



Christchurch City Council AGENDA

Notice of Meeting Te Pānui o te Hui:

An ordinary meeting of the Christchurch City Council will be held on:

Date: **Wednesday 3 September 2025**

Time: **9.30 am**

Venue: **Camellia Chambers, Level 2, Civic Offices, 53 Hereford Street**

Membership

Chairperson	Mayor Phil Mauer
Deputy Chairperson	Deputy Mayor Pauline Cotter
Members	Councillor Kelly Barber
	Councillor Melanie Coker
	Councillor Celeste Donovan
	Councillor Tyrone Fields
	Councillor James Gough
	Councillor Tyla Harrison-Hunt
	Councillor Victoria Henstock
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Jake McLellan
	Councillor Andrei Moore
	Councillor Mark Peters
	Councillor Tim Scandrett
	Councillor Sara Templeton

28 August 2025

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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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What is important to us?

Our Strategic Framework is a big picture view of what the Council is aiming to achieve for our community

Our focus this Council term 2022–2025

Strategic Priorities



Be an inclusive and equitable city which puts people at the centre of developing our city and district, prioritising wellbeing, accessibility and connection.



Champion Ōtautahi-Christchurch and collaborate to build our role as a leading New Zealand city.



Build trust and confidence in the Council through meaningful partnerships and communication, listening to and working with residents.

Adopted by the Council on 5 April 2023



Reduce emissions as a Council and as a city, and invest in adaptation and resilience, leading a city-wide response to climate change while protecting our indigenous biodiversity, water bodies and tree canopy.



Manage ratepayers' money wisely, delivering quality core services to the whole community and addressing the issues that are important to our residents.



Actively balance the needs of today's residents with the needs of future generations, with the aim of leaving no one behind.

Our goals for this Long Term Plan 2024–2034

Draft Community Outcomes



Collaborative and confident

Our residents have the opportunity to actively participate in community and city life, have a strong sense of belonging and identity, and feel safe.



Green and liveable

Our neighbourhoods and communities are accessible and well connected, supporting our goals to reduce emissions, build climate resilience and protect and regenerate the environment, especially our biodiversity, water bodies and tree canopy.

To be adopted by the Council as part of the Long Term Plan 2024–2034



A cultural powerhouse

Our diverse communities are supported to understand and protect their heritage, pursue their arts, cultural and sporting interests, and contribute to making our city a creative, cultural and events 'powerhouse'.



Thriving and prosperous

Our city is a great place for people, business and investment where we can all grow our potential, where enterprises are innovative and smart, and where together we raise productivity and reduce emissions.

Our intergenerational vision

A place of opportunity for all.

Open to new ideas, new people,
new investment and new ways
of doing things – a place where
anything is possible.



Ngāi Tahu has rangatiratanga over its takiwā – the Council is committed to partnering with Ngāi Tahu to achieve meaningful outcomes that benefit the whole community

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Karakia Whakamutunga

Actions Register Ngā Mahinga Tuwhera

Karakia Tīmatanga

Whakataka te hau ki te uru

Whakataka te hau ki te tonga

Kia mākinakina ki uta

Kia mātaratara ki tai

E hī ake ana te atakura

He tio, he huka, he hau hū

Tihei mauri ora

1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

2. Declarations of Interest Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision-making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

3. Public Participation Te Huinga Tūmatanui

3.1 Public Forum Te Huinga Whānui

A period of up to 30 minutes is available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

3.1.1 Wigram Halswell Rugby Club

Sam Joyce will speak on behalf of the Wigram Halswell Rugby Club regarding the conditions of the Rugby Club home grounds.

3.2 Deputations by Appointment Ngā Huinga Whakaritenga

Deputations may be heard on a matter, or matters, covered by a report on this agenda and approved by the Chairperson.

3.2.1 Christchurch Water Crematorium

Deborah Richards will speak on behalf of the Christchurch Water Crematorium regarding 14 – Amendment to the Cemeteries Handbook (ashes).

4. Presentation of Petitions Ngā Pākikitanga

There were no Presentations of Petitions at the time the agenda was prepared.

To present to the Council, refer to the [Participating in decision-making](#) webpage or contact the meeting advisor listed on the front of this agenda.

5. Council Minutes - 5 August 2025

Reference Te Tohutoro: 25/1581085
Responsible Officer(s) Te Pou Matua: Samantha Kelly - Team Leader Democratic Services Support
Accountable ELT Member Pouwhakarae: Mary Richardson, Chief Executive


1. Purpose of Report Te Pūtake Pūrongo

For the Council to confirm the minutes from the Council meeting held 5 August 2025.

2. Recommendation Te Tūtohu Council

That the Council confirms the Minutes from the Council meeting held 5 August 2025.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Minutes Council - 5 August 2025	25/1521471	8

Signatories Ngā Kaiwaitohu

Author	Samantha Kelly - Team Leader Democratic Services Support
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Christchurch City Council MINUTES

Item 5

Attachment A

Date: Tuesday 5 August 2025
Time: 9.15 am
Venue: HR Training Room, Level 1, Civic Offices, 53 Hereford Street, Christchurch

Present

Chairperson	Mayor Phil Mauer
Deputy Chairperson	Deputy Mayor Pauline Cotter
Members	Councillor Kelly Barber
	Councillor Melanie Coker
	Councillor Tyrone Fields
	Councillor James Gough
	Councillor Tyla Harrison-Hunt – partially via audio/visual link
	Councillor Victoria Henstock
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Jake McLellan
	Councillor Andrei Moore
	Councillor Mark Peters
	Councillor Tim Scandrett
	Councillor Sara Templeton

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Karakia Tīmatanga

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Council Resolved CNCL/2025/00251

That the apologies from Councillor Harrison-Hunt for lateness, from Councillors MacDonald and Coker for early departure and from Councillor Donovan for absence be accepted.

Mayor/Councillor Scandrett

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

There were no declarations of interest recorded.

Councillor McLellan joined the meeting at 9.29 am during submitter 37407.

Councillor McLellan left the meeting at 9.52 am and returned at 9.53 am during submitter 35967.

3.1 Development Contributions Rebate Schemes - Verbal Submissions

Council Comment

1. The Council heard verbal submissions on the proposed Development Contributions Rebate Schemes from the following submitters:
 - a. 37005Cody Cooper
 - b. 37407Derek Wallace - ICON-Inner City West Neighbourhood Association
 - c. 36315 Dean Marshall - Marshall Group Holdings Limited
 - d. 36668 Richard Peebles - Peebles Group Ltd
 - e. 37367Nicki Carter - Carter Group Limited
 - f. 35967Caleb Ballin - The Hereford Limited
 - g. 37387Blair Chappell - Williams Corporation
 - h. 37423Vanessa Carswell (in person) and Sandamali Ambepitiya (via audio/visual link) - Property Council New Zealand
 - i. 35970Sue Lyng

The meeting adjourned at 10.15 am and reconvened at 10.35 am. Councillor Johanson was not present at this time.

Councillor Harrison-Hunt joined the meeting via audio/visual link at 10.39 am.

Councillor Johanson returned to the meeting at 10.40 am.

Councillor Harrison-Hunt rejoined the meeting in person at 10.43 am.

3.2 Development Contributions Rebate Schemes - Council Officer Presentation

Council Comment

1. Following the hearing of verbal submissions, Council Officers Ellen Cavanagh and Hannah Ballantyne joined the table to present on the following topics (refer to Attachment 3a for the Officer presentation):
 - Rebates recap
 - Engagement overview
 - Expired existing demand credits
 - Submission feedback
 - Legal advice (public excluded)

Attachments

- A Council Officer Presentation

Item 5
Attachment A

4. Resolution to Exclude the Public Te whakataunga kaupare hunga tūmatanui

Council Resolved CNCL/2025/00252

That Michael Gabett of Anderson Lloyd remain after the public have been excluded for Item 3 of the public excluded agenda as he has knowledge that is relevant to that Item and will assist the Council.

AND

That at 10.44 am the resolution to exclude the public set out on pages 16 to 17 of the agenda be adopted.

Mayor/Councillor Scandrett

Carried

Councillors Coker and MacDonald left the meeting during the public excluded section and did not return.

The public were re-admitted to the meeting at 11.32 am.

3.2 Development Contributions Rebate Schemes - Council Officer Presentation Continued

Council Comment

1. Council Officers Ellen Cavanagh and Hannah Ballantyne continued to present on the following topics:
 - High Rise Residential
 - Submission feedback
 - Follow up on DC-related questions
 - Next steps
2. Councillors provided feedback to inform the development of the rebate schemes, noting that the final schemes will be considered by the Council at its meeting on 20 August 2025:
 - Existing demand credits – There was no consensus regarding the question “is there interest in progressing the rebate.”
 - Existing demand credits – Consensus was provided that there should be one scheme, rather than split in two.
 - Central City Residential Rebate - There was no consensus provided. The discussion related to the number of storeys the scheme should apply to.

3. Development Contributions Rebate Schemes

Council Resolved CNCL/2025/00253

Officer Recommendations accepted without change

That the Council:

1. Receives the information in the Development Contributions Rebate Schemes Report.
2. Notes that public excluded Attachment C of this report can be reviewed for public release when, in the view of the Director of Legal and Democratic Services, the grounds to withhold no longer apply.

Councillor Barber/Councillor Moore

Carried

Karakia Whakamutunga

Meeting concluded at 12 pm.

CONFIRMED THIS 3RD DAY OF SEPTEMBER 2025

**MAYOR PHIL MAUGER
CHAIRPERSON**

**Item 5
Attachment A**

6. Council Minutes - 6 August 2025

Reference Te Tohutoro: 25/1579373
Responsible Officer(s) Te Pou Matua: Katie Matheis, Senior Democratic Services Advisor
Accountable ELT Member Pouwhakarae: Mary Richardson, Chief Executive


1. Purpose of Report Te Pūtake Pūrongo

For the Council to confirm the minutes from the Council meeting held 6 August 2025.

2. Recommendation Te Tūtohu Council

That the Council confirms the Minutes from the Council meeting held 6 August 2025.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Minutes Council - 6 August 2025	25/1560134	14

Signatories Ngā Kaiwaitohu

Author	Katie Matheis - Senior Democratic Services Advisor
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Christchurch City Council MINUTES

Item 6

Attachment A

Date: Wednesday 6 August 2025
Time: 9.37 am
Venue: Boardroom, Fendalton Service Centre, Corner Jeffreys and Clyde Roads, Fendalton

Present

Chairperson	Mayor Phil Mauer
Deputy Chairperson	Deputy Mayor Pauline Cotter
Members	Councillor Kelly Barber
	Councillor Melanie Coker
	Councillor Celeste Donovan
	Councillor Tyrone Fields
	Councillor James Gough
	Councillor Tyla Harrison-Hunt
	Councillor Victoria Henstock
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Jake McLellan
	Councillor Andrei Moore
	Councillor Mark Peters
	Councillor Tim Scandrett
	Councillor Sara Templeton

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Karakia Tīmatanga

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Council Resolved CNCL/2025/00252

That the apology from Councillor McLellan for lateness and Councillors Coker and MacDonald for potential early departure be accepted.

Mayor/Deputy Mayor

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

Councillor Templeton declared an interest in Item 18 – *Proposed Locky Dock cycle parking and charging station in Rauora Park, Lichfield St.*

Deputy Mayor Cotter left the meeting at 9.50 am and returned at 9.52 am during consideration of Item 10.

Councillor McLellan joined the meeting at 9.50 am during consideration of Item 10.

Councillor MacDonald left the meeting at 9.59 am during consideration of Item 10.

Councillor Fields left the meeting at 10.09 am and returned at 10.11 am during consideration of Item 10.

10. Monthly Report from the Community Boards - July 2025

Council Comment

1. In response to matters raised during the Community Board presentations, the meeting requested further advice around safety and police restructuring (refer Resolution 2) and nighttime enforcement of noise control (refer Resolution 3).

Jason Middlemiss, Chairperson, and Bridget Williams, Deputy Chairperson, joined the meeting for presentation of the **Waimāero Fendalton-Waimairi-Harewood Community Board** area report.

Emma Norrish, Chairperson, and Emma Pavey, Community Governance Manager, joined the meeting for presentation of the **Waipapa Papanui-Innes-Central Community Board** area report.

Marie Pollisco, Chairperson, and Helen Broughton, Deputy Chairperson, joined the meeting for presentation of the **Waipuna Halswell-Hornby-Riccarton Community Board** area report.

Jackie Simons, Deputy Chairperson, and Chris Turner-Bullock, Community Governance Manager, joined the meeting for presentation of the **Waitai Coastal-Burwood-Linwood Community Board** area report.

Lyn Leslie, Chairperson, and Penelope Goldstone, Community Governance Manager, joined the meeting for presentation of the **Te Pātaka o Rākaihautū Banks Peninsula Community Board** area report.

Callum Ward, Chairperson, and Jess Garrett, Community Governance Manager, joined the meeting for presentation of the **Waihoru Spreydon-Cashmere-Heathcote Community Board** area report.

Officer Recommendations

That the Council:

1. Receives the information in the Monthly Report from the Community Boards - July 2025 Report.

Council Resolved CNCL/2025/00253

That the Council:

1. Receives the information in the Monthly Report from the Community Boards - July 2025 Report.
2. Requests that staff invite the Police to provide a briefing to the Council regarding safety and to discuss the proposed restructuring after hearing concerns raised by the Community Boards.

3. Requests that staff provide advice on options for improving nighttime enforcement of noise control and other such public disturbances.

Mayor/Councillor Gough

Carried

Attachments

- A Waimāero Fendalton-Waimairi-Harewood Community Board - Presentation to Council
- B Waipapa Papanui-Innes-Central Community Board - Presentation to Council
- C Waipuna Halswell-Hornby-Riccarton Community Board - Presentation to Council
- D Waitai Coastal-Burwood-Linwood Community Board - Presentation to Council
- E Te Pātaka o Rākaihautū Banks Peninsula Community Board - Presentation to Council
- F Waihoru Spreydon-Cashmere-Heathcote Community Board - Presentation to Council

3. Public Participation Te Huinga Tūmatanui

3.1 Public Forum Te Huinga Whānui

Councillor McLellan left the meeting at 10.22 am during consideration of Item 3.1.1.

Councillor Barber left the meeting at 10.20 am and returned at 10.23 am during consideration of Item 3.1.1.

3.1.1 Drucilla Kingi-Patterson

Drucilla Kingi-Patterson spoke regarding a community and Council working party for rail, as well as one for a flood protection management centre, and the Bus Exchange toilets.

Attachments

- A Drucilla Kingi-Patterson - Notes - Presentation to Council

Councillor McLellan returned to the meeting at 10.32 am during consideration of Item 3.1.2.

Councillor MacDonald returned to the meeting at 10.33 am during consideration of Item 3.1.2.

Councillor Gough left the meeting at 10.33 am during consideration of Item 3.1.2.

3.1.2 East Christchurch Housing Trust

David Close and other trustees spoke on behalf of East Christchurch Housing Trust regarding a proposal for a small housing project in the Residential Red Zone area in New Brighton.

Secretarial Note: The meeting requested that staff provide advice back on the Trust's proposal including whether other options might be available that support its request.

Attachments

- A East Christchurch Housing Trust - Presentation to Council

Councillor MacDonald left the meeting at 10.38 am during consideration of Item 3.2.1 and did not return.

Councillor Gough returned to the meeting at 10.39 am during consideration of Item 3.2.1.

3.2 Deputations by Appointment Ngā Huinga Whakaritenga

3.2.1 The Arts Centre

Daniel Stirland and Philip Aldridge spoke on behalf of the Arts Centre regarding Item 16 – *Development Contributions Remission Application - The Arts Centre*.

Attachments

- A The Arts Centre - Presentation to Council

4. Presentation of Petitions Ngā Pākikitanga

There was no presentation of petitions.

5. Council Minutes - 2 July 2025

Council Comment

1. The meeting block resolved Open Minutes Items 5 through 9 and PX Minutes Items 25 through 28.

Council Resolved CNCL/2025/00254

That the Council confirms the Minutes from the Council meeting held 2 July 2025.

Mayor/Deputy Mayor

Carried

6. Council Minutes - 11 June 2025

Council Resolved CNCL/2025/00255

That the Council confirms the Minutes from the Council meeting held 11 June 2025.

Mayor/Deputy Mayor

Carried

7. Council Minutes - 16 July 2025

Council Resolved CNCL/2025/00256

That the Council confirms the Minutes from the Council meeting held 16 July 2025.

Mayor/Deputy Mayor

Carried

8. Health, Safety and Wellbeing Committee Minutes - 27 June 2025

Council Resolved CNCL/2025/00257

That the Council receives the Minutes from the Health, Safety and Wellbeing Committee meeting held 27 June 2025.

Mayor/Deputy Mayor

Carried

9. Civic Awards Committee Minutes - 14 July 2025

Council Resolved CNCL/2025/00258

That the Council receives the Minutes from the Civic Awards Committee meeting held 14 July 2025.

Mayor/Deputy Mayor

Carried

25. Public Excluded Health, Safety and Wellbeing Committee Minutes - 27 June 2025

Council Resolved CNCL/2025/00259

That the Council receives the Public Excluded Minutes from the Health, Safety and Wellbeing Committee meeting held 27 June 2025.

Mayor/Deputy Mayor

Carried

26. Public Excluded Civic Awards Committee Minutes - 14 July 2025

Council Resolved CNCL/2025/00260

That the Council receives the Public Excluded Minutes from the Civic Awards Committee meeting held 14 July 2025.

Mayor/Deputy Mayor

Carried

27. Public Excluded Council Minutes - 11 June 2025

Council Resolved CNCL/2025/00261

That the Council confirms the Public Excluded minutes from the Council meeting held on 11 June 2025.

Mayor/Deputy Mayor

Carried

28. Public Excluded Council Minutes - 16 July 2025

Council Resolved CNCL/2025/00262

That the Council confirms the Public Excluded minutes from the Council meeting held on 16 July 2025.

Mayor/Deputy Mayor

Carried

Report from Waipuna Halswell-Hornby-Riccarton Community Board - 10 July 2025

11. Oaklands School Safety Improvements - Dunbars Road Signalised Crossing

Council Comment

1. The meeting considered all Community Board reports, Items 11 through 15, together as each related to recommendations for transport-related safety improvements. The Mayor Moved and Councillor Scandrett Seconded the Community Board recommendations.
2. Council Officers Stephen Wright, Gemma Dioni, and Lynette Ellis joined the table to answer questions from elected members.
3. At the conclusion of questions, the meeting block resolved Items 11 through 15, accepting the recommendations without change.

Council Resolved CNCL/2025/00263

Waipuna Halswell-Hornby-Riccarton Community Board Recommendations accepted without change

That the Council:

1. Approves in accordance with Section 8.5 of the Land Transport Rule – Traffic Control Devices: 2004 that a signalised roadway crossing be installed on Dunbars Road, located 53 metres northwest of its intersection with Balkwell Street, and as detailed on Plan TG1502s2 dated 25/05/2025 included in Attachment A. This signalised crossing is for use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
2. Approves in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Special Vehicle Lane for the use of southeastbound road users be installed on the southeast side of Dunbars Road commencing at a point approximately 23 metres north of its intersection with Balkwell Street and extending in a northwesterly direction for a distance of 51 metres.
3. Approves in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Special Vehicle Lane for the use of northwestbound road users be installed on the southwest side of Dunbars Road commencing at a point approximately 34 metres northwest of its intersection with Balkwell Street and extending in a northwesterly direction for a distance of 37 metres.

Mayor/Councillor Scandrett

Carried

Report from Waipuna Halswell-Hornby-Riccarton Community Board - 10 July 2025

12. Knights Stream School Safety Improvement - Signalised Crossing on Halswell Junction Road

Council Resolved CNCL/2025/00264

Waipuna Halswell-Hornby-Riccarton Community Board Recommendations accepted without change

That the Council:

1. Approves in accordance with Section 8.5 of the Land Transport Rule – Traffic Control Devices: 2004 that a signalised roadway crossing be installed on Halswell Junction Road, located 38 metres north of its intersection with Albert Wills Avenue, and as detailed on Plan TG1495s2 dated 20/05/2025 included in Attachment A to the report on the meeting agenda. This signalised crossing is for use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

Mayor/Councillor Scandrett

Carried

Report from Waihoru Spreydon-Cashmere-Heathcote Community Board - 10 July 2025

13. Barrington/Frankleigh/Milton Intersection Improvements

Council Resolved CNCL/2025/00265

Waihoru Spreydon-Cashmere-Heathcote Community Board Recommendations accepted without change

That the Council:

1. In accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Special Vehicle Lane for the use of northwestbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the southwest side of Barrington Street commencing at its intersection with Frankleigh Street and extending in a northwesterly direction for a distance of 25 metres.
2. In accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Special Vehicle Lane for the use of southeastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the northeast side of Barrington Street commencing at its intersection with Milton Street and extending in a southeasterly direction for a distance of 20 metres.

Mayor/Councillor Scandrett

Carried

Report from Waihoru Spreydon-Cashmere-Heathcote Community Board - 10 July 2025

14. Spreydon, Somerfield, Waltham, Beckenham CRAF - Selwyn Street pedestrian and cycle safety improvements

Council Resolved CNCL/2025/00266

Waihoru Spreydon-Cashmere-Heathcote Community Board Recommendations accepted without change

That the Council:

1. Approves in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017 for Plan TG151619, dated 05/06/2025 as shown in **Attachment C** of the agenda report:
 - a. That a Special Vehicle Lane (cycle lane) be installed on the north-east side of Selwyn Street, commencing at its intersection with Milton Street and extending in a north-westerly direction for a distance of 36 metres.
 - b. That a Special Vehicle Lane (cycle lane) be installed on the south-west side of Selwyn Street, commencing at its intersection with Milton Street and extending in a south-easterly direction for a distance of 34 metres.

Mayor/Councillor Scandrett

Carried

Report from Waihoru Spreydon-Cashmere-Heathcote Community Board - 10 July 2025

15. Spreydon, Somerfield, Waltham, Beckenham CRAF - Lyttelton Street safety improvements

Council Resolved CNCL/2025/00267

Waihoru Spreydon-Cashmere-Heathcote Community Board Recommendations accepted without change

That the Council:

1. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017 as defined in Section 11.1A of the Land Transport (Road User) Rule 2004:
 - a. For the use of southbound road users, excepting pedestrians and riders of mobility devices, be installed on the east side of Lyttelton Street, commencing at a point 11.5 metres south of its intersection with Frankleigh Street and extending in a southerly direction for a distance of 556.5 metres.
 - b. For the use of northbound users, excepting pedestrians and riders of mobility devices, be installed on the west side of Lyttelton Street, commencing at a point 11 metres south of its intersection with Sparks Road and extending in a southerly direction for a distance of 571 metres.

Mayor/Councillor Scandrett

Carried

The meeting adjourned at 11.01 am and reconvened at 11.25 am.

16. Development Contributions Remission Application - The Arts Centre

Council Comment

1. Council Officer Mark Stevenson joined the table to speak to this Item and answer questions from elected members.
2. Councillor Moore then Moved Option 2 from the report, to approve the Arts Centre's Development Contributions application. This was Seconded by Councillor Harrison-Hunt.
3. Councillor Coker then Moved a foreshadowed Motion to decline the Arts Centre's Development Contributions application, consistent with the Officer Recommendations. This was Seconded by Councillor Gough.
4. At the conclusion of debate, the meeting voted by division on the Motion as Moved by Councillor Moore and Seconded by Councillor Harrison-Hunt, which was declared lost.
5. The meeting then voted on the foreshadowed Motion as Moved by Councillor Coker and Seconded by Councillor Gough, which was declared carried.

Officer Recommendations

That the Council:

1. Receives the information in the Development Contributions Remission Application - The Arts Centre Report.
2. Notes that the decision sought in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Declines the Development Contributions remission application from the Arts Centre for \$17,019.70 in accordance with the Development Contributions Policy 2021 as it is considered that unique and compelling circumstances do not sufficiently exist to justify a remission of development contribution.
4. Notes that if the remission is declined, staff will discuss a payment plan with the Arts Centre to allow the payment of the \$17,019.70 to occur over a 24-month timeframe.

Council Decision

That the Council:

1. Receives the information in the Development Contributions Remission Application - The Arts Centre Report.
2. Notes that the decision sought in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the Development Contributions remission application from the Arts Centre for \$17,019.70 in accordance with the Development Contributions Policy 2021 as it is considered that unique and compelling circumstances sufficiently exist to justify a remission of development contribution.

The division was declared **lost** by 7 votes to 9 votes the voting being as follows:

For: Councillor Barber, Councillor Donovan, Councillor Harrison-Hunt, Councillor Johanson, Councillor Keown, Councillor Moore and Councillor Templeton

Against: Mayor Mauger, Deputy Mayor Cotter, Councillor Coker, Councillor Fields, Councillor Gough, Councillor Henstock, Councillor McLellan, Councillor Peters and Councillor Scandrett

Councillor Moore/Councillor Harrison-Hunt

Lost

Council Resolved CNCL/2025/00268

That the Council:

1. Receives the information in the Development Contributions Remission Application - The Arts Centre Report.
2. Notes that the decision sought in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Declines the Development Contributions remission application from the Arts Centre for \$17,019.70 in accordance with the Development Contributions Policy 2021 as it is considered that unique and compelling circumstances do not sufficiently exist to justify a remission of development contribution.
4. Notes that if the remission is declined, staff will discuss a payment plan with the Arts Centre to allow the payment of the \$17,019.70 to occur over a 24-month timeframe.

Councillor Coker/Councillor Gough

Carried

Councillors Moore and Templeton requested that their votes against the resolution be recorded.

17. 151/153 Gilberthorpes Road - Future Use Issues and Options

Council Comment

1. In accordance with Standing Order 6.8, this Item was withdrawn from the agenda and, at the request of the Chairperson, referred to the 27 August 2025 Finance and Performance Committee meeting to allow time for Council Officers to provide further information.

18. Proposed Locky Dock cycle parking and charging station in Rauora Park, Lichfield St

Council Resolved CNCL/2025/00269

Officer Recommendations accepted without change

That the Council:

1. Receives the information in the Proposed Locky Dock cycle parking and charging station in Rauora Park, Lichfield St Report.

2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the site in Rauora Park (200R Cashel St) adjacent to 133 Lichfield St (shown in **Attachment B** of this report) to be added to the Licence to Occupy (public excluded **Attachment C** to this report) to enable the installation of a Locky Dock cycle parking and charging station, subject to the granting of a Resource Consent.
4. Subject to the approval of Recommendation 3:
 - a. Delegates to the Manager Property Consultancy the power to sign all required documentation to complete the Licence to Occupy.
5. Notes that Public Excluded Attachment C to this report, the Licence to Occupy signed with Locky Docks, will be released upon the review of Head of Transport.

Councillor Scandrett/Mayor

Carried

Councillor Templeton declared an interest in this Item, sat back from the table and took no part in the discussion or voting on the matter.

Councillor Donovan left the meeting at 11.55 am and returned at 12.01 pm during consideration of Items 19, 20 and 21.

19. Setting of Speed Limits Rule 2024: Management of Non-Installed Limits - Nor'West Arc Section 3 (University to Harewood Road)

Council Comment

1. Council Officers Jacob Bradbury and Lynette Ellis joined the table to speak to Items 19, 20, and 21 as each related to decisions required in accordance with the Setting of Speed Limits Rule 2024.
2. Councillor Coker then Moved the alternative options outlined in each report, requesting that staff consult on reducing speed limits on the identified streets. This was Seconded by Deputy Mayor Cotter.
3. At the conclusion of questions, the meeting held a single debate on all three Items (19, 20, and 21). At the conclusion of debate, the meeting held a single vote by division on all Motions as Moved by Councillor Coker and Seconded by Deputy Mayor Cotter.
4. All three Motions to proceed with consultation were carried.

Officer Recommendations

That the Council:

1. Receives the information in the Setting of Speed Limits Rule 2024: Management of Non-Installed Limits - Nor'West Arc Section 3 (University to Harewood Road) Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
3. In accordance with the requirements set out in the Land Transport Rule: Setting of Speed Limits 2024:
 - a. Revokes the 40km/h speed limits approved by the Urban Development and Transport Committee on 3 February 2022 for Nor'West Arc Section 3 [UDATC/2022/00005

resolution 2, see **Attachment C**] on streets where Detailed Traffic Resolutions were not approved before the Rule. This applies to the following streets:

- i. Aorangi Road (Ilam Road – Condell Ave).
 - ii. Condell Ave (Aorangi Road – Matsons Ave).
 - iii. Matsons Ave (Condell Ave – Matsons Ave).
 - iv. Kemp Lane (full length).
 - v. 14-14a Aorangi Road (full length).
 - vi. Royal Elm Lane (full length).
 - vii. 102 Aorangi Road (full length).
- b. Revokes the 40km/h speed limits approved by the Council on 25 August 2022 for Nor’West Arc Section 3A [CNCL/2022/00091 resolutions 61 a ii – ix, see **Attachment D**] on streets where the limits had not been installed before the Rule. This applies to the following streets:
- i. Moorpark Place (full length).
 - ii. Joyce Crescent (full length).
 - iii. Tuirau Place (full length).
 - iv. Swanleigh Place (full length).
 - v. Ryeland Ave (full length).
 - vi. Braithwaite Street (full length).
 - vii. Chateau Drive (full length).
 - viii. Matisse Place (full length).
4. Approves the removal of all associated signage and road markings from the design, that are associated with the revocation of the 40km/h speed limit as outlined in Recommendation 3 above.
5. Approves that the existing 50km/h speed limit be retained for the streets set out in Recommendations 3(a)(i)-(vii) and 3(b)(i)-(viii) above.

Council Resolved CNCL/2025/00270

That the Council:

1. In accordance with the requirements set out in the Land Transport Rule: Setting of Speed Limits 2024, instructs staff to undertake consultation and provide a further report to the Council on reducing speed limits for the following locations:
 - a. Aorangi Road (Ilam Road – Condell Ave)
 - b. Condell Ave (Aorangi Road – Matsons Ave)
 - c. Matsons Ave (Condell Ave – Harewood Road)
2. In accordance with the requirements set out in the Land Transport Rule: Setting of Speed Limits 2024:

- a. Revokes the 40km/h speed limits approved by the Urban Development and Transport Committee on 3 February 2022 for Nor'West Arc Section 3 [UDATC/2022/00005 resolution 2, see Attachment C] on streets where Detailed Traffic Resolutions were not approved before the Rule. This applies to the following streets:
 - i. Kemp Lane (full length).
 - ii. 14-14a Aorangi Road (full length).
 - iii. Royal Elm Lane (full length).
 - iv. 102 Aorangi Road (full length).
- b. Revokes the 40km/h speed limits approved by the Council on 25 August 2022 for Nor'West Arc Section 3A [CNCL/2022/00091 resolutions 61 a ii – ix, see Attachment D] on streets where the limits had not been installed before the Rule. This applies to the following streets:
 - i. Moorpark Place (full length).
 - ii. Joyce Crescent (full length).
 - iii. Tuirau Place (full length).
 - iv. Swanleigh Place (full length).
 - v. Ryeland Ave (full length).
 - vi. Braithwaite Street (full length).
 - vii. Chateau Drive (full length).
 - viii. Matisse Place (full length).
3. Approves the removal of all associated signage and road markings from the design that are associated with the revocation of the 40km/h speed limit as outlined in Recommendation 4 above.
4. Approves that the existing 50km/h speed limit be retained for the streets set out in Recommendations 4(a)(i)-(iv) and 4(b)(i)-(viii) above.

*The division was declared **carried** by 10 votes to 6 votes the voting being as follows:*

For: Deputy Mayor Cotter, Councillor Coker, Councillor Donovan, Councillor Fields, Councillor Harrison-Hunt, Councillor Henstock, Councillor Johanson, Councillor McLellan, Councillor Scandrett and Councillor Templeton

Against: Mayor Mauger, Councillor Barber, Councillor Gough, Councillor Keown, Councillor Moore and Councillor Peters

Councillor Coker/Deputy Mayor

Carried

20. Setting of Speed Limits Rule 2024: Management of Non-Installed Limits - Worcester Street (Latimer Square to Fitzgerald Ave)

Council Comment

1. Refer to the Council Comment in Item 19 above for details regarding the meeting's consideration of this Item.

Officer Recommendations

That the Council:

1. Receives the information in the Setting of Speed Limits Rule 2024: Management of Non-Installed Limits - Worcester Street (Latimer Square to Fitzgerald Ave) Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. In accordance with the requirements set out in the Land Transport Rule: Setting of Speed Limits 2024:
 - a. Revokes the 30km/h speed limits established for Worcester Street between Latimer Square East and Fitzgerald Avenue (Council Meeting 12 May 2022 (CNCL/2022/00055), resolutions 23 – 28 as specified in **Attachment C** of this report); and
 - b. Approves that the existing 50km/h speed limit be retained for Worcester Street (Latimer Square East to Fitzgerald Avenue).
4. Revokes the following resolutions related to layout and associated operational changes along Worcester Street made by the Council at its 12 May 2022 meeting (CNCL/2022/00055 and as specified in **Attachment C** of this report):
 - a. General approval of layouts and stopping lines (resolution 5).
 - b. Localised education around the use of sharrows (resolution 6).
 - c. Road markings, kerb alignments and road surface changes west of Latimer Square (resolution 12).
 - d. Road markings, kerb alignments, road surface changes and special vehicle lanes Latimer Square to Barbadoes Street (resolutions 14 and 15).
 - e. Road markings, kerb alignments, and road surface changes at the Worcester Street - Barbadoes Street intersection (resolution 16).
 - f. Road markings, kerb alignments, road surface changes, road hump, and parking and stopping restrictions Barbadoes Street to Fitzgerald Ave (resolutions 17 to 22).
5. Approves that Worcester Street (Manchester to Fitzgerald) is removed from the scope of #52228 Cycle Facilities & Connections Improvements.

Council Resolved CNCL/2025/00271

That the Council:

1. In accordance with the requirements set out in the Land Transport Rule: Setting of Speed Limits 2024, instructs staff to undertake consultation and provide a further report to the Council on reducing speed limits for the following locations:

- a. Worcester Street (Latimer Square East to Barbadoes)
- b. Worcester Street (Barbadoes Street to Fitzgerald Avenue)
2. Instructs staff not to install any physical changes to Worcester Street until a decision regarding the permanent speed limit has been made.
3. Noting the current budget shortfall, requests staff to obtain an updated estimate for the works and, if necessary, include options for funding the works in the report back to the Council.

The division was declared **carried** by 10 votes to 6 votes the voting being as follows:

For: Deputy Mayor Cotter, Councillor Coker, Councillor Donovan, Councillor Fields, Councillor Harrison-Hunt, Councillor Henstock, Councillor Johanson, Councillor McLellan, Councillor Scandrett and Councillor Templeton

Against: Mayor Mauger, Councillor Barber, Councillor Gough, Councillor Keown, Councillor Moore and Councillor Peters

Councillor Coker/Deputy Mayor

Carried

21. Setting of Speed Limits Rule 2024: Management of Non-Installed Limits - Antigua Street (Moorhouse to St Asaph)

Council Comment

1. Refer to the Council Comment in Item 19 above for details regarding the meeting's consideration of this Item.

Officer Recommendations

That the Council:

1. Receives the information in the Setting of Speed Limits Rule 2024: Management of Non-Installed Limits - Antigua Street (Moorhouse to St Asaph) Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. In accordance with the requirements set out in the Land Transport Rule: Setting of Speed Limits 2024:
 - a. Revokes the following 30km/h speed limits established for the full length of Halkett Street and for Antigua Street between Moorhouse Ave and St Asaph Street (Council meeting 12 May 2022 (CNCL/2022/00055], resolutions 32 and 33:
 32. Approves that the speed limit on Antigua Street from its intersection with Saint Asaph Street to its intersection with Moorhouse Avenue be set at 30 kilometres per hour.
 33. Approves that the speed limit on Halkett Street, from its intersection with Antigua Street to its eastern road termination, be set at 30 kilometres per hour.
 - b. Approves that the existing 50km/h speed limit be retained for:
 - i. Halkett Street (Antigua Street to eastern road termination).

- ii. Antigua Street (Moorhouse Ave – St Asaph Street).

Council Resolved CNCL/2025/00272

That the Council:

1. In accordance with the requirements set out in the Land Transport Rule: Setting of Speed Limits 2024, instructs staff to undertake consultation and provide a further report to the Council on reducing speed limits for the following locations:
 - a. Halkett Street (Antigua Street to eastern road termination);
 - b. Antigua Street (Moorhouse Ave – St Asaph Street).

The division was declared **carried** by 10 votes to 6 votes the voting being as follows:

For: Deputy Mayor Cotter, Councillor Coker, Councillor Donovan, Councillor Fields, Councillor Harrison-Hunt, Councillor Henstock, Councillor Johanson, Councillor McLellan, Councillor Scandrett and Councillor Templeton

Against: Mayor Mauger, Councillor Barber, Councillor Gough, Councillor Keown, Councillor Moore and Councillor Peters

Councillor Coker/Deputy Mayor

Carried

Councillor Keown left the meeting at 12.16 pm during consideration of Item 22.

22. Extension of Time for Heritage Incentive Grant to 527 Colombo Street, New City Hotel

Council Resolved CNCL/2025/00273

Officer Recommendations accepted without change

That the Council:

1. Receives the information in the Extension of Time for Heritage Incentive Grant to 527 Colombo Street, New City Hotel Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves an extension of time of eighteen months for the uptake of the \$162,376.00 Heritage Incentive Grant previously approved for the building at 527 Colombo Street.
4. Notes that the new completion date for the project will be 28 February 2027.

Councillor McLellan/Councillor Scandrett

Carried

Councillor Moore requested that his vote against the resolution be recorded.

Councillor Keown returned to the meeting at 12.21 pm during consideration of Item 23.

Deputy Mayor Cotter left the meeting at 12.31 pm and returned at 12.33 pm during consideration of Item 23.

23. Council submission on Going for Housing Growth proposals

Council Resolved CNCL/2025/00274

Officer Recommendations accepted without change

That the Council:

1. Receives the information in the Council submission on Going for Housing Growth proposals Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves lodging the Council submission on the Going for Housing Growth proposals (**Attachment A** and **Attachment B** to this report) to the Ministry of Housing and Urban Development.
4. Delegates to the Head of Planning and Consents any correction, or amendments of a minor nature arising from the Council meeting.

Councillor Harrison-Hunt/Mayor

Carried

24. Resolution to Exclude the Public Te whakataunga kaupare hunga tūmatanui

Council Resolved CNCL/2025/00275

That at 12.33 pm the resolution to exclude the public set out on pages 377 to 388 of the agenda be adopted.

Councillor Gough/Councillor Henstock

Carried

The public were re-admitted to the meeting at 12.42 pm.

Karakia Whakamutunga

Meeting concluded at 12.42 pm.

CONFIRMED THIS 3RD DAY OF SEPTEMBER 2025

**MAYOR PHIL MAUGER
CHAIRPERSON**

7. Council Minutes - 20 August 2025

Reference Te Tohutoro: 25/1688901
Responsible Officer(s) Te Pou Matua: Samantha Kelly, Team Leader Democratic Services Support
Accountable ELT Member Pouwhakarae: Mary Richardson, Chief Executive

1. Purpose of Report Te Pūtake Pūrongo

For the Council to confirm the minutes from the Council meeting held 20 August 2025.

2. Recommendation Te Tūtohu Council

That the Council confirms the Minutes from the Council meeting held 20 August 2025.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Minutes Council - 20 August 2025	25/1650795	34

Signatories Ngā Kaiwaitohu

Author	Samantha Kelly, Team Leader Democratic Services Support
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Christchurch City Council MINUTES

Item 7

Attachment A

Date: Wednesday 20 August 2025
Time: 9.31 am
Venue: Boardroom, Fendalton Service Centre, Corner Jeffreys and Clyde Roads, Fendalton

Present

Chairperson	Mayor Phil Mauer
Deputy Chairperson	Deputy Mayor Pauline Cotter
Members	Councillor Kelly Barber
	Councillor Melanie Coker
	Councillor Celeste Donovan
	Councillor Tyrone Fields – via audio/visual link
	Councillor Tyla Harrison-Hunt
	Councillor Victoria Henstock – partially via audio/visual link
	Councillor Yani Johanson – via audio/visual link
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Jake McLellan
	Councillor Andrei Moore
	Councillor Mark Peters
	Councillor Tim Scandrett
	Councillor Sara Templeton

Principal Advisor

Mary Richardson
Chief Executive
Tel: 941 8999

mary.richardson@ccc.govt.nz

Meeting Advisor

Samantha Kelly
Team Leader Democratic Services Support
Tel: 941 6227

samantha.kelly@ccc.govt.nz

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Karakia Tīmatanga

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Council Resolved CNCL/2025/00276

That the apologies from Councillor Gough for absence, Councillor Johanson for lateness and Councillor Henstock for early departure be accepted.

Mayor/Councillor Peters

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

There were no declarations of interest recorded.

3. Public Participation Te Huinga Tūmatanui

3.1 Public Forum Te Huinga Whānui

There were no public forum presentations.

4. Presentation of Petitions Ngā Pākikitanga

There was no presentation of petitions.

Councillor Templeton joined the meeting at 9.34 am during consideration of Item 3.2.1.

3.2 Deputations by Appointment Ngā Huinga Whakaritenga

3.2.1 St Mary's Anglican Church

Vicar Mark Sullivan spoke on behalf of St Mary's Anglican Church regarding Item 12 - *Heathcote Express Major Cycleway - Truscotts Road Detailed Traffic Resolutions*.

Attachments

A St Mary's Anglican Church Parking Recommendations - Presentation to Council

3.2.2 Reverend Dr Richard Waugh

Reverend Dr Richard Waugh spoke regarding Item 5 - *National Erebus Memorial*.

Councillor Donovan joined the meeting at 10.38 am during consideration of Item 5.

5. National Erebus Memorial

Council Comment

1. Council Officers Duncan Sandeman and Ceciel DelaRue and Jeff Gibson from the Ministry of Culture and Heritage joined the table to present the report.
2. The Officer Recommendations were Moved by the Mayor and Seconded by Councillor Scandrett (Original Motion).
3. During discussion, a Foreshadowed Motion was Moved by Councillor Templeton and Seconded by Councillor Coker to offer two potential sites for the the National Erebus Memorial.
4. The Mover and Seconder of the Original Motion agreed to include the second potential site to the Motion, and when put to the vote the Motion was declared carried.

