

SUBMISSION TO: Christchurch City Council
ON: Long Term Council Community Plan 2006-2016
BY: Lyttelton/Mt Herbert Community Board
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**Submission to draft Our Community Plan 2006-16, Christchurch City Council -
from Lyttelton/Mt Herbert Community Board**

1. INTRODUCTION

The Board is keenly aware of the pressure the merger timeframe placed on city staff and former Banks Peninsula staff, to accommodate Banks Peninsula's long-term capital and operating expenditure in the draft of *Our Community Plan, 2006-2016*. It was a superb effort. Banks Peninsula residents will welcome the retention of current services for at least five years, and the extra \$45 million of capital expenditure available during the next ten years, following the merger of the district with Christchurch city. This will quickly become apparent as work commences on Lyttelton inner harbour road improvements, as well as port access roads, the delivery of more footpaths, the Lyttelton town centre and swimming pool upgrades, remedying the Diamond Harbour ferry parking problem, and public good recreational marine facilities next to the proposed Lyttelton marina.

We realise, in hindsight, it would have been helpful if there had been greater visibility, more detail in *Our Community Plan* about planned capital expenditure. Because this has been directly absorbed into activity management plans, it is difficult for local residents to "put a face to the dollars". This is particularly the case in regard to the \$27.3 million identified by Capital Strategies during the merger process for roading, water, wastewater and stormwater improvements, and the \$3.5 million of activities appended to the Memorandum of Understanding as Schedule A. These, and Schedule B (those things that didn't make the ten-year cut) are difficult to deduce from the Plan. Admittedly they involve relatively small dollar amounts, but if, when and how they happen can be a big deal for small communities.

Much of our submission is about advancing a local perspective about –

2. COUNCIL ACTIVITIES AND SERVICES

2a. Cemeteries and crematoria, page 202

Add: Investigate providing natural burial sites, including one for the Lyttelton harbour basin.

Reason:

There is a groundswell of interest for a natural burial alternative. Late last year, there was a good response of local people at a public meeting at Diamond Harbour who were keen to see this method of burial become available. Harbour basin residents, long attuned to the local environment during life, reluctant to leave it in death, are naturally keen for an indication of support for this option, sooner rather than later.

2b. Proposals to reduce spending and increase revenue in the Council budget, page 86

Delete: *Reduce the number of City Scene Christchurch issues per year from 10 to 9 – saving \$22,000.*

Reason:

Perhaps there is a growing belief that the majority of citizens will proactively engage with Council/community boards through its website, public notices and press releases. While this may be true for some, it's not so for the majority. We are new to *City Scene Christchurch*, impressed by this excellent publication which unravels the mysteries of local government in an understandable, engaging and attractive way. The Council's proposal that reducing the number of issues would not affect the readership is true, as the readership is captured, but the \$22,000 saving is minimal when measured against its effectiveness.

2c. Streets and transport, what policies, strategies or drivers support these objectives?, p.150

Parks, open spaces and waterways, what policies, strategies or drivers support these objectives?, p.122

Regulatory services, what policies, strategies or drivers support these objectives?, p.144

Add: *Banks Peninsula Walking and Cycling Strategy*

Reason:

A *Walking and Cycling Strategy* was adopted by Banks Peninsula District Council last year. The innovative projects in this strategy respond to harbour basin requirements for responsible road sharing, enhanced walkways, safe crossing points for pedestrians, seal widening/investigation for cycle lanes, iconic "paper road" walking routes, residential shared zone trials, and securing walking and cycle accessways through new subdivisions. These should be automatically referred to and incorporated into the capital works programme for roads and reserves and provided for in environmental planning, wherever possible.

2d. Parks, open spaces and waterways, p.122

Request: *Investigate options for buying Moepuku Peninsula*

Reason:

Considerable public interest has been expressed, both from within the harbour basin and the wider city, to retain Moepuku as open space. Moepuku is the most prominent natural feature in any of the Peninsula's harbours and bays that is likely to become available as a public good recreational and/or conservation asset. Its link to Quail Island would provide an opportunity to assist current efforts to restore native flora and fauna on the island and create a predator-free environment, possibly by putting up a predator-proof fence on Moepuku.

2e. Draft Development Contributions Policy, Part B Banks Peninsula development and financial contributions policy, p.82 and 83

Replace: Reserves Funding Schedule for growth related developments with Schedule F from the *Memorandum of Understanding*.

