

Make Submission

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Event Name	Long-Term Plan 2018-28 Consultation
Submission by	Mr Robert Glennie (77262)
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Whole Plan Support/Oppose	
Please select one of the following:	I generally agree with the activity proposed for the Long-Term Plan.

Whole Plan Comments

Please provide any comments.

I DO NOT WISH TO BE HEARD Whilst generally supporting the proposed Long Term Plan, Environment Canterbury is not really a Regional Council as such when it still has undemocratically appointed Commissioners. Unless and until these are replaced with ratepayer elected councillors its claims to represent the people of Canterbury leak credibility.

WASTE

I do notice also some substantial omissions. Notably I see nothing about waste reduction in the L.T.P. This is a substantial error of judgement. For a province in a country that claims to be clean and green, this is a rather concerning look. Environment Canterbury needs to enact comprehensive regional waste reform. This has both economic and environmental opportunities awaiting if it is seized on, but economic and environmental consequences if it is ignored. The statutory framework (p. 8) mentions nothing about waste management.

New Zealand has a significant electronic waste issue that involves 80,000 tons (or roughly equivalent to a U.S. aircraft carrier) of such waste being created each year. 99% of it goes to landfills. E-waste can be hugely toxic and have such substances as Cadmium, Americium (smoke detectors), lead, mercury, and so forth in devices. In 2017, China banned imports of waste including that from N.Z.

Whilst New Zealand does not appear to have exported e-waste to China it does export e-waste to other countries, though this is only a small portion of the total volume generated.

Due to the high toxicity of e-waste Environment Canterbury needs to develop a strategy, or incorporate e-waste into existing strategies. Due to the high pressure already placed on our freshwater resource we cannot afford to have toxins from e-waste that has been dumped leaching into groundwater supplies or surface water. This needs to be a high priority for 2018-2028.

Given the problems highlighted with e-waste above, I am therefore justified in expressing considerable concern about your lack of emphasis on waste. I can therefore imagine considerable quantities of paper, glass, wood, aluminium, plastics and other materials going to waste with a net value very likely in the millions of dollars.

What I want: Environment Canterbury to consult across the region with regards to drafting a regional waste management plan. In the plan it needs to address common waste such as paper, wood, glass, plastics and aluminium; whether the existing Air Quality Plan permits using power stations run on waste to discharge into the atmosphere.

I have significant concerns around the lack of planning at any level for electronic waste - Waste Electrical Equipment and Electronics (W.E.E.E.). This can be found dumped in all sorts of locations both within ECan jurisdiction and local council jurisdiction (e.g. Christchurch City, Ashburton, etc). Nationally 80,000 tons is generated each year - a large U.S. aircraft carrier is usually about this weight, for comparison. This is highly toxic, but it also contains much that can be recovered and reused - about 1% is so far. In so far as legislation such as the R.M.A. permits, Environment Canterbury needs to rethink how it approaches waste and e-waste.

BUSES

Since the earthquakes, Christchurch has lacked a true geographical centre like it used to and planning for bus services which clearly hinged on a bike tyre "ring and spoke" network of radial and ring routes has suffered. However, some of the decision making by Environment Canterbury on bus networks has not been great either.

Bus routes in eastern Christchurch need a serious overhaul. But cutting routes is not the answer:

- 1 Could the No. 145 not continue up Cuthberts Road, onto Breezes Road and Bridge Street before terminating on Marine Parade?
- 2 In place of the others, how about a route driving through Aranui >> up Cuthberts Road to Breezes Road, Hampshire Street Portsmouth Street, Wainoni Road, Orrick Crescent

Some routes in northwest Christchurch leave a bit to be desired as well:

- 1 No. 17 - Bryndwr to Huntsbury/Huntsbury to Bryndwr is too infrequent - on weekends prior to the quakes it would run until 2300 on Saturday; and it would do so half hourly during daylight hours, and returning it to this would help get a few more cars off the road
- 2 The No. 10 to/from Harewood was very popular prior to the earthquakes having a bus run the length of the urban part of Harewood Road would ease congestion on Papanui Road.
- 3 The No. 15 to/from Bishopdale served a lot of pensioners and school students before it was abolished - even if it is just an hourly service it would give pensioners who might otherwise be not that mobile an opportunity to get out
- 4 Noting the 107 and 108 routes are not well performing and just go to Northlands, but noting these used to be served by the No. 11 and No. 12 services (?), why not introduce a single service running through both?

NATURAL HAZARDS

When the Waiiau earthquake of 2016 occurred, 21 fault lines ruptured or partially ruptured. One of them was the Hope Fault, whose offshore segment I understand may have ruptured. This fault line is either at or very close to being at the end of its average repose period in between earthquakes.

This fault tends to move in magnitude 7.0-7.3 events (1888), and has lateral displacement of about 2.5-3.0 metres. By way of precaution noting it will probably bring down landslides, badly damage the Waiiau Ferry Bridge and cause substantial damage in Hanmer and Kaikoura has Environment Canterbury given consideration to providing for these towns being isolated by the eventual earthquake?