Officer Recommendations

That the Council:

1. Receives the information contained in the National Erebus Memorial Report.
2. Agrees to offer Cracroft Reserve in Cashmere as a potential site for the National Erebus Memorial and authorises the Mayor to formally convey this offer to Manatū Taonga, Ministry for Culture and Heritage.
3. Authorises the Chief Executive to make decisions and/or sign any documentation required for the purpose of effecting the offer.
4. Notes that the offer of a site in Christchurch is made in recognition of the memorial's national significance, and the Council's commitment to supporting the Erebus families and members of Operation Overdue.
5. Notes that the offer will remain open for a 12-month period to enable further investigations, visits and engagement with family members.
6. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.

Council Resolved CNCL/2025/00277

That the Council:

1. Receives the information contained in the National Erebus Memorial Report.
2. Agrees to offer Cracroft Reserve in Cashmere and the Ōtākaro Avon River in the central city as two potential sites for the National Erebus Memorial and authorises the Mayor to formally convey this offer to Manatū Taonga, Ministry for Culture and Heritage.
3. Authorises the Chief Executive to make decisions and/or sign any documentation required for the purpose of effecting the offer.

4. Notes that the offer of a site in Christchurch is made in recognition of the memorial's national significance, and the Council's commitment to supporting the Erebus families and members of Operation Overdue.
5. Notes that the offer will remain open for a 12-month period to enable further investigations, visits and engagement with family members.
6. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.

Mayor/Councillor Scandrett

Carried

Councillor McLellan requested that his abstention from the vote be recorded.

Item 7

Attachment A

The meeting adjourned at 10.31am and reconvened at 10.37 am during consideration of Item 7.
Councillor Johanson joined the meeting at 10.55 am via audio/visual link during consideration of Item 7.
The meeting adjourned at 10.59 am and reconvened at 11.21 am during consideration of Item 7.
The meeting adjourned at 11.43 am and reconvened at 11.49 am during consideration of Item 7.

7. Development Contributions Policy 2025

Council Comment

1. Council Officers David Griffiths and Ellen Cavanagh joined the table to present the report.
2. The Original Officer Recommendations were Moved by Councillor Coker and Seconded by Councillor McLellan.
3. Amendments to the Policy (refer to 3a to 3e below) were Moved by Councillor MacDonald and Seconded by Councillor Keown. The amendments included:
 - 3a to 3c – extending the life of the credits from 10 years to 20 years.
 - 3d - to provide a remission for developments assessed under a previous development contributions policy to receive the benefit of the 20-year life of existing demand credits provision (to apply only to developments where Code Compliance Certificate or Section 224c certificate has not been issued).
 - 3e – to cap the per-HUE development contributions charges for properties within the central catchment at 30% of the charges set out in Appendix 1 of the draft Development Contributions Policy.
4. A Procedural Motion was Moved by the Mayor and Seconded by Councillor Scandrett, to let both the Development Contributions Policy 2025 report and the Development Contributions Rebate Schemes report (Item 8 of the Agenda) lie on the table and be considered at the 27 August 2025 Finance and Performance meeting. This was to enable further information to be provided on amendment 3e. When put to the vote the Procedural Motion was declared carried by way of division.

Original Officer Recommendations Moved and Seconded

That the Council:

1. Receives the information in the Development Contributions Policy 2025 Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.

3. Adopts the draft Development Contributions Policy 2025 (**Attachment A** to this report).
4. Agrees that the Development Contributions Policy 2025 will come into force from 1 September 2025.
5. Delegates to staff to correct any typographical or minor drafting errors in the Development Contributions Policy 2025.
6. Agrees to remit the difference in cost between a development contributions assessment undertaken under a previous development contributions policy and the Development Contributions Policy 2025 where the total assessment is reduced under the 2025 policy.

Councillor Coker/Councillor McLellan

Moved/Seconded

Amendment Moved and Seconded

That the Council:

3. Adopts the draft Development Contributions Policy 2025 (**Attachment A** to this report) subject to the following amendments:
 - a) 3.3.1 Life of existing demand credits

Existing demand credits expire **20 years** after the previous development on a site last exerted demand on infrastructure. The Council considers this a reasonable time within which a developer can redevelop a previously used site. If, over the preceding **20 year period**, a lot has not been used for either residential or non-residential purposes, the land will be regarded as undeveloped and deemed to have 1 HUE existing demand credit.
 - b) 3.3.4 Considerations when assessing existing demand credit for non-residential development

Credits will be assessed based on the previous use of the site using the highest level of actual or otherwise verifiable demand from the past **20 years**.
 - c) 3.3.5 Other considerations when assessing existing demand credit for any development

The Council may require a developer to provide supporting information relating to the demand a site previously exerted on Council infrastructure. The decision to accept the accuracy of the information provided by the developer is at the sole discretion of the Council.
 - d) Agrees to provide a remission for developments assessed under a previous development contributions policy to receive the benefit of the 20-year life of existing demand credits provision, as adopted in Development Contributions Policy 2025. This applies only to developments where Code Compliance Certificate or Section 224c certificate has not been issued.
 - e) Agrees to cap the per-HUE development contributions charges **for properties within the central catchment at 30%** of the charges set out in Appendix 1 of the draft Development Contributions Policy.

Councillor MacDonald/Councillor Keown

Moved/Seconded

Council Resolved CNCL/2025/00278

The Council resolved that pursuant to Standing Order 20.2 that Items 7 and 8 lie on the table and will not be further discussed at this meeting but will be reconsidered at Finance and Performance Committee to be held on 27 August 2025.

The division was declared **carried** by 10 votes to 6 votes the voting being as follows:

For: Mayor Mauger, Councillor Barber, Councillor Harrison-Hunt, Councillor Henstock, Councillor Keown, Councillor MacDonald, Councillor Moore, Councillor Peters, Councillor Scandrett and Councillor Templeton

Against: Deputy Mayor Cotter, Councillor Coker, Councillor Donovan, Councillor Fields, Councillor Johanson and Councillor McLellan

Mayor/Councillor Scandrett

Carried

Item 7

Attachment A

8. Development Contributions Rebate Schemes

Council Comment

1. During the consideration of Item 7 - Development Contributions Policy 2025 (the Policy) the Council resolved to let both the Policy report and the Development Contributions Rebate Schemes report lie on the table and be considered at the 27 August 2025 Finance and Performance meeting. Refer to Item 7 above for the decision.

Officer Recommendations

That the Council:

1. Receives the information in the Development Contributions Rebate Schemes Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Agrees to adopt the *existing demand credit rebate scheme* (Attachment A of this report).
4. Agrees to adopt the *central city high density residential rebate scheme* (Attachment B of this report).
5. Delegates to the General Manager Strategy, Planning & Regulatory Services authority to approve the final scheme criteria documents to reflect any changes requested.

6. Water Services Delivery Plan Adoption - Local Water Done Well

Council Resolved CNCL/2025/00280

Officer Recommendations accepted without change

That the Council:

1. Receives the information in the Water Services Delivery Plan Adoption - Local Water Done Well Report.
2. Notes that the decision in this report is assessed as high significance based on Christchurch City Council's Significance and Engagement Policy.
3. Notes that prior to submission of the Water Services Delivery Plan (WSDP), section 18 of the Local Government (Water Services Preliminary Arrangements) Act 2024 (Act) requires the Chief Executive to certify that:
 - a. the WSDP complies with the Act; and
 - b. the information contained in the WSDP is true and accurate.
4. Adopts the Water Services Delivery Plan, attached as Attachment A to this report.
5. Approves the submission of the Water Services Delivery Plan to the Secretary for Local Government.
6. Notes that the Water Services Delivery Plan must be submitted to Secretary for Local Government, for their consideration and acceptance if compliant with the Act, no later than 3 September 2025.
7. Authorises the Chief Executive to make minor amendments and corrections to the Water Services Delivery Plan, as may be necessary to ensure accuracy and consistency, provided such changes are not material.

Councillor MacDonald/Councillor Peters

Carried

9. Plan Change 14 - Decision Making for Daresbury Heritage Listing

Council Comment

1. The Original Officer Recommendations included an option to either accept the alternative recommendation in respect to Daresbury Heritage Listing (refer to 7a), or to accept the Panel's recommendation to retain the Daresbury heritage listing and associated heritage setting (refer to 7b).
2. The option to accept the alternative recommendation in respect to Daresbury Heritage Listing (7a) and the remaining Officer Recommendations were Moved by Councillor MacDonald and Seconded by Councillor Moore and when put to the vote were declared carried.

Officer Recommendations

That the Council:

1. Receives the information in the Plan Change 14 - Decision Making for Daresbury Heritage Listing Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Receives the Independent Hearings Panel (the Panel) – Plan Change 14 Housing and Business Choice recommendation reports, including recommendations on submissions, further report addendums to the recommendations report, and further minutes that modify the recommendations report, as provided on the PC14 IHP Webpage:
<https://chch2023.ihp.govt.nz/recommendations-report/>.

Decision only on PC14 recommendations regarding Daresbury (9 Daresbury Lane, Fendalton)

4. Limits all decision making to 9 Daresbury Lane, Fendalton (legally described as Lots 2, 3 DP 49363).
5. Rescinds the following 2 December 2024 Council resolution to reject the Panel's recommendation (CNCL/2024/00214) to retain the Daresbury heritage listing (Item 185) and associated heritage setting (Item 602):

Daresbury House Heritage Listing

That the Council:

68. Regarding the heritage listing for Daresbury House [9 Daresbury Lane] and associated heritage setting:

*a. Accepts the alternative recommendation to (refer to **Attachment 2** to this report):*

i. Reject in-part the Panel's Part 5 (section 10), specifically in relation to the recommendation to retain the Daresbury heritage listing (Item 185) and associated heritage setting (Item 602).

ii. Recommend that the Daresbury heritage listing (Item 185) and associated heritage setting (Item 602) are removed.

6. Notes that its reconsideration of the Panel's recommendation regarding Daresbury (9 Daresbury Lane, Fendalton) is limited to considering information in the Panel's records of PC14; and
7. Having confined the consideration of evidence to that presented to the Panel:

EITHER

- a. Accepts the alternative recommendation to:
 - i. Reject in-part the Panel's Part 5 (section 10) recommendation, specifically in relation to the retention of the Daresbury heritage listing (Item 185) and associated heritage setting (Item 602).
 - ii. Recommend to the Minister that the Daresbury heritage listing (Item 185) and associated heritage setting (Item 602) are removed.

OR

- b. Accepts the Panel's recommendation to retain the Daresbury heritage listing and associated heritage setting.

Clerical delegations and approvals:

8. Delegates authority to the Head of Planning and Consents to make changes of minor effect or to correct minor errors in the accepted Panel's recommendations before publicly notifying its decisions on the recommendations above.
9. Delegates authority to the Head of Planning and Consents to contact the Minister regarding the referred recommendations for 9 Daresbury Lane and any associated administration needed for the Minister to complete decision making.
10. Resolves to publicly notify its decisions on resolutions 5 and 7 NO LATER THAN **5 September 2025** and to serve that public notice on every person who made a submission on Plan Change 14.

Council Resolved CNCL/2025/00281

That the Council:

1. Receives the information in the Plan Change 14 - Decision Making for Daresbury Heritage Listing Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Receives the Independent Hearings Panel (the Panel) – Plan Change 14 Housing and Business Choice recommendation reports, including recommendations on submissions, further report addendums to the recommendations report, and further minutes that modify the recommendations report, as provided on the PC14 IHP Webpage:
<https://chch2023.ihp.govt.nz/recommendations-report/>.

Decision only on PC14 recommendations regarding Daresbury (9 Daresbury Lane, Fendalton)

4. Limits all decision making to 9 Daresbury Lane, Fendalton (legally described as Lots 2, 3 DP 49363).
5. Rescinds the following 2 December 2024 Council resolution to reject the Panel's recommendation (CNCL/2024/00214) to retain the Daresbury heritage listing (Item 185) and associated heritage setting (Item 602):

Daresbury House Heritage Listing

That the Council:

68. Regarding the heritage listing for Daresbury House [9 Daresbury Lane] and associated heritage setting:

- a. *Accepts the alternative recommendation to (refer to **Attachment 2** to this report):*
 - i. *Reject in-part the Panel's Part 5 (section 10), specifically in relation to the recommendation to retain the Daresbury heritage listing (Item 185) and associated heritage setting (Item 602).*
 - ii. *Recommend that the Daresbury heritage listing (Item 185) and associated heritage setting (Item 602) are removed.*
6. Notes that its reconsideration of the Panel's recommendation regarding Daresbury (9 Daresbury Lane, Fendalton) is limited to considering information in the Panel's records of PC14; and
7. Having confined the consideration of evidence to that presented to the Panel:
 - a. Accepts the alternative recommendation to:
 - i. Reject in-part the Panel's Part 5 (section 10) recommendation, specifically in relation to the retention of the Daresbury heritage listing (Item 185) and associated heritage setting (Item 602).
 - ii. Recommend to the Minister that the Daresbury heritage listing (Item 185) and associated heritage setting (Item 602) are removed.

Clerical delegations and approvals:

8. Delegates authority to the Head of Planning and Consents to make changes of minor effect or to correct minor errors in the accepted Panel's recommendations before publicly notifying its decisions on the recommendations above.
9. Delegates authority to the Head of Planning and Consents to contact the Minister regarding the referred recommendations for 9 Daresbury Lane and any associated administration needed for the Minister to complete decision making.
10. Resolves to publicly notify its decisions on resolutions 5 and 7 **NO LATER THAN 5 September 2025** and to serve that public notice on every person who made a submission on Plan Change 14.

Councillor MacDonald/Councillor Moore

Carried

Deputy Mayor Cotter requested that her vote against the resolutions be recorded.

10. Hagley Golf Course Tree Removal and Planting

Council Resolved CNCL/2025/00282

Officer Recommendations accepted without change

That the Council:

1. Receives the information in the Hagley Golf Course Tree Removal and Planting Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the removal of the three trees in North Hagley Park as detailed in Attachment A of this report, to facilitate proposed layout changes to the Hagley Golf Course to improve safety of park users.
4. Notes that there is a significant number of trees proposed for planting within the bounds of the golf course which will substantially exceed the requirements of the Tree Policy of 1:2 replacement planting for any trees removed.

Councillor Harrison-Hunt/Councillor Peters

Carried

11. Burwood Landfill Site C Operational Extension

Council Resolved CNCL/2025/00283

Officer Recommendations accepted without change

That the Council:

1. Receives the information in the Burwood Landfill Site C Operational Extension Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the operational extension of the Burwood Landfill Site C to 30 June 2028, subject to obtaining the necessary resource consents.

Councillor Barber/Deputy Mayor

Carried

Councillor Moore left the meeting at 12.10 pm and returned at 12.12 pm during consideration of Item 12.

12. Heathcote Express Major Cycleway - Truscotts Road Detailed Traffic Resolutions

Council Comment

1. Council Officers Lynette Ellis, Jacob Bradbury and Katharine Jones joined the table to present the report.
2. Following the deputation received from St Mary's Anglican Church Council Officers provided a set of updated Officer Recommendations. The updated Recommendations included:
 - a. Removing the detailed traffic resolutions associated Truscotts Road as per Attachment A of the report and instead, instructing staff to investigate parking options on Truscotts Road (Deavoll Place to Martindales Road), and provide a report to the relevant Community Board for consideration of any further changes.
 - b. Retaining the detailed traffic resolutions associated with Section 2D of the Heathcote Expressway as per Attachment B of the report.
3. The updated Officer Recommendations were Moved by Councillor Keown and Seconded by Councillor Templeton and when put to the vote were declared carried.

Original Officer Recommendations

That the Council:

1. Receives the information in the Heathcote Express Major Cycleway - Truscotts Road Detailed Traffic Resolutions Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any Bylaw to the extent that they are in conflict with the traffic controls and parking and stopping restrictions described in resolution 4 below.
4. Make the following resolutions relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974:

Truscotts Road (Deavoll Place to Martindales Road) – New Parking and Stopping Restrictions

- a. Approves, pursuant to clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time
- b. on the northeast side of Truscotts Road, commencing at a point 9 metres northwest of its intersection with Martindales Road and extending in a north-westerly direction for a distance of 7 metres, as detailed on **Attachment A** TG151628, dated 01/08/2025.
- c. on the northeast side of Truscotts Road, commencing at a point 28 metres northwest of its intersection with Martindales Road and extending in a north-westerly, then northerly direction following the kerbline for a distance of 120 metres, as detailed on **Attachment A** TG151628, dated 01/08/2025.

- d. on the southwest side of Truscotts Road commencing at a point 6 metres northwest of its intersection with Martindales Road and extending in a north-westerly direction for a distance of 18 metres, as detailed on Attachment A TG151628, dated 01/08/2025.
- e. on the southwest side of Truscotts Road, commencing at a point 18 metres northwest of its intersection with Deavoll Place and extending in a south-easterly direction for a distance of 62 metres, as detailed on **Attachment A** TG151628, dated 01/08/2025.
- f. Approves, pursuant to clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of ten minutes, on the northeast side of Truscotts Road, commencing at a point 16 metres northwest of its intersection with Martindales Road and extending in a north-westerly direction for a distance of 12 metres, as detailed on **Attachment A** TG151628, dated 01/08/2025. This restriction is to apply at all times.
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).
6. Notes that **Attachment B** of this report is applicable to the detailed traffic resolutions for Section 2D of the Heathcote Expressway as approved by the Urban Development and Transport Committee on the 21 November 2021.
7. Approves, in accordance with Section 1.6 of the Land Transport (Road User) Rule 2004, that a cycle path, for the use of bi-directional road users as defined by Section 11.1A of the Land Transport (Road User) Rule 2004 only, but excepting pedestrians and riders of mobility devices from this group of road users, be established between Martindales Road and Station Road, intersecting with Martindales Road at a point 17 metres west of Station Road, and extending in an easterly direction for a distance of 14 metres, as detailed on **Attachment B** sheet R101, dated 19/08/2022.
8. Approves, in accordance with Section 1.6 of the Land Transport (Road User) Rule 2004, that a cycle path, for the use of bi-directional road users as defined by Section 11.1A of the Land Transport (Road User) Rule 2004 only, but excepting pedestrians and riders of mobility devices from this group of road users, be established between Martindales Road and Station Road, intersecting with Station Road at a point 8 metres south of Martindales Road, and extending in a westerly direction for a distance of 7 metres, as detailed on **Attachment B** sheet R101, dated 19/08/2022.

Council Resolved CNCL/2025/00284

That the Council:

1. Receives the information in the Heathcote Express Major Cycleway - Truscotts Road Detailed Traffic Resolutions Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Notes that **Attachment B** of this report is applicable to the detailed traffic resolutions for Section 2D of the Heathcote Expressway as approved by the Urban Development and Transport Committee on the 21 November 2021.
4. Approves, in accordance with Section 1.6 of the Land Transport (Road User) Rule 2004, that a cycle path, for the use of bi-directional road users as defined by Section 11.1A of the Land Transport (Road User) Rule 2004 only, but excepting pedestrians and riders of

mobility devices from this group of road users, be established between Martindales Road and Station Road, intersecting with Martindales Road at a point 17 metres west of Station Road, and extending in an easterly direction for a distance of 14 metres, as detailed on **Attachment B** sheet R101, dated 19/08/2022.

5. Approves, in accordance with Section 1.6 of the Land Transport (Road User) Rule 2004, that a cycle path, for the use of bi-directional road users as defined by Section 11.1A of the Land Transport (Road User) Rule 2004 only, but excepting pedestrians and riders of mobility devices from this group of road users, be established between Martindales Road and Station Road, intersecting with Station Road at a point 8 metres south of Martindales Road, and extending in a westerly direction for a distance of 7 metres, as detailed on **Attachment B** sheet R101, dated 19/08/2022.
6. Instructs staff to investigate parking options on Truscotts Road (Deavoll Place to Martindales Road), and provide a report to the relevant Community Board for consideration of any further changes:
 - a. Noting the deputation from St Mary's Church at the Council meeting of 20 August 2025.
 - b. Noting the concerns of local residents that have been raised through the recent consultation.

Councillor Keown/Councillor Templeton

Carried

Councillor Henstock left the meeting at 12.05 pm during consideration of Item 13 and did not return.

13. Harewood Road traffic signals - Harewood/Gardiners/Breens intersection and Harewood School - Detailed traffic resolutions

Council Comment

1. Council Officers Lynette Ellis, Jacob Bradbury and Kelly Griffiths joined the table to present the report.
2. The Original Officer Recommendations (including minor corrections to referenced numbering of recommendations as underlined below) were Moved by Councillor Coker and Seconded by Councillor Harrison-Hunt, and when put to the vote were declared carried.

Council Resolved CNCL/2025/00285

That the Council:

1. Receives the information for the Harewood Road traffic signals - Harewood/Gardiners/Breens intersection and Harewood School - Detailed traffic resolutions in this Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes previous design decisions that conflict with the detailed traffic resolutions detailed below and as outlined in **Attachment A** of this report, which are only in relation to the implementation of the Harewood Road traffic signals - Harewood/Gardiners/Breens intersection and Harewood School sub-project.

4. Resolves the following which are required for the implementation of the Harewood Road traffic signals - Harewood/Gardiners/Breens intersection and Harewood School, including any traffic controls and /or Parking & Stopping Restrictions, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017, Part 21, Section 319 of the Local Government Act 1974 and the Land Transport Rules- Traffic Control Devices Rule:2004 and the Road User Rule: 2004.

Whitchurch Place

5. Approves that any previously approved resolutions be revoked , in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, on Whitchurch Place from its intersection with Waimakariri Road, and extending in a south westerly direction to its south western roadway end, pertaining to Traffic Controls (excluding speed limits), Parking and /or Stopping Restrictions, made pursuant to any Bylaw, Local Government Act, or any Land Transport Act or Rule, to the extent that they are in conflict with, or recommended to be removed in regard to the Traffic Controls, Parking and /or Stopping Restrictions described in recommendations 6-13 below.
6. Approves the new and remaining road markings, kerb alignments, path alignments, roadway alignment and any road surface changes, in accordance with Part 21, Section 319 of the Local Government Act 1974, on Whitchurch Place from its intersection with Waimakariri Road, and extending in a south westerly direction to its south- western roadway end, as detailed on **Attachment A**.
7. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southern side of Whitchurch Place, commencing at its intersection with Waimakariri Road, and extending in a south westerly direction to its south-western roadway end, as detailed on **Attachment A** be resolved as a bi-directional Shared Path. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
8. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices: 2004, that the Whitchurch Place approach at its intersection with Waimakariri Road, be controlled by a Give Way.
9. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southern side of Whitchurch Place commencing at its intersection with Waimakariri Road and extending in a westerly direction for a distance of 30 metres.
10. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southern side of Whitchurch Place commencing at a point 82 metres west of its intersection with Waimakariri Road and extending in a south westerly direction for a distance of 22 metres.
11. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southern side of Whitchurch Place commencing at a point 126 metres west of its intersection with Waimakariri Road and extending to its south-western roadway end.
12. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northern side of Whitchurch Place commencing at a point 18 metres west of its intersection with Waimakariri Road and extending in an easterly direction to its intersection with Waimakariri Road. Note that this includes the grass verge.

13. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northern side of Whitchurch Place commencing at a point 110 metres west of its intersection with Waimakariri Road and extending to its south-western roadway end.

Waimakariri Road

14. Approves that any previously approved resolutions be revoked, in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, on Waimakariri Road from its intersection with Whitchurch Place, and extending in a southerly direction to its intersection with Harewood Road, pertaining to Traffic Controls (excluding speed limits), Parking and /or Stopping Restrictions, made pursuant to any Bylaw, Local Government Act, or any Land Transport Act or Rule, to the extent that they are in conflict with, or recommended to be removed in regard to the Traffic Controls, Parking and /or Stopping Restrictions described in recommendations 15-21 below.
15. Approves the new and remaining road markings, kerb alignments, traffic island, path alignments, roadway alignment and any road surface changes, in accordance with Part 21, Section 319 of the Local Government Act 1974, on Waimakariri Road from its intersection with Whitchurch Place, and extending in a southerly direction to its intersection with Harewood Road, as detailed on **Attachment A**.
16. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the western side of Waimakariri Road, commencing at its intersection with Whitchurch Place, and extending in a southerly direction for a distance of 24 metres, as detailed on **Attachment A**, be resolved as a bi-directional Shared Path. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
17. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the eastern side of Waimakariri Road, commencing at a point 19 metres south of its intersection with Whitchurch Place, and extending in a southerly direction to its intersection with Harewood Road, as detailed on **Attachment A**, be resolved as a bi-directional Shared Path. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
18. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the Waimakariri Road approach at its intersection with Harewood Road, be controlled by a Give Way.
19. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the western side of Waimakariri Road commencing at its intersection with Harewood Road and extending in a northerly direction to its intersection with Whitchurch Place.
20. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the eastern side of Waimakariri Road commencing at its intersection with Whitchurch Place and extending in a southerly direction for a distance of 30 metres.
21. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the eastern side of Waimakariri Road commencing at its intersection with Harewood Road and extending in a northerly direction for a distance of 14 metres.

Harewood Road- Waimakariri Road to 23 metres east of Stanleys Road

22. Approves that any previously approved resolutions be revoked , in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, on Harewood Road from its intersection with Waimakariri Road, and extending in an easterly direction to a point 23 metres east of Stanleys road (excluding speed limits) pertaining to Traffic Controls (excluding speed limits) , Parking and /or Stopping Restrictions, made pursuant to any Bylaw, Local Government Act, or any Land Transport Act or Rule, to the extent that they are in conflict with, or recommended to be removed in regard to the Traffic Controls, Parking and /or Stopping Restrictions described in recommendations 23-33 below.
23. Approves the new and existing/remaining road markings, kerb alignments, path alignments, traffic islands, roadway alignment and road surface changes, in accordance with Part 21, Section 319 of the Local Government Act 1974, on Harewood Road from its intersection with Waimakariri Road, and extending in an easterly direction to a point 23 metres east of its intersection with Stanleys Road, as detailed on **Attachment A**.
24. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northern side of Harewood Road, commencing at its intersection with Waimakariri Road, and extending in an easterly direction for a distance of 41 metres, as detailed on **Attachment A**. be resolved as a bi-directional Shared Path. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
25. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southern side of Harewood Road, commencing at a point 34 metres east of its intersection with Waimakariri Road and extending in an easterly direction to a point 23 metres east of its intersection with Stanleys Road, as detailed on **Attachment A**. be resolved as a bi-directional Shared Path. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
26. Approves that in accordance with Section 6 of the Land Transport Rule – Traffic Control Devices: 2004 that a signalised roadway crossing be installed on Harewood Road, located at a point 37 metres east of its intersection with Waimakariri Road, and as detailed on **Attachment A**. This signalised crossing is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
27. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northern side of Harewood Road, commencing at its intersection with Waimakariri Road and extending in an easterly direction for a distance of 47 metres.
28. Approves that the parking of all vehicles be restricted to a maximum period of three minutes, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southern side of Harewood Road, commencing at a point 15 metres east of its intersection with Waimakariri Road and extending in a westerly direction for a distance of 35 metres. This restriction is to apply from 8:15am to 9:15am, and 2:30pm to 3:30pm, on school days only.
29. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southern side of Harewood Road, commencing at a point 15 metres east of its intersection with Waimakariri Road and extending in an easterly direction for a distance of 44 metres.
30. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southern side

of Harewood Road, commencing at a point 68 metres east of its intersection with Waimakariri Road and extending in an easterly direction for a distance of nine metres.

31. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southern side of Harewood Road, commencing at a point 93 metres east of its intersection with Waimakariri Road and extending in an easterly direction for a distance of 13 metres.
32. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southern side of Harewood Road, commencing at a point 264 metres east of its intersection with Waimakariri Road and extending in an easterly direction to its intersection with Stanleys Road.
33. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southern side of Harewood Road, commencing at its intersection with Stanleys Road and extending in an easterly direction for a distance of 23 metres.

Stanleys Road

34. Approves that any previously approved resolutions be revoked , in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, on Stanleys Road from its intersection with Harewood Road, and extending in a southerly direction for a distance of 12 metres, pertaining to Parking and /or Stopping Restrictions, made pursuant to any Bylaw, Local Government Act, or any Land Transport Act or Rule, to the extent that they are in conflict with, or recommended to be removed in regard to the Parking and /or Stopping Restrictions described in recommendations 35-36 below.
35. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the western side of Stanleys Road, commencing at its intersection with Harewood Road and extending in a southerly direction for a distance of 12 metres.
36. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the eastern side of Stanleys Road, commencing at its intersection with Harewood Road and extending in a southerly direction for a distance of 12 metres.

Breens Road /Gardiners Road /Harewood Road Intersection

37. Approves that any previously approved resolutions be revoked , in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, at the Breens Road, Gardiners Road and Harewood Road Intersection, pertaining to Traffic Controls (excluding speed limits) , Parking and /or Stopping Restrictions, made pursuant to any Bylaw, Local Government Act, or any Land Transport Act or Rule, to the extent that they are in conflict with, or recommended to be removed in regard to the Traffic Controls, Parking and /or Stopping Restrictions described in recommendations 38-41 below.
38. Approves the new and remaining road markings, kerb alignments, road crossing facilities and road surfaces, in accordance with Part 21, Section 319 of the Local Government Act 1974, at the Breens Road, Gardiners Road and Harewood Road Intersection, as detailed on **Attachment A**.
39. Approves that in accordance with Section 6 of the Land Transport Rule: Traffic Control Devices 2004, all traffic movements at the Breens Road, Gardiners Road and Harewood Road intersection be controlled by Traffic Signals.

40. Approves that in accordance with Clause 17(1) (b) of the Christchurch City Council Traffic and Parking Bylaw 2017 that the Harewood road northwest approach U turn movement at its intersection with Breens Road and Gardiners Road, be prohibited.
41. Approves that in accordance with Clause 17(1) (b) of the Christchurch City Council Traffic and Parking Bylaw 2017 that the Harewood road southeast approach U turn movement at its intersection with Breens Road and Gardiners Road, be prohibited.

Breens Road- Harewood Road to Lochmore Street

42. Approves that any previously approved resolutions be revoked , in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, on Breens Road from its intersection with Harewood Road, and extending in a south-westerly direction for a distance of 60 metres, pertaining to Traffic Controls (excluding speed limits) , Parking and /or Stopping Restrictions, made pursuant to any Bylaw, Local Government Act, or any Land Transport Act or Rule, to the extent that they are in conflict with, or recommended to be removed in regard to the Traffic Controls, Parking and /or Stopping Restrictions described in recommendations 43-47 below.
43. Approves the new and remaining road markings, kerb alignments, path alignments, roadway alignment and road surface changes, in accordance with Part 21, Section 319 of the Local Government Act 1974, on Breens Road from its intersection with Harewood Road, and extending in a south-westerly direction for a distance of 60 metres, as detailed on **Attachment A**.
44. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of north-eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the northwest side of Breens Road, commencing at a point 46 metres southwest of its intersection with Harewood Road and extending in a north- easterly direction to its intersection with Harewood Road, as detailed on **Attachment A**.
45. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of south-westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the southeast side of Breens Road, commencing at its intersection with Harewood Road and extending in a south-westerly direction for a distance of 37 metres, as detailed on **Attachment A**.
46. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-western side of Breens Road, commencing at a point 46 metres southwest of its intersection with Harewood Road and extending in a north-easterly direction to its intersection with Harewood Road.
47. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-eastern side of Breens Road, commencing at its intersection with Harewood Road and extending in a south-westerly direction for a distance of 50 metres.

Gardiners Road- Harewood Road to Goya Place

48. Approves that any previously approved resolutions be revoked , in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, on Gardiners Road from its intersection with Harewood Road, and extending in a north-easterly direction to a point 22 metres northeast of its intersection with Kamahi Place, pertaining to Traffic Controls

(excluding speed limits), Parking and /or Stopping Restrictions, made pursuant to any Bylaw, Local Government Act, or any Land Transport Act or Rule, to the extent that they are in conflict with, or recommended to be removed in regard to the Traffic Controls, Parking and /or Stopping Restrictions described in recommendations 49-54 below.

49. Approves the new and remaining road markings, kerb alignments, path alignments, roadway alignment and road surface changes, in accordance with Part 21, Section 319 of the Local Government Act 1974, on Gardiners Road from its intersection with Harewood Road, and extending in a north easterly direction to a point 22 metres northeast of its intersection with Kamahi Place, as detailed on **Attachment A**.
50. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of north-eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the northwest side of Gardiners Road, commencing at its intersection with Harewood Road and extending in a north- easterly direction for a distance of 56 metres, as detailed on **Attachment A**.
51. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of south-westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the southeast side of Gardiners Road, commencing at a point 22 metres northeast of its intersection with Kamahi Place and extending in a south-westerly direction to its intersection with Harewood Road, as detailed on **Attachment A**.
52. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-western side of Gardiners Road, commencing at its intersection with Harewood Road and extending in a north-easterly direction for a distance of 56 metres.
53. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-eastern side of Gardiners Road, commencing at a point 22 metres northeast of its intersection with Kamahi Place and extending in a south-westerly direction to its intersection with Kamahi Place.
54. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-eastern side of Gardiners Road, commencing at its intersection with Kamahi Place and extending in a south-westerly direction to its intersection with Harewood Road.

Kamahi Place

55. Approves that any previously approved resolutions be revoked , in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, on Kamahi Place from its intersection with Gardiners Road, and extending in a south-easterly direction for a distance of 15 metres, pertaining to Traffic Controls (excluding speed limits) , Parking and /or Stopping Restrictions, made pursuant to any Bylaw, Local Government Act, or any Land Transport Act or Rule, to the extent that they are in conflict with, or recommended to be removed in regard to the Traffic Controls, Parking and /or Stopping Restrictions described in recommendations 56-58 below.
56. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the Kamahi Place approach at its intersection with Gardiners Road, be controlled by a Give Way.

57. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south- western side of Kamahi Place, commencing at its intersection with Gardiners Road and extending in a south- easterly direction for a distance of 14 metres.
58. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-eastern side of Kamahi Place, commencing at its intersection with Gardiners Road and extending in a south- easterly direction for a distance of 15 metres.

Harewood Road- Southeastern approach /departure at Breens /Gardiners

59. Approves that any previously approved resolutions be revoked , in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, on Harewood Road from its intersection with Breens Road and Gardiners Road, and extending in a south-easterly direction for a distance of 73 metres, pertaining to Traffic Controls (excluding speed limits) , Parking and /or Stopping Restrictions, made pursuant to any Bylaw, Local Government Act, or any Land Transport Act or Rule, to the extent that they are in conflict with, or recommended to be removed in regard to the Traffic Controls, Parking and /or Stopping Restrictions described in recommendations 60-65 below.
60. Approves the new and remaining road markings, kerb alignments, path alignments, roadway alignment and road surface changes, in accordance with Part 21, Section 319 of the Local Government Act 1974, on Harewood Road from its intersection with Breens Road and Gardiners Road, and extending in a south-easterly direction for a distance of 73 metres, as detailed on **Attachment A**.
61. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of south-eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the northeast side of Harewood Road, commencing at its intersection with Gardiners Road and extending in a south-easterly direction for a distance of 43 metres, as detailed on **Attachment A**.
62. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of north-westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the southwest side of Harewood Road, commencing at its intersection with Breens Road and extending in a south-easterly direction for a distance of 52 metres, as detailed on **Attachment A**.
63. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Harewood Road, commencing at its intersection with Gardiners Road and extending in a south-easterly direction for a distance of 51 metres.
64. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 the northeast side of Harewood Road, commencing at a point 51 metres southeast from its intersection with Gardiners Road, and extending in a south-easterly direction for a distance of 14 metres, be reserved for Large Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of a Bus Service as defined in the Land Transport Management Act 2003, Section 5, - Bus Service, (a) (i), only.
65. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side

of Harewood Road, commencing at its intersection with Breens Road and extending in a south-easterly direction for a distance of 55 metres.

Harewood Road- Northwestern approach /departure at Breens /Gardiners

66. Approves that any previously approved resolutions be revoked , in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, on Harewood Road from its intersection with Breens Road and Gardiners Road, and extending in a north-westerly direction for a distance of 67 metres, pertaining to Traffic Controls (excluding speed limits), Parking and /or Stopping Restrictions, made pursuant to any Bylaw, Local Government Act, or any Land Transport Act or Rule, to the extent that they are in conflict with, or recommended to be removed in regard to the Traffic Controls, Parking and /or Stopping Restrictions described in recommendations 67-71 below.
67. Approves the new and remaining road markings, kerb alignments, path alignments, roadway alignment and road surface changes, in accordance with Part 21, Section 319 of the Local Government Act 1974, on Harewood Road from its intersection with Breens Road and Gardiners Road, and extending in a north-westerly direction for a distance of 67 metres, as detailed on **Attachment A**.
68. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of south-eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the northeast side of Harewood Road, commencing at a point 42 metres northwest of its intersection with Gardiners Road and extending in a south-easterly direction to its intersection with Gardiners Road, as detailed on **Attachment A**.
69. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of north-westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the southwest side of Harewood Road, commencing at its intersection with Breens Road and extending in a north-westerly direction for a distance of 41 metres, as detailed on **Attachment A**.
70. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Harewood Road, commencing at a point 48 metres northwest of its intersection with Gardiners Road and extending in a south-easterly direction to its intersection with Gardiners Road.
71. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Harewood Road, commencing at its intersection with Breens Road and extending in a northwesterly direction for a distance of 53 metres.

Wooldridge Road

72. Approves that any previously approved resolutions be revoked , in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, on Wooldridge Road from its intersection with Harewood Road, and extending in a south-westerly direction for a distance of 101 metres, pertaining to Traffic Controls (excluding speed limits) made pursuant to any Bylaw, Local Government Act, or any Land Transport Act or Rule, to the extent that they are in conflict with, or recommended to be removed in regard to the Traffic Controls described in recommendations 73 below.

73. Approves the new and remaining road markings, kerb alignments, path alignments, roadway alignment, traffic island and any road surface changes, in accordance with Part 21, Section 319 of the Local Government Act 1974, on Wooldridge Road from its intersection with Harewood Road, and extending in a south westerly direction for a distance of 101 metres, as detailed on **Attachment A**.
74. Approves that these resolutions to take effect when parking signage and/or road marking that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

Councillor Coker/Councillor Harrison-Hunt

Carried

Councillor MacDonald left the meeting at 12.24 pm and returned at 12.26 pm during consideration of Item 14.

14. Manchester Street Bus Gate Trial

Council Comment

1. Council Officers Stephen Wright and Johari Mansour joined the table to present the report.
2. The Mayor Moved, Seconded by Councillor Barber, Option C, to approve undertaking of a further six-month trial during which the bus gates will not be operated, and requesting staff carry out a corridor investigation of Manchester Street (between Bealey Avenue and Moorhouse Avenue) to assess public transport performance, including identifying potential priority measures, and report back to the Council.
3. Councillor Harrison-Hunt Moved a Foreshadowed Motion, Seconded by Councillor Coker, for the Original Officer Recommendations (Option B), to install detectors at bus stops to ensure bus gates operate only when a bus is present and requests staff carry out a corridor investigation of Manchester Street (between Bealey Avenue and Moorhouse Avenue) to assess public transport performance, including identifying potential priority measures, and report back to the Council.
4. When out to the vote the Original Motion (Option C) was declared lost.
5. When put to the vote the Foreshadowed Motion (Option B) was declared carried.

Council Decision

That the Council:

1. Receives the information in the Manchester Street Bus Gate Trial Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Notes the consultant's findings that the gates provide small travel-time and reliability benefits for northbound buses during morning peak periods, with only minor negative effects on private vehicle travel times.
4. Notes that Manchester Street is a pivotal part of Christchurch's public transport network and is identified as a key public transport route in the Christchurch Central Recovery Plan.

5. Approves the undertaking of a further six-month trial during which the bus gates will not be operated.
 - a. Notes that should the recommendation for the trial be approved, staff will undertake public consultation before returning to the Council for a decision on the operation of the bus gates.
 - b. Requests staff carry out a corridor investigation of Manchester Street (between Bealey Avenue and Moorhouse Avenue) to assess public transport performance, including identifying potential priority measures, and report back to the Council.

Mayor/Councillor Barber

Lost

Council Resolved CNCL/2025/00286

Officer Recommendations accepted without change

That the Council:

1. Receives the information in the Manchester Street Bus Gate Trial Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Notes the consultant's findings that the gates provide small travel-time and reliability benefits for northbound buses during morning peak periods, with only minor negative effects on private vehicle travel times.
4. Notes that Manchester Street is a pivotal part of Christchurch's public transport network and is identified as a key public transport route in the Christchurch Central Recovery Plan.
5. Approves the installation of detectors at the bus stops on Manchester Street to ensure the bus gates operate only when a bus is present, and report back to Council on the impact of adding detectors.
6. Requests staff carry out a corridor investigation of Manchester Street (between Bealey Avenue and Moorhouse Avenue) to assess public transport performance, including identifying potential priority measures, and report back to the Council.

Councillor Harrison-Hunt/Councillor Coker

Carried

Councillor Johanson requested that his vote against the resolutions be recorded.

15. Resolution to Exclude the Public Te whakataunga kaupare hunga tūmatanui

Council Recommendation

That at 12.48 pm the resolution to exclude the public set out on pages 160 to 161 of the agenda be adopted.

The public were re-admitted to the meeting at 1.17 pm.

Karakia Whakamutunga

Meeting concluded at 1.17 pm.

CONFIRMED THIS 3RD DAY OF SEPTEMBER 2025

**MAYOR PHIL MAUGER
CHAIRPERSON**

8. Canterbury Waste Joint Committee Minutes - 11 August 2025

Reference Te Tohutoro: 25/1609352

Responsible Officer(s) Te Pou Matua: Natasha McDonnell, Democratic Services Advisor

Accountable ELT Member Pouwhakarae: Helen White, General Counsel / Director of Legal & Democratic Services


1. Purpose of Report Te Pūtake Pūrongo

The Canterbury Waste Joint Committee held a meeting on 11 August 2025 and is circulating the Minutes recorded to the Council for its information.

