right in the beating heart of Christchurch's inner city. At 1,300 square meters of high-stud exhibition space, there's plenty of room to let your creativity run wild, ensuring every immersive detail fits neatly under one towering roof. Offices, restrooms, a commercial kitchen, and event spaces? All part of the package —no extra fuss or hassle.

Best part? We're not dealing with guesswork on a brand-new build. The site's already standing, which means less risk of unexpected construction drama. And the lease? Consider it a sweet tag at just \$100 per square meter—a far cry from the \$250-\$300 range you'd see closer to the commercial center. That difference alone could save you a cool \$500k each year.

Yeah, it's central, but don't let the map fool you—you'll want a marketing push to get foot traffic hopping. It's a short stroll from other attractions, but trust us: make this your must-see destination, and visitors won't mind the steps.



Walking Distances



Riverside Market - 6 min
SALT District - 12 min
Te Pae Convention Centre - 15 min
Parakiore Sport Centre - 6 min
Bus Interchange - 8 min



THE TEAM

George Shaw

The visionary behind the production company Oi YOU!, George is the main reason Christchurch has already made it on the international map for Street Art. George is a true champion of Street Artists and has successfully created shows around the world, drawing massive crowds and helping to increase the awareness of this momentous movement.



Mike Percasky

Mike is the man on a mission. Forming ARCC to champion the inner-city, Mike has assembled a team of like-minded individuals to help create the future of Christchurch. Together with his property partners Richard and Kris, Mike is responsible for the two most successful post-quake inner city establishments, Little High Eatery and the Riverside Market.



Hadley McLachlan

Hadley currently manages a commercial property investment company and is a Trustee of the Salt Collective Charitable Trust. Prior to moving back to New Zealand in 2017, Hadley worked for Global Infrastructure Partners (GIP), as well as Goldman Sachs and Jarden (formally First NZ Capital). His passion for a vibrant inner city and his attention to detail is a massive strength to the team.



Max Percasky

Max is our behind the scenes man who has been involved with retail and property in NZ and Australia for the last 50 years. Success in both areas has allowed the family to have a philanthropic involvement in this current project - helping to keep the original Banksy collection in Christchurch. All their profits made from this project will be given to a local charity Early Start, an important service, helping around 400 families with children under 5.



George Shaw

George is the creative curator for this Street Art Experience. He has been a huge fan of Banksy's name. George is determined to create inner city experiences that are internationally recognised and celebrated. His connections with Street Artists across the world make him the essential cog in our creative wheel.



Chris Spragg

Chris Spragg is the person on the team that every team needs. He rolls up his sleeves, gets on the phone, and makes our vision a reality. He has been involved in many of the great buildings now in the inner city, including Roverside Market and is the man who can turn the talk into action. Chris is all over the numbers required for this project and the technical challenges.



Bree Loverich

Bree is the project management legend on the team. Her role in this street art experience covers across all disciplines, working with the main investors, the project team, local council and the creatives to ensure everyone has the resources they need to complete the project on time and within budget. Bree is a passionate champion of creatives and our city.



Phillip Sunderland

Phillip is a creative strategist that enjoys helping companies and non-for-profits to understand their truth and how to communicate it. Phillip is a serial entrepreneur, owning companies in the design, software, fashion and hospitality spaces. He is the ideas person behind many of the future inner city attractions and a passionate supporter of creatives.



SOME SKILLS



RISE 2014



SPECTRUM 2015



SPECTRUM 2016



Oi YOU! doesn't just celebrate street art—George created spectacles. Eight festivals, 33 installations, and an artist roster over 120 strong, stretching across New Zealand, Australia, and Europe. When he does a show, people show up. RISE 2014? A record-breaking, wall-smashing success—248,000 visitors packed in, making it the most visited show in Canterbury Museum's history. Oh, and RISE walked away with the NZ Museum Show of the Year award. Not too shabby.



RIVERSIDE
MARKET



Riverside Market isn't just a place to shop—it's the beating heart of the inner city. A magnet for locals and visitors alike, this vibrant hub was brought to life by Mike Percasky, Kris Ingles, and Richard Peebles to celebrate the best of local artisans, food producers, and growers. From fresh produce to global flavors, Riverside serves up an unmatched culinary experience. With 7,000 to 10,000 visitors every day is the pulse of Christchurch's urban revival.

CUSTOMERS

Addressable market totals below as of 2024:

979,936

International Visitors

1,697,483

Domestic Visitors

165,058

Cruise Passengers

541,131

Christchurch Residents

Assumed Conversion	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
International Visitors	4%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Domestic Visitors	2%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Cruise Passengers	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Christchurch Residents	6%	5%	4%	4%	4%	4%	4%	4%	4%	4%
Forecast Customers										
International Visitors (Overnight)	43,446	55,661	56,493	57,058	57,628	58,205	58,787	59,375	59,968	60,568
Domestic Visitors (Overnight)	34,805	52,730	53,257	53,790	54,328	54,871	55,420	55,974	56,534	57,099
Cruise Passengers	6,713	6,747	6,814	6,882	6,951	7,021	7,091	7,162	7,234	7,306
Christchurch Residents	33,286	28,016	22,637	22,863	23,092	23,323	23,556	23,791	24,029	24,270
Annual Forecast	118,250	143,153	139,201	140,593	141,999	143,419	144,853	146,302	147,765	149,242

Assumptions

Think of domestic visitation like mates swinging by to catch up—cool, but not always big spenders. We're banking on a steady 2–3% conversion, mainly because they're more likely to crash on a friend's couch and watch their wallets.

Christchurch locals, on the other hand, are a different canvas: we're expecting a nice burst up to 6% initially, then settling back down to 4% by Year 3. But don't sweat it—we've squirreled away some budget to keep things fresh, so the home crowd always has something new to come back for.

As for our international fans? Picture a ripple effect that grows over time. We're aiming for that wave to lift conversions from 4% up to a steady 5%. The thinking? Word of mouth spreads, and once the global crowd sees what's on offer, they'll help keep the place buzzing.

REVENUE PROJECTIONS

Targets

\$4,800,000

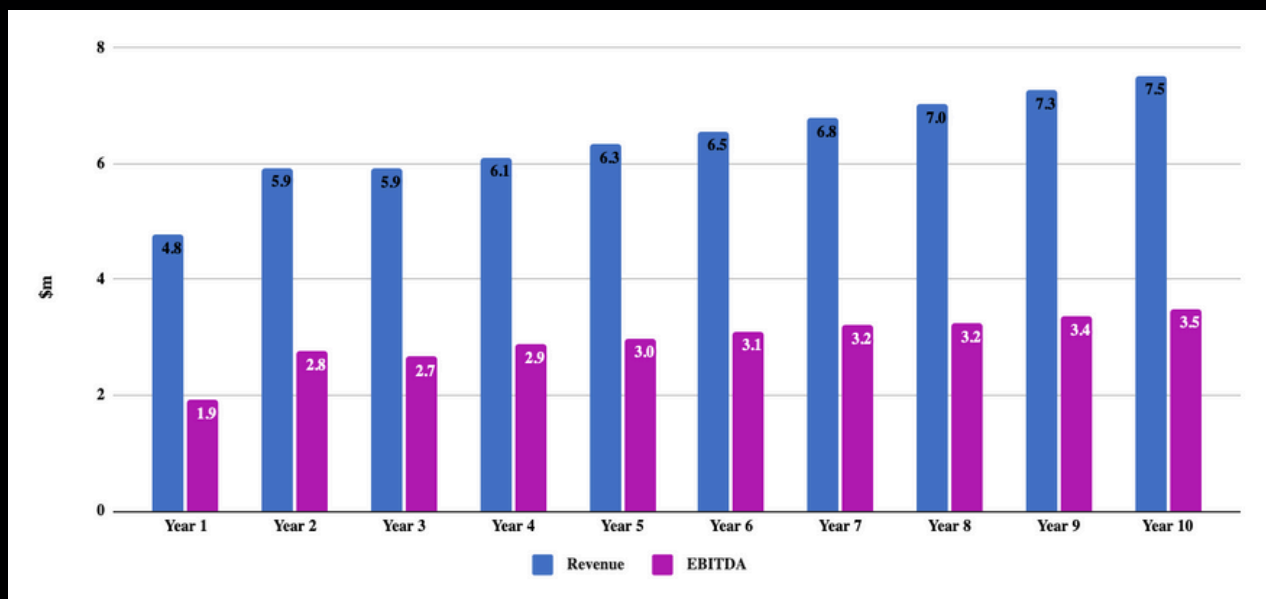
Y1 Profit

\$7,500,000

Y10 Profit

15.6%

Net IRR



Assumptions

Picture a mural that stretches across a decade, each year adding another layer of color and depth to the revenue stream. Over this ten-year horizon, earnings climb steadily, revealing a trajectory that underscores both the viability and the creative spark driving the project forward. An estimated payback period of around 6 years shows how quickly initial investments are recouped, offering clarity on when stakeholders might see tangible returns on their outlay.

The forecast net IRR (after tax) is forecast at 15.6% pa. Investor returns are made up of a combination of strong annual dividends and a terminal value (based on a 6x EBIT multiple in 10 years after deducting \$2.5 million for a major refit). Stress tests show the business can withstand variations in visitation with around 100,000 visitors needed per annum to breakeven.

REVENUE ASSUMPTIONS



Tickets



These prices are domestic only.
Pricing assumption is for an opening February 2027.
Tourism travel trade commissions set at 20% applied to 30% of total ticket sales.
Community service discount is set at 50% applied to 10% of total ticket sales.
Annual Increase set at 2.5%.

Merch



Retail conversion rate set at 10%.
Average basket size set at \$50.
An annual increase of 2.5%

Events



Number of event hires per month set at 5.
An average price per hire set at \$1000.
An annual increase of 2.5%.

DEVELOPMENT

AGAS Experience Development & Fitout

DEVELOPMENT	VALUE	PERCENTAGE
Build Costs	\$7,203,735	83%
Consultants	\$711,891	8%
Contingency	\$791,563	9%
TOTAL	\$8,707,189	100%

Assumptions

Our budget's an estimate right now because the creative design isn't locked in.

