
LYTTELTON RESIDENTS AND RATEPAYERS GUILD

Ken Roy Chairman

Tas Young Secretary

4 May 2006

Submission on the Christchurch City Council Draft Community Plan 2006 - 2016.

The Guild wish to make the following submission some of the issues we will cover may not necessarily relate to the plan but under the Government Act we still require full public consultation on these matters.

Item 1

We note that your capital programme for the next 10 years includes spending of \$132.5 million dollars for various projects on Banks Peninsula - we find this very acceptable but wish to know the content and where this figure was arrived at. We require a comprehensive summary of this expenditure.

Item 2

Under the Local Government Act we require full public consultation in advance, of the Christchurch City Council regards any future proposal to enter into any negotiations to sell any part of the Port operations.

Your previous attempt we note is on hold until you gain access to the shares you require. Up until now we have been silent but this Port belongs to the people of New Zealand, any attempt to share that ownership with foreign ownership will be met with hostile opposition. This is a matter of significance for the people of Banks Peninsula.

Item 3

The Marina. It now seems obvious the Marina if it is every built will probably be with public money - probably yours or ours - this project has already failed once and has an uncertain future. Our main concern is for a safe haven for the boating fraternity, we already have one, the Inner Harbour Moorings.

An area the Lyttelton Port Company has publicly stated will be returned and retained as a recreational area, especially after the Residents Organisations in Lyttelton defeated them in the Environment Court (the week of the Marina storm). Many of you may not know that when the Lyttelton Harbour Board went out of existence one of their last acts was to turn over ownership of the Inner Harbour Moorings (water and land) to the Banks Peninsula Council in light that the area had always been a boating and public recreational area. Around 1996 Maurice Williamson of the National Government by an act of Parliament turned over ownership of this are to the Lyttelton Port company. Once again there was

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no public consultation on this issue.

The Banks Peninsula District Council complained and the Lyttelton Port Company had to pay an extra \$100,000.00 and that seemed to satisfy Noeline Allan's Council.

However this area which lies in direct view of the War Memorial on Simeon Quay (our Cenotaph) belongs to the people of New Zealand and we will not rest until this area is returned to Public Ownership.

Our ex Mayor Bob Parker (your Councillor) has told us he is working on resolving this issue. The Lyttelton Port Company has expressed willingness to negotiate this issue also.

Under the previous Banks Peninsula Council nothing has happened.

We expect you people as owners of Christchurch City Holdings will negotiate a positive outcome for this area especially before you address the issue of sharing this Port with foreign ownership. You may find some strong opposition to your previous proposal may disappear but then again maybe not.

Item 4

We trust and expect knowing the Christchurch City Council's good record of caring for open spaces especially large reserve area, you will gazette the Steadfast area in Cass Bay.

This will follow on the good work started by Mr Parker's Council in Banks Peninsula when we were instrumental in having Reserve 68 and Whaka Raupo gazetted.

Item 5

The large amount of time spent by the last Council of Banks Peninsula in commencing the redirection of the heavy transport routes in Lyttelton. Norwich Quay is now extremely busy and with the expected arrival of a third container crane we have been told by Mr Tim Blake of the Lyttelton Port Company that a possible increase of 29,000 containers per annum could pass through Lyttelton. To be practical, take a drive to Lyttelton in the weekend and see how much public traffic is parked and how many pedestrians are on Norwich Quay and you should agree it is only a matter of time before fatalities occur, why not avoid the heartbreak and enact the alternative transport route - now. Hopefully that is part of the \$132.5 million you intend to spend.

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Item 6

Godley Quay - should you or someone proceed with a Naval Point Marina, the issue of traffic on Simeon - Godley Quay needs to be addressed and the huge increase in traffic will lead to heartbreak - fatalities, if it is not.

We have been told that Christchurch City Council has had discussions with the previous Banks Peninsula District Council on this issue and we expect an alternative route around the back of the Moorings area will be enacted.

Item 7

Lyttelton Port Company's Noise Control and Rezoning Issue. The Port Company's attempt to overturn the Banks Peninsula District Councils refusal to allow their outrageous demands has and is costing the Community Organisations a huge amount of time. Even the Environment Court, without them saying so, has had a gutsful.

You own majority of the Port Company and it is time they were told to stop wasting everyone's time, they have lost at everything they have taken the Guild on, to date.

It must be costing the shareholders a large amount of money which does not seem to show on their balance sheets, check out the Inner Harbour Moorings Environment Court case (and tell us if you find the amount, we will apologise if you do). However the point we wish to make is we oppose any change to the Noise and Rezoning Issues that you may be considering to introduce in your Community Plan 2006 -2016.

Item 8

As we are now ratepayers of Christchurch City we are amazed and fail to see how you can justify spending 16.71% of rates on Cultural and Learning Services and wonder what this cost is actually, your job is to spend the rate take for the best benefit of ratepayers. It is time you got back to basics.

Item 9

We wish to also submit on Tourism.

SUMMARY

We will wish to make submissions on the issues we have mentioned, no doubt you will inform us of those issues (if any) that fall outside the category of your Community Plan 2006 - 2016. However, should any issues fall outside that area

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we still require full public consultation on those issues before any action is taken by the Christchurch City Council.

The term Public Excluded or Commercial Sensitivity does not hold water especially in relation to selling a major shareholding of our Port.

The Local Government Act stipulates consultation on issues of significance, but you know that.

Thanks for your time and as the news media has told us you are so short of Managers we will take it on ourselves to make sure all your Councillors and our Community Board Members received a copy of this document.

Thank you.



Tas Young
Secretary

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