2. Recommendation Te Tūtohu Council

That the Council receives the Minutes from the Canterbury Waste Joint Committee meeting held 11 August 2025.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
 A	Minutes Canterbury Waste Joint Committee - 11 August 2025	25/1566536	60

Signatories Ngā Kaiwaitohu

Author	Natasha McDonnell - Democratic Services Advisor
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Canterbury Waste Joint Committee OPEN MINUTES

Item 8

Attachment A

Date: Monday 11 August 2025
Time: 12 pm
Venue: Halswell-Hornby-Riccarton Community Boardroom,
199 Clarence Street in the Rārākau: Riccarton Centre

Present

Chairperson	Councillor Kelly Barber - Christchurch City Council
Deputy	Councillor Robbie Brine - Waimakariri District Council
Chairperson	Councillor John Begg - Waimate District Council via AVL
Members	Councillor Joe Davies - Environment Canterbury
	Councillor David East - Environment Canterbury
	Councillor James Gough - Christchurch City Council
	Councillor David Hislop - Hurunui District Council
	Councillor Liz McMillan - Ashburton District Council
	Councillor Mark Peters - Christchurch City Council

Principal Advisor

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Meeting Advisor

Natasha McDonnell
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Karakia Tīmatanga

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Committee Decision

There were no apologies received

2. Declarations of Interest Ngā Whakapuaki Aronga

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

Joint Committee Resolved CJWC/2025/00006

That the minutes of the Canterbury Waste Joint Committee meeting held on Monday, 7 April 2025 be confirmed.

Councillor Barber/Councillor Peters

Carried

4. Canterbury Waste Joint Committee Staff Group Update

Joint Committee Resolved CJWC/2025/00007

Officer Recommendation accepted without change

Part C

That the Canterbury Waste Joint Committee:

1. Receives the information in the Canterbury Waste Joint Committee Staff Group Update Report.

Councillor Brine/Councillor Hislop

Carried

5. Report on 2024/25 CWJC Waste Minimisation Fund Projects

Joint Committee Resolved CJWC/2025/00008

Officer recommendation accepted without change

Part C

That the Canterbury Waste Joint Committee:

1. Receives the information in the Report on 2024/25 CWJC Waste Minimisation Fund Projects Report.

Councillor Davies/Councillor East

Carried

6. Recommended Projects for the 2025/26 Waste Minimisation Grant Funding

Committee Comment

1. Councillor Davies foreshadowed an amendment to include the Richmond Community Garden Trust Riverlution Precious Plastic project to receive \$3500.
2. Councillor Davies moved and Councillor Peters seconded the amendment, bolded and underlined below, which when put to the vote by division was declared lost.
3. Councillor East moved and Councillor McMillan seconded the original officer recommendations which when put to the vote was declared carried.

Joint Committee Recommendation

That the Canterbury Waste Joint Committee:

1. Receives the information in the Recommended Projects for the 2025/26 Waste Minimisation Grant Funding Report.
2. Considers the funding applications and approves grants from the regional waste minimisation fund for 2025/26 as outlined in the following schedule.

Applicant	Project Name	Recommendation
Little River School	Reduce, Reduce!	\$ 1,282.00
Kairos Food Rescue	Scaling Impact through Sustainable Food Rescue and Recovery	\$ 20,000.00
Climate Action Campus Ōtautahi/Ao Tawhiti Unlimited Discovery	Trash to Treasure	\$ 7,850.00
Spout Alternatives Limited	Spout Milk on Tap - Canterbury - Reusable Kegs and Pump System	\$ 12,000.00
University of Canterbury	Reducing and Repurposing 3D Printer Waste	\$ 27,532.00
Waste-Ed With Kate Limited	Sustainable Comfort: Reusable Solutions for Aged Care	\$ 43,000.00
Twin Needle Limited	Fabric Recycling	\$ 4,836.00

<u>Richmond Community Garden Trust</u>	<u>Riverlution Precious Plastic</u>	<u>\$ 3,500.00</u>
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4. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

The division was declared **lost** by 4 votes to 5 votes the voting being as follows:

For: Kelly Barber, Joe Davies, David Hislop and Mark Peters

Against: Robbie Brine, John Begg, David East, James Gough and Liz McMillan

Councillor Davies/Councillor Peters

Lost

Joint Committee Resolved CJWC/2025/00009

Officer Recommendations accepted without change

Part C

That the Canterbury Waste Joint Committee:

1. Receives the information in the Recommended Projects for the 2025/26 Waste Minimisation Grant Funding Report.
2. Considers the funding applications and approves grants from the regional waste minimisation fund for 2025/26 as outlined in the following schedule.

Applicant	Project Name	Recommendation
Little River School	Reduce, Reduce!	\$ 1,282.00
Kairos Food Rescue	Scaling Impact through Sustainable Food Rescue and Recovery	\$ 20,000.00
Climate Action Campus Ōtautahi/Ao Tawhiti Unlimited Discovery	Trash to Treasure	\$ 7,850.00
Spout Alternatives Limited	Spout Milk on Tap - Canterbury - Reusable Kegs and Pump System	\$ 12,000.00
University of Canterbury	Reducing and Repurposing 3D Printer Waste	\$ 27,532.00
Waste-Ed With Kate Limited	Sustainable Comfort: Reusable Solutions for Aged Care	\$ 43,000.00
Twin Needle Limited	Fabric Recycling	\$ 4,836.00

3. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

Councillor East/Councillor McMillan

Carried

7. Annual Budget Update for the Canterbury Waste Joint Committee

Joint Committee Resolved CJWC/2025/00010

Officer Recommendation accepted without change

Part C

That the Canterbury Waste Joint Committee:

1. Receives the information in the Annual Budget Update for the Canterbury Waste Joint Committee Report.

Councillor Barber/Councillor Gough

Carried

Karakia Whakamutunga

Meeting concluded at 12.33pm.

TO BE CONFIRMED

COUNCILLOR KELLY BARBER
CHAIRPERSON

9. Canterbury Regional Landfill Joint Committee Minutes - 11 August 2025

Reference Te Tohutoro: 25/1610263
Responsible Officer(s) Te Pou Matua: Natasha McDonnell, Democratic Services Advisor
Accountable ELT: Helen White, General Counsel / Director of Legal & Democratic
Member Pouwhakarae: Services


1. Purpose of Report Te Pūtake Pūrongo

The Canterbury Regional Landfill Joint Committee held a meeting on 11 August 2025 and is circulating the Minutes recorded to the Council for its information.

2. Recommendation Te Tūtohu Council

That the Council receives the Minutes from the Canterbury Regional Landfill Joint Committee meeting held 11 August 2025.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Minutes Canterbury Regional Landfill Joint Committee - 11 August 2025	25/1586685	66

Signatories Ngā Kaiwaitohu

Author	Natasha McDonnell - Democratic Services Advisor
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Canterbury Regional Landfill Joint Committee OPEN MINUTES

Item 9

Attachment A

Date: Monday 11 August 2025
Time: 10 am
Venue: Halswell-Hornby-Riccarton Community Boardroom,
199 Clarence Street in the Rārākau: Riccarton Centre

Present

Chairperson	Councillor Mark Peters - Christchurch City Council
Deputy Chairperson	Councillor Robbie Brine - Waimakariri District Council
Members	Councillor Kelly Barber - Christchurch City Council Councillor James Gough - Christchurch City Council Councillor David Hislop - Hurunui District Council Councillor Liz McMillan - Ashburton District Council

Principal Advisor

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Karakia Tīmatanga

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Joint Committee Resolved CRLC/2025/00005

That the apology for lateness from Councillor Hislop was accepted.

Councillor Barber/Councillor Gough

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

Councillor Gough declared an interest in Item 4 and did not take part in the item.

3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

Joint Committee Resolved CRLC/2025/00006

That the minutes of the Canterbury Regional Landfill Joint Committee meeting held on Monday, 7 April 2025 be confirmed.

Councillor Brine/Councillor Barber

Carried

4. Director Term Expiry

Joint Committee Resolved CRLC/2025/00007

Chairperson Recommendations accepted without change

Part C

That the Canterbury Regional Landfill Joint Committee:

1. Notes the upcoming expiry of the current Group B independent director on the TCL Board.
2. Agrees to engage Sheffield to commence a process to appoint a Group B independent director.
3. Agrees the Chair of the TCL Board, the Chair of the Committee and the Deputy Chair of the Committee, will assist Sheffield, as needed, through the recruitment process.
4. Notes that the final recommendation for the appointment of the Group B independent director will be presented for approval at a February 2026 Committee meeting, or at such time when all member Councils have appointed their committee representatives, alongside the appointment of the Councillor directors.

Councillor Peters/Councillor McMillan

Carried

Councillor Gough requested that his abstention from the vote be recorded.

7. Resolution to Include Supplementary Report

Joint Committee Resolved CRLC/2025/00008

Decision

That the report be received and considered at the Canterbury Regional Landfill Joint Committee meeting on Monday, 11 August 2025.

Open Items

8. Report from Transwaste Canterbury Limited (TCL)

Councillor Brine/Councillor McMillan

Carried

Councillor Hislop joined the meeting at 10.08am during item 8.

Robbie Brine left the meeting at 10.40am during consideration of item 8.

Robbie Brine returned to the meeting at 10.42am during consideration of item 8.

8. Report from Transwaste Canterbury Limited (TCL)

Grant Miller, Hayden Leach and Jeremy Parker of Transwaste Canterbury Limited, presented to the Committee with a 6 monthly report on performance and other matters impacting the regional landfill.

Joint Committee Resolved CRLC/2025/00009

Part C

That the Canterbury Regional Landfill Joint Committee:

1. Receives the Transwaste Canterbury Ltd's Interim Report for 2024/25.

Councillor Barber/Councillor Peters

Carried

Attachments

- A Transwaste Canterbury Limited presentation

5. Resolution to Exclude the Public Te whakataunga kaupare hunga tūmatanui

Joint Committee Resolved CRLC/2025/00010

Part C

That at 10.45am the resolution to exclude the public set out on pages 11 to 12 of the agenda be adopted.

Councillor McMillan/Councillor Peters

Carried

The public were re-admitted to the meeting at 10.51am.

Karakia Whakamutunga

Meeting concluded at 10.52am.

TO BE CONFIRMED

COUNCILLOR MARK PETERS
CHAIRPERSON

10. Audit and Risk Management Committee Minutes - 15 August 2025

Reference Te Tohutoro: 25/1672475
Responsible Officer(s) Te Luke Smeele, Democratic Services Advisor,
Pou Matua: luke.smeele@ccc.govt.nz
Accountable ELT Helen White, General Counsel / Director of Legal & Democratic
Member Pouwhakarae: Services


1. Purpose of Report Te Pūtake Pūrongo

The Audit and Risk Management Committee held a meeting on 15 August 2025 and is circulating the Minutes recorded to the Council for its information.

2. Recommendation Te Tūtohu Council

That the Council receives the Minutes from the Audit and Risk Management Committee meeting held 15 August 2025.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Minutes Audit and Risk Management Committee - 15 August 2025	25/1606202	72

Signatories Ngā Kaiwaitohu

Author	Luke Smeele - Democratic Services Advisor
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Audit and Risk Management Committee OPEN MINUTES

Item 10

Attachment A

Date: Friday 15 August 2025
Time: 9.30 am
Venue: Ministry of Education Building, Conference Room, 48
Hereford Street West End

Present

Chairperson	Mr Bruce Robertson
Deputy Chairperson	Councillor Jake McLellan
Members	Councillor Tyrone Fields
	Councillor Sam MacDonald
	Councillor Tim Scandrett
	Mrs Hilary Walton - by audio/visual link

Principal Advisor

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Meeting Advisor

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- Part A** **Matters Requiring a Council Decision**
Part B **Reports for Information**
Part C **Decisions Under Delegation**
-

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C
Committee Resolved ARCM/2025/00021

That the apology from Michael Wilkes for absence be accepted.
Mr Robertson/Councillor McLellan

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B
There were no declarations of interest recorded.

3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

Part C
Committee Resolved ARCM/2025/00022

That the minutes of the Audit and Risk Management Committee meeting held on Friday, 13 June 2025 be confirmed.

Mr Robertson/Councillor MacDonald

Carried

4. Public Forum Te Huinga Whānui

Part B
There were no public forum presentations.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B
There were no deputations by appointment.

6. Presentation of Petitions Ngā Pākikitanga

Part B
There was no presentation of petitions.

7. Office of the Auditor-General Report to Christchurch City Council Audit and Risk Management Committee

Committee Resolved ARCM/2025/00023

Officer Recommendation accepted without change

Part C

That the Audit and Risk Management Committee:

1. Receives the information in the Office of the Auditor-General Report to Christchurch City Council Audit and Risk Management Committee Report.

Councillor McLellan/Councillor Scandrett

Carried

8. Elected Member Sensitive Expenditure Reporting - January to June 2025

Committee Resolved ARCM/2025/00024

Officer Recommendation accepted without change

Part C

That the Audit and Risk Management Committee:

1. Receives the information in the Elected Member Sensitive Expenditure Reporting - January to June 2025 Report.

Councillor Scandrett/Councillor MacDonald

Carried

9. KiwiRail Risks - Update

Committee Resolved ARCM/2025/00025

Officer Recommendation accepted without change

Part C

That the Audit and Risk Management Committee:

1. Receives the information in the KiwiRail Risks - Update Report.

Councillor MacDonald/Councillor McLellan

Carried

10. Procurement & Contracts FY25

Committee Resolved ARCM/2025/00026

Officer Recommendation accepted without change

Part C

That the Audit and Risk Management Committee:

1. Receives the information in the Procurement & Contracts FY25 Report.

Mr Robertson/Councillor MacDonald

Carried

11. Resolution to Exclude the Public Te whakataunga kaupare hunga tūmatanui

Committee Resolved ARCM/2025/00027

Part C

That Chantelle Gernetzky, Anna Jones and Laura Song of Audit New Zealand remain after the public have been excluded for items 12 -18 of the public excluded agenda as they have knowledge that is relevant to those items and will assist the Council. That David Seath and Sarah Joyce of Deloitte, remain after the public have been excluded for Item 16 of the public excluded agenda as they have knowledge that is relevant to that item and will assist the Council. That Mike Rondell of BDO and Scott McClay, Will Hamilton and Michael McAuley of Deloitte remain after the public have been excluded for item 13 of the public excluded agenda as they have knowledge that is relevant to that item and will assist the Council.

AND

That at 10.19am the resolution to exclude the public set out on pages 37 to 39 of the agenda be adopted.

Mr Robertson/Councillor Scandrett

Carried

The public were re-admitted to the meeting at 12.26pm.

Meeting concluded at 12.27pm.

CONFIRMED THIS 7th DAY OF OCTOBER 2025

**BRUCE ROBERTSON
CHAIRPERSON**

11. Central City Parking Restrictions Committee Minutes - 22 August 2025

Reference Te Tohutoro: 25/1699756

Responsible Officer(s) Te Pou Matua: Simone Gordon, Democratic Services Advisor

Accountable ELT Member Pouwhakarae: Helen White, General Counsel / Director of Legal & Democratic Services


1. Purpose of Report Te Pūtake Pūrongo

The Central City Parking Restrictions Committee held a meeting on 22 August 2025 and is circulating the Minutes recorded to the Council for its information.

2. Recommendation Te Tūtohu Council

That the Council receives the Minutes from the Central City Parking Restrictions Committee meeting held 22 August 2025.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Minutes Central City Parking Restrictions Committee - 22 August 2025	25/1626102	78

Signatories Ngā Kaiwaitohu

Author	Simone Gordon - Democratic Services Advisor
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Central City Parking Restrictions Committee OPEN MINUTES

Item 11

Attachment A

Date: Friday 22 August 2025
Time: 9:30 am
Venue: Meeting Room 2.08, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson Councillor Jake McLellan
Members Deputy Mayor Pauline Cotter
Lynette Ellis – via audio/visual link
Stephen Wright

Acting Principal Advisor

Jacob Bradbury
Manager Planning and Delivery Transport
Tel: 941 8999
jacob.bradbury@ccc.govt.nz

Meeting Advisor

Simone Gordon
Democratic Services Advisor
Tel: 941 6527
simone.gordon@ccc.govt.nz
Website: www.ccc.govt.nz

To view copies of Agendas and Minutes, visit:

www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/

- Part A** **Matters Requiring a Council Decision**
Part B **Reports for Information**
Part C **Decisions Under Delegation**
-

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C
Committee Decision

There were no apologies received.

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B
There were no declarations of interest recorded.

3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

Part C
Committee Resolved CCPRC/2025/00011

That the minutes of the Central City Parking Restrictions Committee meeting held on Thursday, 12 June 2025 be confirmed.

Councillor McLellan/Deputy Mayor

Carried

4. Deputations by Appointment Ngā Huinga Whakaritenga

Part B
There were no deputations by appointment.

5. Pīpīhihi Lane - Proposed Parking Restrictions - No Stopping (Except Authorised Vehicles)

Committee Resolved CCPRC/2025/00012

Officer Recommendations accepted without change.

Part C

That the Central City Parking Restrictions Committee:

1. Receives the information in the Pīpīhihi Lane - Proposed Parking Restrictions - No Stopping (Except Authorised Vehicles) Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolution 4 below.
4. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the stopping of vehicles be prohibited at any time on Pīpīhihi Lane, as detailed on Attachment A, plan TG151615, Issue 2, dated 24/07/2025, subject to the following exceptions and conditions:
 - a. Goods Service Vehicles, for the purposes of loading /unloading activities relating to properties within, or requiring access from, Pīpīhihi Lane only.
 - b. Street cleaning & rubbish collection vehicles operated by the Christchurch City Council or its nominated contractor.
 - c. Trade and other vehicles (including those operated by service authorities) of any class of vehicle, if authorised to do so by the council officer who holds the position of Head of Transport at that time.
 - d. Emergency vehicles
 - e. Any vehicle or specified class of vehicle that has entered Pīpīhihi Lane under the above provisions must not be parked for longer than is necessary for its driver to carry out their business or for the period of any emergency.
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

Councillor McLellan/Member Wright

Carried

6. 109 Salisbury Street - Proposed Parking Restrictions - P5

Committee Comment

In discussing the item, the Committee sought for further stakeholder views from residents regarding the proposed parking restrictions.

Deputy Mayor Cotter Moved a Procedural Motion to let the Item lie on the table. This was Seconded by Councillor McLellan, put to the vote and declared carried.

Officer Recommendations Ngā Tūtohu

That the Central City Parking Restrictions Committee:

1. Receives the information in the 109 Salisbury Street - Proposed Parking Restrictions - P5 Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4 below.
4. Approves that **the parking of all vehicles be restricted to a maximum period of 5 minutes**, in accordance with Clause 8 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Salisbury Street commencing at a point 118 metres east of its intersection

with Durham Street North and extending in an easterly direction for a distance of 18 metres as detailed on **Attachment A** (TG151614, Issue 2, dated 24/07/2025). This is to apply between 8am and 6pm only.

5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

Committee Resolved CCPRC/2025/00013

Part C

The Central City Parking Restrictions Committee resolved that Item 6 - 109 Salisbury Street - Proposed Parking Restrictions - P5, should lie on the table and not be further discussed at this meeting.

Deputy Mayor/Councillor McLellan

Carried

Meeting closed at 9.49am.

**CONFIRMED BY THE CHAIRPERSON AND PRINCIPAL ADVISOR ON <DATE> PURSUANT TO
STANDING ORDER 23.4**

**COUNCILLOR JAKE MCLELLAN
CHAIRPERSON**

**JACOB BRADBURY
ACTING PRINCIPAL ADVISOR**

12. Monthly Report from the Community Boards - August 2025

Reference Te Tohutoro: 25/1682027

Report of Te Pou Matua: The Chairpersons of all Community Boards

Accountable ELT Member
Pouwhakarae: Andrew Rutledge, General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to provide the Council with an overview of initiatives and issues recently considered by the Community Boards. This report attaches the most recent Community Board Area Report included in each Board's public meeting. Please see the individual agendas for the attachments to each report.
- 1.2 Each Board will present important matters from their respective areas during the consideration of this report and these presentations will be published with the Council minutes after the meeting.

2. Community Board Recommendations Ngā Tūtohu a te Poari Hapori

That the Council:

1. [Receives the information in the Monthly Report from the Community Boards - August 2025 Report.](#)

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Waipapa Papanui-Innes-Central Community Board Area Report August 2025	25/1682028	84
B  	Waipuna Halswell-Hornby-Riccarton Community Board Area Report August 2025	25/1682029	99
C  	Waitai Coastal-Burwood-Linwood Community Board Area Report August 2025	25/1682032	105
D  	Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report August 2025	25/1682033	119
E  	Waihoru Spreydon-Cashmere-Heathcote Community Board Area Report August 2025	25/1682037	125
F  	Waimāero Fendalton-Waimairi-Harewood Community Board Area Report August 2025	25/1682040	132

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14. Waipapa Papanui-Innes-Central Community Board Area Report - August 2025

Reference Te Tohutoro: 25/1261138

Responsible Officer(s) Te Pou Matua: Emma Pavey, Community Governance Manager Papanui-Innes-Central

Accountable ELT Member Pouwhakarae: Andrew Rutledge, General Manager Citizens and Community

1. Purpose of Origin of the Report Te Pūtake Pūrongo

- 1.1 This monthly staff-generated report provides the Board with an overview of initiatives and issues current within the Community Board area.


2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Waipapa Papanui-Innes-Central Community Board Area Report - August 2025.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Summer with your neighbours (SWYN)	SWYN is about bringing people closer together and celebrating the unique and diverse mix of each neighbourhood. This year's events can be held from 25 October 2025 to 30 March 2026. 	Applications are open until 5 pm, Sunday 10 August	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Youth Recreation	Staff are working in collaboration with youth-focused organisations to discuss potential opportunities in the Papanui, Innes and Central ward areas.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Youth Safety	A youth space has opened in Northlands Mall with the support of the Board's Better Off Fund, in collaboration with Papanui Youth Development Trust and Te Ora Hou.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy

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	Participation numbers have been steady with young people using the space after school hours, often before catching buses from the bus exchange.		
Shirley Community Reserve	The Board resolved for staff to initiate the process to design an on-budget community building on the Reserve that will enable mixed use. The Working Group held its final meeting on 11 July. It is anticipated that a report will come to the Community Board's September meeting to approve the final design for the community building, aligning with the vision for the Reserve resolved last year.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Revitalisation of Petrie Park	The Board approved the Petrie Park tree planting plan at its June 2025 meeting, and We Are Richmond's concept plan is subject to funding being acquired and all consenting requirements being met.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Safety Initiatives	Initial discussions are underway about the future planning for the MacFarlane Park area.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Civil Defence Emergency Management (CDEM) Community Resilience Plans - Richmond Civil Defence Plan - SHEAP - Shirley Emergency Action Plan	Local staff, with the assistance of the CDEM team, are working with community organisations within the Papanui, Innes and Central wards on their Emergency Response/Community Resilience Plans that will support their communities during adverse events. The Richmond Civil Defence Plan has been completed and circulated to the community. Staff are also working with Te Ora Hou, and St Albans Residents Association on the development of their Emergency Plans. Shirley Community Trust has been working closely with CDEM to review and update the Shirley Emergency Action Plan (SHEAP). This collaborative effort helps ensure that the emergency plan reflects the most up-to-date information relevant to the Shirley community, including local hazards, key contacts, and available resources. Through these updates, Shirley Community Trust is helping to build a more resilient and connected neighbourhood.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy

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3.2 **Community Funding Summary**

The Board's funding pools are subject to Board approval for the new financial year.

2024/25 Waipapa Papanui-Innes-Central Youth Development Fund (YDF)	
YDF grants approved over the last financial year:	
• Disharn Noda towards travelling to Tahiti for a cultural exchange	\$300
• Katia and Elena Ashmore towards the costs of attending the National Secondary Schools' Brass Band Course 2024	\$300 & \$300
• Laura Powley towards participating in the Avonside Girls' High School French Trip to Angers	\$500
• Olivia Zeng towards the costs of attending the Aspire (Dance) Programme at Convergence Dance Studio	\$100
• Natalia Kay towards competing in the Deaf World 3v3 Basketball Championships at Gallaudet University, Washington DC	\$500
• Ollie Dysart towards representing the South Island at the ITKD Taekwondo National Championships 2024 in Palmerston North	\$350
• Villa Maria College for Oriana Puhiautau towards playing in the 1st XI Football Team, attending the New Zealand Secondary Schools Tournament in Blenheim	\$100
• Tiana Olney towards attending the Outward-Bound Classic Course	\$300
• Jorja Ashley McCaughan towards competing at the NZCAF Aerobics Nationals in Queenstown	\$200
• Lauren Dyet towards travelling with the Mixx U19 Korfbal Team to the National Championships in Taiwan	\$500
• Badminton Canterbury Inc. applicants towards attending the NZ Junior Team Badminton Championships in Palmerston North	\$260
• Elsha Brocherie towards travelling with her team to the Korfbal Club Championships in Adelaide, Australia	\$400
• Rhys Lewis towards competing at The World VEX Robotics Championships in Dallas, USA	\$500
• Alisa Wada towards the costs of representing New Zealand at the FISU Summer World University Games 2025 for Artistic Gymnastics in Germany	\$500
• Jean Taylor towards the competing as U18 representative for the Canterbury Netball Team at the Netball Tournament in Wellington	\$350
• Malaika Lili-Tiwa towards competing in at the World Tau Tag Club Tournament in Samoa	\$350
AVAILABLE BALANCE (at time of writing):	\$2,190

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3.3 **Summary of Recent YDF Applications**

Each year, the Council's community boards set aside money to fund young people in their local community through their Youth Development Fund (YDF). For more information, [see here](#). Above is a list of YDF grants over the last financial year and below is a summary of the background to the YDF recipients over the last month.

- **Malaika Lilii-Tiwa**

Malaika started playing Tag in 2023. Since then, she has competed in all modules/tournaments held by Tau Tag.

Malaika has been selected to represent the Opens South Island Tau Tag Team at the World Club Series to be held in Samoa from 8-14 September 2025. This is her first time trying out for a Tag rep team, and she felt fortunate to be selected.

Outside of Tag, Malaika plays kiorahi, rugby and rugby league and has made rep teams for each sport. She trains three times a week in a group setting for sport and does her training regimen as well.

3.4 **The Mayor's Welfare Fund**

The Mayor's Welfare Fund provides financial support to families and individuals in the community who are in extreme financial distress. It is a last resource for when people have exhausted other appropriate sources, such as Work and Income New Zealand (WINZ). The criteria and instructions on how to apply can be found here: [Mayors Welfare Fund - all you need to know](#).

3.5 **Upcoming Community Events and Activities**

Volunteer Events

[Visit this link](#) for a variety of volunteer events held around the city, and [this link](#) to volunteer at a Council-produced event. There is also information at [this link](#) on becoming a Graffiti Programme volunteer, or register at [this link](#) to join the Parks Volunteers Team.

Some planting events are eligible for Children's University (CU) credits and are family-friendly. Schools can be supported by the 'connect and grow' planting programme: Manaaki Taiao – Nurture Nature.

Or find other opportunities to volunteer in your community at [this link](#), whether it be sharing your passion for art at the Art Gallery, helping the Friends of the Library, joining the Friends of the Botanic Gardens, volunteering to help run the Peace Train, or any of the number of volunteer opportunities listed on the site for [Volunteering Canterbury](#).



FRESH Events 2025

- Information on events from Youth & Cultural Development (YCD) is available at [this link](#).

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Other upcoming community events and festivals in the city

- Visit [this link](#) for a variety of community events and festivals held around the city. You can also visit the [What's On](#) site for one-off and regular events like:
 - [Go Green Expo](#) – 9-10 August, 10 am to 4 pm at Wolfbrook Arena - New Zealand's largest sustainable lifestyle show. This is your one-stop shop for everything you need to live a sustainable life.
 - [Arts Centre Chamber Series: Voices of Ōtākaro](#) – 17 August, 2 pm to 4.30 pm at The Arts Centre Te Matatiki Toi Ora - Voices of Ōtākaro is a special chamber presentation which celebrates the power of verse set to melody. See the site for booking and pricing.
 - [Book \(Fight\) Club Teen Edition](#) – 30 August, 2-3 pm at The Arts Centre Te Matatiki Toi Ora - It's a book club...for teens. It's a fight club...for teens. Peter Pan vs Katniss. Holden Caulfield vs Geronimo Stilton. See the site for booking and pricing.
 - [Book \(Fight\) Club Workshop](#) – 31 August, 11 am to 2 pm - This three-hour workshop is aimed at 12-16-year-olds interested in new ways to create stories and to enhance the ones they already have.
 - [Caxton Press: Self-publishing workshop](#) – 30 August, 1-2 pm at Tūranga - Turn your manuscript into a beautiful, bookshop-quality book – get started with this free self-publishing workshop.
 - [The Power Of Resilience](#) – 31 August, 10.30-11.30 am at Tūranga - Real stories of unimaginable loss and extraordinary resilience – an inspiring kōrero on navigating life's hardest moments.



- [Ōtautahi Welcoming Dinner](#) – 5 September, 6-8 pm at Multicultural Recreation and Community Centre, 455 Hagley Ave - Join for a traditional Eritrean musical performance and dinner to manaaki/welcome some of our newest residents, including former refugees, to Ōtautahi.
- [Rising Stars Concert Series 2025](#) – various dates at The Arts Centre Te Matatiki Toi Ora – see link above for details,

bookings and pricing - Rising Stars is a lunchtime concert series that focuses on encouraging, nurturing and providing a performance platform for emerging young musicians.

- [Shine for a Cure 2025](#) – 20 September, 5.30-7.30 pm at North Hagley Park - Join Leukaemia & Blood Cancer New Zealand's Shine for a Cure for a 5km lantern walk. To remember, for a hope, for a cure.



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Christchurch City Council Libraries Events



- Christchurch City Libraries run a wide range of classes and programmes both in libraries and through its learning centres for everyone from babies to seniors, with information at [this link](#).

- The Libraries' [technology programmes](#) are designed to help people become more comfortable with technology and to make better use of available computer tools. Better Digital Futures Computer Programmes for ages 65+ is a free programme (though it does require bookings). There is also technology help drop-in

sessions and a GenConnect Drop-in to help with questions about your iPad, smartphone or Tablet, and how to use Skype, Facebook, or share your photos with family or friends.

- [JP Clinics](#) - Justices of the Peace are available at set times at several Christchurch City libraries. JPs can witness signatures, verify copies of documents, hear oaths, declarations and more. There is no charge for JP services.
- The Libraries' Events Calendar can be found [here](#), and there are dedicated pages for significant events and related topics like:
 - [WORD Christchurch Festival & Events](#) – this festival gets the city buzzing with books, ideas and kōrero.



- [Uike Kātoanga'i 'o e Lea Faka-Tonga - Tonga Language Week](#)

Mālō e Lelei. [Tonga Language Week Uike Kātoanga'i 'o e Lea Faka-Tonga](#) celebrates the culture and language of the 82,389 people of Tongan heritage who live in New Zealand. According to the 2018 Census, 2,205 people of Tongan heritage reside in Christchurch. Tonga Language week is on from Sunday 17 to Saturday 23 August 2025.

- [International Literacy Day](#)

Find literacy resources in the library and adult literacy providers in Christchurch. International Literacy Day is on 8 September. It is a UNESCO-led initiative which acknowledges that literacy is a human right.



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3.6 Participation in and Contribution to Decision Making

3.6.1 Report back on other Activities contributing to Community Board Plan



• **Mairehau Community Library AGM**

Mairehau Community Library held its AGM on 18 July, which saw a good turnout of volunteers in attendance, highlighting the important place the library has in the local community.

• **Gear Up Ōtautahi**

Last month Gear Up was fortunate to get a big drop of balls from the University of Canterbury Faculty of Health.

Thanks to Shonny for dropping them off. They will be topping up the ball bin at MacFarlane Park this week.



• **CHS Avebury Climate Resilient Garden**



New signage has been erected at Avebury House regarding the CHS Avebury Climate Resilient Garden, which is a collaborative project by Canterbury Horticultural Society to create and maintain an ornamental garden which showcases a wide variety of plants that are resilient in Christchurch's changing climate.

The site of the old community garden has been cleared to make way for the garden design, which is shown in the new signage, so watch this space.



DRAFT PLANTING DESIGN
FOR CHS AVEBURY
CLIMATE RESILIENT GARDEN



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• **Northern Line Cycleway Railway Crossing Upgrades Complete and Commissioned**



The commissioning process for the new signalised cyclist/pedestrian crossings and automatic railway gates along the Northern Line cycleway route was completed as planned on 15 July, and therefore the Railway Crossing Upgrades at Harewood Road, Langdons Road and Sawyers Arms Road are now operational.

This has been a successful collaborative project between the Council, KiwiRail, Fulton Hogan and Peloton (Designer) teams, which will result in safer journeys for road, path and rail users in the community.



• **Parks Update**

The Community Partnership Rangers continue their collaborative work with the community around the greenspaces in the Board area:

Oliviers Reserve – there was a working bee at Oliviers Reserve on 18 July with Phillipstown Hub and community member, Gerard Murnane.

They worked together with the Ranger to do some maintenance

work and weeding – the Ranger noting that Gerard also went down a few times by himself to plant some polyanthus flowers in the garden beds.



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Rutland Reserve – a planting was held on 27 July with the Vanuatu community in Rutland Reserve. Around 600 native plant species were planted in the wetland area, and a gifted kahikatea tree that the community brought was planted as a commemorative tree to honour their language being added into the Ministry of Pacific People's language week series. (The Urban Forest team will follow up with planting three larger grade kahikatea trees around it.)



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• **Community Liaison Hui**

On Thursday 31 July a community liaison hui was held with representatives of community groups from the Papanui-Innes-Central area interested to connect and exchange information about local initiatives and activities.

The Community Governance Team arranged with Te Ora Hou Ōtautahi to hold the hui in the Hine Atawhai (chapel) on their site, and the kōrero with the aid of some kai in that setting was well attended and well received.

3.6.2 **Council Engagement and Consultation**

• [Lancaster Park play space](#) (closes 10 August 2025)

Lancaster Park is under redevelopment, with planting, new sports grounds and restoration of the heritage gates complete, and construction of the community centre and changing rooms underway.

It's now time to start planning the play spaces for the park.

In 2022, Christchurch City Council asked the community to help shape the future of Lancaster Park through the Community Spaces Plan. Residents shared their ideas for creating a welcoming and inclusive community park, including a play space for young people.

Ideas have been developed for play opportunities for all park users, from the youngest tamariki to older generations. Community feedback will help refine the plans for Board consideration.

LANCASTER PARK PLAY SPACE CONCEPT

OVERALL CONCEPT PLAN



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- [Speed limits surrounding One New Zealand Stadium at Te Kaha](#) (closes 26 August 2025)

Due to a change in government legislation, the Council needs to re-consult on previously approved speed reductions around the new stadium.

- [Cemeteries Handbook update](#) (closes 12 August 2025)

The Council is updating its Cemeteries Handbook to broaden the definition of 'ashes', to meet legal obligations for burials in our cemeteries.



- [Tree Planting Plans](#)

Help the shape the tree planting plans for parks across Ōtautahi Christchurch.

- [Play Space Projects](#)

The Council is constantly replacing, upgrading, and creating new play spaces for people of all ages. Find out more here.

- [Consultations in other parts of the district:](#)

- [Waimakariri Road and Whitchurch Place speed limit changes](#) (closes 17 August 2025)
- [Cashmere / Sutherlands / Hoon Hay Valley Road speed limit changes](#) (closes 18 August 2025)
- [Corsair Bay and Cass Bay play space upgrades](#) (closes 17 August 2025)
- [Bryndwr Road renewal](#) (closes 17 August 2025)
- [North Beach car park](#) (closes 17 August 2025)

3.7 Governance Advice

3.7.1 Customer Service Request (CSR) Report for the Papanui-Innes-Central Wards

Refer to **Attachment A** for the 1 to 31 July 2025 statistics, providing an overview of the number of CSRs that have been received, including the types of requests being received and a breakdown of how they are being reported.

[Snap Send Solve](#) is the smartphone app the Council offers to help make reporting issues easy, and it is still possible to [report issues online](#), by calling Council on 03 941 8999 or visiting one of the Council's [Service centres](#).

3.7.2 Community Profiles

Each year, the Council's Community Support and Partnerships Unit produces community profiles of each of the 16 wards across the city.

These profiles are a snapshot of the ward regarding the community infrastructure and include the updated Census statistics and Deprivation Index information.

The profiles are now aligned with the Council's Strengthening Communities Together Strategy and provide information regarding activities/groups/facilities in each ward that help meet the goals of each Pillar in the Strategy.

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To view the profiles for the Papanui-Innes-Central Wards, please use the links below.



[Papanui](#)



[Innes](#)



[Central](#)

3.7.1 Climate action

The Board's vision statement reflects its commitment to supporting the Ōtautahi Christchurch Climate Resilience Strategy's climate goals and the Ōtautahi-Christchurch Urban Forest Plan.

A key resource for understanding the Council's targets, what it's doing, how emissions are tracking, and finding relevant community events and activities, is the Council's [Climate Action webpage](#).

We've got greenhouse gas emission reduction targets to aim for. [Find out here](#) where our emissions come from and how we're tracking them within the Council and across the Christchurch district.



We need everyone to play their part to reach our targets. These online tools can help you measure and reduce your household or business greenhouse gas emissions:

- Future Fit household emissions calculator
- Sustainable Business Network Climate Action Toolbox

Whether you are going to work or school, choose ways that are better for you and our environment. For more information, visit [getting to work](#) or [getting to school](#).

We also recognise that our tamariki and rangatahi are the leaders of tomorrow. The [Learning Through Action programme](#) encourages students to get creative and find innovative ideas for meaningful climate action.

Prepare for the impacts of climate change

- We're already feeling the effects of a changing climate in the form of wetter winters, and hotter, drier and longer summers. [Find out more here](#), and browse the [Christchurch District Risk Screening Report \(2022\)](#), which identifies how climate change will affect our natural and built environments. The document is based on the latest scientific information and input from key agencies in the region.

Get updates on climate action

- [Sign up](#) for the Council's newsletter and get the latest news and information delivered to your inbox.

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3.7.2 **Community Patrols**

The [Community Patrols of New Zealand website](#) hosts a wealth of information relevant to what they do in helping to build safer communities, becoming a patroller, and setting up a patrol. Patrols in the Board area include the Christchurch North and City Park community patrols. Their [statistical information](#) can be found on the website.



3.7.3 **Planned road works and closures**

Planned road works and closures are indicated on the map at the [Traffic Updates page at this link](#). Additionally, a SmartView of nearby road works and closures is available at the following link: <https://smartview.ccc.govt.nz/travel/roads>.

There is also a project page for the work in Bishopdale and Papanui at [this site](#).

3.7.4 **Public Notices**

3.7.5 **School travel**

- The Council offers a wealth of resources [at this link](#) relevant to how together we can make it way safer and easier for more children to walk, bike and scooter to school.
- [Good-to-go ways to get to school](#) is an exciting programme designed to support schools in encouraging safe, active, fun, affordable, low-emission ways to travel to and from school.



3.7.6 **Travel Planning**

The Council also offers free city travel planning to help organisations, businesses and staff get to know their travel options, with personalised journey planning sessions, advice, practical resources, and services such as Metro incentives for taking the bus, and onsite bike workshops. Information is available [at this link](#), which notes that over 50 workplaces have been supported since 2016, assisting thousands of staff across the city.

3.7.7 **SmartView**

The Council's [SmartView page](#) gives users access to a range of real-time information about the city, including data on how to find local mountain bike tracks and also check that they are open, the number of spaces available in car park buildings, the nearest bus stop and the time of the next arrival, air quality, how to get to places, events, where to see street art, weather updates and the latest airport arrivals and departures. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori.



Waipapa Papanui-Innes-Central Community Board
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4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori

4.1 Start Work Notices (SWN)

SWN relating to the Board area is separately circulated to the Board. SWN are for works being carried out by the Council can be found at [this link](#). The [traffic updates page](#) is a more comprehensive map of planned road works and closures as other agencies also carry out work on the roads. Recent SWN relating to the Board area are:

- Radnor Street - water sub main renewals (*circulated 6 August 2025*)
- Ferry Road - stormwater renewal works (*circulated 5 August 2025*)
- Huggins Place - watermain renewal (*circulated 15 August 2025*)
- Nor'West Arc - cycleway, wastewater upgrades and street renewal update (*circulated 25 July 2025*)
- Richmond Neighbourhood Greenway cycleway and safety improvements (*circulated 24 July 2025*)
- Mairehau Drain – replanting (*circulated 22 July 2025*)
- Grassmere Street - watermain renewals (*revision circulated 16 July 2025*)
- Grassmere Street – water supply mains upgrades (*circulated 15 July 2025*)
- Ferry Road - stormwater renewal works (*circulated 14 July 2025*)
- Grassmere Street – water supply mains upgrades (*circulated 9 July 2025*)
- Oxley Avenue – water submain renewal (*update circulated 30 June 2025*)

4.2 Graffiti Snapshot

The Graffiti Snapshot for June 2025 can be found as **Attachment B** to this report. The Council also provides information on graffiti, including tips to prevent it, and about becoming a Graffiti Programme volunteer, at [this link](#).

4.3 Memoranda

Memoranda related to matters of relevance to the Board have been separately circulated for the Board's information and are listed below.