We've slapped down \$8.7 million—roughly \$5,000 a square meter—to cover development and fit-out, plus a comfy 10% contingency so we don't end up taggin' ourselves into a corner. And hey, \$200,000 is strictly reserved for the creative bit, 'cause we know that's where the real color pops.

We're banking on Wilmer Street arriving in near-ready shape, with IP Group, Riverside Developer, running point on all the nuts and bolts of building while Oi YOU! drops their signature style onto the canvas.

We riffed off big-name references like the All Blacks Experience (ringing in at \$14 million) and Wētā Workshop Unleashed (\$8 million), so we've kept our numbers conservative enough to handle any fresh ideas that might crop up. Bottom line? We've built in wiggle room for those "extra strokes," making sure this project stays on budget and still hits like the next iconic street piece.

OPERATIONS

The financial model has been put together with an operational labour budget that includes full operations within the budget.

Staff	FTE
Management	
General Manager	1
Operations Manager	1
Finance Manager	1
Marketing Manager	1
Sales Manager	1
Total fixed	5
Operations	
Guides	4
Customer Experience Staff	7
Front / Desk Retail Staff	5
Cleaners	1
Total	17
Estimated	\$1,092,000.00
Annual Increase	3.50%

Sales & Marketing Strategy and Budget

We're rolling out \$400,000 per year to shout AGAS's name from the rooftops and pull in crowds from near and far. This sum covers everything from glossy brochures to big-time trade shows, ensuring we're on everyone's radar—locals, NZ travelers, tourists, and anyone in between. Specifically, we're talking:

- Brochures & Promotional Materials: Eye-catching print and digital goodies.
- Domestic & International Sales Engagement: Trade shows, sales trips, and rubbing elbows with key industry players.
- Digital & Online Marketing: Targeted ads on social, search, and any direct channel that hits the mark.
- Outdoor & Display Advertising: Strategically placed ads that get folks' attention at the right place, right time.

Expect most of the fireworks in the first year or two, building hype and securing our spot as a must-see attraction. We'll also team up with ChristchurchNZ to tap into their existing tourism networks and pump up our reach. It's a two-pronged approach: flash some style to the world while letting pros handle the heavier lifting. Meanwhile, sales and marketing staffing costs are wrapped into operational expenses, so you'll know exactly who's steering this marketing train.

Management Contract Option

If you'd rather spend your energy painting big, bold strokes and let someone else handle the day-to-day details, a specialized management company might do the trick. Under this setup, core roles like General Manager, Finance Manager, and Marketing Manager come from outside the house—reducing the need for internal hires and putting professional know-how right where you need it. The financial model checks out with a base fee plus a revenue share, keeping everyone's eyes on performance.

Projected Financial Impact

- An estimated \$430,000 saved annually (think of all the extra spray paint) compared to full in-house staffing.
- A flat fee of \$200,000, topped with 3% of revenue.
- Revenue-neutral by design, so the bank balance remains steady.

Of course, it requires drafting a solid contract that aligns with AGAS's strategic vision. But if that lines up, you can hand off operational nuts and bolts to the pros and focus on crafting an unforgettable experience for visitors. In short, it's one more route to keep operations lean, overhead in check, and the creative momentum roaring ahead.

AGAS will be staking its claim as Christchurch's must-see immersive street art experience—loud, proud and impossible to ignore. By tagging into international tourism trade networks, we're set to boost overnight stays and visitor spend. With the city on the up—new hotels, fresh energy, and a stadium soon to be ready to roar—the timing couldn't be better to spray our name across the global travel map.

Target Markets & Trade Channels

Target Markets:

1. Australia
2. USA
3. Europe & UK
4. Asia

Each market to have its own tactics, lead time and priority.

Channels:

- Inbound Tour Operators (ITOs) – Crucial for securing AGAS within international itineraries (24-36 months lead time).
- Online Travel Agents (OTAs) & Aggregators – Growing share of market bookings.
- Traditional Travel Agents & Wholesalers – A key booking channel post-COVID due to regained consumer trust.
- Christchurch-based tourism operators – Enhancing AGAS integration into local packages.

Trade Tourism Pricing & Product Positioning

- Tiered Pricing Strategy:
 - VIP Premium guided experiences catering to high-value travelers.
 - Differentiated pricing to separate self-guided from guided experiences, preventing cannibalization.
- Competitive Positioning:
 - AGAS is Christchurch's unique cultural drawcard, increasing city overnight stays.
 - Banksy collection & immersive storytelling make AGAS an irresistible itinerary addition.

Trade Growth Timeline

- Short-Term (0-12 months): Build relationships with ITOs, attend key events, refine trade booking platforms.
- Mid-Term (12-24 months): Continue with first year objectives and increase by securing brochure inclusions, grow OTA presence, and increase trade visitor families.
- Long-Term (24+ months): Solidify AGAS as a must-visit attraction in core international markets.

Trade Marketing & Sales Initiatives

(1 FTE + \$150K annual budget)

Trade Tourism Event Participation:

- TRENZ (NZ's premier tourism event)
- MEETINGS (B2B event for business and incentive travel)
- Kwiklinks (4-5 annually) – Targeting key international agents
- ITO Events & Membership (2 events/year)
- Sales Calls (3-4 trips/year)
- Australia Roadshow (1-2 per year)

Trade Partnerships & Booking Systems Integration

- Seamless integration with ITO and OTA platforms.
- Flexible booking options: general entry, premium guided experiences.
- Multilingual support to enhance visitor accessibility.

OPERATIONAL ASSUMPTIONS

The financial model has been put together with a budget that includes full operations within the budget.

Occupancy Costs Assumptions

Rates Included in Lease Opex	
Insurance - Note 1	\$150,000
Rates	\$50,000
Power - Note 2	\$60,000
Maintenance	\$50,000
Communications	\$30,000
Administration Costs	\$20,000

- Note 1 – Includes artwork insurance and general Insurance
- Note 2 – Depending on final design, services, projectors etc.

Working Capital and Pre-Funded Operating Costs

Working capital and pre-funded operating costs is set at \$700k.

This includes:

- Retail Products
- Website and Booking System
- Managements, Marketing and Sales Staff Costs Pre-Open
- Occupancy Costs
- Development Programme Manager
- Tourism Start up Consultancy Fees

CPI Assumptions

The financial model initially applied a Consumer Price Index (CPI) assumption of 2.5%. As of December 2024, New Zealand's annual inflation rate has moderated to 2.2%, aligning with the Reserve Bank's target range of 1% to 3%. (StatsNZ, January 2025)

Food & Beverage

Food and beverage are not included in the financial model, as their projected contribution is considered marginal. Given the extensive dining options available in the Christchurch CBD, visitors are expected to source meals externally.

For events, all catering will be outsourced, ensuring flexibility and reducing operational overhead. A commercial kitchen is available on-site to support limited food preparation if required.

Royalty Costs

Royalty costs have been included for access to the art:

- Banksy Art - 10% of pre tax profit
- Grande "Street Art Alive" Royalty - \$50,000 per annum

STAFF COSTS

The financial model has been put together with an operational labour budget that includes full operations within the budget.

Staff	FTE	Hourly Rate	Annual Cost	On Costs
				15%
Management				
General Manager	1	\$85.00	\$176,800.00	\$26,520.00
Operations Manager	1	\$55.00	\$114,400.00	\$17,160.00
Finance Manager	1	\$55.00	\$114,400.00	\$17,160.00
Marketing Manager	1	\$55.00	\$114,400.00	\$17,160.00
Sales Manager	1	\$55.00	\$114,400.00	\$17,160.00
Total fixed	5		\$634,400.00	\$95,160.00
Operations				
Guides	4	\$35.00	\$291,200.00	\$43,680.00
Customer Experience Staff	7	\$30.00	\$436,800.00	\$65,520.00
Front / Desk Retail Staff	5	\$30.00	\$312,000.00	\$46,800.00
Cleaners	1	\$25.00	\$52,000.00	\$7,800.00
Total	17		\$1,092,000.00	\$163,800.00
Annual Increase			3.50%	

CASH FLOW & CAPITAL COSTS

Financial Year Ending	30-Jun-25	30-Jun-26	30-Jun-27	30-Jun-28	30-Jun-29	30-Jun-30	30-Jun-31	30-Jun-32	30-Jun-33	30-Jun-34	30-Jun-35	30-Jun-36
Capex	-8,707,189		0	0	-500,000	0	0	0	-500,000	0	0	0
Fundraising Expenses	-400,000											
Pretfunded Opex/WC	-700,000											
Profit to Investors after Tax			602,969	1,089,290	1,001,174	1,122,926	1,179,992	1,233,535	1,265,677	1,276,175	1,334,289	1,394,572
Depreciation			870,719	870,719	920,719	920,719	920,719	920,719	970,719	970,719	970,719	9,121,434
Terminal Value												
Project Cash Flows			-9,807,189	1,473,688	1,960,009	2,043,645	2,100,711	2,154,254	1,736,396	2,246,893	2,305,007	11,486,725
Less Cash flow to IP Shareholding				0	0	0	0	0	0	0	0	0
Net Cashflow to Investors			-9,807,189	1,473,688	1,960,009	2,043,645	2,100,711	2,154,254	1,736,396	2,246,893	2,305,007	11,486,725
Imputation Credits Attached to Dividends			0	234,488	423,613	389,345	436,694	458,886	479,708	492,208	496,290	518,890
Gross Cashflow to Investors			-9,807,189	1,708,176	2,383,622	1,811,238	2,480,339	2,559,597	2,633,962	2,228,604	2,743,184	12,029,059
Financial Year Ending	30-Jun-25	30-Jun-26	30-Jun-27	30-Jun-28	30-Jun-29	30-Jun-30	30-Jun-31	30-Jun-32	30-Jun-33	30-Jun-34	30-Jun-35	30-Jun-36
Fit out Costs	8,707,189	0	0	0	500,000	0	0	0	500,000	0	0	0
Average Useful Life	0	0	10	10	10	10	10	10	10	10	10	10
Annual Depreciation		870,719	870,719	920,719	920,719	920,719	920,719	920,719	970,719	970,719	970,719	970,719

