

Christchurch City Council Secretariat Unit

Memorandum

Date: 6 May 2004

From: MARTIN MAGUIRE, COMMUNITY ADVOCATE

To: CCC "OUR COMMUNITY PLAN"

RICCARTON/WIGRAM COMMUNITY BOARD SUBMISSION TO "OUR COMMUNITY PLAN" 2004/2014

The following submission was prepared by the Community Board at its meeting held last evening.

The Board confirms that it wishes to be heard in support of its submission.

As required, we have put volume and page number references against each heading for easy reference.

1 AIR QUALITY

Whilst it is acknowledged that the responsibility for air quality rests with Environment Canterbury, the Community Board was seeking a much stronger stance by our Council on this issue.

The plan does identify pollution exceeding guidelines (1/20) and also acknowledges this (1/27) as a key indicator under a city of healthy and active people and that the Council will work with Environment Canterbury "on reasonable, sensible air quality guidelines", (2/16).

It could be argued that we collectively have made little progress to address this major health and social issue in recent years and with the Community Plan having an active life span of ten years, the Board was looking for some targets or goals which the Council could work towards in conjunction with Environment Canterbury and all other Councils in the region.

2 PUTRESCIBLE PROCESSING

The community Board is supportive of Councils efforts to reduce waste, especially any new initiative aimed at the collection and processing of putrescible waste.

The Board would also like to suggest an annual free kerbside pickup of large domestic items and appliances.

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3 METROPOLITAN TRANSPORT

Throughout both volumes 1 and 2 there is mention of the Metropolitan Transport Strategy and that it is worth \$80M (1/29) over the next ten years work programme.

The Metropolitan Christchurch Transport Statement (1/31, 1/33) is supported but the Community Board respectfully suggest that we are initiating this Statement a few years too late in that we have seen major increases in traffic volumes, pollution and delays over recent years.

There seems to be little cogniscance of the effects of increased traffic growth and the resultant need for new roading . This new growth not only applies to the number of vehicles now on the roads, but the increase in traffic from new developments.

It is noted that part two of the Statement identifies “demand management measures” (1/32) such as road pricing but where are other possible solutions identifies such as “light rail” and “park and ride”.

Associated with this are the streets and transport outcomes (2/115).

A recent survey of the Halswell districtt has highlighted the need for improved public transport. In particular the need for a bus link between Halswell and Hornby.

4 CITY PLAN URBAN RENEWAL

The community outcomes for this activity (2/37) talk about refining and improving the City Plan but it is the experience of this Community Board and the area which it represents, that not enough forward planning has been done to date.

The South West Area Plan is a case in point where major city plan and zoning issues have only now been addressed in total, and, any positive outcomes are still some years away.

It is the view of the Community Board that too much ad-hoc residential development has been undertaken and this has shown up inadequacies in the Council-responsible infrastructural networks.

Examples of the Board’s concerns relate to Milns Estate where a residential subdivision was approved on what is considered to be rural land (not entirely suitable for urban development), Aidenfield and Halswell on the Park. Now we see increase in traffic movements, lack of footpaths and all these done without the knowledge of an overall plan for the area which is only now being addressed by the South West Area Plan.

It is the belief of our Community Board that this sporadic subdivisinal work is having major impacts upon local communities and shows up the inadequacies of forward planning.

Clearly the Board is looking for some definitive statements on the extent of urban expansion so that there is some certainty to what 2014 might look like for communities, and what the Council would be required to provide by way of infrastructure. Also there needs to be a cross boundary approach to future planning especially on roading issues. There is also a need to dialogue with Government Departments such as Health and Education when considering future developments in urban areas.

5 POOLS AND LEISURE CENTRES

It is noted that the Council is looking to provide a new indoor facility in the year 2012/13 (2/57). The Community Board is very supportive of previous recommendations from the Community and Leisure Committee of Council that this programme is brought forward and that more capital funds are put into this significant community asset.

The Community Board believes that there are strong demands from the wider community for these major facilities but at the same time we do acknowledge that more than one Community Board is vying for the next facility to be built within its own area. The current and future development plans for the South West of the city points to a great need for a facility such as is envisaged to be developed in this Boards area. Current suburban pools have all reached the end of their serviceable life, and this is coupled with an increasing demand for leisure opportunities in the Boards area.

6 GROUNDWATER/OPEN PITS

Within our Community Board area there are quite a few privately owned open pits where dumping practices are not, in our opinion, in accordance with modern practice and resource consent conditions.

Again the responsibility for this activity may be with our Council and Environment Canterbury, but we have experienced operations which have not received resource consent, and operations which clearly will lead to groundwater contamination in future years.

As noted in the "City of Healthy and Active People" (2/16) we will be working with appropriate authorities on these issues.

The Board respectfully suggests that much stronger resource consent conditions should have been made and our concerns are similar to those voiced in previous paragraphs relating to Air Quality and City Plan Urban Renewal.

7 RURAL RATING ON PROPERTIES

A proportion of the Christchurch city is zoned rural, and as a result of recent correspondence from the Councils Rates Manager we are now fielding enquiries of real concern from people who live in the rural fringes of the city. It is our understanding that property owners will now be charged on the basis of their property being rated residential.

The underlying zoning is rural and whilst the activities on the property concerned may not be of an economic rural nature, the Community Board is concerned that the Rating Powers Act allows the Council to charge rates which is contrary to the zoning of that property.

The "residential" rate struck on any given property will obviously take into account the lack of services to that property but it seems a very harsh decision to decide on rating these properties on the basis of aerial photographs only.

8 CLOSER RELATIONS WITH ADJOINING LOCAL AUTHORITIES

Whilst the city is surrounded by only three other local Councils, the Community Board does not think that there is enough cross boundary interaction.

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For instance the development of the new Rolleston town centre, increases in satellite towns such as Lincoln and Prebbleton, have created traffic issues for the city. Council may increasingly be asked to provide infrastructural links to those towns..

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9 UNDERGROUND WIRING

The Council has decided to complete three kilometres of underground wiring per year only (2/120) whereas more residents are requesting this work to be undertaken.

For many years this Community Board has suggested that the Council take the initiative and use some of its investment funds to improve our street environments by taking away overhead wiring and poles which could be 50+ years old. There is much to be gained in terms of improved streetscape, less visual pollution and probably a lessening of maintenance costs for the electricity distribution companies.

In recent years one or two streets have mobilised themselves to pay a residents' share of this work and it is suggested that the Council might like to initiate a scheme whereby the underground wiring is done and that the per household cost be recuperated by way of loan and added to a rates bill.

10. The Board would like to acknowledge the positive effort to put such a comprehensive document together.