- CCC: New Footpaths Programme (*circulated 7 August 2025*)
- CCC: Homelessness update (*circulated 1 August 2025*)
- CCC: NZTA Funding - LCLR Targeted Fund (2024-27) (*circulated 1 August 2025*)
- CCC: Locky Docks Pilot - proposed site on Lichfield St going to Council for decision (*circulated 25 July 2025*)
- CCC: Commencement of Works Neighbourhood Greenway Cycleway (*circulated 25 July 2025*)
- CCC: Cemeteries Handbook Amendment - Water Cremation Ashes (*circulated 18 July 2025*)
- CCC: Waipapa Papanui-Innes-Central 2025/26 Strengthening Communities Fund Applications for Consideration (*circulated 11 July 2025*)

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- CCC: Papanui ki Waiwhetū Wheels to Wings Major Cycle Route - Targeted consultation for the Harewood Road/Gardiners Road/Breens Road intersection upgrade and Harewood School signalised crossing (*circulated 4 July 2025*)
- CCC: Welles Street Temporary Improvements (*circulated 3 July 2025*)

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Customer Service Request Report - July 2025	25/1538033	
B	Graffiti Snapshot - June 2025	25/1455591	

Signatories Ngā Kaiwaitohu

Authors	Mark Saunders - Community Board Advisor Lyssa Aves - Support Officer Trevor Cattermole - Community Development Advisor Stacey Holbrough - Community Development Advisor Jason Chee - Community Recreation Advisor Hannah Martin - Community Support & Events Coordinator Emma Pavey - Manager Community Governance, Papanui-Innes-Central
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central Matthew McLintock - Manager Community Governance Team Matt Boulton - Acting Head of Community Support & Partnerships

Waipuna Halswell-Hornby-Riccarton Community Board
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19. Waipuna Halswell-Hornby-Riccarton Community Board Area Report - August 2025

Reference Te Tohutoro: 25/864680

Responsible Officer(s) Te
Pou Matua: Bailey Peterson, Community Governance Manager

Accountable ELT
Member Pouwhakarae: Andrew Rutledge, General Manager Citizens and Community

1. Purpose of Origin of the Report Te Pūtake Pūrongo

- 1.1 This report provides the Board with an overview of initiatives and issues current within the Community Board area.
- 1.2 This report is staff-generated monthly.

2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Waipuna Halswell-Hornby-Riccarton Community Board Area Report - August 2025.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

3.1.1 Community Service and Youth Service Awards 2025

Community Service and Youth Service Awards are given in recognition of significant voluntary service. They are a way of thanking and honouring volunteers who demonstrate dedication and passion, inspiring others to make service a central part of their lives.

In July, the Board proudly presented two Community Service Awards in recognition of outstanding local contributions. Lynette Whitt was honoured for her dedicated service with the Hornby Rugby Football Club and Victim Support, while Jude Howie was recognised for her efforts supporting the Hornby High School community, youth, local sports, and a wide range of community initiatives.

3.1.2 Summer with your neighbours



Summer with your neighbours is about bringing people closer together and celebrating the unique and diverse mix of each neighbourhood.

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Applications for funding assistance to hold Summer with your Neighbours events was open from 12 July 2025 until 10 August 2025.

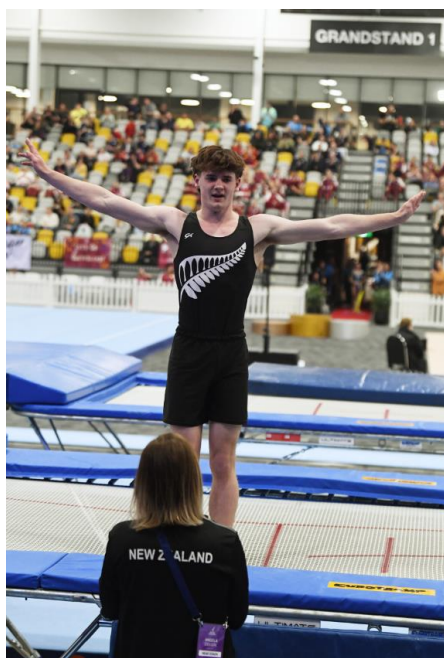
3.2 Community Funding Summary

3.2.1 Monthly reporting on the Board's Funds will resume in September 2025.

3.2.2 Youth Development Fund

Youth Development Fund recipient, Flynn Gunther had a great experience representing New Zealand at the Australian Gymnastics Championships in July. Flynn delivered a solid performance and secured a gold medal in the Trans-Tasman Teams Competition.

This competition provided an excellent buildup to the Trampoline World Championships taking place in Spain this November. A personal highlight for Flynn was reconnecting with members of the Australian team, with whom he has built lasting friendships over the years.



3.2.3 Better-Off Fund Projects

- **Matatiki Play Space**

Following the Board approving the Matatiki Play Space Plan at its 15 May 2025 meeting, works are scheduled to begin onsite on 18 August 2025.

To help shape the design, a Matatiki Pop-Up Play Session was held in November 2024, providing an opportunity for the community to share feedback and ideas. The new play space will be located within the Matatiki Hornby Centre complex, next to the outdoor stage and near the children's area of the library.

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- Upper Riccarton War Memorial Park

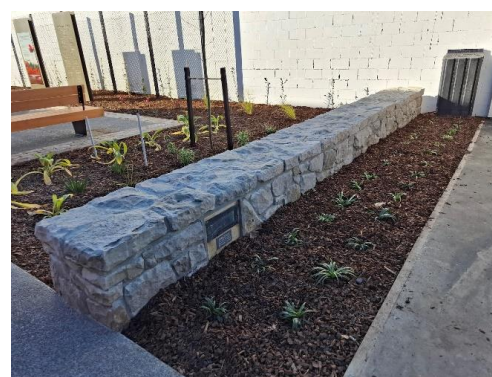
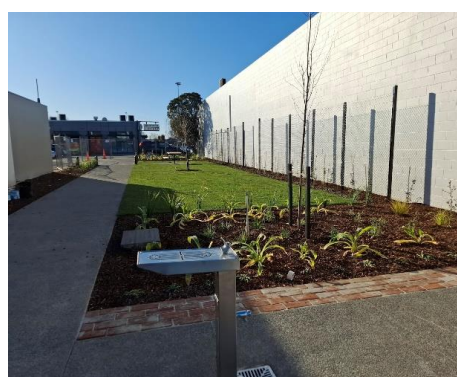


The Upper Riccarton War Memorial Park replaces the former War Memorial Library, which was demolished due to structural issues and limited volunteer capacity. The park features interpretive panels and historical items that honour soldiers who lost their lives in World War I and World War II, commemorate the site's history as the first of seven war memorial libraries built in New Zealand, and acknowledge the contributions of the volunteers who worked there.

The park includes a picnic table; park benches; a plant climbing frame planted with Clematis paniculata; a water fountain; the refurbished library sign; the original library book slot; a wall built from stone that once clad the library; brick paving also salvaged from the library; and the library's original foundation stone.

An artist is currently creating a mural on the west wall. Once the mural is complete, final planting will take place, and the park will be ready to open. An official opening will take place on Saturday 16 August.

Please note that while lighting has been installed, it has been preconfigured to support future lighting around the four trees, should this become desirable.



- Waipuna Mobile Youth Hub

Riccarton Community Church and Community Development Network Trust have settled on the Hub taking the form of a trailer that can be taken to youth events and places where young people gather. They have undertaken consultation within the local youth sector regarding the fit out of the trailer. Survey participants were provided with a list of potential items/aspects and asked to rank them. These

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included a basketball hoop, sound system and foldout stage. They were also asked if there was anything else that it could feature. They are looking to start construction of this in November.



Mock up design of the potential trailer

3.3 Participation in and Contribution to Decision Making

3.3.1 Report back on other Activities contributing to Community Board Plan [for items not included in above but are included in Community Board Plan]

- **Community Board Plan**

The final monitoring report for the Board's 2022-25 Board Plan will be presented at the Board's 11 September 2025 Meeting.

- **Glow Disco**

The Greater Hornby Residents' Association hosted a vibrant Glow Disco held at Hornby Primary School on Friday 25 July.

The event was a hit with tamariki, who arrived dressed in neon outfits and enjoyed the positive atmosphere. With the support of enthusiastic volunteers, the evening was filled with laughter, energy, and a strong sense of community.



- **Riccarton Community Garden and Pātaka Trust Mid-Year Hui**

Riccarton Community Garden and Pātaka Trust held a mid-year hui to honour Nick and Loretta Te Paa and their volunteers on Saturday 26 July at Wharenui School. As, Nick and Loretta have stepped down from the Trust, members wanted to acknowledge the 12 years of service to the garden. They were presented with a picture locally painted depicting caricatures of the pair of them standing outside the Pātaka and garden beds. They also took the opportunity to thank their

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volunteers, presenting each of them with a certificate. The hui started with a hangi meal.

The Community Garden is located in Dilworth Street and the Pātaka (Pantry) is located in Piko Crescent.



3.3.2 Council Engagement and Consultation

- **Cashmere / Sutherlands / Hoon Hay Valley Road speed limit changes**

The Council is proposing to lower the speed on Cashmere Road, Sutherlands Road, and Hoon Hay Valley Road to make it safer for people walking.

These streets either have no footpath or footpaths that are not connected, which makes it difficult for people to walk safely between new subdivisions, or accessing Halswell Quarry and the Te Kuru wetlands.

To view more information and make a submission, visit the Council's website:
<https://letstalk.ccc.govt.nz/cashmere-sutherlands-hoon-hay-valley-road-speed-limit-changes>

Consultation closes on 18 August 2025.

- **Gilberthorpes Reserve Tree Planting Plan**

Consultation for the Gilberthorpes Reserve Tree Planting Plan opened on 15 July and closed on 3 August 2025.

A report will be presented to the Board to consider feedback and staff recommendations later in the year.

4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori

4.1 Community Patrols

- Community Patrols of New Zealand is dedicated to helping build safer communities in partnership with NZ Police and other organisations. Patrols in the Board area include the Halswell, Hornby and Riccarton Community Patrols. Their Monthly Patrol Statistics can be found on the Community Patrols of New Zealand website:

[Halswell Community Patrol Inc statistical information](#)

[Hornby Community Patrol Inc statistical information](#)

[Riccarton Community Patrol Inc statistical information](#)

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4.2 Graffiti Snapshot

- For the Board's information, attached is a Graffiti Snapshot update for June 2025 (refer **Attachment C**).

4.3 Customer Service Requests/Hybris Report

- For the Board's information, attached is a copy of the June 2025 Hybris Report (refer **Attachment D**).
- The report provides an overview of the number of Customer Service Requests that have been received, including the types of requests being received and a breakdown of how they are being reported.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Graffiti Snapshot - June 2025	25/1365068	
B	Community Board Hybris Ticket Report - Halswell-Hornby-Riccarton - June 2025	25/1365155	
C	Attachment to report 25/1250001 (Title: Memo - Delegations Register - Plan A Map Boundary)	25/1140754	

Signatories Ngā Kaiwaitohu

Authors	Noela Letufuga - Support Officer Marie Byrne - Community Development Advisor Faye Collins - Community Board Advisor Helen Miles - Community Recreation Advisor Eileen Yee - Community Development Advisor
Approved By	Bailey Peterson - Manager Community Governance, Halswell-Hornby-Riccarton Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

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15. Waitai Coastal-Burwood-Linwood Community Board Area Report - August 2025

Reference Te Tohutoro: 24/2271070

Responsible Officer(s) Te Pou Matua: Christopher Turner-Bullock, Community Governance Manager

Accountable ELT Member Pouwhakarae: Andrew Rutledge, General Manager Citizens and Community

1. Purpose of Origin of the Report Te Pūtake Pūrongo

- 1.1 This report provides the Board with an overview of initiatives and issues current within the Community Board area.
- 1.2 This report is staff-generated monthly.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board Area Report - August 2025.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Wildflowers at Wainoni Park	<p>Residents can expect to see wildflowers blooming at Wainoni Park this spring alongside the pathway between the playground through to Aranui Library.</p> <p>Wildflower trials have been popping up around city parks since spring 2023, Wainoni Park is the first wildflower trial in the Aranui community.</p> <p>Wildflowers provide a habitat for pollinators and insects, offering food, shelter, and places for them to breed. There are benefits to the soil as well, improving its structure by increasing organic matter when the vegetation breaks down.</p> <p>The trial includes a variety of wildflower types, such as borage, alyssum, calendula and cornflowers.</p>	Ongoing	Aranui/Wainoni Safety Initiative - activation of Wainoni Park

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	This mix will benefit all pollinators, including bees and butterflies.		
Playbox at Aranui Library	<p>A new trial initiative will commence in early August at Aranui Library, aimed at increasing opportunities for Tamariki to engage in play at Wainoni Park. The project will provide access to a curated selection of play equipment, which Tamariki can borrow, use in the park, and return after use.</p> <p>The play gear will be available weekdays from 3:00pm to 5:30pm, aligning with after-school hours. Input from Rocket Club members (the library's after-school programme) has informed the initial selection of equipment, ensuring the resources reflect the interests and preferences of local Tamariki.</p> <p>The trial will be formally evaluated in October, with feedback gathered from both Tamariki and their parents or caregivers. The initiative seeks to address barriers to play—particularly access to equipment—while encouraging informal activation of Wainoni Park and strengthening the connection between the Library and the Park.</p>	August 2025	
New Brighton Fireworks	<p>On 5 July 2025 thousands gathered at New Brighton Pier for the annual Winter Fireworks Spectacular, a much-loved event that marked the start of the winter school holidays and KidsFest. This year's display followed a "Fire and Ice" theme, with a stunning fireworks show set to a soundtrack of iconic hits like <i>Ice Ice Baby</i> and <i>Light My Fire</i>. Large events support the activation of New Brighton Mall.</p>		New Brighton Mall
Village Green Building Consent Approved and Building Contract Secured	<p>The Village Green has officially secured building consent, bringing the project one step closer to completion. In another significant milestone, the Greater New Brighton Charitable Trust has signed a formal contract with Constructa, marking real progress in the delivery of this community-led</p>		

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	initiative. Constructa will begin site coordination and construction shortly.		
Improving Bromley Roads	The Community Board successfully advocated for funding towards the Improving Bromley Roads project in the 2025/26 Annual Plan. The Council has allocated \$1 million in 2025/26 and \$4 million in 2026/27.	Ongoing	Support the Bromley Traffic Project Continue to advocate for improvements in the Bromley area, including speed reduction, enhanced monitoring and quality control, street planting and visual appeal.
Linwood Drain Enhancement Project 2025	The first working bee event on 21 June saw 14 volunteers planting some 300 tiny ribbonwood seedlings, tidying the pathway edges and removing ivy from a fence. Given it was a cold morning, the group were surprised by the number of people using the pathway and several people stopped to find out what was happening here. Four of those want to help at the next working bee scheduled for Saturday, 16 August 2025, from 10 am to 12 pm.	Ongoing	Enhancing Environmental Wellbeing: Improving health of our waterways, is a top priority focused on restoration and improving habitats for indigenous plants, animals and mahinga kai/mahika kai. Support protection of the Avon-Heathcote Estuary Ihutai Estuary as a top priority.
Lion's Estuary Clean Up Day 2025	As part of National Volunteer Week, the Lions Club of New Brighton New Zealand organised a community estuary clean-up in South Brighton. Volunteers of all ages rolled up their sleeves to help restore and protect the precious coastal environment, collecting rubbish and debris along the estuary edge. The event was a great example of community spirit in action, with locals coming together to make a meaningful impact on the health and beauty of the area.		Enhancing Environmental Wellbeing: Improving health of our waterways, is a top priority focused on restoration and improving habitats for indigenous plants, animals and mahinga kai/mahika kai. Support protection of the Avon-Heathcote Estuary Ihutai Estuary as a top priority.

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Healthy Rivers NZ's <i>River Rubbish</i> Sort series	The Avon-Ōtākaro Network have been supporting Healthy Rivers NZ's series of <i>river rubbish sort</i> . Together the organisations have held 7 sessions working on the section of the Ōtākaro from Avon Loop through to Kerrs Reach. So far 360kg of rubbish has been fished out the awa, including 21 cones, 2 car seats, a variety of cans, plastic drinks bottles and a few household items that are being cleaned and reused. Citycare Water support the project, collecting the rubbish that couldn't be recycled and taking it to landfill whilst Riverlution also provide as space for the collection and sorting of the waste. Their most recent sessions were held 15 and 22 July working on the 400m stretch between Kerrs Reach and Snell Bridge where another 12 road cones were removed from the waterway.		
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Ocean Alley	Local school children have helped bring the second stage of the Ocean Alley mural to life, with each fish individually painted by a student. Supported by Christchurch NZ.	On-going	New Brighton Safety Initiatives: Support engagement with youth sector in the development of activities and recreational spaces for our tamariki in the mall, and key activity areas across the ward including Parklands.
FRESH Pool Party	Youth and Cultural Development held another in their popular series of FRESH events on Friday 18 July. The FRESH Pool Party at Te Pou Toetoe offered free kai and drinks, fades and braids and live music from their in-house DJ.	19 July	

Linwood Drain enhancement project working bee June 21 2025



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Ocean Alley Mural



New Brighton Fireworks



Parklands Family fun Market Day Saturday 12th July 2025

The recent Market Day, delivered by Queenspark Community Trust, was a vibrant and fun-filled event for all ages. Attendees browsed a wide variety of stalls, shopped for handmade goods, treats, and unique finds, and enjoyed delicious food, drinks, and a welcoming community atmosphere. It was a wonderful day of connection and celebration, with something for everyone.



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Lions Estuary Clean Up Day 2025



Healthy Rivers NZ's River Rubbish Sort series



Matariki Events Across the Ward

North Beach Residents Association Matariki Event

Over 120 locals came together at North Beach to mark Matariki with a warm and welcoming community breakfast. Hosted by the North Beach Residents Association, the morning featured delicious posh porridge, shared stories, and a strong sense of connection. It was a beautiful way to celebrate Matariki reflecting, reconnecting, and looking ahead together. Ngā mihi to all who joined and supported this special event.



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Matariki in the Styx

The Pūharakekenui Styx Living Laboratory Trust and Kahukura Rongoā Healing Trust teamed up to hold Matariki Ma Puaka on 22 June to mark the rising of Matariki and celebrate the new year. Held at the Rongoā Māori Demonstration site at 565 Marshlands Road on Ouruhia the event ran from dawn to dusk, starting the day with karakia and hautapu followed by activities and workshops and then a hangi for community to enjoy.



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Kawai Rangatahi – Kawai Pahi Event

The first event with the new Kāwai Pahi was held during the school holidays in collaboration with Kainga Ora. The Pahi visited one of their larger housing complexes in Linwood. The event was well attended by the young people living in the complex including some of their whānau. The Kāwai Rangatahi Youth workers connected with the young people through sports, PS5 games and other fun activities, as well as sharing kai before unfortunately the weather put an end to the outside activities. The hot chocolates served through the functional kitchen onboard the pahi were warmly welcomed by those in attendance as they tried to beat out the weather.

Kawai Rangathi used this as a test event to testing the operational processes of the pahi and have some more activations in the works for the coming weeks hoping to iron out any issues before the busy summer events season.



3.2 Community Funding Summary

3.2.1 Board members with the delegation for the Waitai Coastal-Burwood-Linwood Community Board Youth Development Fund (Jo Zervos, Greg Mitchell and Paul McMahon) made six decisions under delegation:

- A grant of \$250 to Urima Enosa to travel to Samoa and attend the Student Leaders Programme.
- A grant of \$200 to Leah McCallum to attend the Ngaru Huhuka Surf Life Saving New Zealand Outward Bound Programme at Anakiwa.
- A grant of \$250 to PJ Alavisi to attend the Student Leaders Programme in Samoa.
- A grant of \$200 to Leonjay Salevao to attend a rugby league tournament in Auckland.
- A grant of \$300 to Jack Chamberlain to travel to Samoa for a cultural tour.
- A grant of \$350 to Grover Johnston-Coates to join the Spirit of Adventure as a crew member to develop their leadership skills.

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3.3 Participation in and Contribution to Decision Making

3.3.1 Report back on other Activities contributing to Community Board Plan [for items not included in the above table but are included in Community Board Plan]

- Gurudwara Singh Sabha Volleyball Tournament

8 teams from the Gurudwara Singh Sabha on Ferry Road headed to Pioneer Stadium on Saturday 12 July for a day of volleyball. Organised by leaders from the Gurudwara on Ferry Road, the teams spent the day on court competing and socialising ending in round of prizegiving.



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- **Celebrating Samoan Language Week**

Students from across the east of Ōtautahi came together to celebrate Samoan Language Week in June, with performances, food and cultural workshops.

Shirley Boys High School headed to Te Kura and Te Waka Unua for performances, tasting Panipopo and keke mamoe and took part in cultural workshops at Avonside Girls. Te Aratai College and Shirley Boys High also teamed up to prepare a traditional umu for a hand-on experience in cooking Samoan food.



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- **Brooklands Lagoon Planting Day**

A special planting day on the 29 June saw community come together to farewell their local Parks Ranger who's been working in the community for 25 years. The mahi is part of Te Riu-o-Aika-Kawa Brooklands Lagoon & environs *Ecological restoration and planting plan* which comprises of Brooklands spit and Seafield Park. The area includes coastal dunes, the margins of the lagoon and wetlands. The planting day was an opportunity to get some more plants in the ground, followed by a farewell BBQ for communities' favourite ranger.



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11 August 2025



4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori

- 4.1 **Customer Service Request/Hybris Report**
For the Board's information, attached is a copy of the June 2025 Hybris Reports (refer **Attachment A**).
- 4.2 **Graffiti Snapshot**
For the Board's information, attached is a copy of the June Graffiti Snapshot (refer **Attachment B**).
- 4.3 **Furui Ryu Jui Jitsu – Mural**
For the Board's information, attached is a staff memorandum advising of a mural to be painted on the Furui Ryu Jui Jitsu's building at the Bromley Old School Reserve (refer **Attachment C**).
- 4.4 **Memo – Christchurch Wastewater Treatment Plant Update**
For the Board's information, attached is a memorandum and presentation from staff which replaces the regular monthly in person update for this month (refer **Attachment D**).

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Waitai Coastal-Burwood-Linwood Community Board - Hybris Report - June 2025	25/1300558	
B	Waitai Coastal-Burwood-Linwood Community Board - Graffiti Snapshot - June 2025	25/1360966	
C	Waitai Coastal-Burwood-Linwood Community Board - Staff Memorandum - Furui Ryu Jiu Jitsu Mural	25/1379950	
D	Waitai Coastal-Burwood-Linwood Community Board - Memo Christchurch Wastewater Treatment Plant Update	25/1556568	

Waitai Coastal-Burwood-Linwood Community Board
11 August 2025

Signatories Ngā Kaiwaitohu

Authors	Cindy Sheppard - Community Board Advisor Emily Toase - Community Development Advisor Sam Savage - Community Development Advisor Rory Crawford - Community Development Advisor Jacqui Miller - Community Development Advisor Tim Samson – Support Officer Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood Matthew McLintock - Manager Community Governance Team Matt Boulton - Acting Head of Community Support & Partnerships

Te Pātaka o Rākaihautū Banks Peninsula Community Board
11 August 2025



12. Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report - August 2025

Reference Te Tohutoro: 24/2207298

Responsible Officer(s) Te Pou Matua: Penelope Goldstone, Community Governance Manager

Accountable ELT Member Pouwhakarae: Andrew Rutledge, General Manager Citizens and Community

1. Purpose of Origin of the Report Te Pūtake Pūrongo

- 1.1 This report provides the Board with an overview of initiatives and issues current within the Community Board area.
- 1.2 This report is staff-generated monthly.

2. Officer Recommendations Ngā Tūtohu

That Te Pātaka o Rākaihautū Banks Peninsula Community Board:



1. Receives the information in the Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report - August 2025.

3. Community Support, Governance and Partnership Activity

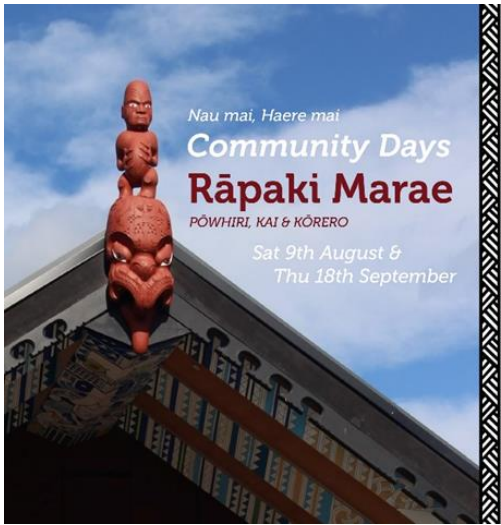
3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Hireable Facilities in Akaroa	Staff have begun reviewing hireable facilities in Akaroa with the purpose of identifying ways to reduce barriers to use.	Ongoing	Good Social and Physical Connections for our Communities Support community-based solutions for currently unused significant Council-owned sites
Lighthouse Road Communications	Staff have continued to provide support through up-to-date communication with the residents impacted by Lighthouse Road instability and works.	Ongoing	Improve infrastructure to support community resilience
Mānawa Kāwhiu Lyttelton Recreation Centre Feasibility study	The study is currently underway to understand how the community would like to utilise the recreation centre.	Ongoing	Good Social and Physical Connections for our Communities



Te Pātaka o Rākaihautū Banks Peninsula Community Board
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Activity	Detail	Timeline	Strategic Alignment
			Support community-based solutions for currently unused significant Council-owned sites
Mānawa Kāwhiu Lyttelton Recreation Centre accessible ramp and carpark resurface	<p>An accessible ramp has been constructed, and the adjoining carpark is being resurfaced at the rear of Mānawa Kāwhiu Lyttelton Recreation Centre.</p> <p>These works will provide a compliant accessible deck/ramp and accessible parking space for the Recreation Centre.</p>  	Completed	Good Social and Physical Connections for our Communities
Pigeon Bay Resilience Plan	Staff are working with the Pigeon Bay Hall committee to integrate and improve their resilience plan.	Ongoing	Improve infrastructure to support community resilience
Okains Bay	Supporting the local community to come up with landowner led plans for biodiversity protection. This will form the basis of an application to the biodiversity fund and other funds.	Ongoing	Protect and enhance biodiversity on Banks Peninsula

Te Pātaka o Rākaihautū Banks Peninsula Community Board
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Activity	Detail	Timeline	Strategic Alignment
Diamond Harbour Medical Centre Handrail	The Community Board approved a \$25,000 grant from its Better-Off Funding for the Diamond Harbour Hall Driveway Repairs project. As the works were completed for \$22,500, staff suggest that the remaining \$2,500 be reallocated to the Diamond Harbour & Districts Health Support Group towards the installation of a handrail in the Medical Centre car park, improving accessibility for visitors.	Ongoing	Good Social and Physical Connections for our Communities
Purau Community Emergency Response and Resilience Planning	Civil Defence Emergency Management (CDEM) and Community Development staff met with leaders of the Purau Community Emergency Response Team on site, to assess their facilities and collaborate on key elements for inclusion in an Emergency Response and Resilience Plan.	Ongoing	Proactive Planning for Climate Change
Community Days at Rāpaki Marae	Staff identified a desire for members of the local community to learn more about Te Hapu o Ngāti Wheke. Te Hapu o Ngāti Wheke have organised two community days at Rāpaki Marae - Saturday 9 th August and Thursday 18 th September.  A poster for 'Community Days Rāpaki Marae'. It features a large, stylized red Māori figure (haka) in the foreground. The text on the poster includes: 'Nau mai, Haere mai', 'Community Days', 'Rāpaki Marae', 'PŌWHIRI, KAI & KŌRERO', and 'Sat 9th August & Thu 18th September'. The background shows a building with a blue sky and clouds.	Saturday 9 August and Thursday 18 September	Good social and physical connections for our communities
Student Intern to conduct Social Impacts of Flooding in Little River Report	A Canterbury University student has accepted a position as an Intern to complete a report on the Social Impacts of Flooding in Little River. He will be working under the Banks Peninsula Governance Team, with supervision from the local CDA. The report will be used to add context to the scientific data being collated by the Little River Flooding Round Table Group and will be presented to the Board and made available to the Little River community.	July 2025-October 2025	Proactive Planning for Climate Change

Te Pātaka o Rākaihautū Banks Peninsula Community Board
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Activity	Detail	Timeline	Strategic Alignment
Little River Flooding Round Table Group	The Round Table group has formed 3 Working Groups to focus on areas of work: – Future Mapping work, Lake Opening Process and Communications Review and General Communications between the group and the Little River community. Michelle Wild, Environmental Scientist (ECan), will report to the Board on the results of the recent DHI Mapping work at the 11 August Board meeting.	Ongoing	Proactive Planning for Climate Change
Birdlings Flat Chair Recovering	The Birdlings Flat community have worked with a local upholsterer to renew the chairs at the Community Centre. 	Completed July 2025	Good social and physical connections for our communities
Birdlings Flat Emergency Hub	The Birdlings Flat Emergency Hub was activated during the recent power outage. Additional funding has been received to purchase a generator and related equipment for the hub.	Completed	Proactive Planning for Climate Change
Okuti Valley Emergency Hub	The Okuti Valley Emergency hub has received additional funding for radio equipment after a community debrief following the 1 May flooding identified this need.	Completed	Proactive Planning for Climate Change
Summer with your neighbours (SWYN)	SWYN is about bringing people closer together and celebrating the unique and diverse mix of each neighbourhood. This year's events can be held from 25 October 2025 to 30 March 2026. 	Applications were open until 5pm, 10 August	Te Haumako Te Whitingia Strengthening Communities Together Strategy

3.2 **Community Funding Summary**

Te Pātaka o Rākaihautū Banks Peninsula Community Board
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- 3.2.1 As of 15 July 2025, the Discretionary Response Fund unallocated balance for 2024/25 is \$6,716. The Discretionary Response Fund summary as of 15 July 2025 is attached.
(Attachment A).
- 3.2.2 Youth Development Funding was granted to Ava and Josh to compete in the Top of the South Island competitive sports event in Invercargill and to Freya Scott to attend the New Zealand Model United Nations in Wellington.
- 3.3 **Participation in and Contribution to Decision Making**
- 3.3.1 **Report back on other Activities contributing to Community Board Plan** - The final monitoring report for the Board's 2022-25 Board Plan will be received by the Board at its 11 August 2025 meeting. The Board will begin working on their new Board Plan following the elections in October.
- 3.3.2 **Prepare for the impacts of climate change** - We're already feeling the effects of a changing climate in the form of wetter winters, and hotter, drier and longer summers. [Find out more here](#), and browse the [Christchurch District Risk Screening Report \(2022\)](#), which identifies how climate change will affect our natural and built environments. The document is based on the latest scientific information and input from key agencies in the region.
- [Sign up](#) for the Council's newsletter and get the latest news and information delivered to your inbox.
- 3.3.3 **Council Engagement and Consultation.**
- **Have your say** – At the time of writing this report, the following consultations were open for feedback in Te Pātaka o Rākaihautū Banks Peninsula:
- | | |
|---|-----------------------|
| Corsair Bay and Cass Bay Play Space Renewal | Closes 17 August 2025 |
| Cemeteries Handbook Update | Closes 12 August 2025 |
- **Annual Plan Submission** – The Board submitted a written and oral submission on the Council's Draft Annual Plan. The Council has since adopted the Annual Plan and provided the Board with a summary of the outcome of its submission.
(Attachment B).
- 3.4 **Governance Advice**
- 3.4.1 **Public Participation** – The Board received the following public and open forum presentations in July 2025:
- Improving Communication between Ratepayers and Council.
- 3.4.2 **Deputations** – The Board received the following deputations at its 7 July 2025 meeting:
- Sustainable Ōtautahi, spoke to the Board regarding Te Pātaka o Rākaihautū - Banks Peninsula Settlements Stormwater Management Plan report.
- 3.4.3 **Board Information Sessions** – the Board received the following briefings in July 2025:
- Akaroa Wharf – Project Update.
 - 67 and 67A Rue Lavaud (BP Meats site) – Outcome of Community Engagement
 - Lyttelton Police Update

Te Pātaka o Rākaihautū Banks Peninsula Community Board
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- Purau Foreshore and Reserves Development
- Community Resilience Planning Update
- Te Pātaka o Rākaihautū Banks Peninsula Public Toilets

4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori

- 4.1 **Customer Service Request (CSR) Report** - Refer to **Attachment C** for the 1 to 31 July 2025 statistics, providing an overview of the number of CSRs that have been received, including the types of requests being received and a breakdown of how they are being reported.
- [Snap Send Solve](#) is the smartphone app the Council offers to help make reporting issues easy, and it is still possible to [report issues online](#), by calling Council on 03 941 8999 or visiting one of the Council's [Service centres](#).
- 4.2 **Graffiti Report** – The Graffiti Snapshot for June 2025 can be found as **Attachment D** to this report. The Council also provides information on graffiti, including tips to prevent it, and about becoming a Graffiti Programme volunteer, at [this link](#).
- 4.3 **Planned road works and closures** - are indicated on the map at the [Traffic Updates page at this link](#). Additionally, a Smartview of nearby road works and closures is available at the following link: <https://smartview.ccc.govt.nz/travel/roads>.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Banks Peninsula Discretionary Response Fund Summary - July 2025	25/1468188	
B	Annual Plan 2025-2026 - Outcome of the Board's Submission - July 2025	25/1562673	
C	Customer Service Request Report - July 2025	25/1558766	
D	Graffiti Report - June 2025	25/1387519	

Signatories Ngā Kaiwaitohu

Authors	Liz Beaven - Community Board Advisor Steffi Brightwell - Community Development Advisor Linda Burkes - Banks Peninsula Governance Advisor Jane Harrison - Community Development Advisor Dane Moir - Community Development Advisor Jane Walders - Support Officer Jo Wells - Community Development Advisor Andrea Wild - Community Development Advisor
Approved By	Penelope Goldstone - Manager Community Governance, Banks Peninsula Matthew McLintock - Manager Community Governance Team Matt Boulton - Acting Head of Community Support & Partnerships

Waihoru Spreydon-Cashmere-Heathcote Community Board
14 August 2025



15. Waihoru Spreydon-Cashmere-Heathcote Community Board Area Report - August 2025

Reference Te Tohutoro: 25/1250001

Responsible Officer(s) Te
Pou Matua: Jess Garrett, Community Governance Manager

Accountable ELT
Member Pouwhakarae: Andrew Rutledge, General Manager Citizens and Community

1. Purpose of Origin of the Report Te Pūtake Pūrongo

- 1.1 This report provides the Board with an overview of initiatives and issues current within the Community Board area.
- 1.2 This report is staff-generated monthly.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Waihoru Spreydon-Cashmere-Heathcote Community Board Area Report - August 2025.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
2025 Community Service Awards	Nominations opened on 7 March and closed on Sunday, 6 April. The Board considered the nominations at their meeting in June 2025, with an awards ceremony due to take place in September.	30 Sept 2025	Strengthening Communities Together Strategy.
2025/26 Summer with Your Neighbours	Applications to Summer with your neighbours opened on 12 July at 9 am and closed at 5 pm on Sunday, 10 August 2025. The Board will consider the applications at their final meeting on 11 September 2025.	25 October 2025 – 30 March 2026	Strengthening Communities Together Strategy.
Age Friendly Spreydon Cashmere Heathcote	The group have requested the opportunity to do an information session to Council. They had hoped to do so before the elections, however the opportunity is not available. They will go to the new council sometime after the elections.	October 2025	Strengthening Communities Together Strategy.

3.2 Community Funding Summary

3.2.1 Community Board Discretionary Response Fund 2024/25 – as of the end of the financial year, 30 June 2025:

- Discretionary Response Fund balance for 2024/25 is \$44,847.00 which will carry over to the 2025/26 Discretionary Response Fund that is to be established once the 2025/26 Strengthening Communities Fund applications have been conferred.

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- Youth Achievement and Development Fund balance is \$0.00
- The Off the Ground Fund balance is \$0.00
- The Shape Your Place Toolkit Fund balance is \$0.00

The 2024/25 Discretionary Response Fund Spreadsheet as of 30 June 2025 is **attached** for record purposes.

- 3.2.2 **Strengthening Communities Fund 2025/26** – the team processed and assessed 54 applications to the 2025/26 strengthening communities' fund, of which there is \$508,238 available to allocate. The applications will be considered at the 14 August 2025 Community Board meeting; any remaining funds will be used to establish the 2025/26 Discretionary Response Fund.

3.3 **Participation in and Contribution to Decision Making**

3.3.1 **Report back on other Activities contributing to Community Board Plan [for items not included in the above table but are included in Community Board Plan]**

- The Waihoru Spreydon-Cashmere-Heathcote 2023-25 Community Board Plan was adopted by the Board at their meeting in May 2023 and can be found online [here](#).
- Progress on the Community Board Plan can be found online [here](#).

3.3.2 **Council Engagement and Consultation.**

- Following completion of the Heathcote cycleway, Council is looking to finalise the parking restrictions at the South end of Truscotts Road. Feedback opened on 11 June and closed on 30 June 2025, with a decision expected to be made by Council in August.
- A proposal to make it safer for pedestrians on Richmond Hill Road was open for feedback from 2 August to 8 September 2024. At their meeting on 14 November 2024, the Board requested a workshop to explore an alternate option that provides for a defined footpath and defined car parking areas. Staff investigated this and presented options to the Board at their Information Session/Workshop on 29 May 2025. This was followed by a site meeting on Richmond Hill Road with elected members, residents and staff. A decision report is expected later in the year.
- The Sumner community asked for consultation on the operation of the mast lights on Tuawera Cave Rock. The consultation was open from 12 May until 28 May 2025. The Board will consider the feedback and staff recommendation at an extraordinary meeting on 28 August 2025.
- A proposal on safety improvements around the Somerfield Street and Strickland Street intersection was out for consultation from 11 July through to 3 August 2025. The Board will consider the feedback and staff recommendation later in the year.
- The Christchurch Yacht Club has put forward a proposal for building works that is open for feedback until 3 December 2024. The Club updated their plans in response to community concerns; these were out for submission from 9 April to 12 May 2025. The Board received an information session on 29 May 2025. Further feedback from community was sought from 18 July to 3 August 2025. The Board will make a decision on the updated proposal in September 2025.

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3.4 Governance Advice

3.4.1 Public Forum – The Board received the following public forum presentations at its 10 July meeting and 24 July Information Session/Workshop:

- Local residents addressed the Board in relation to issues, including safety concerns from a large tree shading the resident's property in Hillsborough.
- A local resident spoke requesting the removal of two Pittosporum trees in Farnley Reserve.
- Local residents and Brookhaven neighbourhood youth requested a basketball court at Ti Rakau Reserve.
- Local residents addressed the Board in relation to renaming of a park in Bowenvale Avenue.
- Neighbourhoods Aotearoa introduced the newly appointed Waltham Community Connector to the Board.

3.4.2 Deputations – The Board received the following deputations at its 10 July meeting:

- The Chair of the Ōpāwaho Heathcote River Network spoke in support of Item 13 Urban Forest Planting Plan for the Ōpāwaho Heathcote River.
- A member of Spokes Canterbury spoke in support of Item 11 Spreydon, Somerfield, Waltham, Beckenham CRAF - Selwyn Street pedestrian and cycle safety improvements.

3.4.3 Correspondence – The Board received the following correspondence at its 10 July meeting:

- Richmond Hill Residents Group wrote in relation to Richmond Hill Road.

3.4.4 Information Sessions/Workshops – The Board received the following information sessions/workshops in July 2025:

- Community Parks Rolling Renewal Programme FY26-FY29

3.5 Community Development

3.5.1 Kia ora Addington: In June Kia Ora Addington supported a local community member to bring together and deliver the Matariki at Manuka event. Over 140 people were in attendance sharing in kai, star gazing while listening to a folk music band.

Skill sharing nights are still going strong, with the most recent being dumpling making and ukelele learning, which was a huge hit.



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- 3.5.2 **What's Up Waltham:** "What's up Waltham" have held three hui since forming with a focus on "ideas to action", where locals have come together to shape the future of their neighbourhood. There has been lots of ideas around strengthening connection within the community with suggestions focused on activating Waltham Park with fun activities, such as Easter Egg hunts and Basketball Tournaments, amongst some of the suggestions.

4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori

- 4.1 **Closed Information Requests from Community Open Forums** – No closed information requests to disclose since those reported in the previous area report.
- 4.2 **Customer Service Request Report** – Report on open and completed tickets (requests for service) in June 2025 is **attached**.
- 4.3 **Graffiti Snapshot Report** – The monthly report for June 2025 is **attached**.
- 4.4 **Attached Memos include:**
- Ashgrove Terrace - update on riverbank parking
 - Delegations Register - Plan A Map Boundary
 - Response to correspondence regarding speeding concerns in Addington
 - Pickleball courts for Te Papa Kura Redcliffs Park
 - Cashmere/Colombo/Centaurus/Dyers Pass Intersection Review
 - Response to correspondence - Hawford Road and Ford Road
 - Sumnervale Reserve - renewal of play module
- 4.5 **Ōmōkihi South Library and Customer Service Hub update**
- Demolition is complete, the contractors are now into rebuild mode; Phase 1 (western half of the building) in-slab services and foundations are well underway in preparation for a concrete pour mid-August. Phase 2 will be following closely behind. The photograph below is from 17 July 2025.



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The CCC Three Waters contractors have now also moved in onsite to replace the water pipelines between the three water wells around the site to the pump station south.

The Contractors have been engaging with a range of early childhood providers and schools in the area. To date, they have committed to helping the Pebbles Montessori out with refurbishing their mud kitchen along with Cashmere Primary schools chicken coup project.

The South Mobile Library Van was at the South Christchurch Farmers' Market for the first time on Sunday 20 July 2025, with plans to be back each month.

There was a steady flow of people through the van all morning, 120 visits in total including many children enjoying the experience for the first time.



- 4.6 On the 12 December 2024 the Board received a deputation on Spreydon, Somerfield, Waltham, Beckenham CRAF - Norwood Street/Fisher Avenue pedestrian safety improvements report. A request to reuse the planter boxes was raised by the Beckenham Neighbourhood Association (BNA). The Board requested staff to investigate, staff responded:

Staff met with the residents earlier this year and will continue to liaise with them regarding locations for the planters. As an interim measure the planters were moved to the distribution centre yard so works could be completed at the Norwood / Fisher intersection.

- 4.7 At their 13 March 2025 meeting the Board received correspondence regarding a new Sumner walkway, in relation to regenerating the valley with native forest and extending the track to the red zone opposite the bowling club. The Board agreed to refer to staff for investigation.

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Staff advise that they are considering planting the lower Northwest corner of Richmond Valley (adjacent to and below the Richmond Hill Road lower hairpin corner) with contractors over the next few years. Then with further acceptance by the community staff could look into further plantings up the valley where possible given soil depth limitations.

Ideally, staff would see the gully systems in this area planted in natives with more fire resilient species around the residential boundaries.

We support the access that enters/exists from the hair pin corner up and through the reserve towards the top (see blue indication line). However, we do not support the track that has been developed by a local resident that travels just above the road and exists into a red zone area of land used by a community garden (see red line). This track is on a very narrow section of road reserve, has some fall exposure risks to users, has removed native vegetation and offers very little 'gain' to the locals.