PROFIT & LOSS

Financial Year Ending	30-Jun-27	30-Jun-28	30-Jun-29	30-Jun-30	30-Jun-31	30-Jun-32	30-Jun-33	30-Jun-34	30-Jun-35	30-Jun-36
Base Case Customer Forecast	118,250	143,153	139,201	140,593	141,999	143,419	144,853	146,302	147,765	149,242
Growth	na	21.10%	-2.80%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Revenue										
Entrance Revenue	4,349,550	5,397,188	5,379,389	5,569,013	5,765,321	5,968,548	6,178,939	6,396,747	6,622,232	6,855,666
Commissions	-95,883	-125,912	-130,989	-135,607	-140,387	-145,335	-150,458	-155,782	-161,253	-166,937
Discounts	-61,217	-52,813	-43,740	-45,281	-46,878	-48,530	-50,241	-52,012	-53,845	-55,743
Net Entrance Revenue	4,192,450	5,218,463	5,204,661	5,388,125	5,578,056	5,774,683	5,978,240	6,188,973	6,407,135	6,632,986
Avg. Ticket Revenue Per Customer	\$ 35.45	\$ 36.45	\$ 37.39	\$ 38.32	\$ 39.28	\$ 40.26	\$ 41.27	\$ 42.30	\$ 43.36	\$ 44.44
Growth	na	2.80%	2.60%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Net Retail Revenue	514,131	637,965	635,862	656,276	681,480	705,502	730,371	756,117	782,770	810,362
Venue Hire Revenue	60,000	61,500	63,038	64,613	66,229	67,884	69,582	71,321	73,104	74,932
Total Net Revenue	4,766,581	5,917,928	5,903,560	6,111,014	6,325,765	6,548,070	6,778,193	7,016,411	7,263,009	7,518,280
Growth	na	24.20%	-0.20%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%
Cost of Retail Goods Sold	-257,066	-318,983	-317,931	-329,138	-340,740	-352,751	-365,186	-378,058	-391,385	-405,181
Gross Margin	4,509,516	5,596,946	5,585,629	5,781,876	5,985,025	6,196,318	6,413,008	6,638,353	6,871,624	7,113,099
Costs										
Staff Costs	-1,651,975	-1,873,598	-1,939,173	-2,007,045	-2,077,291	-2,149,996	-2,225,246	-2,403,808	-2,487,941	-2,575,019
Lease Costs	-130,000	-133,250	-136,581	-139,996	-143,496	-147,083	-150,760	-154,529	-158,392	-162,352
Grande Royalty	-50,000	-51,250	-52,531	-53,845	-55,191	-56,570	-57,985	-59,434	-60,920	-62,439
Occupancy Costs	-360,000	-369,000	-378,225	-387,681	-397,373	-407,307	-417,490	-427,927	-438,625	-449,591
Sales and Marketing Costs	-400,000	-410,000	-420,250	-323,067	-331,144	-339,422	-347,908	-356,606	-365,521	-374,659
Fit out Depreciation	-870,719	-870,719	-920,719	-920,719	-920,719	-920,719	-970,719	-970,719	-970,719	-970,719
Total Costs	-3,462,694	-3,707,816	-3,847,480	-3,832,352	-3,925,213	-4,021,098	-4,170,108	-4,373,023	-4,482,118	-4,594,783
Profit / (Loss) before distributions and tax	1,046,822	1,891,129	1,738,149	1,949,525	2,059,812	2,174,220	2,242,900	2,265,330	2,389,505	2,518,316
Margin	22%	32%	29%	32%	33%	33%	33%	32%	33%	33%
Profit Share to Art Owners	-104,682	-189,113	-173,815	-194,952	-205,981	-217,422	-224,290	-226,533	-238,951	-251,832
Profit Share to Community	-104,682	-189,113	-173,815	-194,952	-214,953	-243,555	-260,725	-266,333	-297,376	-329,579
Profit Share to Investors	837,457	1,512,903	1,390,519	1,559,620	1,638,878	1,713,243	1,757,885	1,772,465	1,853,179	1,936,906
Tax	-234,488	-423,613	-389,345	-436,694	-458,886	-479,708	-492,208	-496,290	-518,890	-542,334
Profit / (Loss) to Investors After Tax	602,969	1,089,290	1,001,174	1,122,926	1,179,992	1,233,535	1,265,677	1,276,175	1,334,289	1,394,572
ROI	7%	13%	11%	13%	14%	14%	15%	15%	15%	16%
EBITDA	1,917,541	2,761,848	2,658,868	2,870,244	2,980,531	3,094,939	3,213,619	3,236,049	3,360,224	3,489,035

RISKS

In the world of street art, risk is just part of the game—but so is strategy. From securing strong visitor numbers to keeping costs tight, we've got a plan to keep this experience thriving.

Risk Category	Risk Description	Mitigation Strategies
Visitor Numbers Sensitivity	The financial model is highly sensitive to fluctuations in visitation, particularly in the early years. Lower-than-expected ticket sales could impact revenue projections.	Early-stage investment in marketing & PR Strong tourism trade strategy Experienced sales & marketing team
Delays in Building Completion	Construction and fit-out may face delays, impacting the planned launch and initial revenue generation.	Experienced development & creative team Buffer in timeline & budget Phased opening strategy
Disruptions in International Tourism	Global events (e.g., economic downturns, pandemics) could reduce inbound international tourism, impacting visitation and revenue.	Strong domestic marketing plan Recurring events & experiences Local partnerships
Competition & Market Positioning	Other attractions and entertainment options may compete for visitor attention and spending.	Unique value proposition Competitive pricing & partnerships Visitor experience excellence
Operational & Financial Sustainability	Managing operational costs while maintaining high-quality experiences could be challenging, particularly in the first few years.	Revenue diversification Efficient cost structure Performance monitoring & adjustment
Community & Stakeholder Support	Failure to engage the Christchurch community and key stakeholders could limit long-term success.	Local engagement programs Charity & street art fund contributions Transparent communication
Cost Blowout & Budget Overruns	Unexpected cost increases in construction, operations, or marketing could impact financial sustainability and reduce investor confidence.	Detailed budget forecasting & contingency planning Strong procurement & cost control measures Fixed-price contracts for key services

784



AGAS



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MADEKNOWN

**SALT
DISTRICT**

DTRCREW.

RIVERSIDE
MARKET

ChristchurchNZ



FLARE



Our Draft Annual Plan 2025/26



Submitter Details

Submission Date: 28/03/2025
First Name: (required) Sandamali Last Name: (required) Ambepitiya
If you're responding on behalf of a recognised organisation, please provide the organisation name: (required)
Property Council New Zealand

Your role and the number of people your organisation represents: (required)
Senior Advocacy Advisor, 550 member companies (nationally)

Attached Documents

Name	
PCNZ Submission - Draft Annual Plan 2025-26	

Property Council New Zealand

Submission on

Christchurch City Council's Draft Annual Plan 2025/26

28 March 2025

For more information and further queries, please contact
Sandamali Ambepitiya Sandamali@propertynz.co.nz 0210459871

Christchurch City Council's Draft Annual Plan 2025/26

1. Summary

- 1.1 Property Council New Zealand South Island Region Branch ("Property Council") welcomes the opportunity to provide feedback on Christchurch City Council's Draft Annual Plan 2025/26. We are concerned that Christchurch City Council is proposing regular rates increases at 3.7 to 4 times the annual CPI increase. Continued significant rates increases have flow on impacts for businesses, employment and the vibrancy of Christchurch. We wish to see the Council reduce costs where possible and investigate alternative funding and financing methods as well as Regional Deals to ensure Christchurch can be a vibrant place to live, work, play and shop.
- 1.2 Property Council continues to oppose Christchurch City Council's vacant rate differential and would like to see this phased out. We also seek information on the income and spend of the vacant rate differential within our submission.

2. Recommendations

- 2.1 At a high level, we recommend that Christchurch City Council:
- Review and reduce the operational expenditure (currently sitting \$17.5m higher than forecasted in the Long Term Plan);
 - Seek advice on the cumulative impact of rates and fees for the commercial sector;
 - Investigate alternative funding mechanisms;
 - Investigate a Regional Deal with Central Government;
 - Remove the vacant site differential in areas where council beautification of sites has been completed, and develop a plan to remove the vacant site differential over a period of time;
 - Provide Property Council with a report under the Official Information Act on what the vacant site differential has funded in Christchurch since its adoption (see paragraph 5.4); and
 - Undertake a full and thorough consultation with the community on any proposed street changes.

3. Introduction

- 3.1. Property Council is the leading not-for-profit advocate for New Zealand's most significant industry, property. Our organisational purpose is, "Together, shaping cities where communities thrive".
- 3.2. The property sector shapes New Zealand's social, economic and environmental fabric. Property Council advocates for the creation and retention of a well-designed, functional and sustainable built environment, in order to contribute to the overall prosperity and well-being of New Zealand.

- 3.3. Property is the largest industry in Canterbury. There are around \$245.5 billion in property assets across Canterbury, with property providing a direct contribution to GDP of \$4.5 billion and employment for 34,860 Canterbury residents.
- 3.4. We connect property professionals and represent the interests of 149 Canterbury based member companies across the private, public and charitable sectors.
- 3.5. This document provides Property Council's feedback on [Christchurch City Council's Draft Annual Plan 2025/26](#). Comments and recommendations are provided on issues relevant to Property Council's members.