Reason:

The Reserves Funding Schedule included with the draft Development Contributions policy has been reprinted from the Banks Peninsula Community Plan, 2004-2014. This is out-of-date and has been superseded by Schedule F, updated in 2005 and more reflective of population growth and new or enhanced reserve project work.

2f. Community support, Safety community outcome, p.97

Review: By co-ordinating the Safer Christchurch inter-agency group, [*including Safer Banks Peninsula and Selwyn/Banks Peninsula Road Safety Committee and Trust*], and implementing the Safer Christchurch Strategy.

Reason:

The *Selwyn/Banks Peninsula Road Safety Committee and Trust* addresses road safety issues which Selwyn and Banks Peninsula areas share in common, primarily through energetic project work by a Road Safety Co-ordinator directed by the inter-agency committee. Banks Peninsula's contribution has been \$5,000 a year in return for road safety initiatives and programmes specific to rural roads.

Safer Banks Peninsula's focus has been on crime prevention based from Lyttelton.

Both are excellent vehicles that we would like incorporated into the *Safer Christchurch Strategy*, so that local community safety initiatives can continue to be pursued.

2g. Refuse minimisation and disposal, Providing programmes that avoid waste generation, encourage reusing and recycling and motivate behaviour change, p.138

New activity: *Continue the community green waste recycling scheme trialled last year and consider extending it to other communities in the Lyttelton harbour basin.*

Reason:

This novel recycling scheme enables four local resident associations at Charteris Bay, Church Bay, Diamond Harbour and Purau to hire a mulcher, twice a year and provide a door-to-door green waste mulching service for local residents. It saves on bonfires, transporting green waste to Christchurch, or disposal over the cliff! Users of the scheme are left with a rich source of compost/mulch on-site. Budget for 2005/06 was \$2,400.

2h. Refuse minimisation and disposal, providing kerbside recycling, greenwaste composting and recycling drop-off facilities, p.138

New activity: *Consider whether it would be practical to introduce wheelie bins for kerbside collection across Lyttelton harbour basin and Port Levy, in any future option.*

Reason:

Whether it's to be Waste Management Plan option 1, 2 or 3 that is adopted for kerbside collection service beyond 2008, each option uses kerbside wheelie bins. It may be that wheelie bins are an impractical/unusable option for many steep and less accessible harbour side property sites and roads. It's likely too that they would hinder drivers, pedestrians and cyclists on busy, narrow, winding roads, many without footpaths.

2i. Funding impact statement and rating policies, Governors Bay Sewer and Water Loans, p.240

Request: *That Christchurch City Council considers a way to resolve outstanding issues relating to the Governors Bay water and sewer scheme loans and the historic allocation of excess water revenues.*

Reason:

BPDC councillors simply ran out of time to resolve long-running issues about the loan obligations and excess water charge concerns voiced by the Governors Bay Community Association. At its final meetings in February 2006, BPDC resolved that all background information relating to the loans be made available to Christchurch City Council and a meeting convened between staff and Governors Bay community representatives to discuss the loans and consider the issue of the allocation of excess water revenue that the Resident's Association feels was due and outstanding during the period 1990-2005.

2j. Diamond Harbour residential land disposal

Request: *That the Council, with the Community Board lead a discussion on the timing and manner of the sale and future sustainable development of residential land at Diamond Harbour.*

Reason:

This land has the potential to double the number of residents and will impact significantly on the community and the existing fragile infrastructure. Roading issues are of concern now. Tiring wastewater pipes too. Population growth is high because of active residential development, particularly at Church Bay. The introduction of water and wastewater extensions to Charteris Bay and Purau during this ten-year cycle will compound this. Invisible but significant too, is the recreation and tourist visitor population

2k. Proposed Lyttelton Port Company sale, p.231

Add: *'... in a commercial manner but also in a way that benefits [the town of Lyttelton and] the region as a whole.'*

Reason:

Concern remains over the policy on strategic assets and the consultation that might occur before any changes to current ownership. Lyttelton town and port co-exist in long and close inter-dependence. Residents have given effect to their wish to join the wider city only in February 2006. They and the Council will wish to become acquainted.

2l. Draft Aquatic Facilities Plan, p. 73, 134

Request: *Include Lyttelton swimming pool in the Draft Aquatic Plan.*

Reason:

Lyttelton swimming pool is being upgraded this year. These improvements are in response to loud community submissions in 2004 to retain the pool and upgrade the facilities. Two further stages of developments have been identified, but not progressed.