- 4.8 At their 15 May 2025 meeting the Board received correspondence in relation to parking issues along Willard Street, the Board agreed to refer to staff for investigation. Staff responded:

Staff have recently consulted on a proposal to mark no stopping restrictions on Willard Street in response to concerns raised and from other residents of this street. Staff also liaised directly with the initial resident prior to consultation to confirm that this is progressing. Consultation documentation was sent to all Willard Street residents. This was open for feedback until 8 June 2025.

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Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Waihoru 2024/25 Discretionary Response Fund Balance as of 30 June 2025	25/1420006	
B	Customer Service Request Report - June 2025	25/1468486	
C	Graffiti Snapshot Report - June 2025	25/1400470	
D	Memo - Ashgrove Terrace - update on riverbank parking	25/1480201	
E	Memo - Delegations Register - Plan A Map Boundary	25/1140754	
F	Memo - Response to correspondence regarding speeding concerns in Addington	25/1169342	
G	Memo - Pickleball courts for Te Papa Kura Redcliffs Park	25/1480202	
H	Memo - Cashmere/Colombo/Centaurus/Dyers Pass Intersection Review	25/1480205	
I	Memo - Response to correspondence - Hawford Road and Ford Road	25/1194460	
J	Memo - Sumnervale Reserve - renewal of play module	25/423192	

Signatories Ngā Kaiwaitohu

Authors	Jane Walders - Support Officer Nime Ah Kam-Sherlock - Community Recreation Advisor Heather Davies - Community Development Advisor Jonathon Jones - Community Board Advisor Shanelle Temaru-Ilalio - Community Development Advisor Jacqui Jeffrey - Community Funding Advisor
Approved By	Jess Garrett - Manager Community Governance, Spreydon-Cashmere-Heathcote Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Waimāero Fendalton-Waimairi-Harewood Community Board
11 August 2025



14. Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - August 2025

Reference Te Tohutoro: 25/1450690

Responsible Officer(s) Te Maryanne Lomax, Community Governance Manager,
Pou Matua: maryanne.lomax@ccc.govt.nz

Accountable ELT Andrew Rutledge, General Manager Citizens and Community
Member Pouwhakarae:

1. Purpose of Origin of the Report Te Pūtake Pūrongo

- 1.1 This report provides the Board with an overview of initiatives and issues current within the Community Board area.
- 1.2 This report is staff-generated monthly.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - August 2025.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

3.1.1 Northwood Roundabout

Council staff, in discussions with the Northwood Residents Association have been working on tidying up the Northwood Boulevard roundabout sculpture and landscaping. The next phase of removing unwanted self-seeding plants and the out-of-control hebe has been started.

Feedback is that the roundabout landscaping is looking tidier and feeling safer now that the removal of plantings allows you to see more of the traffic on the roundabout. The idea is to plant some Nadina as well to give it a splash of colour. The Resident's Association have asked for the other roundabouts to be treated in the same way to increase visibility and have a tidy community theme.



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3.1.2 **Juniper Place Reserve Planting Project: Final Milestone Completed**

We're pleased to share that the final stage of the Juniper Place Reserve planting project has now been completed, wrapping up a 12 month journey of collaboration, learning, and community engagement.

This project began in 2024 as part of the Council's Urban Forest Plan, which aims to increase tree canopy cover across the city. Juniper Place Reserve, situated directly behind Roydvale School, was selected for a 54% increase in tree cover. Recognising a unique opportunity to involve local students, staff contacted the school's principal, and the Student Reporters Club enthusiastically came on board to take part in the consultation process.

As the project evolved, Fire and Emergency NZ joined the conversation to discuss fire-smart planting. Students were introduced to low-flammability species and safe planting practices, particularly valuable learning in light of the recent Port Hills fires. Wayne Hamilton from FENZ attended the final engagement in June 2025, where he spoke about planting zones, fire risks in gardens, and how to identify fire-resistant plants.

Final Planting Day – Tuesday, 22 July 2025 - The planting day was a great success, thanks to a strong team effort.

- 110 native revegetation plants and 17 trees were planted
- Around 30 students from Roydvale's Reporters Club took part
- Students completed the revegetation planting in just under an hour

Two students who had taken part in the original 2024 discussions returned from their new school (Cobham Intermediate) with special permission to help, a lovely full-circle moment for the project.



3.1.3 **Englefield Nature Play Space**

There have been a few minor delays in the project due to end of financial year movements and school holidays, but the project is moving again. The Community Advisory Group concept design is currently being turned into a document to go to households in the Englefield Reserve and surrounding area. The flyer will let the wider community know what the possibilities could be and get their feedback on it. There will be an on-site engagement activity for those who are keen as part of this.

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Belfast School, in conjunction with the Councils Play Advocate, are looking at getting activity happening in the area prior to the consultation, as part of looking into Kaitiakitanga and including the area as a school enquiry project.

The Community Advisory Group will be finalising the details around the wider community engagement shortly and once the feedback has been collated a final design will be agreed upon and then work will begin. The idea being that the play space will be revitalised in time for summer play and family picnics.

3.1.4 Computers to the Community Scheme – Yearly Round up

Through its Computers to the Community Scheme, the Council is committed to supporting the Christchurch community and recognising the value of community organisations.

Requests for computers are assessed by our local Community Development Adviser, Natalie Dally, and supported by Katie MacDonald as part of the work of the Fendalton-Waimairi-Harewood Community Governance Team.

This year has seen an increase in demand on the scheme with 630 pre-loved Council devices (PCs and laptops) being gifted to 80 organisations and clubs ranging from cultural groups, sports clubs, early learning centres and disability support groups. Donations were also made to the three strategic partner community groups, Recycle a Device (RAD), Housing First and Ōtautahi Community Housing Trust.

3.1.5 Listening and Connecting: A Community-Led Project in Burnside and Bryndwr

The Burnside Bryndwr Community Network (BBCN) is leading a community-led research project to better understand how people in Burnside and Bryndwr connect, communicate, and participate. With a strong focus on inclusion and wellbeing, the project will support future planning by identifying participation barriers, recognising what's working well, and exploring ways to strengthen local identity, connection, and safety.

It's a collaborative effort, with local groups leading engagement across the community, including young people, older adults, families, social housing tenants, and Mandarin speakers. Community Governance staff from the Fendalton-Waimairi-Harewood team are also supporting the project through coordination and resourcing.

A range of tools is being used, including online and paper surveys, interviews, focus groups, and pop-up sessions. Both quick and extended surveys are available in Mandarin. To support accessibility, 7,000 homes will receive a paper version of the quick survey and translated flyers.

The short survey provides a snapshot of connection and participation, while the extended version invites deeper feedback around inclusion, safety, and community life. Groups like Burnside Community Transformation Trust, Rangatahi Bryndwr Trust, City Mission, ACTT, Kāinga Ora, and local schools are also running targeted engagement with the people they support.

Engagement runs through July and August 2025, with a community hui at Burnside Primary School on Tuesday, 4 November to share early insights and help guide next steps. Final findings will be presented in mid-November to the wider network and community partners.

This locally driven initiative is already attracting strong participation and will offer valuable insights to inform future community planning. With trusted local leadership

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and support from Community Governance staff, the project is designed to amplify the voices of those often under-represented, helping to build a safer, stronger, and more connected Burnside and Bryndwr.

一起让Burnside/Bryndwr 社区好起来!

10 分钟填写问卷，就有机会抽中 \$100 超市礼券!

Kia ora 您好，
Burnside Bryndwr社区网络(BCNN)致力于连接并支持该社区。您的意见将帮助我们规划小区的活动与服务。

您可以选择填写：
• 简短版问卷 (3-5 分钟)
• 完整版问卷 (8-10 分钟)

在线填写问卷：
<https://bit.ly/BBCNsurvey2025>

如有任何问题，欢迎电邮至：
bbcn.chch@gmail.com

简短版问卷



BBCN 3至5分钟
\$50超市礼券

完整版问卷



BBCN 8至10分钟
\$100超市礼券

中文翻译由 Asian Community Transformation Trust (www.actt.org.nz) 提供

3.2 **Community Funding Summary**

3.2.1 The monthly reporting on the Board's Discretionary Response Fund and Youth Development Fund will resume in September 2025.

3.3 **Participation in and Contribution to Decision Making**

3.3.1 **Report back on other Activities contributing to Community Board Plan**

- The final monitoring report for the Board's 2022-25 Board Plan was included in the July 2025 Area Report. The Board will begin working on their new Board Plan following the elections in October.

3.3.2 **Council Engagement and Consultation**

- **Bryndwr Road Renewal**

Following Community Board feedback, the Council is planning a street renewal for Bryndwr Road. The proposed changes include:

- Replacing the deep-dish gutters with flat kerb and channel to address ponding and flooding
- Resurfacing and flattening of the road camber
- Additional street tree planting.
- Road narrowing with tactile paving at appropriate locations to make crossing the road easier for people who are blind or low vision.
- Timed parking outside the Bryndwr Road Shops.

You can view more information and make your submission on the Council's website here: [Bryndwr Road renewal](#) | [Kōrero mai](#) | [Let's talk](#) Consultation closes on Sunday 17 August.

Waimāero Fendalton-Waimairi-Harewood Community Board
11 August 2025



- **Waimakariri Road and Whitchurch Place speed limit changes**

The Council is proposing to lower the speed on Whitchurch Place and Waimakariri Road to make it safer for children and families getting to and from Harewood School and support the proposed installation of a safer crossing on Waimakariri Road.

Proposed changes to speed limits:

- 60kmph to 50kmph
- Whitchurch Place
- Part of Waimakariri Road from 188 Waimakariri Road to where the speed limit currently changes to 50kph near the Harewood Road intersection.

You can view more information and make your submission on the Council's website here: <https://letstalk.ccc.govt.nz/waimakariri-whitchurch-speeds> Consultation closes on 17 August 2025.

- A full list of open consultations city-wide is available at <https://letstalk.ccc.govt.nz/>

4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori

- 4.1 Customer Service Request Report - Hybris monthly report for June 2025 attached, providing an overview of the number of Customer Service Requests that have been received, including the types of requests being received and a breakdown of how they are being reported (refer to **Attachment A**).
- 4.2 Graffiti Snapshot (citywide) - June 2025 (refer to **Attachment B**)
- 4.3 SWN - Ilam Wastewater Upgrade – one-way traffic system (*circulated 3 July 2025*)
- 4.4 SWN - Smacks Creek riparian planting (*circulated 4 July 2025*)
- 4.5 SWN - Kahu Road Wastewater Mains Renewal - investigations (*circulated 18 July 2025*)
- 4.6 Road maintenance notifications: Culahill Street; Maple Street; Greers Road; Waimairi Road; Memorial Avenue
- 4.7 Memo - Targeted consultation for the Harewood Road/Gardiners Road/Breens Road intersection upgrade and Harewood School signalised crossing (*circulated 4 July 2025* - refer to **Attachment C**)

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Fendalton-Waimairi-Harewood Hybris Ticket Report - June 2025	25/1451303	
B	Graffiti Snapshot (citywide) - June 2025	25/1451304	
C	MEMO - Targeted consultation for the Harewood Road/Gardiners Road/Breens Road intersection upgrade and Harewood School signalised crossing	25/1451389	

Waimāero Fendalton-Waimairi-Harewood Community Board
11 August 2025



Signatories Ngā Kaiwaitohu

Author	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood
Approved By	Matthew McLintock - Manager Community Governance Team

13. Plan Change 14 Decision (in-part) and Proposed Withdrawal

Reference Te Tohutoro: 25/1603310

Responsible Officer(s) Te Ike Kleynbos, Principal Advisor Planning, Sarah Oliver, Team Leader
Pou Matua: City Planning, Brent Pizzey, Senior Legal Counsel

Accountable ELT John Higgins, General Manager Strategy, Planning & Regulatory
Member Pouwhakarae: Services

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The Minister's direction under the Resource Management Act 1991 (Act) requires the Council to complete decisions on Plan change 14 (PC14) in time to notify all decisions by 12 December 2025. A recent change to the Act allows Council to apply to the Minister to withdraw undecided parts of plan change 14 (PC14) if the operative District Plan meets the Act's criteria for sufficient feasible housing capacity. The District Plan does not meet that criteria. The only way to meet that criteria in the operative District Plan by December is to accept PC14 IHP recommendations for more medium density areas.
- 1.2 This report recommends that the Council:
 - (i) Accept PC14 IHP recommendations for medium density zoning in the areas identified in this report, which will be sufficient for the Council to meet the feasible housing capacity prerequisite for withdrawing the balance of PC14;
 - (ii) Accept PC14 IHP recommendations for qualifying matters, overlays and general rules for those areas; and
 - (iii) Apply to the Minister Responsible for RMA Reform to withdraw the undecided balance of PC14.

2. Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Plan Change 14 Decision (in-part) and Proposed Withdrawal Report.
2. Notes that the decision in this report is assessed as high significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Receives the Independent Hearings Panel (the Panel) – Plan Change 14 Housing and Business Choice recommendation reports, including recommendations on submissions, further report addendums to the recommendations report, and further minutes that modify the recommendations report, as provided on the PC14 IHP Webpage: <https://chch2023.ihp.govt.nz/recommendations-report/>.
4. Receives the PDF mapping of medium density areas included as **Attachments A to K** to this report and the online webmap 'PC14 Proposed Opt Out – 3 September 2025' (<https://experience.arcgis.com/experience/51fa6c542af34ed580eb06388eabe0fd>).

Decision to limit the extent of Plan Change 14 decisions

5. Limits decision-making to the area within 'Proposed 3 September 2025 zoning' in the mapping detailed in Recommendation 4 of this report **Attachments A to K** and the webmap.

6. In addition to Recommendation 5, extends the decision-making to the following areas marked as 'Prospective MRZ Additions':
 - a. Princess Margaret Hospital as detailed in **Attachment I** [PC14 MRZ Council Opt-Out – Proposal: Map 9]
 - b. MRT corridor addition – Riccarton' as detailed in **Attachment E** [PC14 MRZ Council Opt-Out – Proposal: Map 5]
 - c. MRT corridor addition – Sockburn' as detailed in **Attachment G** [PC14 MRZ Council Opt-Out – Proposal: Map 7]
 - d. MRT corridor addition – Merivale' as detailed in **Attachment B** [PC14 MRZ Council Opt-Out – Proposal: Map 2]

Decisions to Accept the Panel's Recommendations on Plan Change 14

Zones and overlays

7. Accepts the Panel's Recommendations within the approved areas in Recommendations 5 and 6 as follows:
 - a. Medium Density Residential Zone;
 - b. Specific Purpose (Hospital) Zone, only in relation to:
 - i. Princess Margaret Hospital [as per Recommendation 6.a.];
 - ii. Hillmorton Hospital, but only for the Lincoln / Annex Road site (legally described as Secs 3 and 4 SO 525420, Pt RS 159 Canterbury Dist) [as per Recommendation 5];
 - c. Specific Purpose (School) Zone;
 - d. Residential Visitor Accommodation Zone;
 - e. Enhanced Development Mechanism overlay [to retain];
 - f. Community Housing Redevelopment Mechanism overlay [to retain only for the Residential Overlay];
 - g. Riccarton Wastewater Interceptor Catchment Overlay [to remove this];
 - h. The Residential Pathways.
 - i. Any other residential zone or overlay, only to the extent that they support or are consequential on this decision and only to the extent that they apply within the areas approved in Recommendations 5 and 6.

Qualifying matters

8. Accepts the Panel's Recommendations within the approved areas in Recommendations 5 and 6 as follows:
 - a. Airport Noise Influence Area: 2023 Remodelled 50 dB Ldn Outer Envelope and 50 dB Ldn Air Noise Contour [to retain and expand];
 - b. Electricity Corridors and Structures [to retain];
 - c. Heritage Items & Settings [to retain and remove];
 - d. Heritage Items & Settings [to only retain and remove];
 - e. Outstanding Natural Features and Landscapes [to retain];
 - f. Significant and Other Trees [to only retain and remove];

- g. Railway Building Setbacks [to retain];
- h. Residential Character Area [to only retain and remove];
- i. Sites of Ecological Significance [to retain];
- j. Waterbody setbacks [to retain];
- k. Industrial Interface [to apply as new restriction];
- l. Residential Heritage Area Interface [to reject the proposed restriction];
- m. Sunlight Access [to reject the proposed restriction];

District Plan Chapters

- 9. Accepts the Panel's Recommendations within the approved areas in Recommendations 5 and 6 as follows:
 - a. Chapter 2 – Definitions;
 - b. Chapter 5 – Natural Hazards;
 - c. Chapter 6 – General Rules and Procedures;
 - d. Chapter 7 – Transport;
 - e. Chapter 8 – Subdivision, Development and Earthworks;
 - f. Chapter 11 – Utilities and Energy;
 - g. Chapter 13 – Special Purpose Zones;
 - h. Chapter 14 – Residential (inclusive of 14A and 14B sub-parts).

Application to withdraw Plan Change 14

- 10. Agrees to apply to the Minister under Schedule 3C (Part 2) of the Resource Management Act for approval to withdraw the undecided remainder of Plan Change 14.
- 11. Subject to the approval of the Minister, resolves to withdraw the undecided balance of Plan Change 14 under Clause 8D of the First Schedule of the Resource Management Act.

Clerical delegations and approvals:

- 12. Delegates authority to the Head of Planning and Consents to make changes of minor effect or to correct minor errors in the accepted Panel's recommendations before publicly notifying its decisions on the recommendations above.
- 13. Delegates authority to the Head of Planning and Consents to apply to the Minister to withdraw the undecided balance of Plan Change 14, as per Recommendation 10, and any associated administration needed for the Minister to complete decision making.
- 14. Resolves to publicly notify its above decisions on Panel recommendations **NO LATER THAN 19 September 2025** and to serve that public notice on every person who made a submission on Plan Change 14.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Minister has directed under the Act that the Council complete all decision making for the remainder of PC14 in time to notify decisions by 12 December 2025.

- 3.2 A recent change to the Act¹ allows the Council to apply to the Minister to withdraw undecided parts of PC14, subject to the Minister being satisfied that the “key requirement” is met. That “key requirement” is that the operative district plan has enough feasible (defined as meaning “commercially viable”) housing capacity to meet the latest 30-year high growth household demand projection from Statistics New Zealand plus a 20% contingency. This equates to a feasible housing capacity of 65,600 households. The operative District Plan does not yet meet that criteria. The only way to meet it in the time available is to accept IHP recommendations for medium density zoning for more areas.
- 3.3 Through a series of workshops (22 July, 5 August, 19 August), staff and Council considered options to provide more medium density. In reliance on feedback in those workshops, this report recommends additional Medium Density Residential zoning to ensure the Act’s feasible housing capacity criteria is met within the operative District Plan and to apply to the Minister for approval to withdraw the undecided balance of PC14.
- 3.4 The information in the IHP record is the sole relevant information for the decision on whether to accept or reject IHP recommendations on zoning and provisions including qualifying matters². Staff are not providing advice to the Council on whether to accept IHP recommendations, other than identifying the IHP recommendations that are relevant to this decision.
- 3.5 Relevant considerations for the Council’s decision making on what geographical areas to rezone medium density are not constrained to those in the IHP records. For the selection of the areas to accept medium density zoning, assessment of options and relevant and irrelevant considerations are subject to the usual standards for Council decision making.

4. Background/Context Te Horopaki

- 4.1 Plan Change 14 is the Council’s response to national direction in the National Policy Statement on Urban Development (NPS-UD) and the Resource Management Act, by enabling intensification in and around commercial areas and permitting development in accordance with Medium Density Residential Standards (MDRS) in the District Plan except where a qualifying matter necessitates limiting that development.

Engagement on intensification

Pre-notification engagement on PC14

- 4.2 Pre-notification engagement on draft Plan Change 14 occurred over April and May 2022. This involved letters to affected properties, public advertising, flyers in all Christchurch City Council libraries and services centres, a consultation website, and direct engagement via interactive webinars and stakeholder engagement. Over 700 respondents provided over 2,100 comments. The majority of respondents were opposed to increased medium density residential development. Those in support of intensification commented on areas they considered appropriate for intensification. Those who supported greater intensification favoured areas surrounding the City Centre, Church Corner, University, Wigram, Spreydon, Sydenham, Linwood, Barrington, Woolston, Edgware, Avonhead Mall, Sumner and New Brighton.
- 4.3 The proposal in this recommendation report would see all of these areas being intensified (or are already partially intensified following the 2 December 2024 Policy 3 decision), except those areas where qualifying matters apply, such as Sumner and New Brighton.

¹ Schedule 3C of the Act.

² Clause 101(4) of the Schedule 1 of the Resource Management Act.

- 4.4 **Attachment M** to this report includes the summary report of the public engagement, which was published online in June 2022. Of note, were responses from the (then) CDHB which discussed the health benefits of people living close to services. Similarly, Environment Canterbury was supportive given the consistency with the Canterbury Regional Policy Statement (CRPS), reinforcing the Central City, Key Activity Centres and neighbourhood centres as commercial focal points with supporting higher density development within walkable catchments reducing car dependence.

Greater Christchurch Spatial Plan

- 4.5 The Huihui Mai engagement process for the Greater Christchurch Spatial Plan (GCSP) occurred during the PC14 consultation (February-April 2023). Over 7,000 people provided feedback which was summarised in the [Community Engagement Report](#), [Youth Engagement Report](#) and [Community Workshop Summary Report](#). The draft GCSP engagement asked a range of questions, including *"Do you agree that the best way to accommodate future growth in population and business is through targeted intensification in centres and along public transport corridors?"* Most people (86%) agreed that future population and business growth should be focused around key urban and town centres and along public transport routes. Approximately 65% of submitters (through 358 public submissions) agreed to *"focus future development and investment around urban centres and transport corridors"*. This approach was cemented within the GCSP and adopted by Council in 2024.

Within the PC14 process

- 4.6 The Council engaged on PC14 with iwi authorities through Mahaanui Kurataiao Limited (Mahaanui). The full draft proposal was discussed with Mahaanui in April 2022, with draft s32 evaluation reports and related reports in July 2022. Following the Council's decision to reject the plan change for notification in September 2022, Mahaanui reviewed the alternative proposal in 2023.
- 4.7 When it notified the proposed PC14, Council doubled the minimum period for public submissions on the proposal, providing an 8-week period for public submissions. Council received approximately 1,000 submissions on the proposal. There were over 200 appearances by submitters and their experts during the hearing.

The IHP recommendations report

- 4.8 The IHP issued its recommendation reports on 29 July 2024. These contain the IHP's reasons for the recommendations on medium density, qualifying matters and overlays, being subjects of this report.

Development of proposal for accepting IHP PC14 medium density recommendations

- 4.9 The amended Act allows Council to apply to the Minister for approval to withdraw the undecided balance of PC14 if the operative District Plan has enough feasible housing capacity to meet 30 years of expected demand, applying the most recent high-growth household growth projections for Christchurch City published by Statistics New Zealand³. This equates to a commercially viable requirement of 65,600 households.
- 4.10 The operative district plan does not currently meet that criteria. The shortfall is between 1,300 to 6,800 depending on the impact of qualifying matters and outcome of any required resource consent application. The only way to meet that criteria by December 2025 is to accept PC14 IHP recommendations for more medium density areas.

³ Clause 11 in Schedule 3C of the Act.

4.11 In workshops over July/August 2025 the Mayor and Councillors discussed those changes to the Act and options for the geographical areas in which the Council could accept IHP recommendations for medium density so that the balance of PC14 could be withdrawn. A depiction of potential withdrawal areas is partially illustrated within the mapping in Attachments A to K as “No further PC14 decision” and fully illustrated on the webmap.

4.12 The options workshopped were as follows:

Option 1 – Around all key transport routes

4.12.1 This was based on the Council Reply position presented to the IHP, utilising the Low Public Transport Accessibility qualifying matter approach and avoiding development in areas affected by coastal hazard qualifying matters. Medium density would be limited to areas within an 800m walking catchment (circa 10-minutes) from high frequency bus routes, whilst avoiding areas with insufficient water or wastewater capacity, as identified in the proposed Low Public Transport Accessibility approach. This option would far exceed the key requirement for withdrawal.

Option 2 – Around key Centres

4.12.2 This was based on the PC14 Council evidence on commercial centres and the IHP recommendation. It proposed all ten commercial centres that had High Density Residential Zone in their surrounds would have further medium density zones around them. In addition, Medium Density Residential zones would be located around Barrington, Bishopdale and Halswell, and Residential Suburban Density Transition (RSDT) and Residential Medium Density (RMD) zones in the operative Plan would also be rezoned MRZ. This option would potentially meet the key requirement for withdrawal.

Option 3 – Greater Christchurch Spatial Plan

4.12.3 This option applies the intensification direction of the Greater Christchurch Spatial Plan (GCSP). Intensification areas were broadly illustrated in ‘Map 2’ of the Strategy, identifying ‘Significant urban centres’ and ‘Locally important urban centres and towns’ which should be further intensified alongside other growth areas around the City Centre, centres, and transport corridors. Those ‘Significant urban centres’ included the three Large Town Centre Zones PC14 evidence had identified (Riccarton, Hornby, Papanui). The ‘Locally important urban centres and towns’ were a selection of the other commercial centres PC14 had enabled High Density Residential in the surrounds of. The GCSP centres-based direction therefore had a strong alignment with Option 2. This option would meet or slightly exceed the key requirement for withdrawal.

Option 4 – Enhanced Greater Christchurch Spatial Plan

4.12.4 This option would expand on the ‘Map 2’ direction of the GCSP. The expansion was based on the principles of the GCSP to intensify around public transport corridors. It recognised that mapping provided in the GCSP did not reflect the newly-added Route 8 ‘Port-to-port’ bus, nor fully enabled intensification in the catchment of the Orbiter bus route. As a result, the option expanded further into Fendalton, Bryndwr, Burnside and Ilam to the north west, and further into St Martins, Beckenham, Cashmere, and Hoon Hay to the south. This option ‘moderately exceeded’ the minimum requirements of the Act.

4.13 Feedback in the Councillor workshops supported applying to the Minister to withdraw the undecided parts of PC14 and providing more medium density around the intensification areas PC14 had already enabled (i.e. Dec 2024 decision), and in alignment with the GCSP, to ensure that

the “key requirement” for withdrawal is met. Some Elected Members stated their concern over the lack of future-proofing for protection along the preferred MRT (Mass Rapid Transit) route. Staff developed a proposal based on this feedback, presenting this in a workshop on 5 August 2025.

This report’s recommendation

- 4.14 The impact of qualifying matters on feasible housing calculations depends on the type of qualifying matter and the ease of obtaining resource consent for a breach of the qualifying matter. The qualifying matter may or may not adversely affect development feasibility, with the true financial cost only able to be determined on a case-by-case basis. Due to this uncertainty, staff have taken a conservative approach when calculating the feasible capacity yield by applying all qualifying matters to ensure the medium density zoning will safely exceed the 65,600 key requirement for withdrawal.
- 4.15 The estimated feasible housing capacity yield for the areas included in Recommendation 5 of this report, is at least **68,200**. The full table of feasibility results for all examples and sources of results are included in **Attachment L** to this report.

Prospective Additions

- 4.16 Some councillors have requested additional areas of medium density rezoning be included in the recommendations. The following additions are to be considered separately under recommendation 6 and are detailed as follows:
- 4.16.1 **Princess Margaret Hospital:** accept IHP Recommendations to change the alternative zone of the Specific Purpose (Hospital) zone from Residential Suburban Density Transition to Medium Density Residential zone.
 - 4.16.2 **MRT Corridor – Riccarton:** accept IHP Recommendations to zone the parcels fronting north of Riccarton Road (between Clyde Road and Puriri Street).
 - 4.16.3 **MRT Corridor – Merivale:** accept IHP Recommendations between proposed medium density surrounding the Merivale commercial centre and Papanui commercial centre, along Papanui Road, within a 400m walking catchment either side of the road. Not zoning parcels that front Papanui Road to better protect the MRT Corridor.
 - 4.16.4 **MRT Corridor – Sockburn:** accept the IHP Recommendations within a 400m walkable catchment either side of Main South Road, between Curletts Road and Epsom Street. Not zoning parcels that front Main South Road to better protect the MRT Corridor.

4.17 The following related memos/information were circulated to the meeting members:

Date	Subject
19 July 2024	Plan Change 14: preparing for decision making on panel recommendations
30 July 2024	Independent Hearings Panel Recommendations Report – Plan Change 14 Housing and Business Choices
31 July 2024	Independent Hearings Panel recommendations on PC14
2 August 2024	Updated IHP recommendations on PC14
9 August 2024	Plan Change 14
22 August 2024	Plan Change 14 decisions possible on 4 September
31 July 2025	Draft Plan Change 14 Opt Out Option & Commercial Feasibility

4.18 The following evidence summaries have been provided to Councillor and have been made available in the Big Tin Can:

Date	Subject
Qualifying matter	Airport noise influence area qualifying matter
Qualifying matter	Heritage qualifying matters
Qualifying matter	Industrial interface qualifying matter
MDRS/Policy 3 evidence	Social Impact Assessment, including housing affordability and Māori housing
Qualifying matter	Sunlight Access qualifying matter

4.19 The following related information session/workshops have taken place for the members of the meeting:

Date	Subject
6 August 2024	IHP Recommendations on PC14
13 August 2024	IHP Recommendations on PC14
20 August 2024	IHP Recommendations on PC14
3 September 2024	IHP Recommendations on PC14
29 October 2024	IHP Recommendations on PC14
6 November 2024	IHP Recommendations on PC14
26 November 2024	IHP Recommendations on PC14
10 June 2025	Minister's Decisions on Alternative Recommendations
22 July 2025	Final decision on Plan Change 14 – Potential opting out
5 August 2025	PC14 opt out proposal and decision making
19 August 2025	Opting out of PC14

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.20 The options for identifying areas to rezone are described in paragraph 4.12 of this report.

4.21 The following options were considered but ruled out:

- 4.21.1 Not seeking to withdraw the undecided parts of PC14. Council has previously resolved that it wishes to withdraw the balance of PC14 if the legislation allows it to do so;
- 4.21.2 Not accepting any IHP recommendations to rezone some areas as medium density. If Council does not rezone some areas, it does not meet the key requirement for withdrawing the undecided balance of PC14.
- 4.21.3 Deciding on all of the IHP recommendations rather than solely for the purposes of meeting the criteria for withdrawing the undecided balance of PC14. Council has previously resolved that it wishes to withdraw the balance of PC14 rather than resolve on medium density residential standards for all of Christchurch. If the Council was to reject the IHP recommendations for medium density for all of Christchurch, the Minister will then decide whether to accept or reject that decision for all of Christchurch. The outcome could require medium density across much of the residential area of Christchurch.

Options Descriptions Ngā Kōwhiringa

4.22 **Preferred Option:** Accepting IHP recommendations for medium density zoning for the areas identified in the resolutions in this report, either with or without the additional areas in the resolutions proposed by some councillors.

- 4.22.1 **Option Description:** Accepting all IHP Recommendations within the specific geographic areas identified.
- 4.22.2 Option Advantages

- Further decision-making on IHP Recommendations is completed.
- Sufficient feasible housing capacity is enabled to allow Council to apply to the Minister for approval to withdraw the undecided balance of PC14.
- Additional areas highly accessible to amenities, services, commerce, public and active transport are zoned for greater intensification.

4.22.3 Option Disadvantages

- Does not maximise opportunity for enabling medium density housing as a permitted activity across all residential areas.

4.23 The assessment of this option against other medium density locational options is summarised in the following table:

Option	Option 1 – Around all key transport routes	Option 2 – Around key Centres	Option 3 – Greater Christchurch Spatial Plan (GCSP)	Option 4 – Enhanced Greater Christchurch Spatial Plan
Description	<i>Based on the Council's Low Public Transport Accessibility qualifying matter intensifying within 800m of core bus routes.</i>	<i>Intensifies within walkable catchments 400m from commercial centres for High Density and beyond that within 200m for Medium Density. All equivalent operative medium density rezoned.</i>	<i>Applies the GCSP approach to intensification around major commercial centres along key transport corridors.</i>	<i>As for Option 3 but extended to include intensification along more transport corridors and fills in the Orbiter route catchment.</i>
Advantages	High housing yield estimated 122,700 of feasible capacity, equates to 170% of the 30yr High Growth + 20% contingency.	Medium housing yield estimated 65,700 of feasible capacity, equates to 100% of the 30yr High Growth + 20% contingency. Aligns with current LTP planned infrastructure & investment, specifically within walkable catchments. Maximises agglomeration benefits. Provides minor increases in medium density around Linwood and Barrington, avoiding flood prone areas.	Medium housing yield estimated 72,000 of feasible capacity, equates to 110% of the 30yr High Growth + 20% contingency. Well serviced by infrastructure, connects centres, maximises enablement within walkable catchments, aligns with major public transport routes including MRT, reducing demands on road network.	Medium housing yield estimated 83,200 of feasible capacity, equates to 127% of the 30yr High Growth + 20% contingency. Largely as per Option 3 aligning with core public transport options
Disadvantages	Difficult to plan infrastructure for widespread medium density enablement. May increase surface flooding with increase in impervious surfaces and impacts on	Reduces the opportunity to support investment in public transport.	Moderately well aligned with water servicing with some outer locations having limited wastewater capacity.	Further increased capital expenditure to service wider intensified area. Some low levels of wastewater capacity and accessibility to parks. Potential risk

	secondary flowpaths. Some areas have insufficient wastewater capacity and low levels of accessibility to public transport. Significant costs to upgrade network. Potential to dilute positive economic, social, and environmental benefits of intensification within and around commercial centres.			of oversupply and low take-up of Priority Development Areas.
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Analysis Criteria Ngā Paearu Wetekina

4.24 The criteria for analysis of the options has included:

- 4.24.1 Feasibly housing capacity yield;
- 4.24.2 Propensity to support the commercial viability of centres;
- 4.24.3 Accessibility to services, including public transport;
- 4.24.4 Infrastructure capacity to support new development; and
- 4.24.5 Alignment with the Greater Christchurch Spatial Plan.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

		Alternatives			
	Recommended Option	Option 1 Around all key transport routes	Option 2 Around key centres	Option 3 Greater Christchurch Spatial Plan	Option 4 Enhanced Greater Christchurch Spatial Plan
Cost to Implement	Updates to District Plan within existing budget for Planning Some areas may require upgrades that have not been budgeted for	Updates to District Plan within existing budget for Planning Significant cost beyond existing budgets for infrastructure	Updates to District Plan within existing budget for Planning Some areas may require upgrades that have not been budgeted for		
Maintenance/Ongoing Costs	Ongoing for infrastructure maintenance				

Funding Source	Planning budget to implement decision in District Plan Asset Planning budget for infrastructure
Funding Availability	Partially funded in LTP
Impact on Rates	Additional impact beyond current LTP

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 First, the risk of delay. If there is delay in accepting IHP recommendations for further medium density areas, there is a high risk that the Council will not be able to comply with the Minister's direction under the Act that the Council completes its PC14 actions by 12 December. The mitigation is to make the decisions now rather than after the local body elections.
- 6.2 Secondly, that the Council proposes removing and replacing any of the medium density areas in resolution 5 of this report at the meeting on 3 September 2025. If those changes are proposed, the meeting will need to adjourn to another date so that staff can assess whether the change still enables the Council to meet the Act's key requirement for withdrawing the undecided balance of PC14.
- 6.3 Thirdly, that the Council rejects rather than accepts the IHP recommendations for rezonings, qualifying matters or overlays for any of the medium density rezonings proposed in Recommendations 7 through 9 of this report. If that happens, then the decision is not operative in the District Plan, and the Council does not comply with the key requirement allowing for an application for withdrawal of the undecided balance of PC14, until after the Minister has decided on the disputed recommendations. That could put at risk the Council's ability to meet the withdrawal criteria by 12 December. The mitigation is to accept rather than reject those recommendations.

Legal Considerations Ngā Hiraunga ā-Ture

- 6.4 Statutory and/or delegated authority to undertake proposals in the report:
 - 6.4.1 The Minister Responsible for RMA Reform and Housing has directed that the Council is to complete all decision making on PC14 by December 2025. The other legal considerations are described throughout this report.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.5 The required decisions:
 - 6.5.1 Align with the [Christchurch City Council's Strategic Framework](#).
 - 6.5.2 Are assessed as high significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the nature of the decision, the high level of interest to stakeholders and the public and influence on the urban form outcomes for Ōtautahi Christchurch.
 - 6.5.3 Are consistent with Council's Plans and Policies.
- 6.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.7 Strategic Planning and Policy
 - 6.7.1 Activity: Strategic Planning and Resource Consents
 - Level of Service: 9.5.1.1 Prepare plan changes to the District Plan to address issues and to implement national and regional direction, identified as a high priority by Council - In accordance with statutory processes and timeframes.

Community Impacts and Views Ngā Mariu ā-Hāpori

Decisions on the IHP recommendations for zoning and overlays within selected areas

- 6.8 The decisions in this report are of significant interest to the communities affected. The effects on communities of the IHP's PC14 recommendations have been considered throughout the PC14 submissions, evidence, hearing and IHP recommendations.
- 6.9 The decision affects all of the Community Board areas. The views of the Community Boards are expressed in their submissions and verbal presentations to the Independent Hearings Panel on Plan Change 14.
- 6.10 The Act confines the Council's considerations to the views that have been expressed within the IHP process. The Council must not consider any submission or other evidence unless it was made available to the IHP before the IHP made the PC14 recommendation to Council.⁴

Decisions on the extent of the geographical areas for which to make those decisions

- 6.11 Paragraphs 4.2 – 4.7 above describe the sources of information about community views relevant to those decisions. These have been expressed in PC14 engagement, throughout the PC14 submissions and evidence process, and in the submissions on the Greater Christchurch Spatial Plan. In summary:
- (a) The Council carried out extensive engagement and consultation with the community about intensification of Christchurch, as part of the PC14 process;
 - (b) There was further relevant consultation and engagement on community preferences for intensification during the Huihui Mai engagement and GCSP process;
 - (c) The recent change to the Act was made to provide a process by which the Council can ask the Minister to approve withdrawing undecided parts of PC14;
 - (d) Those changes to the Act do not anticipate further consultation and engagement on PC14 decisions. The Act already specifically provided that the Council must not consider submissions or other evidence that was not made available to the IHP and those provisions were not changed to require further consultation before the Council decides to apply to withdraw the undecided balance of PC14; and
 - (e) It is highly unlikely that the Council would be able to carry out further consultation and make final decisions on PC14 by the 12 December 2025 deadline.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.12 The decision involves a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does specifically impact Mana Whenua, their culture, and traditions.
- 6.13 The decision involves a matter of interest to Mana Whenua and could impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.14 The plan change identifies sites of cultural significance to Ngāi Tahu, waterbodies, and heritage areas as qualifying matters where intensification is limited in order to maintain cultural values.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.15 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.16 The decision in this report is anticipated to contribute to adaptation to the impacts of climate change or emissions reductions in being a decision on intensification around centres and near














⁴ RMA Schedule 1 clause 101.

public and active transport corridors. The benefits of this for emissions reduction are expressed in submissions and evidence to the IHP.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 The Council will publicly notify the decisions accepting IHP recommendations. Those new medium density zones, with all relevant rules, will then be in the operative District Plan. Staff will draft District Plan material and mapping to ensure that the content is operative on or before 19 September. Staff will also ensure that appropriate communication materials and FAQs alike are available to answer public queries.
- 7.2 Council staff will exercise the delegated authority to apply to the Minister for approval to withdraw the undecided balance of PC14. That application will include detail to satisfy the Minister that the operative District Plan meets the key requirement of having enough feasible housing capacity to meet 30 years of adjusted demand.
- 7.3 If the Minister approves the Council withdrawing PC14, then staff will exercise the delegated authority given in this report to do that. Staff expect that this formal step will be in November 2025 and will mark the end of PC14.