4. Rates

- 4.1. Rates remain the main source of funding for the Christchurch City Council's activities with Christchurch City Council proposing to collect \$838.5 million in the 2025/2026 financial year, which means a proposed 7.5% proposed rates increase for residential ratepayers and a 8.2% rates increase for commercial ratepayers. This is slightly below last year's Long-Term Plan which predicted an average rate increase of 8.48% for the 2025/2026 financial year.
- 4.2. In saying that, it is concerning to see that operational expenditure for 2025/26 is projected to be \$17.5 million higher than forecasted in the Long-Term Plan. It is important to ensure that local authorities are operating efficiently and implement accurate forecasting to avoid unexpected costs for ratepayers. Such discrepancies undermine confidence in Christchurch City Council's ability to manage finances effectively, creating uncertainty for both ratepayers and businesses. Christchurch City Council needs to review and more accurately forecast operational expenditure.

Cumulative rates and increases in Christchurch

- 4.3. We are concerned about the cumulative costs imposed on businesses and developers in Christchurch, especially those that are ongoing and not one-off costs. This could lead to the decline of numerous businesses and does not promote Christchurch as a place to invest and develop.
- 4.4. The below list is an example of some proposed costs increases and fees in Christchurch:
 - Christchurch City Council's proposed Annual Plan rates increase of 7.5% (this is 3.7 to 4 times the annual CPI increase);
 - Christchurch City Council's proposed business rates increase of 8.2%;
 - Christchurch City Council's business differential of 2.22;
 - Christchurch City Council's vacant site differential of 4.523;
 - Christchurch City Council's proposed increase to development contribution fees;
 - Rates collected for depreciation;
 - The Climate Resilience Fund;
 - Potential refurbishment of the Cathedral Square Chalice;
 - Coss relating to the expiry of existing demand credits; and

- Increased insurance costs.

4.5. We recommend that Christchurch City Council seek advice on the cumulative impact of rates and fees for the commercial sector.

Alternative funding

4.6. Property Council advocates for all local authorities throughout New Zealand to investigate alternative funding methods. We support the use of transparent, user-pays funding models for local government. Examples of these models include targeted rates, user-pays models and Special Purpose Vehicles. These alternative models meet the legislative principles of transparency and objectivity for funding local government set out in both the *Local Government Act 2002* and *Local Governing (Rating) Act 2002*. Our approach is also consistent with the recommendation of the New Zealand Productivity Commission that local government should adopt a more transparent approach to rating tools and other funding sources¹.

5. Business differential and vacant site differential

5.1. Although the business differential has not increased in the proposed Annual Plan, Property Council's view on business differentials remains unchanged. The use of rating differentials has been consistently opposed by Property Council as they are collected within the pool of general rates, leaving businesses unable to identify where these funds are spent. This leads to lack of transparency and equity concerns. In saying that, we are pleased to see that no increases have occurred for this year's annual plan, creating consistency for commercial ratepayers.

5.2. Property Council has made extensive submissions opposing the vacant site differential imposed in 2022/23. Since its introduction, the vacant site differential has been extended beyond the city and onto commercial zoned areas across Christchurch (such as New Brighton, Sydenham, Commercial Banks). **We continue to oppose the vacant site differential and its extension.**

5.3. Property Council notes that the original intention of the vacant site differential was to beautify areas of Christchurch that had vacant sites. We would therefore, like to see the vacant site differential removed in areas where council beautification of sites has been completed. We would also like to see a plan established to phase of the vacant site differential.

5.4. Property Council is seeking information on the implementation of the vacant rate differential and whether it is ring-fenced to the area of collection. Under the Local Government Official Information and Meetings Act 1987, we call for Christchurch City Council to provide Property Council New Zealand with a transparent report on the following:

- Whether the vacant site differential is ring-fenced;
- The total amount the vacant site differential has collected in each commercial zoned area since its introduction;
- What the vacant site differential has funded in Christchurch in each commercial zoned area, including project name and project costs (with a breakdown of spending);

¹Local government funding and financing. Retrieved from <https://www.productivity.govt.nz/inquiries/local-government-funding-and-financing/>

- Whether the vacant site differential is ring-fenced towards beautification projects as intended; and
- Any future planned funding from the vacant site differential.

6. Regional Deals

- 6.1. We recommend that Christchurch City Council investigate a Regional Deal between central and local government which could unlock funding and create certainty for future infrastructure investment. Regional Deals are a long-term agreement between central and local government to establish shared infrastructure investment and an agreed pipeline of funding. Having greater financial support and investment from central government will drive improved infrastructure outcomes across Christchurch. This will also help unlock Christchurch as an exciting place to live, work, play and shop, as well an attractive destination for investment and development.

7. Christ Church Cathedral targeted rate collection

- 7.1. Property Council members have mixed views on the Christ Church Cathedral targeted rate collection. Therefore, Property Council will not be making a comment on either proposal. However, we cannot underplay the importance of the Square and the Cathedral to the city and it is imperative that a solution is needed that does not continue to burden ratepayers.

8. City Centre traffic management concerns

- 8.1. In the past, Property Council has raised concern about how continual road changes within the City Centre, has and continues to impact the business community. In the last few years, we have seen:
- Manchester Street become a priority bus route, which has caused regular traffic to avoid the area due to poor traffic management;
 - Park Terrace reduced to a mostly a single lane road, whereas it previously had dual lanes. Additionally, the speed limit on Park Terrace has been lowered to 30 km/h;
 - Narrowed roadways and removal of most of parking on Park Terrace; and
 - The surrounding area around One Stadium lose a significant amount of street parking with more roads are being narrowed.
- 8.2. Since the 2011 earthquakes, the private sector has invested heavily to revitalise the CBD. However, the continual removal of car parks and reduction of speed to 30km/hr to some central city roads not only undermines this investment but has the potential to cause significant economic loss to the city. There needs to be a balance struck. If this approach continues, there will be an unintended consequence, which is the rapid decline of the CBD as an attractive place to come and enjoy, shop and do business.
- 8.3. We are also concerned that Christchurch City Council has been implementing temporary street changes without undertaking a full and thorough consultation with the community. Many temporary street changes have become permanent due to the cost of reversing the temporary state. We strongly urge the Council to provide local businesses and property owners with sufficient time to provide feedback for each proposed street change (whether temporary or

permanent), given the economic impact these changes will have on local businesses and surrounding neighbourhoods.

9. Conclusion

- 9.1. Property Council advocates for the creation of a well-designed, functional and sustainable built environment. We are concerned about the cumulative costs and fees being imposed on businesses, as well as the significant traffic management issues in the City Centre, as this impacts Christchurch's appeal as an attractive destination for investment. We continue to oppose the vacant land rate differential. We urge Christchurch City Council to review the cumulative impact of rates increases are having on the business community and reduce unnecessary spend.
- 9.2. Property Council members invest, own, and develop property in Christchurch. We wish to thank Christchurch City Council for the opportunity to submit on Christchurch City Council's Draft Annual Plan 2025/26 as this gives our members a chance to have their say in the future of our city. **We also wish to be heard in support of our submission.**
- 9.3. Any further enquires do not hesitate to contact Sandamali Ambepitiya, Advocacy Advisor, via email: sandamali@propertynz.co.nz or cell: 0210459871.

Yours Sincerely,



Tom Chatterton
South Island Committee Chair
Property Council New Zealand

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Lynne **Last Name:** (required) O'Keefe

Feedback

Proposed average rates increase

1.1.1

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

Happy with the rate increase

Proposed spending

1.1.2

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

I would like to see the planned network of cycleways completed as soon as possible and support continued funding to support this. The Wheels to Wings should not be staged nor any other proposals deferred.

Central city shuttle service

1.3.4

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

Yes

Future feedback

1.3.8

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

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

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

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

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

Akaroa and Bays Emergency Response Team

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

Chairman (Working Party). Representing all residents

Feedback

Future feedback


1.3.8

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

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

Yes

Attached Documents

Name
ABERT AP Submission - (HS rB.325) 

Akaroa and the Bays – Emergency Response Team

To: Christchurch City Council
PO Box 73016
Christchurch 8154

Date: 28 March 2025

Attn: The Councillors

SUBMISSION - DRAFT ANNUAL PLAN 2024-25

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

We wish to speak in support of our submission.

Akaroa and the Bays – Vulnerable Infrastructure

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

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

The December 2021 adverse weather event was highly destructive, and it took weeks to get even temporary road access into some areas. Key learnings include;

1. **Early activation of Emergency Operations Centre (EOC):** Monitor forecasting, activate an EOC at an early stage, and appoint a Recovery Manager from the start.
2. **Communication challenges:** Response teams faced difficulties due to limited cell coverage and challenging terrain, underscoring the need for clear and effective communication systems with CDEM and the Council.
3. **Community engagement:** The community must be better informed on how to contact the Council Contact Centre during adverse weather, and to understand what services are available.

Objectives

In the event of a major emergency, it is self-evident that CDEM may not be able to provide much initial support to the communities in the Eastern Peninsula. Our communities need to have plans in place, and access to all necessary resources, in order to initiate an emergency response ourselves. Our planning will focus on:

1. **Community preparedness and response:** Enhance the community's capacity to prepare for and respond effectively to emergencies.
2. **Situational awareness:** Enhance planning and coordination by utilising large aerial satellite maps with overlays of key community features such as roads and streams.
3. **Public engagement:** Better inform and involve the community in emergency planning and response through robust communication and education efforts.
4. **Communications:** Have effective communications systems and networks in place, with backups, at all levels of the organisation.
5. **Resources:** Identify useful resources held within the community, or able to be sourced on demand, or necessary to be acquired.
6. **Training and exercise:** Provide effective training in required skills, with exercises for meaningful scenarios.

Emergency Response Planning

ABERT has developed emergency plans that will be distributed into the community. Firstly, an information leaflet for visitors to the region, recognizing the large number of accommodation providers and the fact that visitors frequently exceed the number of residents.

We have also developed a comprehensive (37 page) Community Response Plan for the Akaroa and Onuku area, and this plan will be distributed to all permanent residents. Similar plans will be developed for the other communities of the Eastern Peninsula.