2m. Undergrounding Policy, p. 75

Request: *Advocate with Orion NZ for the repositioning of power poles sited on narrow footpaths at Governors Bay and Diamond Harbour.*

Reason:

These poles are a hazard. Pedestrians, particularly mothers with prams, are forced to walk on the road.

**3. BANKS PENINSULA WARD CAPITAL WORKS PROGRAMME
LYTTELTON/MT HERBERT SUBDIVISION**

3a. Charteris Bay water and wastewater extension, 2009/2010

Request: *Staff immediately open up a dialogue with Charteris Bay residents about the impending extension.*

Reason:

There is as much local resistance as support for the extension. Some residents have excellent on-site systems and would resist paying for a scheme they see as having no benefit. Other residents would be happy to see the extension installed tomorrow! The sooner these, and other issues such as the proposed cost, geographic area involved etc. are canvassed with residents, the smoother the process.

Note:

This applies equally to the Purau water and wastewater extension planned for 2012/13. It would be worthwhile including representatives of the Purau Residents' Group in these initial discussions, for their information.

3b. New peninsula-wide activity – wastewater collection and treatment and water supply

Request: *Staff investigate sustainable infrastructural alternatives to traditional water and wastewater extensions.*

Reason:

Council can take a leading role in helping to investigate better examples of sustainable water and wastewater solutions instead of traditional piped extensions for smaller rural communities in the future, e.g. composting toilet systems.

3c. Lyttelton harbour basin effluent disposal 2008/12

Request: *That this activity takes into account and does not pre-empt the considerations of the Lyttelton Harbour Wastewater Working Party, and funding is made available to this group for technical studies in 2006/07 to ensure it can be effective.*

Reason:

The Lyttelton Harbour Wastewater Working Party was established as a condition of extending resource consent for Lyttelton harbour basin effluent disposal to address community concerns relating to this issue.

3d. Public good facility, Lyttelton marina 2007/08

Request: *That this area at least is cleaned up during 2006/07 and funding continued for a dedicated Project Manager to oversee all capital works associated with the marina development.*

Reason:

The commitment made by Christchurch City Council even before the merger, and independently of marina planning, to restore and improve Naval Point has been much appreciated. We understand that work on the public good projects is best undertaken in conjunction with other commercial and marina activities. However the community has been saddled with a devastated wilderness since 2000. The amalgamation with CCC brings new focus on some issues that were mired in BPDC process; the public boat ramp area is one of these. Clean-up activities which are relatively inexpensive and would not compromise future projects could start immediately. As part of the newly expanded City's waterfront, the public boat launch facility and hinterland currently creates a poor image for the City. This work would have a nil rates impact as it is already funded. What is required is some action for a quick gain in image for our Council.

3e. London Street, Lyttelton, roading upgrade 2007/2008

Request: *That this project be given higher priority than other planned roading works, so it can be undertaken during 2006/07.*

Reason:

Development of the business area in Central Lyttelton has exceeded our expectations. A large amount of new investment in local business has taken place over the last twelve months and CCC intends to relocate its Service Centre to London Street next to the Council library. Council bridging finance has secured an important historic building in the same street. Moving forward the upgrading of the streetscape, renovating the footpaths, and a road reseal would continue this community momentum. Much of the consultation is already finished. We recommend Council consider a reprioritisation of this work by moving it forward twelve months to the 06/07 year.

3f. Lyttelton marina roads, 2007/08, Norwich Quay road upgrade 2009/12

Request: *Reschedule capital roading works for the marina and Norwich Quay (port access roads) into one coherent work plan.*

Reason:

'Norwich Quay roads', presently slated for 2009-2012, and the Lyttelton marina roads, 2007-2008, are best seen as related parts of one coherent plan for improved traffic flows in the town and more secure road access to the waterfront. We believe that this is best achieved by placing them in the same time period. They could be planned for 2007-2010 and 2007-2009 respectively. As the 'Norwich Quay roads' would replace also at least part of the present Simeon and Godley Quays, we suggest a more accurate and clear designation would be to continue the Banks Peninsula Council's phrasing of 'port access roads'.

Thank you for the opportunity to present this submission.

It is based on feedback from Boardmembers' attendance at local resident association or interest group meetings. It has also been gleaned from a number of well-attended community meetings convened by Banks Peninsula District Council staff to gather community outcomes for the BPDC Community Plan, 2006-2016.

A public meeting on *Our Community Plan, 2006-16*, chaired by Roy Baker was held at Lyttelton on 27 April, but was poorly attended.

Claudia Reid

Chair

Lyttelton/Mt Herbert Community Board

5 May 2006