Attachments Ngā Tāpirihanga

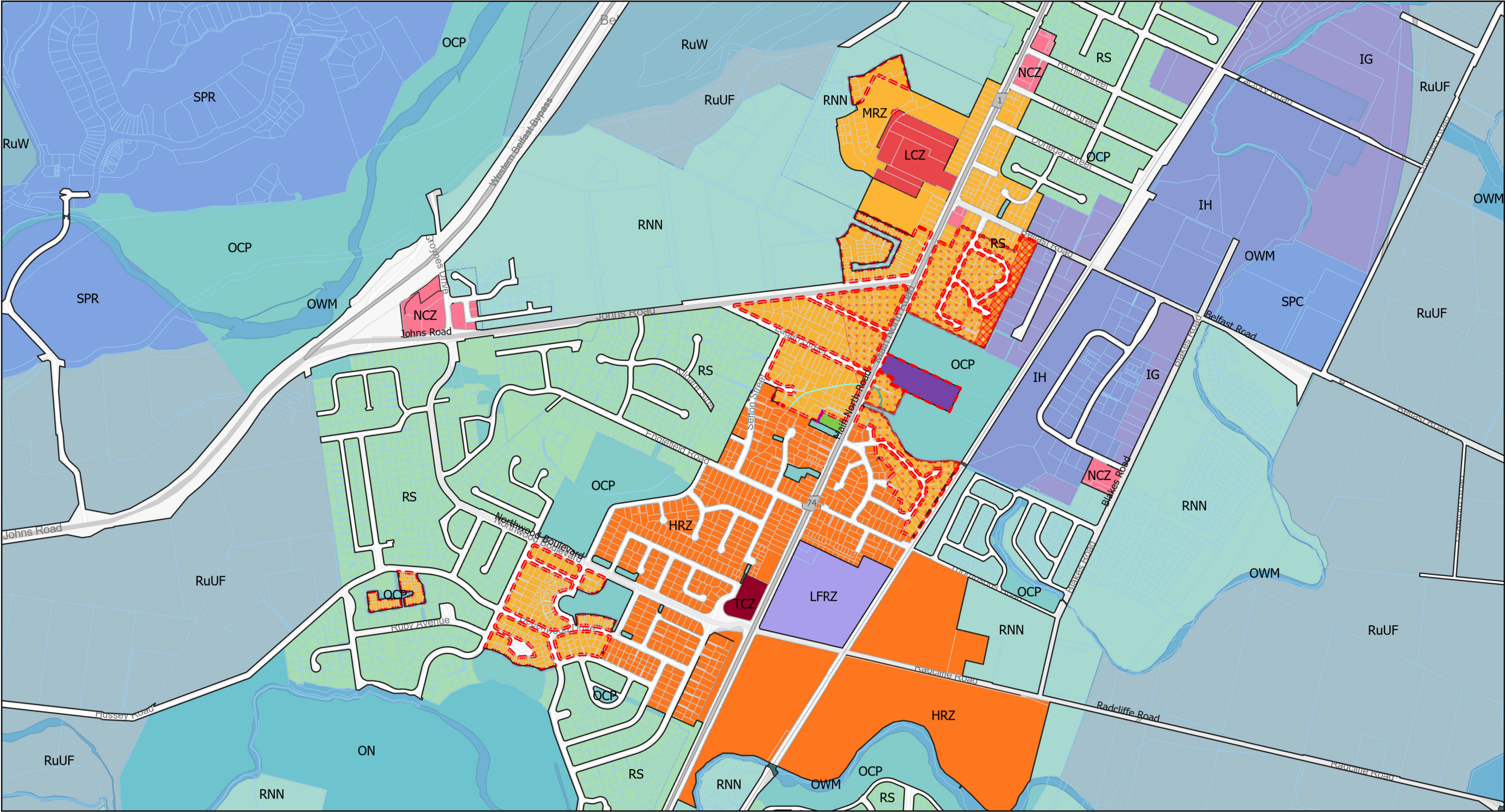
No.	Title	Reference	Page
A 	PC14 Opt Out - Proposal Belfast Map 1	25/1720554	153
B 	PC14 Opt Out - Proposal Papanui Map 2	25/1720837	154
C 	PC14 Opt Out - Proposal St Albans Map 3	25/1720861	155
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F 	PC14 Opt Out - Proposal Linwood Map 6	25/1720770	158
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I 	PC14 Opt Out - Proposal Sydenham Map 9	25/1720874	161
J 	PC14 Opt Out - Proposal Oaklands Halswell Map 10	25/1720822	162
K 	PC14 Opt Out - Proposal Lyttelton Map 11	25/1720795	163
L 	PC14 Opt Out - Attachment – Commercial Feasibility Overview of PC14 Opt Out Options	25/1720929	164
M 	PC14 Opt Out Attachment - PC14 Pre-Engagement Synthesis Report - June 2022	25/1721038	165

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

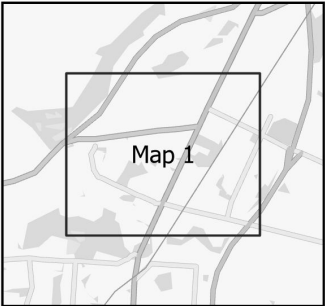
Signatories Ngā Kaiwaitohu

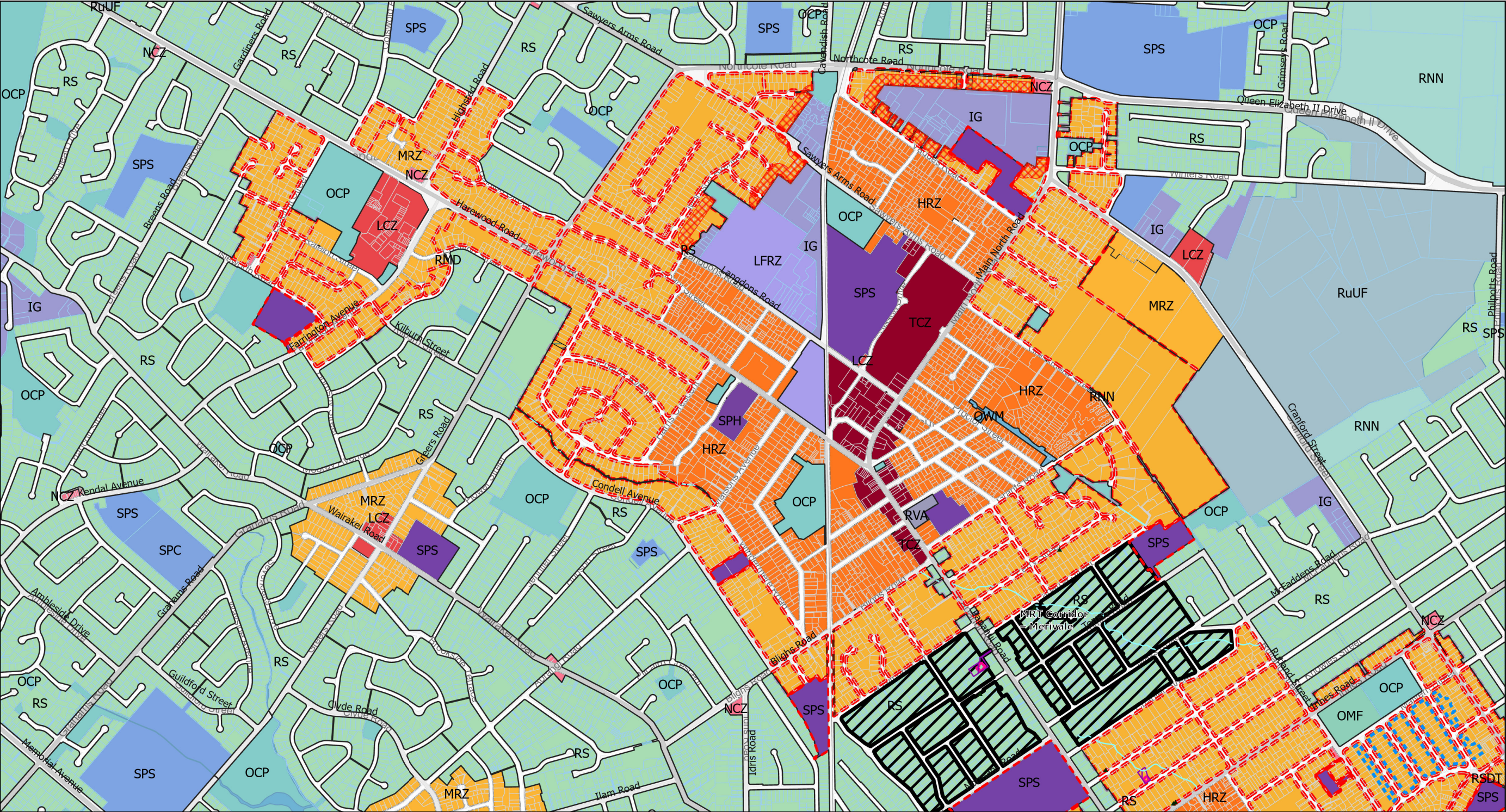
Authors	Ike Kleynbos - Principal Advisor Planning Brent Pizzey - Senior Legal Counsel Sarah Oliver - Team Leader City Planning
Approved By	Mark Stevenson - Head of Planning & Consents John Higgins - General Manager Strategy, Planning & Regulatory Services



PC14 MRZ Council Opt Out - Proposal: Map 1

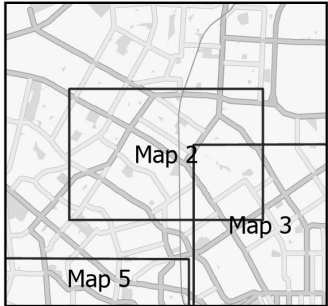
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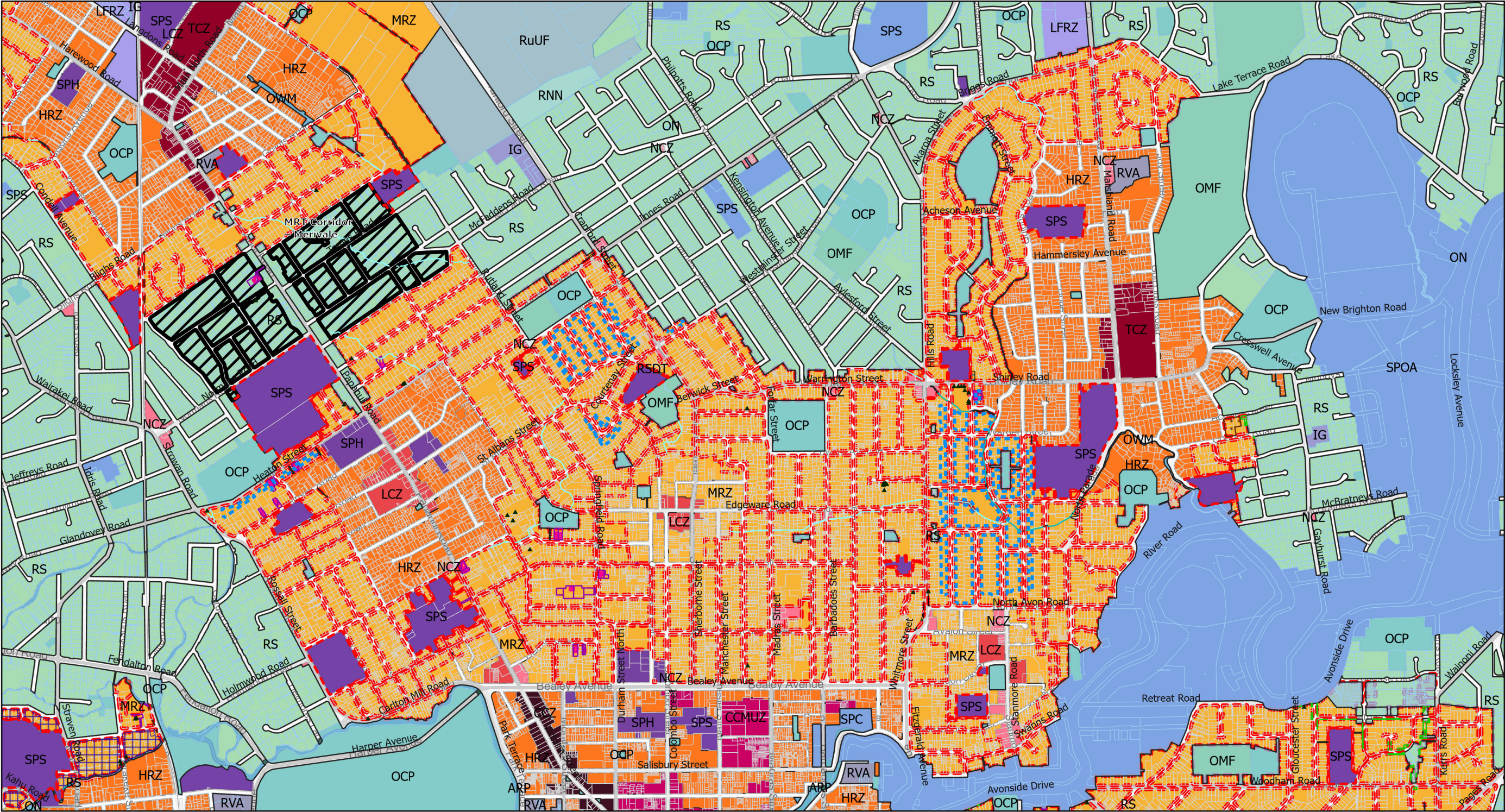




PC14 MRZ Council Opt Out - Proposal: Map 2

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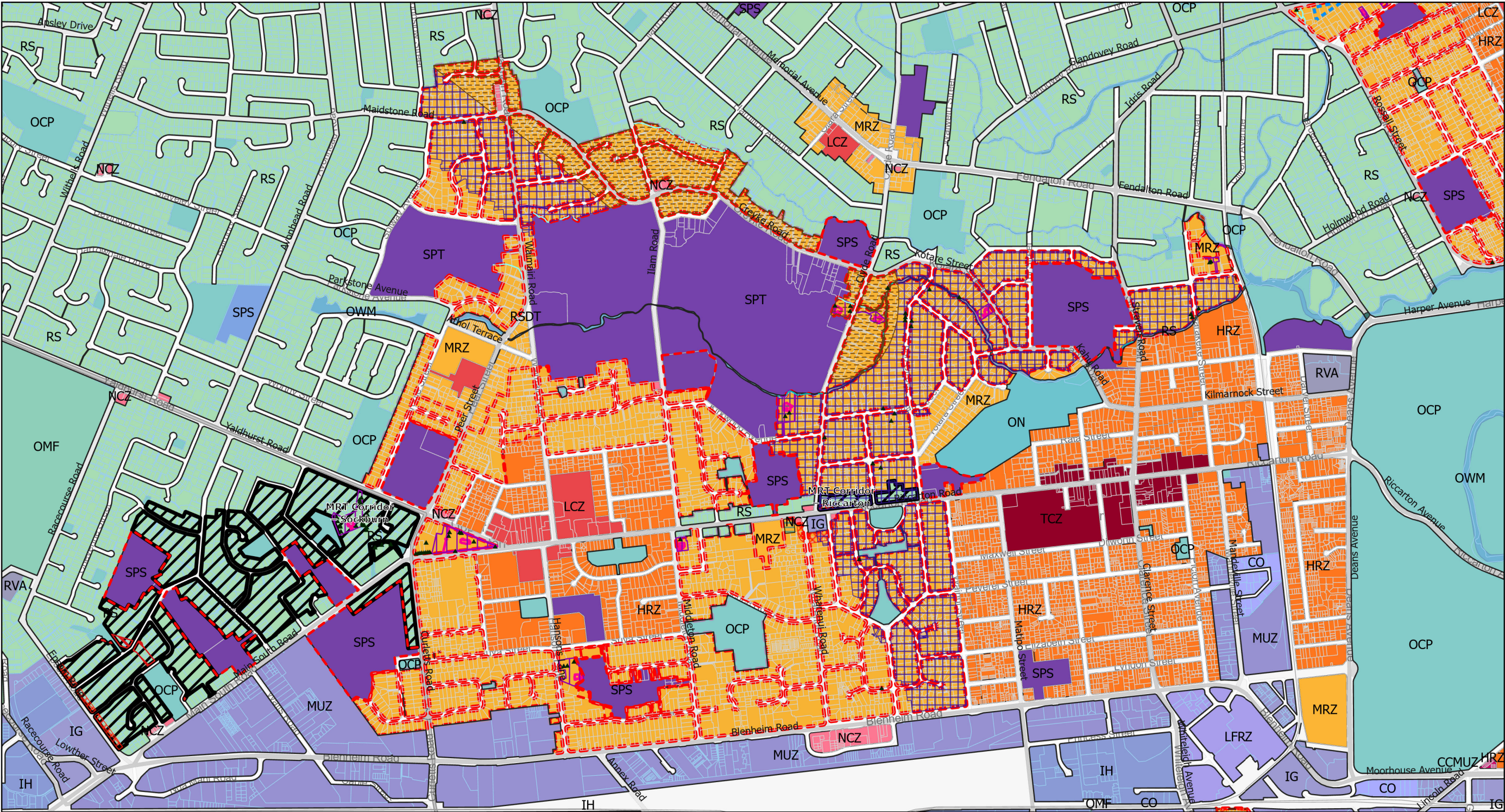
PC14 MRZ Council Opt Out - Proposal: Map 3

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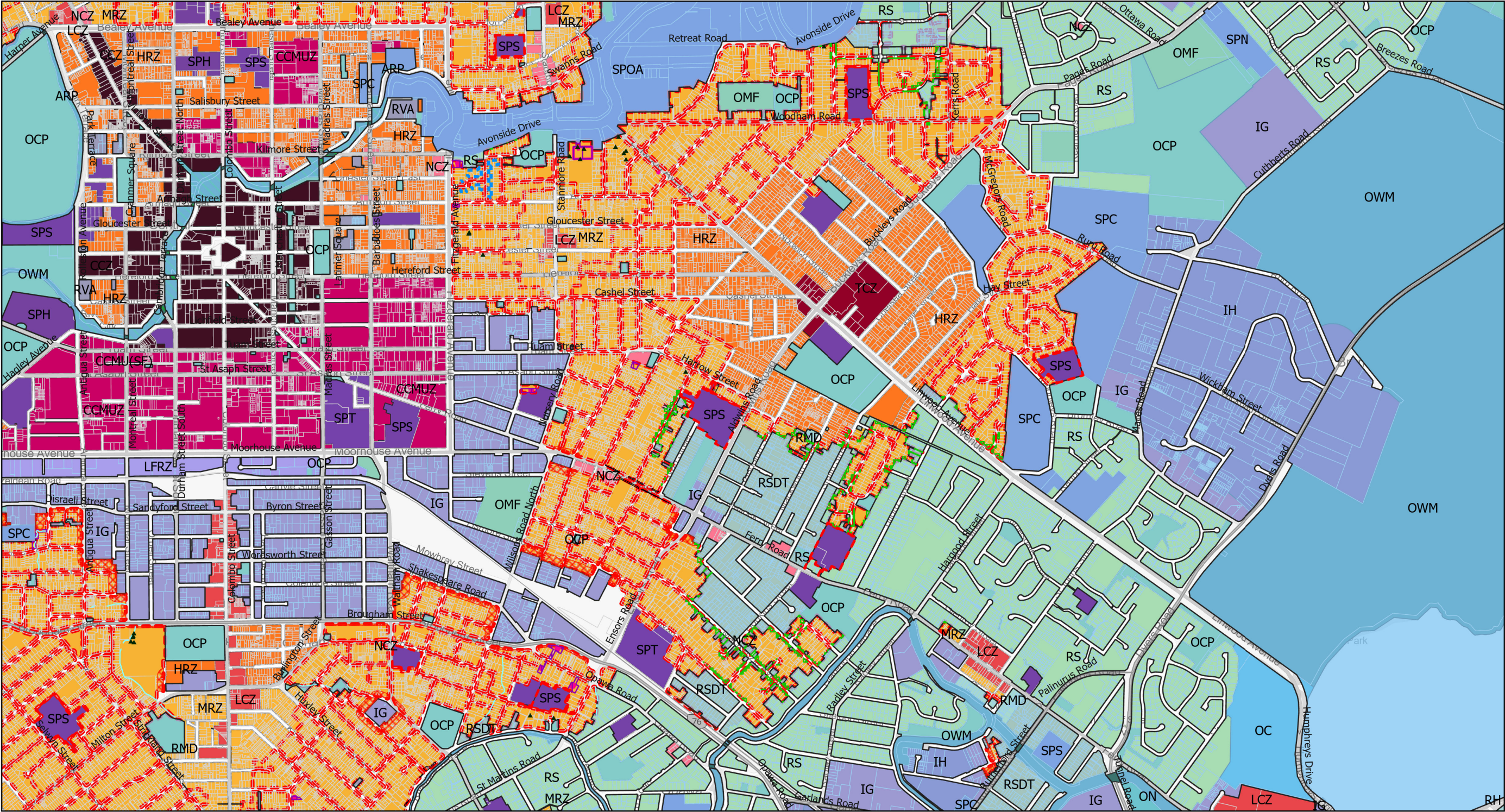
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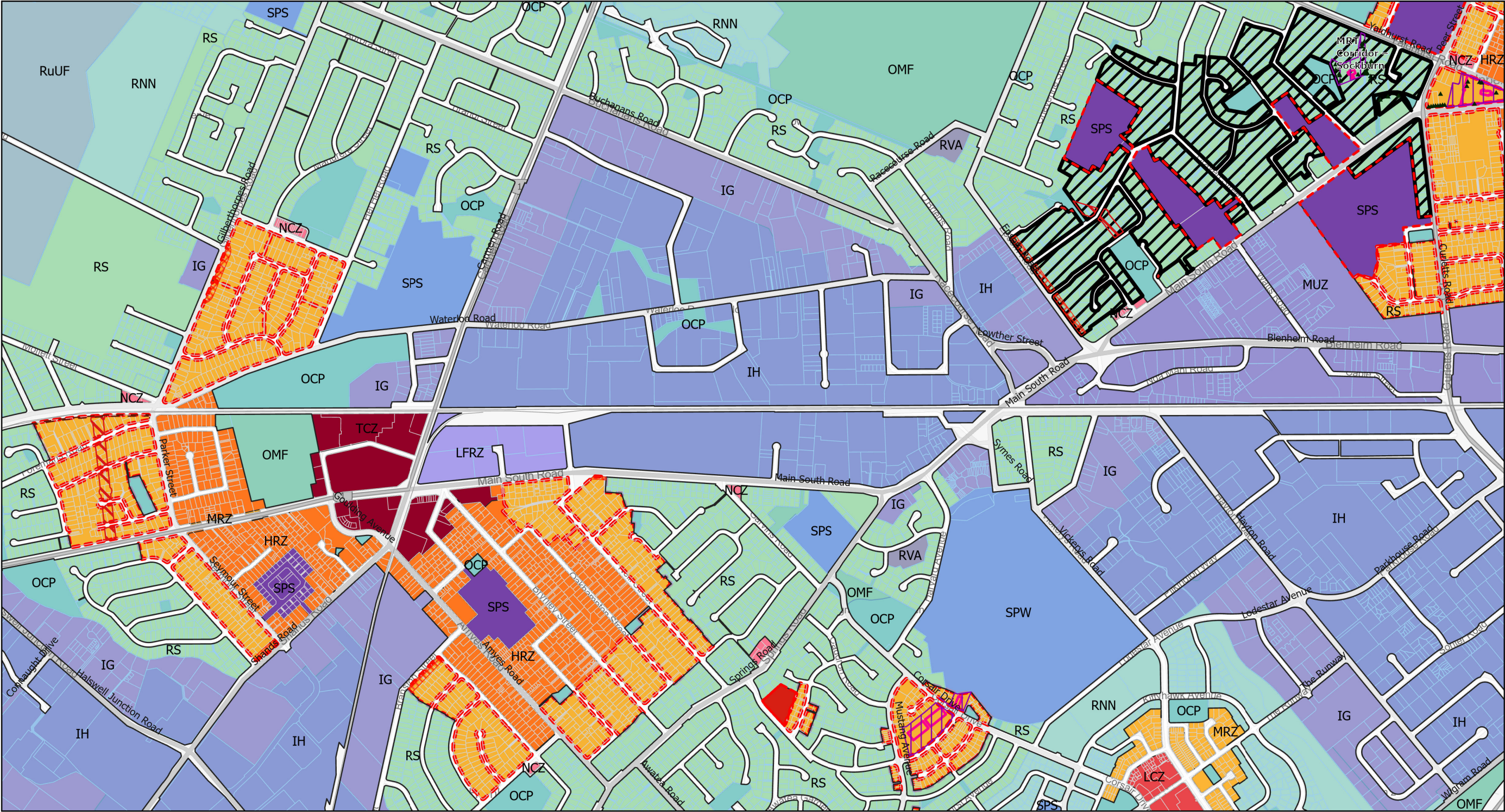
PC14 MRZ Council Opt Out - Proposal: Map 5

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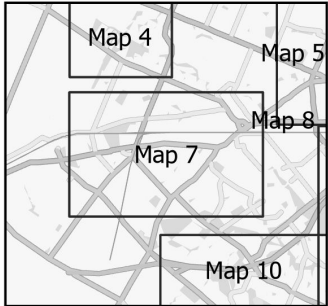
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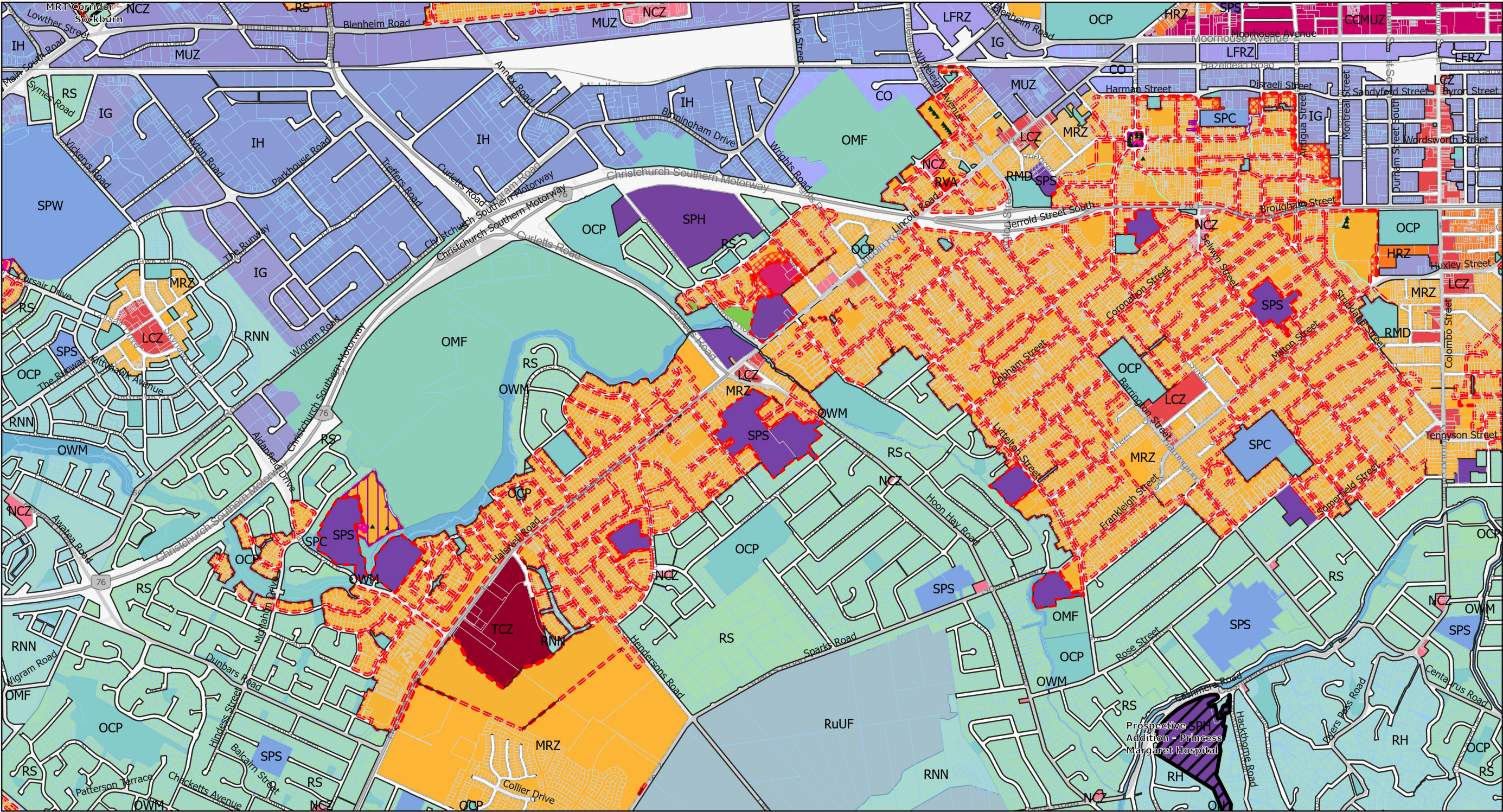
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PC14 MRZ Council Opt Out - Proposal: Map 7

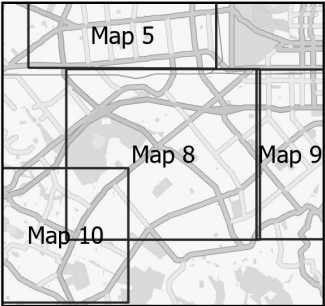
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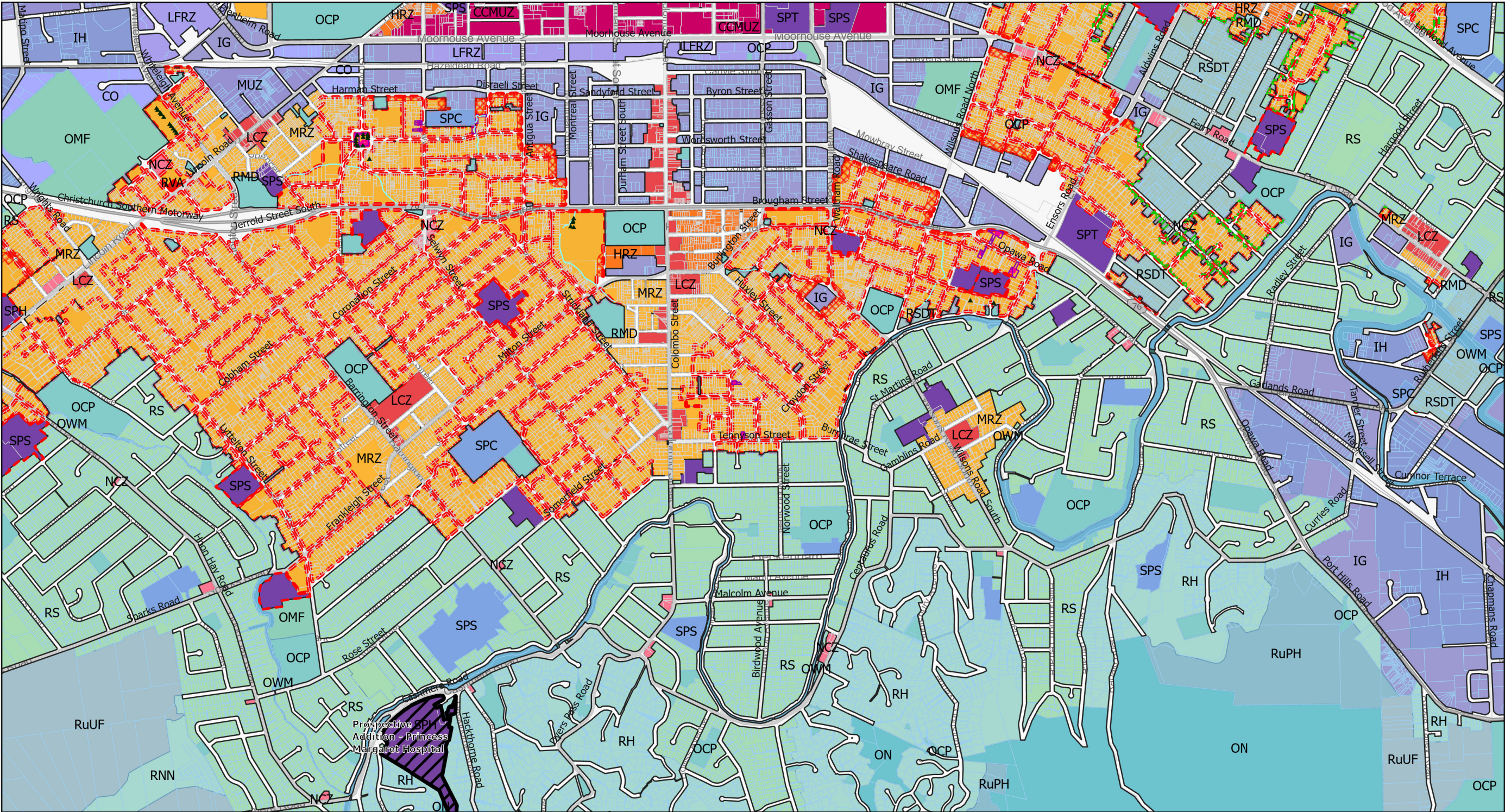




PC14 MRZ Council Opt Out - Proposal: Map 8

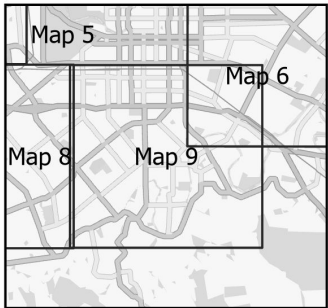
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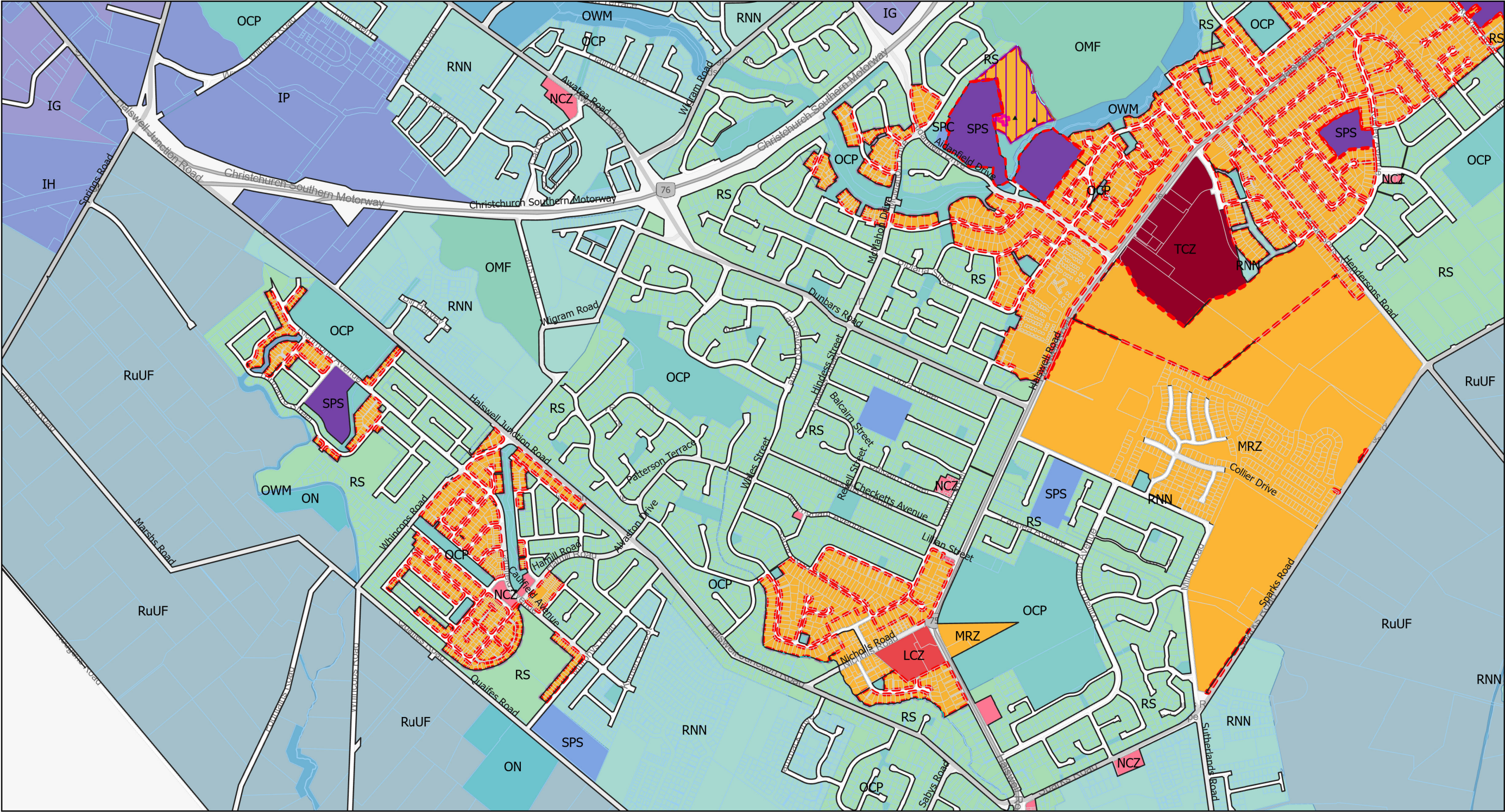




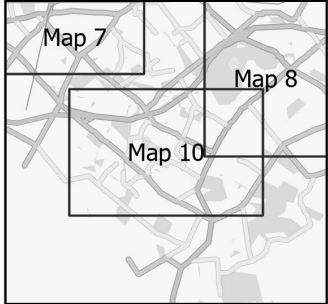
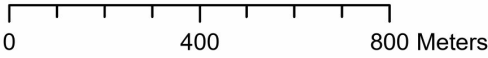
PC14 MRZ Council Opt Out - Proposal: Map 9

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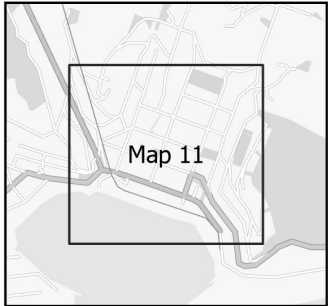


PC14 MRZ Council Opt Out - Proposal: Map 10





PC14 MRZ Council Opt Out - Proposal: Map 11



Attachment L – Estimated Commercial Feasibility Overview of PC14 Opt Out Options

	OPERATIVE		Final Proposal		#1 - All PT		#2 - Centres		#3 - GCSP*		#4 - Enhanced GCSP*	
Source	All QM	No QM	All QM	No QM	All QM	No QM	All QM	No QM	All QM	No QM	All QM	No QM
Residential zones, unless specified	41,500	49,500	50,800	61,000	70,500	85,000	48,000	57,500	57,500	67,500	60,500	71,500
Undeveloped greenfields areas (Residential New Neighbourhood Zone (RNN))	7,600	7,600	7,600	7,600	7,600	7,600	7,600	7,600	7,600	7,600	7,600	7,600
High density residential housing (12-storeys) within Central City Residential Precinct	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500
Mixed-use apartments within City Centre Zone (19-storeys)	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300	5,300
TOTAL:	58,900	66,900	68,200	78,400	87,900	102,400	65,400	74,900	74,900	84,900	77,900	88,900
RANGE:	58,800 - 66,800		68,200 - 78,400		87,800 - 102,300		65,300 - 74,800		74,800 - 84,800		77,800 - 88,800	

*Capacity derived from GCSP identified transport routes is provisional based on indicative catchment extents that would require adjustment subject to a walkable catchment mapping assessment.

The higher total “No QM” is the yield from for all sites, with no allowance for the impact of Qualifying Matters. In simple terms, this assumes a qualifying matter will have no impact on the feasible yield (i.e. number of units) developed on a site.

The lower total “All QM” is the yield for sites where there is either no site intersect with a Qualifying Matter extent (i.e is free of a QM), or where the intersect is limited and can be assessed (via a desktop analysis), to have no or minimal impact on development opportunities for the site.

The difference between the two totals (“No QM” less “All QM”) represents the range of potential total feasible housing capacity from sites where a qualifying matter may be significant. However, the presence of a QM does not necessarily mean a direct loss of capacity. For most Qualifying Matters development may proceed by way of a site-specific resource consent process that addresses the issue the Qualifying Matter seeks to manage, or by selecting development typology outcomes that are within the permitted development tolerance for the Qualifying Matter.



Global Research
Turning Information Into Insight

Housing and Business Choice PC 14 Public Engagement

SYNTHESIS REPORT

May 2022

Prepared by Global Research Ltd

For



Item 13

Attachment M

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Introduction

This report presents a synthesis of the commented received from 689 respondents to Christchurch City Council's Draft Housing and Business Choice Plan Change (PC14).

To set Ōtautahi-Christchurch up for future growth, planning rules need to be rethought to allow more housing choice. The District Plan needs to be brought in line with direction from central government to enable more development within the city's existing urban footprint – the National Policy Statement on Urban Development 2020 (NPS-UD) and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021.

However, some parts of our city have qualities, known as Qualifying Matters, which mean rules enabling increased development will not apply, or the level we enable increased development to is limited, and remains subject to resource consent approval.

Housing and Business Choice PC14 Public Engagement provided an online and paper form for respondents to provide feedback on the draft plan. Respondents also took the opportunity to provide comment in their own formats, such as emails or reports.

The online and paper form included the following questions:

- Are we proposing the right areas for development above 12 metres? (Yes/No)
 - > Comments (free text)
- Do you have any comments about the proposed Qualifying Matters that will restrict intensified development or thresholds for needing a resource consent? (free text)
- Does the proposed plan change allow for enough business intensification? (Yes/No)
- Any other comments about the proposed plan changes? (free text)

Community feedback was open between 11th April 2022 - 13th May 2022 and will help further develop the Draft Heritage Plan Change ahead of formal consultation in August 2022.



689

TOTAL RESPONSES RECEIVED



404

FEEDBACK FORMS



281

FEEDBACK IN RESPONDENTS' OWN
FORMATS

Report structure

Following this introduction, the report is divided into six sections, which were influenced by the questions asked of the public in the engagement, plus the strong themes which emerged in the communities comments.

- Section 1: The right areas developed above 12m
- Section 2: Mixed use and business intensification
- Section 3: Proposed changes to central zone
- Section 4: Medium density residential zone
- Section 5: Qualifying Matters
- Section 6: Financial contributions

Every comment was individually read and grouped to synthesise the points made and measure the weight of opinion on each topic.

Throughout the report, the total number of comments on particular sections, subsections or topics has been stated in each heading. Within the discussion, the number of points made on particular sub-topics has been consistently represented by the amounts described below:

- > A very large number: 150+ comments
- > A large number: 100 – 149 comments
- > A sizeable number: 75 – 99 comments
- > A substantial number: 50 – 74 comments
- > A considerable number: 25 – 49 comments
- > A moderate number: 15 – 24 comments
- > Several comments: 8 – 14 comments
- > A small number: 4 – 7 comments
- > A few: 3 comments
- > A couple: 2 comments

The following descriptions were also used to describe the number of points made: one quarter, one third, half, two thirds, three quarters, and lastly, all of the comments.

Note that the amounts of comments made have been included to make it possible to understand the relative level of interest shown by respondents in particular topics. The number of comments shouldn't be interpreted as exact, as the 'coding' of comments involves analysts making thousands of judgements on what topics individual points should be coded to; the amounts would change slightly if different interpretations were made. For this reason, the numbers should be considered as good indications of the weight of different opinions on topics, and not an absolute number. This is the nature of all thematic analysis of this type.

Direct quotes from respondents are presented throughout the report to illustrate particular points made. Quotes are italicised and indented from the margin. Spelling mistakes and grammar are only corrected where meaning would otherwise be unclear.

- > We have attached organisations' names to comments when we thought this would enhance understanding of an issue, but have not named individual respondents.



Summary of comments

Summary of comments

Section 1: The right areas developed above 12m (950 comments)

- > The comments seeking a reduction or elimination of the areas in which development can occur over 12m were over three-times as many as the comments supporting what was proposed or seeking an increase in these areas.
 - o These results aligned with the 'yes' or 'no' responses to the quantitative question (Are we proposing the right areas for development above 12 metres?) – 68% of respondent selected 'no'.
- > Those who sought to **reduce areas** provided many reasons to support their opinions, often in great detail:
 - o The most common reason given for reducing or eliminating the areas proposed for building to a height above 12m was the predicted impact that these changes would have on the communities that will live in these areas. These comments made up just over half of all comments received on this section. Respondents who were concerned about potential negative impacts for communities most commonly expressed concern about the impacts of building heights on neighbours, and that changes to housing types would negatively impact community life.
 - o A sizeable number of respondents urged the Council to focus development of buildings over 12m in the central city or on vacant land.
- > Those who **supported** the areas proposed for buildings over 12m provided fewer reasons and generally shorter statements.
- > Those who wanted the areas proposed for development over 12m **increased** made fewer than one tenth of all comments, with general statements encouraging more areas being developed or increasing the size or height limits of proposed areas.