At the higher level, the Emergency Management Team Operations Guide details the organization and operation of the Community Emergency Hub. When an event happens, the ABERT will initially undertake an evaluation phase operating out of the FENZ building. Should the scope be of a magnitude that requires wider ongoing community support and communication it will operate from the Akaroa hub, based in the Gaiety, to oversee and coordinate response efforts as per the broader 'Resilience Plan' for the region. The Emergency Response Team will liaise directly with CDEM.

Effective Emergency Response needs Local Resources

We all understand the need to bolster community preparedness, and to enable effective emergency response to protect lives and livelihoods in the face of disasters such as flooding, tsunamis, snowstorms, fires, and earthquakes.

For the Eastern Peninsula, a key element will always be the availability of local resources that can be rapidly deployed to achieve effective emergency response capabilities. Adequate investment in local resources and organisations is a crucial step towards safeguarding the future of the Akaroa and the Bays communities.

Critical resources include communication systems, emergency generators, insulated container and supplies for the Hub. Key buildings need to have 3 phase generator change-over switches installed to enable them to be generator-ready.

Our budget for identified emergency equipment is being developed, and is expected to be approximately \$250,000, over the next two year period.

Annual Plan 2024-25

We note the line item in the Draft Annual Plan for Emergency Management and Community Resilience (Improve the Level of Service), stated as \$1.95m over the next two years.

We confidently expect that the requirements of ABERT will be allocated from within that budget figure. If that is not the case, then we request your urgent focus on this item.

This is really quite simple – provided that it has the resources and equipment, ABERT will be able to provide an effective emergency response for the Eastern Peninsula.

Let's make that happen – BEFORE we have the next event.

Submitted By:



Harry Stronach

Chairman - Akaroa and the Bays Emergency Response Team (Working Party)

AKAROA CIVIC TRUST

P.O. Box 43 Akaroa 7542
www.akaroacivictrust.co.nz

27 March 2025

Contact person: Marie Haley, Chair

Email:

Phone:

Submission to the Christchurch City Council Annual Plan 2025/26

The Akaroa Civic Trust wishes to be heard in support of this submission.

The Akaroa Civic Trust calls on Christchurch City Council to consider:

- A climate adaptation plan for Akaroa as a priority,
- A steering group for the Banks Peninsula Destination Management Plan,
- Extend the Akaroa Service Centre hours,
- Support the Akaroa Community Information Centre,
- The Akaroa Youth and Multicultural Centre and Recreation facilities,
- Updated traffic management plans for Akaroa,
- Prioritise safe walking access along Beach Road to Takapūneke and Britomart Monuments,
- Akaroa and the Bays Emergency Response Hub.

1. Fund a climate adaptation plan for Akaroa Harbour

The Akaroa Civic Trust strongly advocates for Akaroa to be funded for a climate adaptation plan as a priority, as the Civic Trust submitted during the BP Meats consultation process. The concerns and issues and potential mitigation strategies that the council has addressed in the Lyttelton Harbour plan will apply equally to Akaroa. We too have critical infrastructure in low-lying areas at risk of inundation; we have public facilities that need protection; we have tourism as a significant contributor to our economy that would be negatively affected if we become less accessible; and we have nationally significant heritage assets that are at risk from sea level rise.

2. Progress the Destination Management Plan for Akaroa/Banks Peninsula

The Civic Trust calls for action on the Destination Management Plan, where a steering committee from the local community was agreed to by the community when negotiating a suitable DMP with ChristchurchNZ. Failure to establish a steering group would create a lack of trust within the community that worked hard to achieve a DMP that was suitable for this community.

3. Extend operating hours of the Akaroa Service Centre/Postal agency

We call for an extension of the Akaroa Service Centre and Post Office hours, currently open from 10am to 2pm weekdays. The service centre undertakes vital roles for the community and is a highly utilised service.

4. Support Akaroa's Information Centre

We call for ongoing support for our new, volunteer-run community-organised information centre, which has clear benefits for the community and visitors to Akaroa.

5. Support upgrade of Akaroa's recreational facilities

Support the community-driven project for an upgrade to the recreational facilities, tennis courts, toilets, and development of the unused Sports Pavilion into a youth and multicultural community centre that can be used by the community. This is extremely important given the concerning high rates of suicide and attempted suicide in our rural at-risk community, across age spectrums including of highly respected community leaders. We call on Christchurch City Council for urgent support of this issue and to support community aspirations. The Akaroa Civic Trust supports the aspiration of Akaroa youth and community groups.

6. Update Akaroa's Traffic Management plans

We call on the Council to update its traffic management plans. Several street parking signs have been damaged recently. There is no adequate bus parking or clear bus rules, bus parks are used by cars or parked in for hours by busses. Enforcement by CCC parking team is infrequent.

7. Improve walking access Beach Road

Akaroa Civic Trust asks CCC to prioritise safe walking access along Beach Road to Takapūneke and Britomart historic reserves. The speed limit is currently 30 kmph, but visitors wander all over the road, making it extremely dangerous. This road is also used extensively by the Akaroa Area School for educational and fitness activities. Beach Road from the Main Wharf has no natural or formed footpath, with the outer edge of the road dropping off in places and with holes that are dangerous, forcing users into the middle of the road, which is already narrow with many blind or low-visibility corners.

8. Increase funding for Emergency Response Team

We ask the council to increase funding to the vital Akaroa and the Bay Emergency Response Team, due to the risk of our communities being cut off in severe storms. This sits in alignment with our request for climate adaptation planning as a priority. The March 2025 rainfall washed out another access bridge at Wainui and highlights the increased severity and risk for the Akaroa community.

Marie Haley
Chair
Akaroa Civic Trust

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Joeline **Last Name:** (required) Storer

Feedback

Proposed spending

1.1.2

Do you have any comments about our proposed spending on our transport network, including the staged approach to delivering Papanui ki Waiwhetū Wheels to Wings major cycle route, or the proposal to defer the Lincoln Road (Curletts to Wrights) Public Transport project from 2026/28 to 2029/30?

Cycleway - NO. Lights at Harewood School - NO, theres already a school crossing. Lights at Harewood / Breens - YES.

Christ Church Cathedral targeted rate

1.2.1

Should we pause the collection of the targeted rate for the Christ Church Cathedral reinstatement for the remaining three years we were due to collect it, and factor the saving into our proposed rates increase of 7.58%?

Yes

1.2.9

Tell us about the services you could manage without.

cycleways and speed humps that take up far too much space

1.2.10

Tell us about the services where there could be an opportunity for savings.

cycle ways, CHCH residents dont cycle

Air Force Museum Grant

1.3.2

Should we proceed with our proposal to grant the Air Force Museum \$5 million towards an extension of its site?

No

Central city shuttle service

1.3.4

Should we allocate up to \$200,000 for a scoping study for a central city shuttle service?

No

SUBMISSION

TELEPHONE 0800 327 646 | WEBSITE WWW.FEDFARM.ORG.NZ



To: Christchurch City Council

Via email: cccplan@ccc.govt.nz

Date: 28 March 2025

Submission on: Christchurch City Council Draft Annual Plan 2025/26

Submission by: North Canterbury Federated Farmers of New Zealand

KARL DEAN

NORTH CANTERBURY PROVINCIAL PRESIDENT

Federated Farmers of New Zealand

M [REDACTED]

Address for service: **RACHEL THOMAS**

SENIOR POLICY ADVISOR

Federated Farmers of New Zealand

M [REDACTED]

E [REDACTED]

1. INTRODUCTION

- 1.1. The North Canterbury province of Federated Farmers (**NCFF**) welcomes the opportunity to submit on the Christchurch City Council (CCC) Draft Annual Plan 2025/26.
- 1.2. We acknowledge any submissions from individual members of Federated Farmers.
- 1.3. Federated Farmers submits on Annual Plans (**APs**) and Long-term Plans (**LTPs**) throughout New Zealand and makes constructive proposals whenever the opportunity is provided.

- 1.4. Federated Farmers also submit on central government policies that affect local government revenue and spending, with the aim of ensuring that local government has the appropriate resources to carry out their functions.
- 1.5. Federated Farmers bases its arguments on the considerable cost of rates to farm businesses, in terms of the value and relative accessibility of farmers to ratepayer funded services, the rates levels on farms compared to other residents and businesses, and the failure of property value to reflect the incomes of farmers and their relative ability to pay.
- 1.6. NCFF feedback represents the views of several farming members and rate payers from the Christchurch City Council region. We gently remind CCC of this so that our members' views, expressed here, are weighed appropriately.
- 1.7. NCFF appreciates early engagement with CCC and encourages the Council to maintain a no surprises policy with its key stakeholders. In the rapidly changing policy environment across local and national governments, a no surprises policy is crucial. Federated Farmers requests early involvement in matters which may impact our members, for example biodiversity and coastal erosion.
- 1.8. Federated Farmers' focus is on the transparency of rate setting, rates equity and both the overall and relative cost of local government to rural ratepayers. We also encourage ongoing improved maintenance and standards in the management of our rural roading network e.g. regular grading of the shingle roads, vegetation management of the roadsides, and replacing culverts with larger diameter culverts to help reduce flooding.
- 1.9. NCFF is conscious that there may be significant 'consultation fatigue' out in the community, following the 18 months' worth of significant central government proposals.
- 1.10. Our members do not want their busy silence to be misconstrued as disinterest in the proposed changes. Given the challenging regulatory and economic environment we are currently in, we acknowledge this may result in a low response rate to the consultation process.
- 1.11. NCFF requests the opportunity to discuss this submission with the Council during the hearing process and that this be online.

2. GENERAL COMMENTS

Rates and Expenditure

- 2.1. CCC proposes rate increases which average at 7.58% for 2025/26. However, our members based in Christchurch City are classed as 'remote rural' ratepayers and their increase is on average 8.43%. However, NCFF appreciates the continuation of the rural differential of .75.

- 2.2. Any small movement in rates translates to a significant monetary amount for farmers, given the high capital value of their properties. We therefore recommend the Council reduce the average rate increase for remote rural properties and ensure that the increase does not exceed that of urban properties. We also request that Council employ transparency and disclose the reason for the additional increase for remote rural properties.
- 2.3. Operational expenditure for 2025/26 is projected to be \$17.5million higher than forecasted in the LTP. This is a significant increase which CCC attributes to a number of reasons, of which the following are concerning for NCFF:
 - 2.3.1. An additional \$1.1 million to manage the large number of District Plan Changes the Council is required to address.
 - 2.3.2. An additional \$3.7 million to meet staff costs that cannot be covered by capital projects.
 - 2.3.3. An additional \$8.0 million in staff salaries and wages costs due to pay equity, living wage and contract settlement adjustments, partially offset by increased revenue and other budget reductions.
- 2.4. CCC need to review the proposed district plan spend in light of the Government's resource management reform which will replace the Resource Management Act 1991 (RMA) with two new pieces of legislation. It may be that such significant investment is not required and likewise that it is not the right time to be investing in planning implementation when the regulatory framework is subject to change.
- 2.5. The additional spend of \$11.7million on staff costs, salaries and wages is not acceptable and raises concerns about the financial management of CCC. It is important to consider how the overspend on staff affects the broader financial health of CCC and its ability to fund other essential areas.
- 2.6. **Recommendation: that CCC ensure the rate increase for remote rural properties does not exceed that of the urban residential rate increase.**

3. THE CLIMATE RESILIENCE FUND

- 3.1. NCFF supported the creation of the Climate Resilience Fund through our submission on the CCC LTP 2024-34. CCC agreed to establish the fund
- 3.2. In the context of storms and flooding we would like to see better planning for emergency management and engagement with the community on this. Residents in Banks Peninsula rely on the roading network to connect them to the wider community. It is important that the Council ensure there is an adaption plan for these crucial links where damage may occur in response to extreme weather events.
- 3.3. CCC is seeking feedback on the draft [Climate Resilience Policy](#) as part of its LTP consultation.

- 3.4. NCFF agrees with the purpose of the policy which is to establish a dedicated financial reserve for future climate adaption needs across council assets. Key assets such as roads, bridges, parks, buildings, and drainage systems may need to be modified or upgraded to withstand extreme weather, changing precipitation patterns, and rising temperatures. Building resilience through adaptation ensures that these assets can continue to function and meet the needs of the community.

4. POTENTIAL DISPOSAL OF COUNCIL-OWNED PROPERTIES

- 4.1. CCC has 44 properties which are no longer required for the purpose for which they had originally acquired them. The properties under consideration make up less than 1% of the Council's overall portfolio.
- 4.2. While the properties make up a small part of the total assets, they may still have significant value or potential for other uses. This level of detail was not provided within the consultation materials. If there are clear economic benefits in the disposal of these properties, such as the measurable offsetting of rates, then NCFF supports the disposal. However, it may be useful for the Council to carry out more targeted engagement with the community which looks at the potential for re-use or re-purposing of the buildings conducted on a building-by-building basis.

Federated Farmers thanks Christchurch City Council for considering our submission.

About Federated Farmers

Federated Farmers is a not-for-profit primary sector policy and advocacy organisation that represents the majority of farming businesses in New Zealand. Federated Farmers has a long and proud history of representing the interests of New Zealand's farmers.

The Federation aims to add value to its members' farming businesses. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:

- Our members may operate their business in a fair and flexible commercial environment;
- Our members' families and their staff have access to services essential to the needs of the rural community; and
- Our members adopt responsible management and environmental practices.

This submission is representative of member views and reflect the fact that local government plans, policies and spending impact on our member's daily lives as farmers and members of local communities.



Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Marcus **Last Name:** (required) Puentener

Feedback

Proposed spending

1.1.2

Do you have any comments about our proposed spending on our transport network, including the staged approach to delivering Papanui ki Waiwhetū Wheels to Wings major cycle route, or the proposal to defer the Lincoln Road (Curletts to Wrights) Public Transport project from 2026/28 to 2029/30?

There is currently no public transport to banks Peninsula, and yet Red Bus run a tourist service to Akaroa every day. There should be subsidised tickets for locals. Cycle ways need to be affordable and to not be paved in gold- ie, shingle, hard seal is fine, it does not need to be paving stones and tarseal/ road carpet.

1.1.3

Do you have any comments about our proposed spending on our three waters network?

Install a sea outfall pipe for treated waste water from Akaroa etc as an alternative to land disposal. Cheaper, safer and more maintenance free.

1.1.4

Do you have any comments about our proposed spending on our parks and reserves?

Spend more of reginal parks to maintain the standrads and make tracks safe to walk.

1.1.5

Do you have any other comments about spending on our capital programme in general, for example our facilities?

User pays for Te Kaha stadium - rugby union should be helping with costs, as should Canterbury councils.

Rating for renewals

1.2.3

Should we increase our rating for renewals by a further \$2 million a year (\$12 million in total over six years) in order to keep our borrowing costs lower over time? This would result in an additional rates increase of 0.25% in 2025/26 but will generate \$2.6 million of overall rates savings over the next six years, and \$21.3 million over 30 years.

No

1.2.10

Tell us about the services where there could be an opportunity for savings.

On banks Peninsula using local trades will save a fortune- less travel, better carbin credits, better employment on BP.

Air Force Museum Grant

1.3.2

Should we proceed with our proposal to grant the Air Force Museum \$5 million towards an extension of its site?

No

1.3.3

Comments

[If you're not sure, or have more to add, let us know](#)

If you give a grant to the air force museum then everyone who is a rate payer is entitled to visit for free.

Central city shuttle service

1.3.4

Should we allocate up to \$200,000 for a scoping study for a central city shuttle service?

No

1.3.5

Comments

[If you're not sure, or have more to add, let us know](#)

More consultant fees to something you know the answer to already. It does not need \$200,000 to scope. Use the data you have already FFS.

Potential disposal of properties

1.3.6

The Council has a small number of properties which are no longer being used for the purpose for which they were originally acquired. Do you have any feedback to help us decide the future or next steps for these properties?

Keep them, ask for community uses but DO NOT SELL.

Anything else?

1.3.7

Any further comments?

Keep our port in public ownership. No selling of CCC assets.

Future feedback

1.3.8

For future feedback about our services and issues impacting Christchurch residents, do you consent to us holding your email address and the demographic information that you have provided?

We comply with the Privacy Act 2020. If you say yes, we will use the information for the sole purpose of contacting you about future feedback about our services and other issues impacting Christchurch residents.

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Robyn **Last Name:** (required) Lilley

Feedback

Proposed spending

1.1.2

Do you have any comments about our proposed spending on our transport network, including the staged approach to delivering Papanui ki Waiwhetū Wheels to Wings major cycle route, or the proposal to defer the Lincoln Road (Curletts to Wrights) Public Transport project from 2026/28 to 2029/30?

Dp not defer the spending on upgrading Lincoln Roa, do it once do it well

Christ Church Cathedral targeted rate

1.2.1

Should we pause the collection of the targeted rate for the Christ Church Cathedral reinstatement for the remaining three years we were due to collect it, and factor the saving into our proposed rates increase of 7.58%?

Yes

Reducing rates

1.2.8

Tell us about the services you value the most and would not want reduced.

I value accessability to the city by car to be of high importance. I value good roading and good water.

Air Force Museum Grant

1.3.2

Should we proceed with our proposal to grant the Air Force Museum \$5 million towards an extension of its site?

Yes

1.3.5

Comments

If you're not sure, or have more to add, let us know

No , not until the earthquake damaged buildings are gone

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Kevin **Last Name:** (required) Cresswell

Feedback

Proposed average rates increase

1.1.1

What do you think of our proposed average rates increase of 7.58% across all ratepayers (which is lower than the 8.48% signalled in the Long Term Plan 2024–34) and an average residential rates increase of 7.40%?

This level of rate increase is not acceptable. The target should be no more than inflation or the percentage increase a beneficiary receives each year.

I appreciate that this means a decrease in services provided, but we all (including ratepayers) have to live within our means.

More attention needs to be given to extracting additional funding by targeting specific beneficiaries I.e. more user pays. E.g. New subdivisions should be fully funding the additional 3 waters and roading systems that they will be using. This is both the capital (either existing or new) and operational costs. These should not be a cost to existing ratepayers.

Another example for more user pays, is that more of the cost burden should be placed on stadium users or benefactors. E.g. if hospitality is going to benefit, then they should be investing more in the contributions that the ratepayers are contributing.

I strongly recommend that Council consider a new approach to budgeting. That is the Council income is budgeted on the rates set at no more than the current level, plus rates received from new subdivisions, plus a small inflation factor. Then the expenditure is set not to exceed this income. Naturally, the user pays income is outside this calculation and users (building consents, etc.) need to be charged at the actual cost of providing the service with no cross subsidisation.

Christ Church Cathedral targeted rate

1.2.1

Should we pause the collection of the targeted rate for the Christ Church Cathedral reinstatement for the remaining three years we were due to collect it, and factor the saving into our proposed rates increase of 7.58%?

Yes

1.2.2

Comments

If you're not sure, or have more to add, let us know

Collecting the money in advance bears the risk of it being allocated to another project and not being available when required or would cause a dilemma of how to refund the historic ratepayers if a decision is made not to proceed with the restoration.

It is my view that the Council should not be subsidising the cathedral rebuild at all.

Rating for renewals

1.2.3

Should we increase our rating for renewals by a further \$2 million a year (\$12 million in total over six years) in order to keep our borrowing costs lower over time? This would result in an additional rates increase of 0.25% in 2025/26 but will generate \$2.6 million of overall rates savings over the next six years, and \$21.3 million over 30 years.

No

1.2.4

Comments

If you're not sure, or have more to add, let us know

Ratings for renewals needs to be a cost on the future users of the system being renewed. Current ratepayers should not be subsidising future users of the system.

Reducing rates

1.2.8

Tell us about the services you value the most and would not want reduced.

The libraries and the art gallery.

Maintenance of playgrounds although initial capital costs should fall to the developers of any new subdivisions.

1.2.9

Tell us about the services you could manage without.