Section 2: Mixed use and business intensification (100 comments)

- > A substantial number of respondents supported mixed-use commercial and residential zones. Of these, just over 40 respondents made a short supportive statement via the Generation Zero form. The benefits were seen to be activated streetscapes and increased numbers of people on streets that would frequent businesses and add life and vitality to areas.
- > Over three quarters of respondents agreed that the plan change allows for enough business intensification, with comments explaining that the post-earthquake and Covid19 trend of businesses moving to the suburbs and more people now working from home is reducing demand in the centre of the city.

Section 3: Proposed changes to central zone (25 comments)

- > There was a desire for the central city to be developed ahead of other areas, and this opportunity was seen as being different to Auckland and Wellington.
- > Central city development was considered important to increase the vitality and success of the central city and to compete with suburban development. An increased population in the central city was considered beneficial.

Section 4: Medium density residential zone (170 comments)

- > The vast majority of comments opposed increasing Medium Density Residential Zones, expressing similar concerns about potential negative impacts to those identified in relation to building higher than 12m. Direct impacts from tall buildings on neighbours was again the most discussed issue, particularly the impacts of shading and changes to community dynamic and liveability.
- > Seismic risks and the likely negative impacts from a future seismic event were also reasons why people were fearful of more and higher development on susceptible land.

Section 5: Qualifying Matters (800 comments)

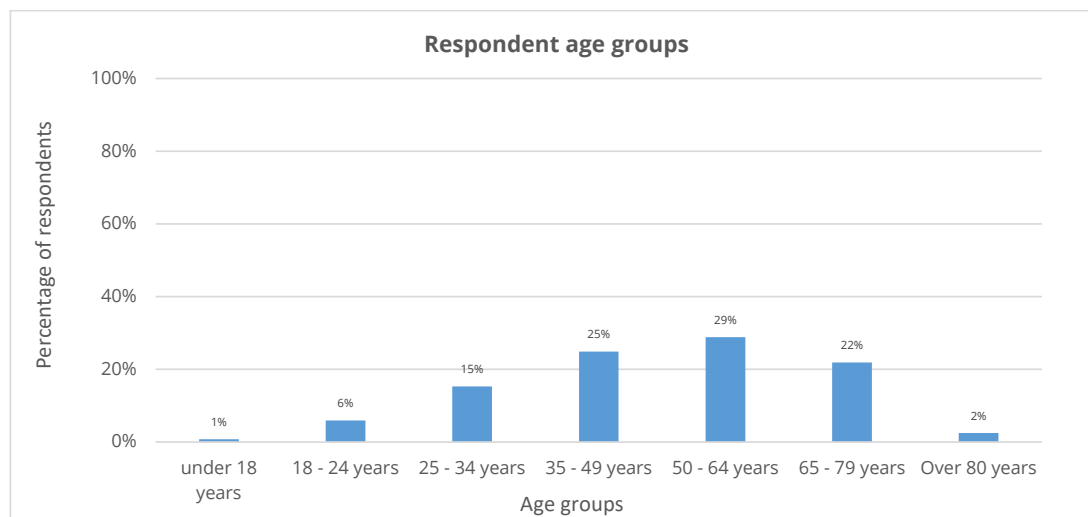
- > Around four times as many comments were made suggesting qualifying matters should be increased than comments which either agreed with what is proposed or suggested reducing qualifying matters.
- > Two thirds of the comments which discussed **increasing qualifying matters** discussed character or heritage items. Just under half of these comments discussed the preservation of character and heritage generally, with the majority of comments focused on specific areas. The most commonly discussed areas were Riccarton Bush, Richmond, the 15 Papanui Memorial Streets, and the Beckenham Character Area.
- > Other factors that people wanted protected with qualifying matters were natural features, with Riccarton Bush and the Papanui Memorial Streets again identified frequently as requiring protection from development.
- > Those who **sought a reduction** in qualifying matters primarily focused on particular heritage and character sites and infrastructure, with the general sentiment that development is more valuable than wide-ranging character or heritage preservation.
- > Those who **agreed with qualifying matters** as they are outlined in the draft Plan focused most on heritage-character infrastructure and coastal hazards.

Section 6: Financial contributions (110 comments)

- > Around three quarters of respondents who commented either supported the financial contributions approach or considered it too lenient.
- > The respondents who **supported** the approach felt that protecting the tree canopy was important and this was a way to achieve this outcome. There was a desire for trees to be planted close to developments.
- > Those who felt that the **financial contributions were too lenient** (around one quarter of respondents, or 25) felt that the approach allowed developers to pay to avoid having to protect trees which they felt should not occur.
- > Those who felt the financial contributions were too strict posed arguments that the scheme would be too difficult to calculate accurately and to administer – this was summarised as ‘red tape’. Overall, these respondents felt it would be too costly and that costs would be passed on to purchasers.

Who respondents were

RESPONDENT AGE GROUPS



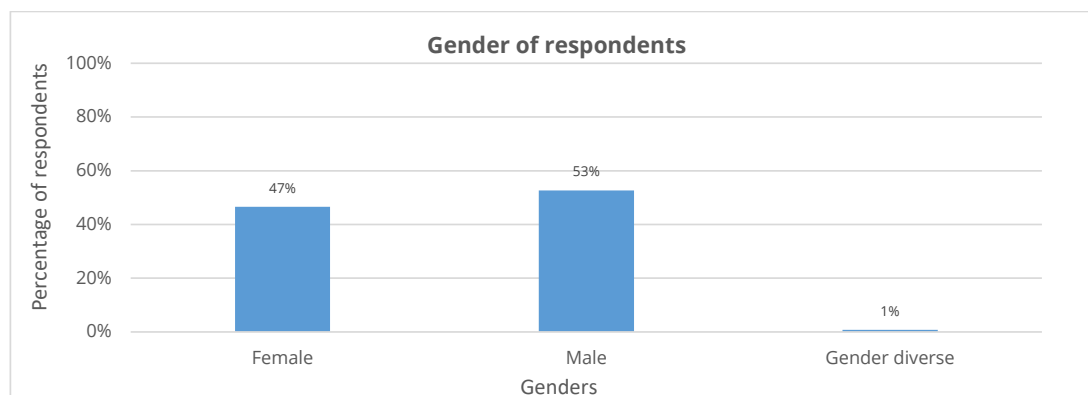
Results

In summary, older respondents were over-represented and younger respondents under-represented.

- > The largest group of respondents was in the 50-64 age group (29%). This group of respondents were over-represented compared with the Christchurch population who comprise 18% of people in the community.
- > The next largest group was those aged 25-34 years (25%). This group of respondents was also over-represented in results as they comprise 16% of the population.
- > Another group that was over-represented was those aged 65-79 (22%). They comprise 11% of the population.
- > The representation of over 80 year-olds (2%) was similar to the Christchurch population which comprises 3%.
- > The 18-24 age group made up 6% of respondents; this groups comprise around 10% of the population of Christchurch so are slightly under-represented.
- > Christchurch people under 25 years of age were under-represented in the results with this group comprising 7% of respondents but being 33% of the population. Note the total population included those considered too young to contribute—18% of the population is under 15 years of age.

Note: Comparative Christchurch statistics were from: www.stats.govt.nz/tools/2018-census-place-summaries/christchurch-city#population-and-dwellings.

GENDER OF RESPONDENTS

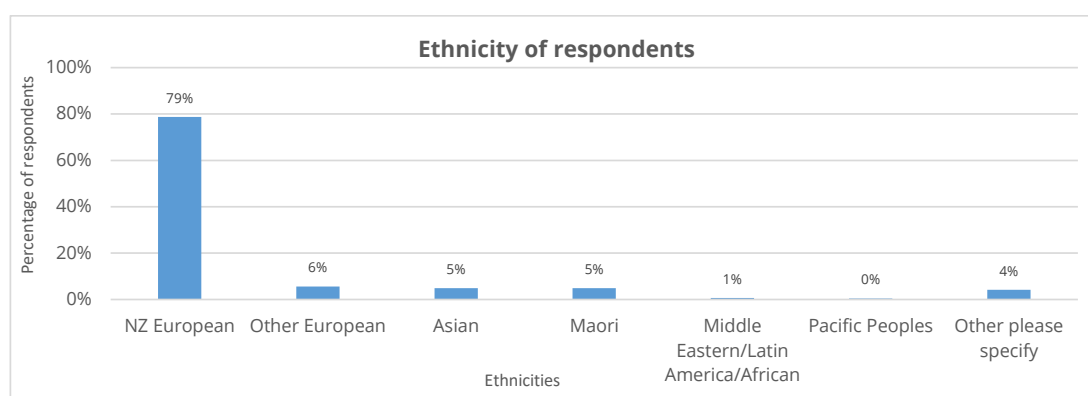


Results

In summary there was a slight over-representation of males in the engagement.

- > The largest group of respondents were males (53%), they were over-represented in the results by 3% as they comprise 50% of the usual population.
- > Conversely the 47% of female who responded were under-represented by 3%.
- > Note that StatsNZ did not report a figure for gender diverse.

ETHNICITY OF RESPONDENTS



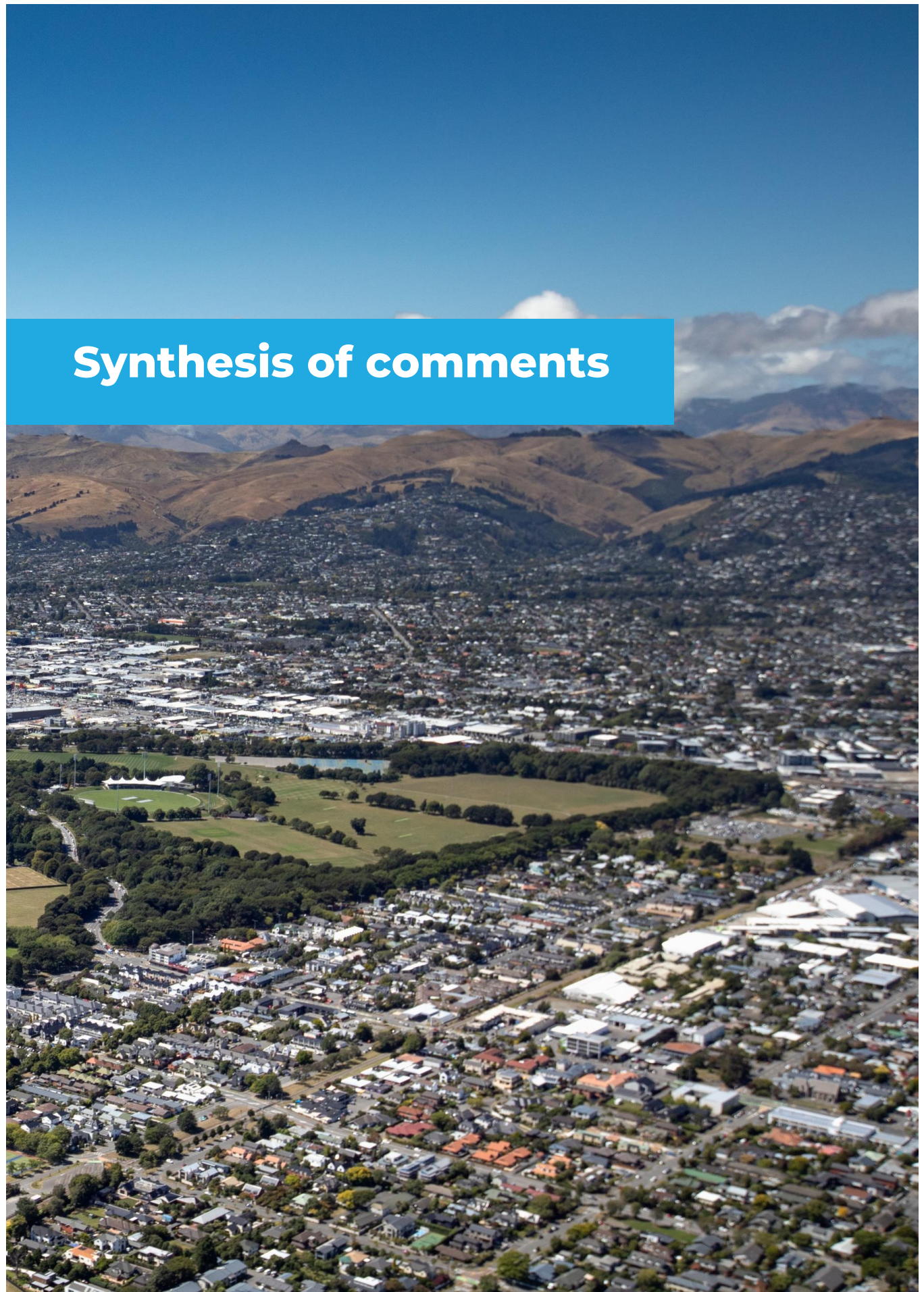
Results

In summary there was an under representation of Māori in the engagement.

- > Europeans (79%) were slightly over-represented, as they make up 78% of the total population.
- > Māori (5%) were under-represented as they comprise 10% of the usual Christchurch population.
- > Pacific people (0%, 2 respondents) were under-represented comprising 4% of the total population.
- > Asians (5%) were under-represented as they comprise 15% of the total population.
- > Middle Eastern/Latin American/African (1%) were slightly under-represented as they comprise 1.5% of the total population.
- > Note: respondents could select more than one ethnicity.

Synthesis of comments

Item 13
Attachment M



Section 1: The right areas developed above 12m 950 comments

Item 13

Attachment M

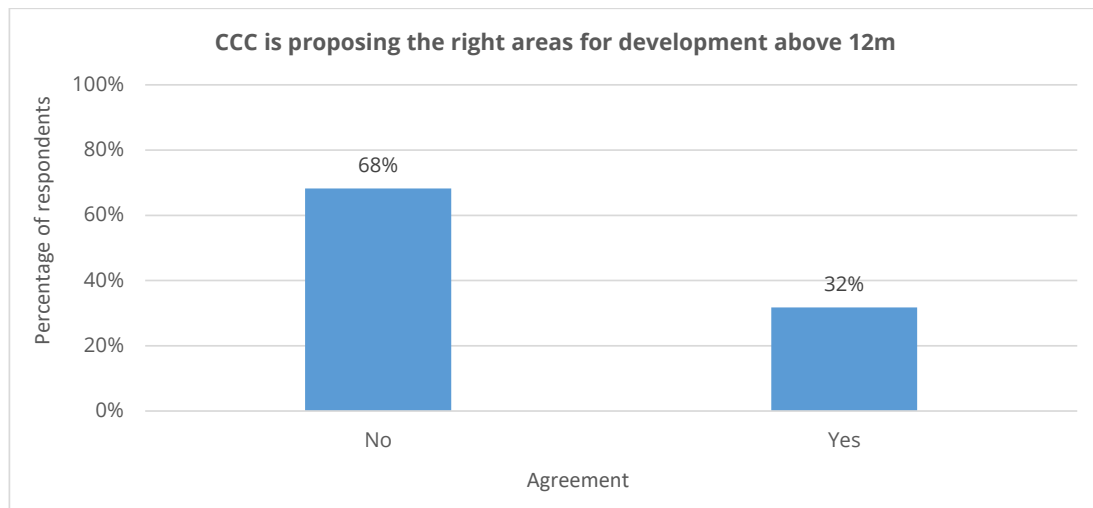
SECTION SUMMARY

- > The comments seeking to reduce or eliminate the areas in which development can occur over 12m were over three times as many as the comments supporting what was proposed or seeking an increase in these areas.
 - o These results aligned with the 'yes' or 'no' responses to the quantitative question (Are we proposing the right areas for development above 12 metres?) – 68% of respondent selected 'no'.
- > Those who sought to **reduce areas** provided many reasons to support their opinions, often in great detail:
 - o The most common reason given for reducing or eliminating the areas proposed for building to a height above 12m was the predicted impact that these changes would have on the communities that will live in these areas. These comments made up just over half of all comments received on this section. The most common negative impacts on communities predicted by respondents were:
 - Tall buildings close to neighbours creating shade on homes and backyards resulting in cold, damp living conditions and negative impacts on plant growth and outdoor activities.
 - Negative impacts on community functioning and wellbeing – in particular, families having to live in smaller homes with less outdoor space, and older people living in multi-level dwellings.
 - Reduced liveability as a result of changes in community dynamics, such as changes in who would live in areas, particularly if small homes are built as short-term rentals.
 - Traffic congestion caused by increased numbers of people as a result of 12m developments. Respondents felt that there was already bad congestion in some areas, which would be worsened.
 - Significant natural areas such as Riccarton Bush were identified as areas which could suffer adverse environmental impacts if dense development occurs nearby.
 - People were concerned about the potential for poor housing design, neighborhood aesthetics, and overall amenity.
 - Many other issues of concern were discussed, including: loss of 'garden city' form and image; loss of privacy, parking issues; and inconsistency with post-earthquake planning.
 - o A sizeable number of respondents urged the Council to focus on higher developments in the central city either exclusively, or at least before suburban areas are developed. Other similar comments suggested there is an abundance of vacant land in Christchurch that should be prioritised for development.
 - o Seismic risks were a concern, with the Christchurch earthquake used as a warning to not build too high on vulnerable land.
- > Those who **supported** the proposed areas for above 12m development offered fewer reasons and made generally shorter statements:
 - o Several of these respondents supported the identified areas, but encouraged a staged approach.
- > Those who wanted zones for development above 12m to be increased made up fewer than one tenth of comments:
 - o Most respondents generally supported developing more areas, or everywhere, with some identifying specific places for development, including: Church Corner, University, Wigram, Spreydon, Sydenham, Linwood, Woolston, Barrington, Woolston, Edgware, Avonhead Mall, Sumner, and New Brighton.
 - o A moderate number of respondents suggested either enlarging identified areas or increasing heights.

Are we proposing the right areas for development above 12 metres?

Respondents were asked: Are we proposing the right areas for development above 12 metres?

Of the 404 respondents who provided feedback via the online survey, 390 answered this question. The chart below presents the results.



Results:

- > Over two thirds of respondents did not agree that the right areas for development above 12m were being proposed.

Support development above 12m 120 comments

The comments synthesised below primarily came from respondents explaining their answer to the yes/no question above. When responses from other questions were relevant to this topic they were also included within this analysis. Responses include both survey responses and comments provided in respondents' own formats.

PROPOSED AREAS ARE APPROPRIATE

84 COMMENTS

Of the respondents who agreed that the proposed areas are appropriate, around half made relatively short statements in support, often raising the various environmental and social benefits of people living in higher density communities. Just under half the comments on this topic were made by respondents using a Generation Zero submission form to express their support for increasing height limits in the city centre and suburban centres.

The following comment encapsulates a number of the positive benefits that were identified:

I support all efforts to encourage 'building up, and not out' within our city limits. Densification enables more amenities closer by - which in turn improves public health, decreases carbon emissions and improves community cohesion. I support all the increased height limits around the proposed centres in the city.

The most prevalent benefit raised was the reduced need for car travel when people live in higher density communities, accompanied by convenient services and facilities. The following comments are examples, with one respondent making an additional suggestion regarding the benefits of increased tax income:

Christchurch was crippled prior to the earthquakes by malls drawing people out of the central city and the current desire to build up and not out is supported, avoiding car-dependent development in Pegasus and Rolleston.

Housing intensification reduces the need for cars and intensifies tax income for further development. Those tax dollars should be used to improve the sewer capacity in the proposed protection suburbs. It is a good thing.

The anticipated economic benefits of the proposed changes were also raised, with people expecting the increased vertical housing capacity to stimulate development and result in more people living in closer proximity to businesses, as well as mitigating the housing crisis. One respondent noted that intensification enabled greater housing supply without affecting valuable soils and natural areas:

... would solve the housing crisis without destroying more of our valuable farm and swamp/forest lands.

This comment was one of the few which articulated the benefits for urban form and functionality:

These seem pretty reasonable. Encouraging high density around malls makes a lot of sense, especially if this includes lot-line to lot-line buildings on the street boundary (at least on the main roads) ideally with the option of commercial space on the ground floor. This might encourage the existing malls to turn to face the street and perhaps become a little less car focussed, and also somewhat democratise our suburban retail environment (with the potential for less of it being controlled by the malls and large commercial landlords).

The CDHB offered support for the 12m areas, agreeing these centres could support increased residential and commercial development. They went on to discuss the benefits of having services located close to where people live, and referred to the 15-minute city model and the increased health benefits of this approach.

Environment Canterbury Regional Council was supportive, noting the proposed changes will help reinforce the Central City, Key Activity Centres and neighbourhood centres as the focal point for commercial activities and higher density development, and will reduce dependence on car use. They also stated that it is consistent with the Canterbury Regional Policy Statement (CRPS).

SUPPORT A STAGED APPROACH

8 COMMENTS

Several respondents were generally supportive of the identified areas to develop to heights above 12m, but favoured taking a staged approach rather than allowing one-off or small pockets of development which would have significant impacts on existing low-rise areas. It was felt that a better approach would be to intensify smaller areas as a whole so buildings are a consistent height and have less impact on their surroundings. The following point articulated the preferred approach.

Good urban planning should not enable random high/medium rise building to be scattered in amongst low rise homes of single/two stories. If you need to enable high rise or medium rise apartment buildings then go slowly and deliberately and confine the zones for this so it's like for like next door to one another and ensures uniformity and considered design to Christchurch. It's a beautiful city missing its city centre core, don't ruin it.

Another respondent elaborated on how a staged process might be implemented.

I agree with the proposed zones. However, I am concerned that there is no mechanism to prevent random tall buildings appearing in an otherwise low height area, negatively affecting the character of that neighbourhood. I suggest a staged process that would initially promote revitalisation of the central city. Initially only the city centre and surrounding High Density Zone would be made available for development. This would be reviewed 5 yearly. Then when demand exceeds supply, other non-city centre satellite centres would become available.

There was underlying support for the central city being the focus of development over other areas.

One respondent argued that the planned approach would substantially oversupply housing as intensification was not a pressing need in Christchurch (as compared to Auckland and Wellington). They provided a detailed argument for how a different approach could be taken, focusing on underdeveloped land first.

Are there specific areas with significant largely vacant land that are amenable to larger scale planned development, that includes both higher buildings and ample open space and amenities. E.g., as has been done in the East Frame. I believe this approach would produce an outcome that would meet the central government's intensification objectives, complement the great work done on our existing city plan only a decade ago, and support the continued development of Christchurch as a great and remarkable city to live in.

OTHER COMMENTS IN SUPPORT OF 12M AND SUGGESTIONS 28 COMMENTS

A considerable number of other points were made by respondents who generally supported the areas for development above 12m, but warned against a simplistic or blunt approach and made other suggestions that should be considered in the changes. Many of these responses were quite detailed and specific (Council Offices have the full text), but main points included (in no particular order):

- > Minimum heights (3 stories) as well as maximums to ensure intensification does occur.
- > Various suggestions regarding building design. Detailed discussion of the impacts of recession planes, and the suggestion to modify these to minimise impacts on existing buildings, for example having different rules if there is a vacant section or right of way next door. Other suggestions for design rules covered: 10m separation between buildings; outdoor living spaces; windows facing streets; number of trees required per 250sqm; fencing requirements; garage location on a site; ground floor habitable space; space for bins; impervious surface standards and rainwater capture standards; building ventilation; and High-Density Residential Design Principles.
- > Incentivise perimeter block developments where buildings are built next to the street edge.
- > Rather than height limits, limit the number of storeys, perhaps with storeys beyond a certain height (e.g., 5.6m floor to floor) or mezzanines greater than, for example, 25% of the floor plate area counting as two storeys.
- > Discouraging street-facing parking in commercial developments as it was argued a sea of cars (or empty car-parks) is unpleasant to walk past and often doesn't feel safe.
- > Prohibit automated petrol stations being built around the city as these are unappealing for non-motorists and make people feel significantly less safe.
- > Developing a 15-minute city necessitates more than "simply building houses" – it requires a holistic overview and a new approach to planning to avoid housing estate "catastrophes".
- > Taller residential development on some sites would enable better stormwater management.
- > Public and active transport networks need to accompany developments.
- > Learn from what has worked well in existing high-rise Christchurch projects.
- > Greater focus on the provision of amenities, such as outdoor shared community spaces, planting and sharing food, indoor shared community spaces. In particular amenities should be within 10-15 minutes of people.
- > Consider the risk of a few high-rise buildings absorbing all demand, thereby limiting other development and leading to vacant land remaining.
- > The post-earthquake demand studies were intended to encourage a more vibrant central city and this shouldn't be lost. Another demand study may now refine what is required.
- > Fear that simply reducing height limits will result in unintended consequences.
- > The existing urban design rule could be expanded to include additional assessment matters that would enable consideration of any specific issues associated with tall buildings.
- > Six floors is an appropriate height but car parking, if allowed, should be underground and all occupants should have access to green space of an appropriate size.
- > Recommended increase on the wind test threshold requirements to 22m to allow for a buffer to the Draft Plan Change rules of 20m minimum building heights.

Reduce development above 12 metres comments

474

NEGATIVE IMPACTS ON COMMUNITY

335 COMMENTS

A very large number of comments were made which criticised the negative impacts on communities and individuals of development above 12m. They are discussed below in the order of frequency that points were made.

Shaded, cold homes and health, wind tunnels

35 comments

A considerable number of respondents focused on the negative impacts that large buildings will have on direct neighbours. These respondents were concerned that tall buildings appearing next door will shade neighbours leading to reduced sunshine hours, colder houses and less sun in backyards. The comments below articulate a number of these points and are representative of many of the comments made.

Medium or high-density buildings will inevitably cast significant shadow and greatly reduce light and heat from the sun into neighbouring properties. Many areas with older character housing stock will no longer have the warmth of the sun for winter months. Open, private gardens will be overlooked and without a doubt existing property values will be financially impacted by the building of a 3, 4 or 6 story building in such great proximity.

Christchurch is flat and not suited to three - six storey buildings which will reduce light to neighbouring properties, creating damp homes. Lack of sun and light is detrimental to people's health and wellbeing.

We are continually reminded of the benefits of siting homes for sun, but the new rules will cause a loss of sunlight and outlook. It seems our government has given no thought to the impact on the mental health of residents.

Often these responses provided specific examples of impacts, such as the following.

Currently on Therese Street, there is only one dwelling that has 2 storey. The plan proposed will see this jumping to 4 storey which is totally not aligned with the current character of the street. No resident on the street bought a house here expecting that their property could end up in the shadow of a 4-storey building and losing sunlight.

I have watched these flats go up and am disgusted that Hornby has to have this type of housing right next door to a single storey house. We are supposed to be having nice warm houses and these completely block any natural sunlight to the single storey house next door. Give some thought to the people who have lived in their houses for 40-60 years and then get this slammed next to them. Not a good choice.

This is of a significant concern as if a 6+ story building was built behind us, in an area that has had severe intensification already (multi-unit dwellings) resulting in very small property/section sizes that from information provided, at noon there will still be no sun on the property (12 metre shadow - 6 metres from rear boundary, and 6 metres further shadow would completely cover our house).

Wind tunneling was also anticipated to be a negative impact by some respondents.

High buildings side-by-side in the CBD can create an unpleasant, and sometimes dangerous, wind-tunneling effect at street level.

This comment extended the argument to the central city.

Tall buildings cast long shadows in winter, detrimental to liveability in buildings, streets and spaces they shade e.g. City Mall in winter. Without liveability there will be no community or tourist growth; High buildings channel easterly and southerly winds down to ground level.

Community functioning and wellbeing

24 comments

The next most commonly raised impact of development above 12m was impacts on community functioning and resulting wellbeing for communities and individuals. A moderate number of individual respondents and groups made similar points around the impacts that intensified housing will have on different living units such as families and older people; the consensus from this group was that what is being proposed will detract from the quality of life for these people and subsequently the whole community.

Many of these arguments could not be articulated better by synthesising them so a number of verbatim quotes are provided below.

Local communities have been developed so that they have ease of access for walking, child friendly and safe, room for parking, back yards, front yards, and houses. Streets are tree lined with sun flooding through, ensuring roads and paths stay dry and safe, plants grow and people feel safe to walk around the neighbourhood. High density housing will change that for suburbs.

Tall buildings inter laced with traditional residential housing will always create disharmony distrust and break up communities who have often lived on one site for many years.

There are also a lot of families living in this area and a four-story building next door will completely compromise their privacy in their homes with their children.

Many high-density buildings are owned by investors rather than families, so they have no vested interest in ensuring the "green" amenities are present. Many are used as Air BNB's or short-term accommodation, tenants of which are not involved in the community, or particularly care about other residents. The heart is removed from the community. What effect will reducing long-term residents from this area have on CBHS, CGHS and the Harakeke St Kindergarten

Mental Health: I struggle to understand or believe that putting people in soulless mass produced boxes could create a positive outcome on mental health and well being ...again given there would be no outdoor space to be creative to just sit and have green space around you. NZ already struggles with massive suicide rates and mental health issues.

The point made in the following comment was that housing type will result in a homogenous group of people choosing to live in intensified developments.

Intensification to the degree planned will result in a more homogenous inner-city population: those willing to, or having no choice about, living in smaller, extensively shaded, expensive (more for less), restricted access (or none at all) to the outside, housing. They are likely to be predominantly younger, single and transient, an outcome that is not conducive to a more livable city for all communities and groups.

Reduced options for older people with the inclusion of vertical buildings, in particular stairs, was raised in this comment along with the impact on families.

Take Merivale for example, where the plan is to allow development above 12 metres around the commercial centre. Almost 20% of Merivale residents are aged 65 or more (2018 census) and almost 25% of residents have lived there for 20 years or more – that is, an older and more stable population than other suburbs. Older people have less mobility and higher needs, and so gradually they will be precluded from living in areas like this. Where will they be siloed? These developments will also be unsuitable for families with children. There's not enough room for kids to throw a ball about, and get the exercise they need. No conscientious parent would allow their young children to go to a public park alone and will need to always find the time to accompany them.

Te Whare Roimata and the Latimer Community Housing Trust provided a long detailed response, including first-hand cases studies of people living in unstable living conditions and intensified housing. This was their conclusion:

Our submission has highlighted the paradox of intensification. On the one hand intensification increases housing supply but to whom, and at what cost to socially disadvantaged communities especially in, geographic locations such as the Inner City East which supplies the city with vital affordable single person housing for people on limited incomes.

Without an analysis of the social consequences of intensification, the ICE experience demonstrates how the plight of the poor, single dweller is overlooked in the rush to create an intensified, compact city. Increased vulnerability, greater competition for the remaining supply of low cost housing, the loss of connectedness and the dislocation from social networks, displacement and/or the risk of homelessness impact on wellbeing and are some of the downside effects of intensification – eroding choice and raising questions about the ability of the Compact City to deliver the benefits sought. Choice, equity and fairness are quickly lost.

Such qualities are recognised in the Council's Strategic Framework⁹ with its vision of ensuring opportunities for all, where equity, diversity and inclusion are valued and development prioritises the social, economic and cultural wellbeing of people and communities as well as the quality of the environment now and in the future, helping to create resilient communities with a strong sense of community and active participation in community life which enables them to own their future.

What the proposed Plan Change 14 and the Council's Strategic Framework seeks, and what the realities are, as experienced by the ICE/Linwood West Community demonstrates a real disconnection that will continue to be hidden in and misunderstood without a social impact analysis and a vision of Just Compact City where equity sits at the heart of all planning processes.

Our submission identifies some steps needed to support this view and provides measures to strengthen the proposed plan's desire to enable housing choice for all.

This point was part of the **Waikura Linwood Central Heathcote Community Board** response.

However, the Board is concerned that high intensity in lower socio-economic areas, such as within the environs of Eastgate Mall, will lead to issues of anti-social behaviour thus increasing the impact on New Zealand Police, and mental health services resources that are already highly stressed. The Board continually hear of issues from its Phillipstown residents who are experiencing high density in a low social-economic area. The Board notes that while economic and environmental impacts have been considered they do not feel that the social and well-being consequences have been considered as thoroughly.

Reduced liveability

19 comments

A moderate number of comments focused on the functionality of communities, with the term 'liveability' appropriately encapsulating the value that many want to retain. Primarily, these comments came from the perspective of the changes that would be imposed on existing residents, with these changes ultimately being rejected by this group.

The following comments sum up the sentiment of these respondents.

Already we are seeing this way of life destroyed. Lovely established gardens either completely destroyed and replaced with multi-storey units or now completely overshadowed and overlooked by adjacent high-density developments along the entire boundary. With the potential to have 12 metre building along the full length of 3 sides of a property (4, if it is a back section) it would be like living in a prison courtyard.

Those developers have demonstrated time and time again that they have no vested interest at all in the neighbourhoods other than buying up land, stripping it of all of the trees, erecting as many units on it as they can possibly jam in, "landscaping" the minimum amount of land that they are able to get away with, and smothering what remaining land is left with cement, asphalt or other forms of impervious paving, none of which is good for the environment.

We strongly object to the development of areas of Papanui where families have traditionally lived in single dwellings on a section, enabling them to walk to school and have some outdoor space for their children. Large residential development in these areas will not attract families and will instead force them further out of the area and into their cars to access the school. It is absurd to have a section where development above 12 metres is allowed next door to a residential zoned section where a family is living (as is the case with Paparoa Street for example).

Congestion - poor and worsening traffic flow

16 comments

A moderate number of respondents commented in the existing areas of the city that are suffering from traffic congestion and that this will be exacerbated by increased intensification. Most of these comments identified specific examples of congestion in particular areas, with examples distributed cross the city, as do the following two examples.

This street has families with young children that chose the area for its safety and quiet nature. Intensification will increase traffic, risk, noise and safety of current residents.

The Barrington St, Stourbridge intersection by Barrington Mall is already congested with cars trying to turn into the mall, buses trying to pull out and cars turning into Stourbridge or the petrol station, more cars is just asking for accidents. The amount of near misses I have seen is crazy, more cars because of more residents is going to cause a major accident.

Impact on established tree areas (Riccarton Bush, Papanui Memorial) 16 comments

Respondents commented on the environment from a number of different perspectives. These comments focused on the impacts on established areas of trees, particularly Riccarton Bush and Memorial streets of Papanui which between them comprised the majority of these comments.

Riccarton House and Bush made the following comment: note that significantly more detail is provided in the original comment, which is representative of the other comments made regarding this area.

The Board's concerns Pūtarīngamotu has exceptionally high ecological and cultural values that housing intensification has the potential to directly impact adversely. These values are clearly recognised through the site having its own Act of Parliament (the Riccarton Bush Act 1914) and by the site being mapped as a Site of Ecological Significance in the Christchurch District Plan (Plan). The site also meets Section 6(b), 6(c) and 6(e) criteria in the RMA (see below).

While any housing intensification will not take place within Pūtarīngamotu, the scale and extent of such intensification, in such close proximity, raises the following concerns:

1.1 Ground disturbance associated with building 3-6 story buildings adjacent to Pūtarīngamotu....1.2 Loss of greenspace adjacent to Pūtarīngamotu through increasing site coverage and reducing the minimum site size. With intensification it is proposed to increase site coverage from a maximum of 35% to 50%, and to reduce minimum lots sizes from 450 m2 to 400 m2. In addition, the intensification rules suggest that the area of green space only needs to be 20% of the site. In total this will have adverse impacts on Pūtarīngamotu in several ways... 1.3 Erection of large buildings adjacent to Pūtarīngamotu altering local microclimates.1.4 Reverse sensitivity effects towards Pūtarīngamotu.

This comment is representative of the comments made regarding memorial streets in Papanui.

There are a number of heritage and dedicated memorial streets in Papanui that are simply not suitable for this level of intensification. These include Perry Street, St James Ave, Paparoa Street and Rayburn Avenue. Special consideration must be given to these existing heritage areas to retain their character.

The following comment represents more broadly held concerns for ecosystem protection.

New significant information has come to hand in that The United Nations have declared that 2021 to 2030 is to be the decade of ecosystem restoration propagating native trees in urban neighbourhoods...this for the protection and revival of the ecosystem...this goes against the mandated six story blocks. What would happen to our birdlife which is plentiful and gardens that produce the much needed bees etc. All would be lost as there would be no gardens lawns or trees.

Housing and neighbourhood aesthetics, and overall amenity 16 comments

A moderate number of respondents objected to the proposed changes because of the anticipated impacts on proposed housing and neighborhood aesthetics and overall amenity. A number of these respondents objected to the creation of a concrete jungle. The following comments are representative of these.

We question whether Christchurch needs this level of intensification and would prefer a more human scale to suit the topography and layout of the city, including the central core where the current district plan requirements seem more than adequate.

If these new plans are put in place I think Christchurch will become an unattractive, poorly planned concrete jungle with no respite. It is certainly not the future we envisioned for our children and grandchildren.

The Board is opposed to a building height increase beyond 12 metres in areas other than the City Centre. It considers development up to 20 metres (six storeys) to be inappropriate for Town Centres including North Halswell, Church Corner and will be totally at odds with the character of these areas.

Council response to government approach

13 comments

Several respondents focused on the response that Council should take to the Government's Statement on Urban Development. These respondents objected to what the Government has proposed and urged Council to reject it. Overall, some of these comments were critical of the Council going beyond what is required and proposed taking a minimal approach, as is described in this comment.

CCC should do nothing but the bare minimum to satisfy the legislation. Anything more is inconsistent with other decisions and imperatives.

Oppose changes to recession planes, specific for Christchurch

13 comments

These comments focused on the details of changed to recession planes and expressed the opinion that the changes will have negative impacts for neighbours. This comment expressed criticism by articulating what the respondent felt the outcomes would be from changes.

Buildings on sections orientated east - west which now get sun from the north will lose much of their sun if a 12+ metre house is built on the section to the north. The new recession plane guide of 60 degrees from 4 metres (at twice the height of a standard paling fence) will shade most of the daily sun if a house is placed 1 metre from the fence line to the north, especially in winter.

The point was made by a few respondents that impacts are greater in Christchurch than more northern cities because of the angle of the sun in winter.

Mid-winter sun is lower in the sky at 23 degrees in Christchurch than at 30 degrees in Auckland. That difference continues through the year. The Act's dimensional requirements, including recession planes, are oddly the same for Auckland and Christchurch, hence the shading outcome from the sun sitting lower above the Christchurch horizon gives much greater shading and is more detrimental to Christchurch residents (who in fact need sunlight more given the cooler climate)! Adopting current CCC recession planes, tailored to the city, would at least rectify this shading inequity for those parts of buildings above 11m high.

Retention of 'garden city' or trees generally

12 comments

Several respondents made the point that the approach is not in keeping with Christchurch, with some of these comments specifically focusing on the inconsistency of the proposal and the traditional image of Christchurch as the 'garden city'. These are a couple of representative comments.

More than enough business intensification is provided for in the proposal – and it could be reduced in some of the local centres – again a more human scale of up to four storeys would be more appropriate for Christchurch.

More consideration should be given to retaining a green canopy - rather than just a provision for outside 'green' space. Christchurch is supposed to be the Garden City but this is under threat from developers who completely strip any sign of life from a section before they begin building. Allowing the removal of existing tree canopy not only changes the look and feel of a neighbourhood but increases hard surfaces - impacting run off and flooding potential.

Lack of on-street parking

11 comments

Similar to the congestion discussion above, respondents felt that an already bad situation will be exacerbated in some areas as a result of increased intensification. These respondents expressed that it is already difficult to find on-street parking or navigate streets because of the amount of cars parked and they felt that greater intensification will add to this issue. This was a representative comment.

Parking, at times, is already an issue. This will be compounded by intensification.

Privacy loss

9 comments

Several respondents rejected the proposed plan because of the predicted loss of privacy perceived to be a result of tall buildings. This was one of the comments, which represented the sentiment of the majority on this topic.

No, it makes sense to have tall buildings in the central city but not in Halswell and Shirley etc. It's totally unnecessary. Nobody wants to have their neighbours peering into their bedroom window.

Noise impacts

9 comments

Several respondents made the point that noise will have a negative impact on neighbours; the following comment is typical of these.

Bishopdale being on the proposal is going to ruin the peaceful nature of the suburb. We don't need medium or high-density housing everywhere, like don't spread it out! Make the city the central focus like they do elsewhere and leave the suburbs for those who want some peace, quiet and space!

Three waters infrastructure

9 comments

Infrastructure was an issue for some respondents with three waters being the most commonly discussed. This respondent raised a common concern.

Infrastructure - We have little information about the wastewater infrastructure in this area, although we do see it sometimes not coping with its current load, can we afford to add more load?

Single storeys being dwarfed, loss of ambience

8 comments

The general loss of ambience from the location of tall buildings next to smaller buildings was another concern for respondents. This comment was more detailed than most in this section, it broadly articulates the arguments of many.

12 meters is too high. Established properties will be dwarfed by the adjacent new property. The light levels will cause significant issues for some properties, impacting the quality of living for these residents that are not willing to sell up and lose their homes. It will completely change the character of these areas, not only the buildings but also the surrounding landscapes.

Inconsistent with post-earthquake planning

8 comments

Several respondents discussed how the proposed approach is inconsistent with the Christchurch's post-earthquake urban planning. The point was made that Christchurch does not have an undersupply of vacant land like Wellington and Auckland and that the city's circumstances are different. The point was also made that the people of Christchurch invested significant thought and effort in articulating its one development trajectory following the earthquake and this should be followed through. People did not appreciate significant divergence from this plan. This comment articulated the sentiment in a number of these comments.

The people of Christchurch are still trying to build what we wanted and what CCC said they would build post-quake. CCC should continue with this plan and utilise the land already zoned and identified for residential housing, rather than taking an aggressive approach of intensifying neighbourhoods that do not need intensification. Why is the land identified in the Christchurch Recovery Plan 2014 to the South of the CBD (the Southern Frame and then through to Moorhouse Ave) not being used as planned to include residential development? We actually have the challenge of too much land in the Central City, and its empty and being wasted. On the Southern side of the CBD we have cars driving through parked cars and car yards. I'm pretty sure this is what the Council didn't want, and yet this remains a city of cars and more cars wasting apparently valuable land. Here's what Council said in 2014 in the recovery plan relating to the Southern Frame.

Additionally, some respondents focused on the issue of height and that Christchurch people specifically articulated the desire for a low-rise city post the earthquake. This was one comment.