It is not obvious to me, how much Council spends on social housing, if any. While I appreciate that there is a need for this, this is not something that ratepayers should be subsidising. Any Council funds going into social housing needs to be cost recovered, either from the users, or government, or others such as charitable organisations.

1.2.10

Tell us about the services where there could be an opportunity for savings.

I understand that there are a number of entities that the Council has ownership interest in such as Lyttleton Port, Christchurch Airport, etc.

Such entities must be self funding and should not incur a cost on our rates and indeed must be contributing to Council income over a given period (say 5 years). If not Council should look to disposing their interests in such entities.

Air Force Museum Grant

1.3.2

Should we proceed with our proposal to grant the Air Force Museum \$5 million towards an extension of its site?

No

1.3.3

Comments

[If you're not sure, or have more to add, let us know](#)

The Air Force Museum of New Zealand is the **national** museum therefore any funding is a national responsibility.

Central city shuttle service

1.3.4

Should we allocate up to \$200,000 for a scoping study for a central city shuttle service?

No

1.3.5

Comments

[If you're not sure, or have more to add, let us know](#)

Christchurch central city is small enough for people to walk, scooter bike between the different locations served by a shuttle service.

Anything else?

1.3.7

Any further comments?

The draft plan notes "that in 2025/26 we will also have an unbalanced budget, mainly due to the LTP overestimating the amount of Government funding towards our capital programme. When we do not balance our budget we need to borrow money to cover the shortfall".

Borrowing money to cover any shortfall is not the only option. If expected funding is no longer available then Council needs to consider whether the projects not receiving Government funding can be reprioritised or indeed are essential. Current ratepayers should not be relied upon to bear an increased financial burden if budgeted funding is no longer available.

Future feedback

1.3.8

For future feedback about our services and issues impacting Christchurch residents, do you consent to us holding your email address and the demographic information that you have provided?

We comply with the Privacy Act 2020. If you say yes, we will use the information for the sole purpose of contacting you about future feedback about our services and other issues impacting Christchurch residents.

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Joy **Last Name:** (required) Burt

Feedback

Proposed average rates increase

1.1.1

What do you think of our proposed average rates increase of 7.58% across all ratepayers (which is lower than the 8.48% signalled in the Long Term Plan 2024–34) and an average residential rates increase of 7.40%?

As a person on a modest income, any increase is not my preferred option, but with expenses rising around us, unavoidable.

I welcome attempts to keep it as low as possible while still keeping our infrastructure in good repair. Maintenance is a very necessary expense and often saves a large expenditure later on.

Proposed spending

1.1.2

Do you have any comments about our proposed spending on our transport network, including the staged approach to delivering Papanui ki Waiwhetū Wheels to Wings major cycle route, or the proposal to defer the Lincoln Road (Curletts to Wrights) Public Transport project from 2026/28 to 2029/30?

I agree with deferring the Curletts to Wrights Roads bus lane until there is a change of government and more favourable subsidy options available to the Council.

As an elderly cyclist, I love the major cycle routes, and regularly use them to get to cafes in the suburbs - after all food is the fuel for cyclists. Please continue to keep funding connections, and doing what you can to advance the Wings to Wheels. Thank you for the widening and sealing of some of the paths through Hagley Park. I am particularly looking forward to the Moorhouse Ave-Tuam Street improvements as this strip is difficult at the moment until I reach the Barnes Dance corner. I am always amazed at the breadth of users too, particularly when crossing parkland or away from traffic areas. I plan to keep using them when I am using a mobility scooter.

1.1.3

Do you have any comments about our proposed spending on our three waters network?

Without clean water, a society is in trouble. A great pity that our beautiful artesian water has to be chlorinated.

1.1.4

Do you have any comments about our proposed spending on our parks and reserves?

Important places, particularly as so many people are living in flats and apartments with very limited green space. Great for mental health.

1.1.5

Do you have any other comments about spending on our capital programme in general, for example our facilities?

Hate the look of the stadium - a blot on the landscape and it is so visible from many vantage points.

Christ Church Cathedral targeted rate

1.2.1

Should we pause the collection of the targeted rate for the Christ Church Cathedral reinstatement for the remaining three years we were due to collect it, and factor the saving into our proposed rates increase of 7.58%?

Yes

1.2.2

Comments

[If you're not sure, or have more to add, let us know](#)

Please retain the balance not yet handed over, so the interest gained while the reinstatement project pauses, decreases the impact on rates in the future. It is a icon of Christchurch and still looks good even in its present state. Very clever canvas cover!

1.2.4

Comments

[If you're not sure, or have more to add, let us know](#)

I'm not sure about this at all.

Fees and charges

1.2.5

Do you have any comments on our proposed changes to fees and charges?

Please keep fees as low as possible so families and those receiving low incomes can still access CCC facilities. Maybe look at family discounts when a parent arrives with more than one child and community services card holders? Libraries in particular must be free.

Trade waste

1.2.6

What do you think of our proposal to change how we charge for trade waste? Which option do you prefer:

1.2.7

Why do you prefer this option?

User pays for this one. It is possible to limit lots of waste so there needs to be an incentive to look for recycling or reuse options.

During the earthquake repairs to my house, I scavenged all sorts of timber offcuts, plastic etc from the disposal trailer, most of which I have now used around my garden instead of in a landfill. I was amazed at the sheer waste!

Reducing rates

1.2.8

Tell us about the services you value the most and would not want reduced.

Major cycleways are important to me and they help to lower the level of CO2 going into the atmosphere, particularly those used for going to work. Libraries, playgrounds., parks etc. I supported the establishment of Washington skateboard park many years ago, and it delights me to see how many young people are using it when I cross the overhead bridge. I also advocated for dog parks in the past and get enjoyment from seeing them well used too. Keep our parks, planting trees, and keeping up the Garden City image. I love the Botanic Gardens but am a bit limited now to get around them. The Avon and Heathcote river precincts add enormously to the ambience of the city with the backdrop of the Port Hills. Footpaths need a bit more attention in many places. While I can no longer attend, I believe the concerts in Hagley Park and Matariki celebrations are important to bring the diverse communities in the city together.

1.2.9

Tell us about the services you could manage without.

Anything cut out completely would devalue the living experience of citizens. If projects have to be done more slowly, then so be it. Mind you, the single lane for Harewood Road has been mooted for 15+ years I think. Maybe it is time to move on that!

1.2.10

Tell us about the services where there could be an opportunity for savings.

Has anyone thought of weighing the red bins as they are lifted by the rubbish truck arm?? Maybe a basic allowance as there is for water use, and then excess charges. I find I only need to put out the red one every six weeks or so while the green bin goes out most weeks.

Climate Resilience Fund Policy

1.2.11

Do you have any feedback on the draft Climate Resilience Fund Policy, specifically how the Fund will work, what the Fund can be used for and how long it will be held in reserve before being used?

Climate change is real and I am glad to see there is a fund to cover projects. Others are more knowledgeable in this area.

Air Force Museum Grant

1.3.2

Should we proceed with our proposal to grant the Air Force Museum \$5 million towards an extension of its site?

Yes

1.3.3

Comments

[If you're not sure, or have more to add, let us know](#)

The museum is preserving our history and a tourist attraction as well as educational. We need to remember the past so hopefully we don't make some of the same mistakes in the future. It is also interesting to see how aviation has evolved.

Central city shuttle service

1.3.4

Should we allocate up to \$200,000 for a scoping study for a central city shuttle service?

Yes

1.3.5

Comments

[If you're not sure, or have more to add, let us know](#)

When the previous shuttle was operating it was most successful and would be again I am sure. Visitors and locals can get around the city much easier and hopefully not use CO2 emitting transport. I am assuming it would be an electric shuttle. Possibly with a donations box at the entry and exit for visitors to the city contribute toward running costs.

Potential disposal of properties

1.3.6

The Council has a small number of properties which are no longer being used for the purpose for which they were originally acquired. Do you have any feedback to help us decide the future or next steps for these properties?

I tried really hard to see what properties are on the disposal list. I got a map but could not identify any specific properties. Please make sure there is consultation with local communities for each one before disposal.

Anything else?

1.3.7

Any further comments?

I find when cycling around the city there are lots of "NO EXIT" signs when there is an exit for pedestrians and cyclists. Usually quieter and often shorter routes too. On the Northern Arterial there are clear signs giving this information so they must have been approved by Waka Kotahi. Could these signs be copied around the city or a simple "Except pedestrian symbol and bike symbol" attached below. Even cheaper would be a green tick on the existing No Exit sign and let the community know it means pedestrian and cyclists are OK.

Future feedback

1.3.8

For future feedback about our services and issues impacting Christchurch residents, do you consent to us holding your email address and the demographic information that you have provided?

We comply with the Privacy Act 2020. If you say yes, we will use the information for the sole purpose of contacting you about future feedback about our services and other issues impacting Christchurch residents.

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Dianne **Last Name:** (required) Downward

Feedback

Proposed average rates increase

1.1.1

What do you think of our proposed average rates increase of 7.58% across all ratepayers (which is lower than the 8.48% signalled in the Long Term Plan 2024–34) and an average residential rates increase of 7.40%?

Looking at it in isolation it sounds good to have a lower rate this year but seeing that the rates will be higher the next few years, I don't agree with this.

CCC rates are just one of the rates to consider as we will also have increased ECAN rates.

Proposed spending

1.1.2

Do you have any comments about our proposed spending on our transport network, including the staged approach to delivering Papanui ki Waiwhetū Wheels to Wings major cycle route, or the proposal to defer the Lincoln Road (Curletts to Wrights) Public Transport project from 2026/28 to 2029/30?

I approve the proposal to defer the Lincoln Rd public transport project but would like to see the funds be then used to go towards our debt. or to be saved and used if/when this project goes ahead. Money can be SAVED it doesn't have to be used.

I approve of the staged wheels to wings cycle route plan **except** the pedestrian crossing on Harewood road between Matson and Chapel street. Traffic will build up with many cars wanting to turn right onto Matson Ave from Harewood Road using the flush median. A pedestrian crossing here would block those cars ability to use the flush median and create a build up of traffic on both Harewood and Chapel street. There are pedestrian islands just to the east of Matson St and just to the west of Chapel St. so a pedestrian crossing is not needed here and would be a surplus to need.

If there are some that still need a signalled pedestrian crossing in order to cross Harewood Road, it needs to be placed WEST of Chapel street where the pedestrian island is so it will not cause unnecessary congestion

1.1.3

Do you have any comments about our proposed spending on our three waters network?

needs to be done

1.1.4

Do you have any comments about our proposed spending on our parks and reserves?

It was difficult to find the proposed spending on parks and reserves in the booklet

In general the grass in parks need to kept short enough that dog owners can easily see and pickup dog poo and so that people can enjoy their local park in the winter without getting their soaking shoes wet with the long grass.

The \$75,000 to go towards thinking about a new skate park is a waste of money. It would be better to use this money towards creating a new skate park on one of the unwanted properties council owns.

1.1.5

Do you have any other comments about spending on our capital programme in general, for example our facilities?

Last year the Fendalton Library was given a makeover but in my eyes it didn't look like it needed a makeover, so was this money well spent? This is one of my preferred libraries.

Are there other makeovers that are made that aren't really needed?

Christ Church Cathedral targeted rate

1.2.1

Should we pause the collection of the targeted rate for the Christ Church Cathedral reinstatement for the remaining three years we were due to collect it, and factor the saving into our proposed rates increase of 7.58%?

Yes

1.2.2

Comments

If you're not sure, or have more to add, let us know

The cathedral should be made safe and left as a ruin to be a reminder what happens when people meddle in the affairs of privately owned property. The church should have been left to rebuild in the way they wanted and now we would have a new building to be proud of instead of a mess.

Rating for renewals

1.2.3

Should we increase our rating for renewals by a further \$2 million a year (\$12 million in total over six years) in order to keep our borrowing costs lower over time? This would result in an additional rates increase of 0.25% in 2025/26 but will generate \$2.6 million of overall rates savings over the next six years, and \$21.3 million over 30 years.

Yes

1.2.4

Comments

If you're not sure, or have more to add, let us know

For **this year only** to have an increase as that is what is suggested.

Trade waste

1.2.6

What do you think of our proposal to change how we charge for trade waste? Which option do you prefer:

Option 3: Fixed volume rate

1.2.7

Why do you prefer this option?

This option seems the most fair as the others have greater impact on small and medium business

Reducing rates

1.2.8

Tell us about the services you value the most and would not want reduced.

rubbish collection, sewage, roading, caring for our parks, basic services

clean chemical free water taps, we need more of these to reduce the carbon emissions made traveling to get chemical free water.

It would be helpful to list the services that council does in order to comment more fully

1.2.9

Tell us about the services you could manage without.

All libraries do not need to be open everyday.

It would be helpful to list the services that council does in order to comment more fully

1.2.10

Tell us about the services where there could be an opportunity for savings.

Community group funding could be reduced, groups should be able to self fund and larger collective activities that are not only open to the greater public but are of interest to the greater public could be funded. For example, Culture Galore is open to all and of interest to many, but the individual groups in Culture Galore may have their own activities open for all, but most people are not interested in the individual groups activities and these should be self funded.

1.2.11

Do you have any feedback on the draft Climate Resilience Fund Policy, specifically how the Fund will work, what the Fund can be used for and how long it will be held in reserve before being used?

The fund should only be used when it is clear a problem is imminent. modelling is often wrong and to use funding based on modelling is irresponsible.

Council modelling shows that with the next big storm, sumner, redcliffe, bromley, heathcote, lyttleton harbour, and other places will be under water, yet, there is still building going on in these areas. Why is this allowed if there is such an risk in these areas?

This could also be used as an emergency fund to prepare for the Alpine fault rupture.

Air Force Museum Grant

1.3.2

Should we proceed with our proposal to grant the Air Force Museum \$5 million towards an extension of its site?

Yes

Central city shuttle service

1.3.4

Should we allocate up to \$200,000 for a scoping study for a central city shuttle service?

No

1.3.5

Comments

If you're not sure, or have more to add, let us know

Since the earthquakes we have scooters and other shared devices people can use to get around the city plus there are buses available, therefore a shuttle service is not required.

Spending \$200,000 *deciding* if we need this is a waste of our money

Potential disposal of properties

1.3.6

The Council has a small number of properties which are no longer being used for the purpose for which they were originally acquired. Do you have any feedback to help us decide the future or next steps for these properties?

If they are no longer required, start selling some IF they are not able to be used for a new purpose, for example to build a new skate park or a new BMX track

Anything else?

1.3.7

Any further comments?

keep Christchurch a place that people want to live and are able to afford to live,

Millions have been wasted on consultants and modelling over the years with little to no advantage.

Ratepayers are experts at living, working and playing in our city and many are also qualified engineers and the like who could offer designs with local knowledge and the way things actually work.

Trust needs to be earned between council and ratepayers as too many ratepayers believe council does not listen to ratepayers and therefore no longer engage.

Future feedback

1.3.8

For future feedback about our services and issues impacting Christchurch residents, do you consent to us holding your email address and the demographic information that you have provided?

We comply with the Privacy Act 2020. If you say yes, we will use the information for the sole purpose of contacting you about future feedback about our services and other issues impacting Christchurch residents.

Yes

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Michael **Last Name:** (required) Moynihan

Feedback

Proposed spending

1.1.2

Do you have any comments about our proposed spending on our transport network, including the staged approach to delivering Papanui ki Waiwhetū Wheels to Wings major cycle route, or the proposal to defer the Lincoln Road (Curletts to Wrights) Public Transport project from 2026/28 to 2029/30?

Public transport needs heavy investment to make it a suitable replacement for cars.

Christ Church Cathedral targeted rate

1.2.1

Should we pause the collection of the targeted rate for the Christ Church Cathedral reinstatement for the remaining three years we were due to collect it, and factor the saving into our proposed rates increase of 7.58%?

Yes

1.2.2

Comments

If you're not sure, or have more to add, let us know

too much money has been spent already on a private asset owned by a religious organisation that does not provide the benefit to the wider community

Trade waste

1.2.6

What do you think of our proposal to change how we charge for trade waste? Which option do you prefer:

Option 1: Three-tiered volume rate (the Council's preferred option)

Air Force Museum Grant

1.3.2

Should we proceed with our proposal to grant the Air Force Museum \$5 million towards an extension of its site?

Yes

[REDACTED]

From: CCC Plan
Sent: Friday, 28 March 2025 11:53 am
To: CCC Plan
Subject: FW: Annual Plan submission

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: [REDACTED]

From: Trevor Wilson [REDACTED]
Sent: Friday, 21 March 2025 11:40 am
To: [REDACTED]
Subject: Wheels to Wings Newsletter

You don't often get email from [REDACTED] [Learn why this is important](#)

Hi Victoria

I have met you a couple of times at Morrison Ave Bowling Club

WELL DONE ON THE ABOVE!!!!!!

We must STOP not defer cycleway on Harewood Road

Agree with the rest of plan and add a couple of suggestions for our Area

1/ Attention to Greers RD and Sawyers Arms Corner before someone gets killed

2/ Reseal of Langdons Road It is SOSO bad currently

KEEP UP THE GOOD WORK

Regards

Trevor Wilson [REDACTED]

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Gordon **Last Name:** (required) Tulloch

Feedback

Proposed spending

1.1.2

Do you have any comments about our proposed spending on our transport network, including the staged approach to delivering Papanui ki Waiwhetū Wheels to Wings major cycle route, or the proposal to defer the Lincoln Road (Curletts to Wrights) Public Transport project from 2026/28 to 2029/30?

Strongly support building the Wheels to Wings cycle route, as a regular cyclist on this route and with respect for the need over coming years for safer travel for those in this area.

Rating for renewals

1.2.3

Should we increase our rating for renewals by a further \$2 million a year (\$12 million in total over six years) in order to keep our borrowing costs lower over time? This would result in an additional rates increase of 0.25% in 2025/26 but will generate \$2.6 million of overall rates savings over the next six years, and \$21.3 million over 30 years.

Yes

Air Force Museum Grant

1.3.2

Should we proceed with our proposal to grant the Air Force Museum \$5 million towards an extension of its site?

Yes

Future feedback

1.3.8

For future feedback about our services and issues impacting Christchurch residents, do you consent to us holding your email address and the demographic information that you have provided?

We comply with the Privacy Act 2020. If you say yes, we will use the information for the sole purpose of contacting you about future feedback about our services and other issues impacting Christchurch residents.

Yes

From: CCC Plan
Sent: Friday, 28 March 2025 11:53 am
To: CCC Plan
Subject: FW: Annual Plan Submission

Follow Up Flag: Follow up
Flag Status: Flagged

Categories:

From: Philip Brady
Sent: Friday, 21 March 2025 2:03 pm
To:
Subject: Wheels to Wings

You don't often get email from [Learn why this is important](#)

Hi Victoria

Thanks for your latest newsletter.

We are of the option that this cycleway is of less importance than the core council operations. We are opposed to spending \$M32 of ratepayers money on this project.

If we remember correctly, the Central Govt were to contribute \$M19 and the balance by CCC. We don't feel spending this amount of money on a "Nice to have" project is a good investment.

Likewise CCC spending on the gateways on railway crossings was wasted as the train traffic is minimal unlike big cities with large volumes of commuting. This should be a Central Govt expense in the first place.

Thank you for your work in ensuring the money is spent wisely.

Mary & Phil Brady

From: Pat Brooker <[REDACTED]>
Sent: Thursday, 27 March 2025 5:00 pm
To: CCC Plan
Subject: Inner City Shuttle

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: 5.Submission, [REDACTED]

You don't often get email from [REDACTED] [Learn why this is important](#)

We definitely want the Central City (Electric) Shuttle back.

There are now more people living in, working in and visiting the central city than when we last had the Shuttle.

It was viable then and would be even more viable now, particularly with more homes not having car parking space.

Thank you

--

Pat Brooker
[REDACTED]