Post earthquake there was considerable time and money devoted to public consultation on the Christchurch rebuild, including the safety of buildings and the physical and mental well-being of residents. We thought we

had been listened to when it was decided that new commercial buildings would have a height limit of four storeys.

Off-street parking and garage space issues

7 comments

Further to the on-street parking discussion above, these respondents identified the need for greater off-street parking to reduce the street impacts of greater intensification, but also to provide storage space in small residential building for the equipment that modern lifestyles often attract. The following two comments covered both of these points.

Provision should be enforced for at least one car park per dwelling. There is potentially not enough on-street parking for the number of vehicles that will 'belong' to one development. I appreciate the idea is to reduce car ownership and create a shift to other forms of transport but this is not likely to happen any time soon in Christchurch due to a limited public transport system and a reliability on car ownership. Even with all the best intentions a Christchurch citizen would be hard pushed to not own a car even if this is for only occasional use and not a daily commute.

With respect to there being no requirement for parking on site or even garaging, I wonder how it is proposed to accommodate Kiwis' liking for heading to the beach with a surfboard, to the mountains with skis or to the hills with a backback, if there is no provision for cars. Christchurch (or anywhere in NZ for that matter), unlike many overseas cities, is not so far from sea and mountains that people wouldn't consider going there for an afternoon. I'm sure if you lived in a central USA city or even London, the thought of heading to the beach or the mountains for the afternoon would be unthinkable.

Developers impact on aesthetic and liveability - profit ahead of quality comments

7

Concerns were expressed that developments would lead to poor outcomes as a result of developers being overly profit driven. The point was also made in these comments that once areas have been impacted it will not be possible to reverse the change. The following example was provided.

A good example is the property on the corner of Titoki and Rimu Streets (7 Titoki St). At present there is an old house in disrepair on what is a very large section. That property would be ripe for a developer to purchase at some point, to demolish the house and build a 6 storey apartment block (under the proposed changes). Such a building would be directly opposite Riccarton Bush and would be horrendously out of place there. It is currently an attractive residential area with a large public open green space across the road. A 6 storey development would create unwanted shading, bring increased parking issues, noise from multiple residents, and generally detract from the peaceful urban setting. The same can be said of all the streets I have mentioned in that area near Riccarton Bush. Make no mistake - property developers are not interested in maintaining the aesthetics of an area - their motivation is profit and nothing more. A series of apartment blocks will totally ruin the area, and actually discourage people from wanting to live there.

Property market impacts

7 comments

A small number of respondents expressed concern for the impact on the property market. Some articulated that the changes will not actually increase opportunities for home ownership for those on a lower income but will instead increase profit opportunities for developers and short-term and long-term landlords. This was one of the comments.

The directive by the Government for massive infill housing has not and will not solve the problem of affordable housing for those wishing to purchase a home. It will lessen the opportunity for people wishing to buy an existing home in an affordable area as developers will now target those areas.

Data and projections underpinning the process

7 comments

A small number of respondents were critical of the data and projections which underpinned the modelling of future housing demand, in particular. This comment outlines one proposed calculation of the supply and demand of housing if the Plan is actioned.

If PC14 were to be fully implemented, 5 million people could be living in Christchurch City. Christchurch currently has a population of 384,000. Statistics NZ predicts the population will grow to 443,000 by 2038 that is an increase of 15% or 3.7% per annum. If on the other hand CCC were to scale down this Draft for intensification to accommodate twice the number of those expected to live in Christchurch City by 2038 i.e., by 7.4% or 7,400 people, the city would still be meeting government's expectations and producing housing of high-quality design.

Catchment sizes and distances

7 comments

While a moderate number of respondents sought increases to the 12m development area, these respondents were in favour of decreasing 12m zones. These comments were aligned with the desire for the Council to propose the bare minimum in implementing the Governments' NPS-UD. This was one of the comments.

Expanding the "walkability catchment" further than it needs to be and further than appropriate for Christchurch is another example of going too far. In particular, Victoria Street should not be considered part of the Central Core. Additional points: The CCC agreed when developing the Local Alcohol Policy that Victoria Street should not be treated the same as the City Centre. It was only after a few bars on Victoria Street refused to compromise that the Council reduced the exemption to the area between Peterborough Street and Bealey Avenue.

Incompatibility (height) within neighbourhoods

7 comments

Similar to topics discussed above which identified loss of privacy and neighbours being dwarfed, these comments made the point that high buildings would be incompatible with existing buildings in established areas. The following comment makes the point well.

A goal of achieving coherent urban form in the wider Riccarton area should take into account the disadvantages that would arise. In our case, the development of 6 storey buildings will make the properties surrounding such buildings less attractive and the increased population will put further pressure on parking, traffic congestion etc. Urban form should support a diverse and connected neighbourhood where people want to live, not just pass through.

Anti-social behaviour, reduced safety

6 comments

A small number of respondents commenting on appropriate areas to develop to heights above 12m objected overall to the approach because of the links they identified to anti-social behaviour and reduced safety. This was one of the comments which articulated points made by other respondents also regarding on-street and in-home crime.

Crime - we have seen an increase in recent months of car windows being smashed and car contents being stolen, and have had personal experience of this. With increased on-road parking this type of crime will increase. We have also seen over the last few years that the area south of Riccarton Rd, which has higher density housing, has a much higher crime rate with almost nightly reporting to the Police of house break-ins, car thefts and car damage. With a large number of young families in the area north of Riccarton Rd, this is something we do not want to see.

Planning approach and rules

6 comments

A small number of respondents considered the planning approach and generally articulated that a more fine-grained planning approach is required. This comment used the example of Hornby to detail what is required. A couple of specific points were made recommending particular planning rules.

I do approve of the CCC intention to reduce the carbon footprint by encouraging more intensive housing close to transport and retail hubs. However to imply that there is a need for it in Hornby is silly when you look at the planning disaster that has got Hornby to where it is. Hornby is situated in the middle of an industrial area that is all about moving goods. This needs to be acknowledged. Unless there is a huge change in the Council's commitment to making sure that public transport links are up and running, a hard rail corridor is coming soon, that park and ride areas are being planned, that zebra crossings or over-bridges are constructed and wide family friendly footpaths are being built everywhere, we do not need an increased population density in the area. At the moment new housing areas are not linked properly with walkways and cycle ways, and walking or cycling around our Hornby business/retail hub is often scary and always unpleasant. Tree cover in this area is scanty and new plantings are often inappropriate to the soil type and water availability. Its noisy and

windswept.

It is the height of stupidity to give developers the impression that they can and should cram 3 and 4 story properties on to existing sections willy-nilly within the high-density zone. Already prices of properties on decent sized sections in the surrounding area are rising, and I suspect that land banking is on the increase. High density in the area needs to be limited to well planned and landscaped developments that are sustainably built, energy efficient, properly spaced to give everybody privacy, access to sunlight, open air and community space, and allow secure affordable tenancy.

Public transport

5 comments

A small number of comments made points on public transport with the most consistent theme in this topic being the need to improve public transport infrastructure.

We understand the need to allow a level of intensification to discourage the waste of land that has happened through recent housing developments and we expect this will also go hand in hand with a much more efficient and cost effective public transport system for the area.

Housing and neighbourhood functionality

5 comments

Similar to the topic entitled liveability, these comments focused on the need to appropriately place housing amongst its surrounds. This was one of the comments.

Almost everywhere that new high rise residential development occurs (except in the centre of major cities typically with populations in the millions) it is enabled in large areas of largely vacant land so that all the infrastructure and natural outdoor amenities can be planned alongside the future development. Although buildings may be high, the land use ratio falls dramatically; large areas of useful outdoor open space are planned and created to ensure a liveable environment.

Comment on the government's approach

4 comments

A small number of respondents focused criticism on the government's approach to urban development. In particular they expressed the changes have gone beyond what is required for Christchurch, and that a very blunt instrument is being used to solve a problem in a complex environment.

The Government's Policy Statement on Urban development is a blunt instrument and does not overlay well in Christchurch. Suburbs within 10-20 mins walk of the CBD, particularly older, more established suburbs, should not be caught up in such (vertical) intensification. The result will be a significant loss of established green canopy, amenity value essential for healthy homes and healthy inhabitants (sunlight, ability to grow food etc.), and overburdened infrastructure, and all on mainly TC2 land that is typically between 1 - 3 meters above sea level (based on 2020 stats.) (Where is the connected thinking with other major issues facing our communities?).

Gardens, or trees impacted (impacting growth)

4 comments

A small number of respondents were concerned about the impacts of the changes on gardens and trees. This respondent expressed concern over not being able to grow a vegetable garden.

The PC 14 proposal enables building heights that exceed those mandated in the legislation. The proposed building heights will produce shading effects in Christchurch homes that are damaging to residents' health and wellbeing; residents will have no ability to establish their own food gardens because of this shading. Christchurch homes will need to use substantially more energy for heating - probably all year round - because of this shading.

Provide trees, canopy, parks, recreation, public spaces

4 comments

The comments were critical of impacts on public spaces and amenity from developments. This was one of the comments.

If the Draft Plan goes ahead in its current form, the character of neighbourhoods will be erased along with their history and perhaps most critically, natural amenity will be destroyed, i.e., they will be stripped bare of trees to

make way for housing. There should be a far more balanced relationship between trees, green space and housing. Trees should be peppered throughout our streets and between our homes, not banished to isolated "islands" in public parks, particularly when the Council stated in the submission to the Government Environmental Select Committee in 2021 that there is simply not enough public land in Christchurch for the city to plant trees on in order to achieve a sufficient tree canopy cover.

Consenting requirements

4 comments

A small number of respondents sought the retention of the requirement for consents to control some levels of development. The point was made that it was considered changing the rules unfairly. This was one of the comments.

Suburban areas should not be the target for this type of housing. There still should be consent. There still should be accountability and with the current proposed changes developers can do as they like. It is not respectful of others next to a property where this height of house could go up and majorly impact their day to day living!!

Process information to consider, definition of term, this and next plan version 4 comments

A small number of respondents focused on the information that had been provided to inform the development of the Plan and/or the engagement process. Some sought a better iteration of the Plan in the next version and others identified inconsistencies with the current Plan. This is an example of someone questioning the details of the Plan.

There also seems to be an inconsistency in the Consultation Document: page 11 refers to a 10-minute walkability catchment for increased height of 32m; page 14 says 15minutes for what seems to be the same or similar proposal. My understanding is that the MfE's guidance for areas similar to Victoria Street is a 10-minute parameter.

Variety of topics

33 comments

A large number of points were raised three or fewer times specifically focused on the development of areas above 12m. These points are briefly described in this discussion. The brackets contain the number of respondents who made each point:

- > **Devalue homes (3):** these respondents criticised new high-rise buildings decreasing the value of neighbouring property.
- > **Flooding (3):** these respondents identified surface flooding as an issue in specific areas.
- > **Climate change impacts (3):** was identified as an issue, in particular preserving trees and planning a sustainable city.
- > **Travel demand and reliance on vehicles (3):** these respondents made points similar to those under traffic congestion but with a focus on the traffic demand that will be generated from increased intensification.
- > **Active transport and access on foot (3):** comments discussed the need to consider provision for active transport and routes.
- > **Community engagement – future development (3):** respondents requested greater input from communities into planning process to increase by-in and better outcomes.
- > **Electric car charging issues (2):** Two respondents identified that it will be difficult to charge vehicles if onsite parking requirements are removed as vehicle owners will not be able to be close to their vehicle.
- > **Roading and other transport provision issues (2):** respondents identified roading issues, such as clogged small streets.

The following points were made by a single respondent each: solar panels will be shaded by high buildings; views will be blocked by tall neighbouring buildings; areas will devalue in the future because of low-standard developments; concern regarding developers not taking appropriate environmental care during construction; older trees need to be added to schedule of significant trees; concern over there not being enough energy capacity in older areas such as Barrington; impacts on trees and amenity will outweigh housing benefits in some areas; housing aesthetics will be diminished; with the housing types built be appropriate for the purpose they are serving (for example building for elderly); concern for

ground disturbance during construction; the central city zone is arbitrarily too large; will individuals be compensated for property value loss?

LIMIT TO CENTRAL CITY AND OTHER CBD ISSUES

83 COMMENTS

This was one of the most consistently made individual points across all of the feedback. A sizeable number of respondents consistently made the point that development above 12m should be restricted to the central city or at least should occur in the central city prior to development moving to the suburbs. Two prongs of this argument were that central city development will protect the suburbs from over-development and at the same time the central city will be able to compete against development that has already occurred in the suburbs, and if allowed will increase in the future. This comment generally summed up the overall argument.

Inner city intensification - there are still swathes of land in the inner city which are lying bare, and should be the preferential site for intensification, rather than the suburbs. People choose to live in the suburbs for a particular lifestyle, enjoying the amenities that are available, and mixing with all types of people, of all ages in their communities. Lower density housing facilitates this by allowing easy neighbourly interactions. The inner city and brownfields are the place for intensification.

Related benefits from this approach were also discussed, such as reduced need for providing public transport to suburbs.

I believe that the council should concentrate on providing incentives for business to return to the central city before encouraging any more in the suburbs. For many of us the central city is nearly irrelevant as most businesses we use are in the suburbs. The council will need to concentrate on increasing the density of housing in the Central city before degrading the residential suburbs even if they are near to Riccarton or other main roads. Any move to increase intensification should be done after the city centre has a plan and is underway then and only then begin a staged intensification which takes a community centred approach rather than a blanket approach.

This comment explained the benefits of developing the central city and the challenges of suburban development.

Intense residential development should be considered for areas such as the central city where fledgling and recovering businesses would benefit from additional resident consumers. Enabling people to live and work in the central city won't contribute to the ever-increasing traffic congestion. The recently built central city should already have infrastructure capacity, whereas the historic streets of Barrington are using the power, water and drainage to the capacity they were designed for.

This comment contains this respondent's opinion of why people prefer central city development in Christchurch, over suburban development.

Christchurch is not New York. People are moving here from Auckland to escape the rat race up there. No one wants a 12 metre 3 storey concrete "flats" next door to them. The comment that we need 50,000 houses for the future is just rubbish. Christchurch is such a lovely city (I'm a Wellingtonian). Don't ruin it and turn it into a concrete jungle. Build up in the CBD only.

This comment proposed residential development in the central city, over commercial development.

Use the empty core to develop residential housing by zoning it so that buildings will be built to a high quality and high aesthetic to protect Christchurch's beauty; control and be deliberate in this rather than liberally spraying the entirety of Christchurch city with random 6, 10, 32 (whatever) storey buildings. Obviously no one wants to build commercial in the core so use this 40 hectares of empty land for residential. It seems such an obvious solution. Hell you might even start a trend.

This comment described the historic context of suburban development and why it should be reversed.

The reason we have a large commercial centre in Riccarton so close to the central city is that before the 1989 amalgamation the Riccarton Borough Council rezoned a sizeable amount of land commercial. It is unusual to have a large commercial centre so close to the Central City. Council needs to protect the central city which

should be where apartment living is permitted. and encouraged. Any building more than three stories high should be central city. Council needs to bring in rules to achieve this.

Others felt that the central city zone is too large, for example it shouldn't include Victoria Street. The following point articulated this succinctly.

Why hasn't the CCC considered the CBD to be The Core as defined by the 2014 Recovery Plan? CCC keeps changing the definitions of CBD and Central City areas to suit their needs. Plan Change 14 proposal should be drawn from the borders of The Core i.e., the CBD to determine appropriate boundaries to meet the requirements of the Government's legislation. Victoria Street can't be CBD when the gateway to the city is clearly indicated as being at the entrance to Victoria Square on the corner of Durham St North and Kilmore Streets.

SEISMIC RISKS - LAND NOT SUITABLE

19 COMMENTS

A moderate number of respondents cautioned development above 12m due to the risk that land in Christchurch poses, specifically the damage that can occur to buildings during large seismic events. These comments frequently made detailed reference to the destruction that occurred during the Christchurch earthquakes, along with the likelihood of the Alpine Fault rupturing in the future. There were very clear and direct points made in these relatively detailed comments, of which the following three are examples.

I don't think any area of Christchurch, or close surrounding areas, should be anything above 12 metres - We had a devastating earthquake and people died - and you want to risk that again?? It is not fair on the people of Christchurch, and it certainly isn't a safe option.

Restrictions on the height of new builds were introduced post earthquake when some 80% of the buildings within the CBD either collapsed or were damaged beyond economic repair. 10 000 residential homes were demolished due to liquefaction of the land their home was built upon, causing irreparable structural damage.

Science suggests the Alpine Fault could rupture in the near future. Multi-unit dwellings are costly, time consuming and difficult to repair. Is suburban land appropriate to build to the heights set in the draft plan? Has any consideration been given to the consequences of a 12m or 20m high suburban building collapse due to liquefaction of the land?

Most people living in the central city accept the need for greater intensification / more people living in the central city. They also realise that there are now a lot of givens, legislated by central government that the Council must follow. What we don't understand is why the Council are proposing intensification criteria that are in excess of those required by Government. It would seem that policy makers have quickly forgotten the folly of constructing tall buildings on a swamp (central Christchurch), made obvious by the destruction caused by the 2010-2011 earthquakes. The quality (and safety) of the lived environment now appears to take a distant second place to the quantity of dwellings.

NOT IN KEEPING WITH CHRISTCHURCH

10 COMMENTS

Several respondents made the point that this level of development is not keeping with Christchurch and its historical development, these comments were additional to those which criticised the level of development for being inconsistent with Christchurch's reputation as the 'garden city'. These comments often mentioned not doing this in Christchurch which implied applying what is appropriate for Auckland and Wellington isn't appropriate here. This was one of the comments.

Not necessary in Christchurch. We have so much land that could be made available that negates the need for heights needing to be so much higher.

The following respondent's comment describes characteristic urban form and Christchurch lifestyles which they claim the planned approach is inconsistent with.

The Central City, Riccarton, Linwood, and Sydenham are the only areas of the city which would be suitable to go up to 12 metres. Christchurch is still a very low-rise city and if it all went to two storey that would be

considerable intensification but still allow gardens to maintain the Garden City image. People are also turning back to vegetable growing so need space and sunlight to achieve productive plots.

This was another short comment which articulated the sentiment of these comments.

This is ridiculous, suburban Christchurch does not need this over housing problem we are not Auckland.

DEVELOP VACANT LAND

9 COMMENTS

Several respondents stated their preference to develop vacant land before suburban areas are developed. They were in the same vein as those which recommended development of the central city over suburban areas. The point was made that there is significant development capacity in existing vacant land. This was one of the comments.

The 1.5m setback is also almost meaningless when compared to the effects of a 12m building. How much of the stated future 50000 housing shortage can be solved by adding taller multi storey apartments within the huge amount of vacant land in the 4 Aves? What proposals are there to force intensification of this vacant land (where it should be happening)?

One respondent questioned why the red zone can't be developed.

Thank you for your letter regarding zone change to Sydenham commercial zone to residential. Sounds a pretty unappealing place to live. What about getting the red zone to the east of Chch up and running again? This would be a much better place to live.

ALREADY A BUSY AREA

5 COMMENTS

A small number of respondents made the point that areas identified for development are already busy, specifically Riccarton and Merivale. These comments focused on traffic impacts. The comment below describes anticipated impacts of development on Merivale.

In Merivale this is unsuitable due to: A high proportion of conventional housing which will suffer extreme light and claustrophobic deprivation. Street parking in St Albans Street is already under big pressure. We have only one park on our property and often have to walk 150m to park on the street. It being a leafy suburb adding to the quality of life for which existing residents have paid a premium. Rateable values falling as existing property prices falling. Retirees in existing houses wanting to downstate to provide retirement funds will be disadvantaged. Traffic congestion on Papanui Rd is already severe. Character of the area adds to the overall attractiveness of Christchurch to visitors.

RESTRICT TO NEW SUBDIVISIONS

4 COMMENTS

A small number of respondents opposed development within existing suburbs and instead preferred development be restricted to new subdivisions. This was one comment which summed up the argument.

I do not support high density housing in established suburban areas where sewer, roads and neighbours are to be highly impacted. Why not do it in new residential areas where these issues can be planned for.

OTHER REDUCE DEVELOPMENT COMMENTS

9 COMMENTS

Several one-off points were made regarding reducing development of areas above 12m.

These included: detailed direction on what level of development should be allowed in particular coloured areas of the Draft Interactive Zoning Map provided by CCC, and the result would be significant reduction of development (for example removing Victoria St from the central city); there should be not too many hubs that are developed too quickly; most Christchurch builders are too small for multi-story and will take a decade to upscale; neighbour conflict needs to be minimised during this time by minimising the areas involved; Church Corner should be a local centre, like Bishopdale (it is not big enough, and is too close to Riccarton to be considered a town centre); prior to the earthquakes

Christchurch Central was a dismal, windy, shady area in parts, we now have the opportunity to develop and grow a pleasant, inviting place for citizens to gather and to attend to their business needs; and, lastly, making the central point that the Plan should guide the market to deliver the outcome desired by the Plan, only if the re-zoning is carried out progressively (rather than all at once over a much wider area than is immediately necessary) is this likely to happen.

Increase development above 12 metres comments

66

Note there are comments focussed specifically on greater development of the central city as a priority in the central city section (section 3, page 35).

AREAS RECOMMENDED TO ADD TO CURRENT PROPOSAL

29 COMMENTS

A considerable number of respondents who supported the development of areas above 12m recommended other specific places or areas they deem suitable for development. Around half of these respondents generally supported more areas being developed to greater height by making comments in support of more areas being developed or by stating that all of the city should be developed. This was a typical comments.

I would include a lot more areas, even large empty lots of land so gives the ability for future mini metro areas.

The remaining comments were specific and identified either a particular lot or a particular area that respondents felt should be developed more, these included: Church Corner, University, should be developed more; Wigram, there is evidence of demand nearer commercial centres; the existing areas zoned for intensification (RSDT or RMD etc.) were previously selected for development and should be included in greater development – such as Spreydon, Sydenham, Linwood, Woolston, etc.; Garnett Avenue add to Barrington; higher density in the immediate vicinity of smaller shopping centres (such as Woolston or Edgeware for example); Avonhead Mall; Sumner; New Brighton; more areas north of the city; from Tuam to Moorhouse should be included in the central city area and the catchment zone expanded accordingly; and, Woolston Village.

Specific lots were: A couple of respondents discussed specific sites near Church Corner Town Centre - Lot 9 DP 2470 and 40 Main South Road, Lot 9 DP 2470; 120 Peverel Street – clarification if sought; Lot 1 DP471475, Lot 3 DP17794 and Lot 1 DP491986 (60 Croziers Road); and Ryman's site at 78 Park Terrace; Westholme St – Waimairi; requests that the sites at 37 - 49 Bangor Street (currently proposed as HDR) be zoned CCMU. CCMU Zone: 15.12.1.3 RD3 - amend matters of discretion or clarify which built form standards apply to retirement villages,

ENLARGE 'CENTRE' ZONES, INCREASE HEIGHTS

20 COMMENTS

A moderate number of respondents suggested either increasing the area of centres or increasing the heights that can be built to in those areas. These comments were similar to the section above and there were some overlaps but the difference with these was that they were primarily focused on expanding the current provisions in geographic area and/or height, rather than adding particular areas or adding specific sites to particular areas. These are a couple of generic comments from respondents.

Some of them are too small. Any long-term plan that makes a serious effort to combat GHG emissions will require the city design to have Emerging Metropolitan Centres and Town Centres that cater for around 30,000 residents within walking distance of the centre. Using say 500 metres as "walking" distance the proposed zones are too small. My local centre at Riccarton is a good example of this. The plan is not ambitious enough in the area that it allows for high- density housing.

We support the reclassification of the Town Centres emerging as Metropolitan Centre into Metropolitan Centres with a larger walkable catchment and more height allowed.

Additional to around one third of these comments which generally stated increasing the size of zones, of catchments, or heights generally, the specific points below were also made. Often these points were supported by detailed arguments which are contained in the full text of responses. Note that nearly all of these comments are made by a single respondent, the comments start with broad statements and then comments which focus on particular areas are listed:

- > The areas for development above 12 metres are located within the walkable catchments around the different centres. Christchurch City Council isn't going far enough with the walking catchment for two main reasons: Firstly because the catchment are not wide enough, and secondly because they haven't proposed walkable catchments around the existing main bus routes.

- > Increase commercial mixed-use zones in the central city and nearly everywhere.
- > Recommended that walking catchments for suburban centres extended from 5 minutes to 10 minutes linked to increasing better pedestrian access for places such as the Palms and Eastgate to facilitate less vehicle use. This respondent also recommended quality public amenities (parks with facilities) in close walking distance of these areas, more so than tree requirements on private properties.
- > Outside of the 4 Aves one respondent supported a donut of medium high residential, and along corridors and existing commercial centres.
- > One respondent support the 1.2km size for the city centre walkable catchment. However they believe that the catchment is calculated from the incorrect boundary. Instead of basing the catchment off access to the city centre zone, it should also be based off access to adjoining sections of the Commercial Central City Mixed Use (CCCMU) zone. In practice this would mean pushing the starting point of the walkable catchment from Tuam St to Moorhouse Ave (as one example).
- > One respondent supported the approach taken to the proposed 400m walkable catchments for town and significant local centres. They do not support the approach taken for the 200m catchments for larger local centres. This would be a 2.5 minute walk, which is not consistent with objective 3(a) of the NPS-UD.
- > In keeping with the provisions of the District Plan, Scentre considers the increase in the height of Town Centres should be commensurate with a commercial centre's status relative to other centres and to support the development of a legible urban form with commercial centres having greater height than the residential areas surrounding them. An increase to the maximum building height is supported by amended Policy 15.2.4.1: Provide for development of a scale and design that supports a legible urban form and contributes to the city skyline. Scentre considers that the height limit in Rule 15.4.2.2 should be increased to 50m. Amending the Town Centre height limit in this manner will
- > CCMU Zone: Maximum building height of 22m as a permitted activity and 22m – 32m as a restricted discretionary activity. HDR Zone (where within 1.2km of City Centre zone): Maximum building height of 20m as a permitted activity and 20m – 32m as a restricted discretionary activity. Remove 'secondary' restricted discretionary activities.
- > In line with this Policy, the permitted height limit for the High Density Residential Zone should be 20m. The requirement to obtain a resource consent should only apply to developments which exceed 20m in height.
- > Barrington: Barrington Park, Garnett Ave, Sugden etc.. where a 5 min walk (the qualifying catchment) will have people at the malls doorstep, yet they are not zoned local centre zone. Some that are zoned local centre zone are a greater distance away and a more tortuous path, yet receive this beneficial zoning...its inequitable and inconsistent.
- > The walkable catchment for Linwood should be extended past Stanmore Road as this is not only within easy walking distance to the city, but Stanmore Road also has multiple bus routes. It also is within easy walking distance to suburban commercial areas (Linwood Village, Eastgate, Richmond and Eastgate), has good access to services, schools and shops and is connected to walking and cycling networks, meeting most Government directives of the National Policy Statement on Urban Development.
- > Lendlease seeks that Plan Change 14 rezones the Hornby "Commercial Core" area as a "Metropolitan Centre" with a detailed list of arguments provided in their comments.

CONTINUITY WITHIN AREAS

9 COMMENTS

Several respondents made suggestions to alter the boundaries of areas to increase continuity and/or avoid anomalies. Again, these comments were usually in the form of one-off examples. The most frequently discussed area was around Church Corner and Upper Riccarton and these comments have been grouped at the start of the list:

- > 55 Waimairi Road in Upper Riccarton should be included to the High Density Zone, as the property is within the blue dash line.
- > If the high-density residential zone is covered the northern side of Haslett place, the Southern side of the street should be the same because the walking distance from this endless street to the Bush Inn town centre should be the same.
- > The area north of Riccarton Road (Newnham, Rudley, Hanrahan, Rountree, Siska) has the University as a second focus, besides the Church Corner Commercial area; - Between Waimairi and Ilam Roads, the proposed

High-Density area should extend to the University, to include Rountree Street and Siska Place. Otherwise the proposed Medium Density in this area would be a no-mans-land. Better converted to High Density, integrated to university needs.

- > Around Upper Riccarton the catchment stops halfway along Suva St between Hansons Lane and Ballantyne Avenue. It would make more sense to extend this catchment to include the South side of Suva St all the way up to Ballantyne Avenue and possibly increase or decrease the catchment on Roche Avenue. This will reduce the impacts of neighbours within the same street based on development extents possible.
- > I think the high density zones should be larger around the city center and Riccarton. There should be one in Addington. The borders of the zone should follow roads in more structured way. They should follow the cycleways as well e.g. through Riccarton and Upper Riccarton.
- > If the high density residential zone is covered the northern side of Haslett place (Upper Riccarton), I believe the Southern side of the street should be the same. Because the walking distance from this endless street to the bush inn town centre should be the same.
- > But you could do more; apartments in the south Richmond area for example, only extend to the area immediately neighbouring Fitz Ave. This means they will be inherently less livable and friendly to families etc than if they were located further from busy roads. Extending or moving those options slightly further towards secondary roads e.g. Stanmore would probably increase the desirability of those locations.
- > Re: Barrington Shopping Centre, The Commercial Centre Walking trigger dotted line is drawn in an odd way. It seems it should loosely follow the yellow Intensification zone shown on the map.
- > Avon Loop is supportive of the proposed CCMU zone for the site, and requests that the sites at 37 - 49 Bangor Street (those currently proposed as HDR) also be zoned CCMU, so that the same zone applies to the contiguous land holding. Avon Loop consider that it will enable more efficient site development and reduce zone boundary issues in terms of consenting requirements.

OTHER INCREASE DEVELOPMENT COMMENTS

8 COMMENTS

A small number of other points were made by respondents who generally supported increasing the size of areas or the height of buildings. Many of these responses were quite detailed and specific and Council Offices have the full text. Points are shown in no particular order. This was one direct quote in favour of the market deciding what areas should be developed.

I don't believe you should propose any areas and there should be no ultimate height restrictions. I think the focus should be on mitigating any negative effects and ensuring development is of reasonable quality, which you look to have already done through the conditions such as recession planes, balconies and planting. The market will also act to prevent developments in nonsensical places - no-one will build an apartment in Avonhead because no-one would buy them. And if people do want them there, there probably shouldn't be a height restriction preventing them anyway (that's what pushes up house prices).

Other comments include:

- > One long and detailed response made these main points in support of increased development: 1. Transit Oriented Development, and Densification Along Transit Corridors; Walkable, Cyclability and Mixed-Use Development; Car Free Areas, and Minimal Car Usage City; vast Amounts of Quality Apartments and Catering to All Demographics; Beautiful Christchurch with Proper Planning, Density, and Green Spaces; Over Coming Challenges and NIMBYs, and Preventing Problems from Becoming Worse.
- > By allowing greater densification around the main centres of the city, one respondent stated we can long-term increase our city's housing supply in areas that will allow people to be closer to amenities and their workplaces.
- > Greater use should be made of permitted or controlled activity status; and caution should be exercised in the drafting of policies and assessment criteria to ensure such provisions are clear, certain and are ultimately enabling and supportive of intensification.
- > Where buildings are 4 or more floors high, requirements for the size of urban trees (more substantial tree cover and taller planting) should normally be encouraged.

- > Not entirely sure whether the high density residential recession plane requirements apply in the central city, but they seem at odds with what "high density" residential development would require. I would prefer minimal side setbacks and recession planes to enable near-continuous street frontages, to allow for rowhouses, perimeter block housing, etc.

Section 2: Mixed use and business intensification

100 comments

SECTION SUMMARY

Mixed use development

- > A substantial number of respondents supported mixed-use commercial and residential zones. Of these, just over 40 respondents made a short supportive statement via the Generation Zero form.
- > More detailed supportive comments sought increased commercial development, typically including retail or hospitality on the ground floor with residential above. The potential benefits were seen to be activated streetscapes and increased numbers of people on streets that would frequent businesses and add life and vitality to areas. Some felt that the areas of mixed-use development should be increased.

Business intensification

- > Over three quarters of respondents who commented on this topic agreed that the plan change allows for enough business intensification.
- > Consistent with the quantitative result, over half of the respondents who commented on this topic directly stated or implied that there is currently enough or an over-supply of business land. Some also made the point that CBD business development should be prioritised over suburban areas.
 - o Reasons given for an ample or over-supply were business moving to the suburbs and staying there following the earthquakes, and the recent phenomenon of more people working from home.

Changes to mixed-use and business comments

108

SUPPORT MIXED COMMERCIAL AND RESIDENTIAL ZONES 65 COMMENTS

A substantial number of respondents supported mixed-use commercial and residential zones. Of these, just over 40 respondents who provided comment via the Generation Zero form made the following comment:

I support more mixed use (residential and commercial in the same building) developments.

The points made in the remaining 20 comments were quite detailed and consistent in their arguments. There was a desire to increase commercial development by enabling mixed-use developments. This would typically include retail or hospitality on the ground floor with residential above. The benefits were seen to be activated streetscapes and increased numbers of people on streets that would frequent businesses and add life and vitality to areas. Some felt that the areas of mixed-use development should be increased. Below is a selection of comments which capture most of the arguments made.

To improve the vibrancy of the central city more of it should be mixed use. Many buildings should have commercial on bottom, offices or residential on top.

Mixed use development encourages more walking and cycling, and brings residents closer to amenities and services. It is important that we encourage developers to build more mixed use buildings for residents and commercial users. Mixed use development also makes communities safer by facilitating activity at more hours of the day, so as to avoid 'dead zones' or areas with very few people in them.

I do not believe there is a need to differentiate commercial and residential zones, i.e. all current commercial and residential zones should become non-industrial zones. The desire for single-use commercial zones has dropped significantly since 2020 as working from home has skyrocketed. Similarly single-use residential zones are an extremely inefficient way to live and are will forever force us further towards car-dependent, sprawling lifestyles.

Mixed-use commercial and residential development serves to enhance an area so should be encouraged as much as possible.

Other mixed-use zone comments

5 comments

A few other one-off mixed-use comments were made: one comment described fond memories and the popularity of the Milk and Cookie bus prior to moving to Riverside Market and saw this as a template for mixed-use development, they finished with:

Imagine x100 people living right next to the businesses and supporting them every day with a morning coffee.

The following point was also made:

Sadly and inexplicably, a recent opportunity to meet intensification and heritage goals was lost by allowing the rugby stadium developers to reject the previously agreed-to plans to save the Ng Building by moving it to another site.

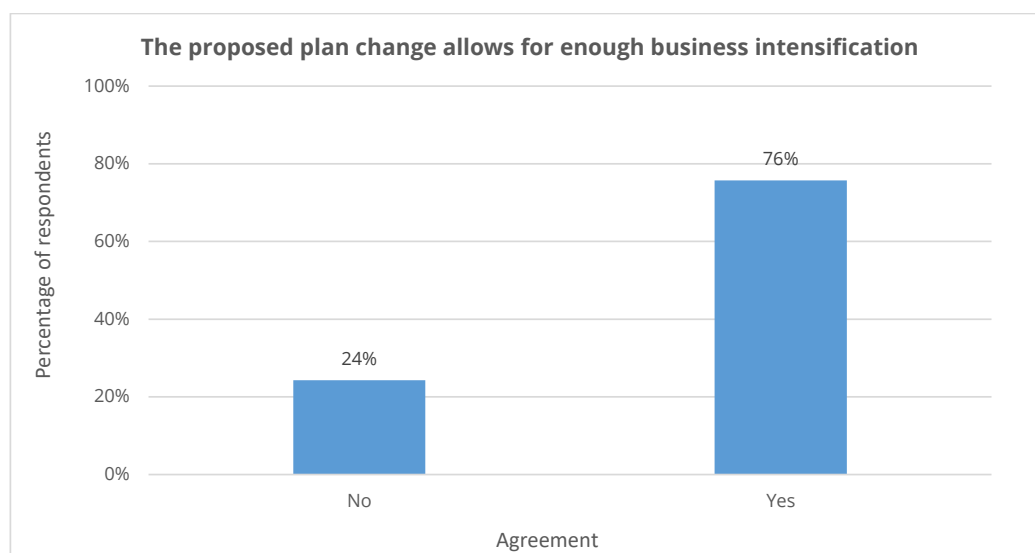
The following respondent called for requirements to meet climate change and sustainability goals.

New commercial buildings in the Central City should be required to build in residential capacity and either roof-top gardens/leisure facilities or solar energy farms from the initial design stage no matter what their height. This requirement would both increase residential capacity, and begin to meet urgent environmental and sustainability targets for the future.

A final comment appears to identify an inconsistency.

Increased business intensification is being encouraged in the Central City, with mixed use buildings. Unfortunately, existing small businesses in the suburbs where there are no malls with large off-street car parks are being sacrificed to bus-lanes and cycleways (by removal of on-street car parks near those businesses).

DOES THE PROPOSED PLAN CHANGE ALLOW FOR ENOUGH BUSINESS INTENSIFICATION?



Results

- > Over three quarters of respondents agreed that the plan change allows for enough business intensification

COMMERCIAL AND INDUSTRIAL DEVELOPMENT COMMENTS DEMAND AND SUPPLY **38 COMMENTS**

In addition to the quantitative question asked above, respondents also commented on the demand and supply of commercial and industrial land. Consistent with the result above, over half of the respondents directly stated or implied in their comment that there is currently enough or an over-supply of business land. Some also made the point that CBD business land development should be prioritised over suburban areas. The following two comments are examples of those received.

I work in the central city and pass through two 'satellite' areas immediately adjacent to the CBD on a daily bases. There is a plethora of new build commercial premises available to lease and many empty sites that have yet to be developed post earthquakes. The shift to WFH will continue to impact the demand for commercial office space, as will the continued impact of online shopping and click and collect options on retail and related services. It is folly to allow for further business intensification outside the CBD when the forecasts for the viability of the CBD are concerning. Business intensification needs to stay in the CBD or in established business areas e.g. Riccarton Rd, South City etc. Again, the NPSUD and the CCC's interpretation of it demonstrate that neither is fit for purpose.

I'm not sure if business intensification is necessary as there are already many office spaces and shop spaces standing empty. Some enormous business spaces are still un-developed in the city. I also question the radii shown on the proposed plan.

The following comment explains the respondents' thinking about why there is less demand for commercial development.

Since quakes many businesses moved out of the Central City and since Covid struck most have changed policies and are now allowing staff to work from home at least for a few days in the week. The new norm for office workers continues to adapt to allow more home-based work and more flexible hours, so the kinds of businesses that used to be located in the central city no longer require as much space as in pre-earthquake, pre Covid times. The corollary is that there are many empty spaces and carparks within the Four Avenues that could be used for residential buildings up to six stories.

Other individual points were made that development opportunities in Riccarton have been stymied because of recent upgrades and that development should occur in Belfast.

A small number of respondents stated that there isn't enough provision for commercial and industrial development. The points made were that business development opportunities will encourage more people to move here. The following is one broad comment.

I am for building a strong and large central business district, as Christchurch's current CBD is too small. Car yards and most industrial industries should move out of the centre city (mainly those within the four avenues and around Sydenham).

Other long or specific comments on individual circumstances or requesting changes to planning conditions were received from organisations including: Lyttelton Port Company, Milford Group; Cristo Ltd; Retirement Villages Association; and Winton Group.

Other business development comments **5 comments**

The CDHB made the following point on this topic:

...as mentioned previously, the CDHB recommends that the council considers and assesses commercial development opportunities with a 'Health in All Policies' lens and considers the impact of certain commercial enterprises on population health. For example, the health impacts of fast food outlets and off-licenses being developed in neighbourhoods where there is already a number of these businesses present.

One respondent identified the inconsistency in requiring suburban bars to have car parks when drinking and driving is discouraged, and they believe that the free market should prevail in whether car parks are provided or not and businesses should have a choice.

Lastly, one respondent stated the following:

With high density business intensification comes unacceptable noise pollution especially during night hours. We are experiencing this already from neighbouring hotels/apartments and office blocks due to the skips and rubbish collection in the early hours of the morning (most nights) to avoid daytime traffic.

Section 3: Proposed changes to central zone 25 comments

SECTION SUMMARY

- > The point was made not only in this section of the comments but also in a number of other sections, that there is a desire for the central city to be developed ahead of other areas. This was seen as a unique opportunity, different to Auckland and Wellington because the impact of the Christchurch earthquakes has left a large amount of vacant land still available for development in the central city.
- > A consistent argument in these comments was that increasing the number of central city residents will then increase the city's vitality, business opportunities, and safety from having more people on streets. The development of the central city was commonly linked with suburban development—the argument was that the central city needs greater development than other areas to be competitive, and a larger population is required to support central city businesses.

While there were comments about the central zone in a number of other themes of the engagement, in particular the desire for the central city to be developed prior to other areas these comments were ones that focused more on how the central city should be developed.

Develop central city 19 comments

A moderate number of respondents proposed how the central city should be developed. One of the consistent suggestions in these comments was increasing the number of central city residents which would then increase the city's vitality, business opportunities, and safety from having more people on streets. The development of the central city was commonly linked to the development of suburban areas. The sentiment was that the central city needs greater development than other areas to out-compete them and through this, it will have more likelihood of success—higher population is required to support central city businesses. The comment that follows presents a holistic vision for the city, and mirrors points made in a number of different responses.

...we need to take this once in generations opportunity to shape our city for decades to come in a positive way. A strong central city infrastructure supported by a high central city population within easy walking distance is a key foundation to that vision. Supported by suburbs which reflect Christchurch's reputation that supports kaitiakitanga for our whenua/land means we will have a city we will all be proud of.

One approach to increased intensification and vibrancy was to intensify the core of the city.

The long-term vision for Christchurch should be the starting point, including a more condensed "Core" (rather than encouraging greater spread of taller and more intensified development buildings well outside the CBD). Greater development to encourage vibrancy

This comment promoted providing incentives for businesses to locate in the central city.

Any other comments about the proposed plan changes?: I believe that the council should concentrate on providing incentives for business to return to the central city before encouraging any more in the suburbs. For many of us the central city is nearly irrelevant as most businesses we use are in the suburbs.

A number of other respondents stated that the population of the central city needs to grow to be successful, with 50,000 and 20,000 central city residents suggested. To achieve this, respondents commonly recommended that Council enable and encourage higher residential buildings. This was one of the comments.

I agree for the height limit removal for the CBD. This will attract more development in the city core as one less restriction to development it also makes for a more lively city and a safer city with more population. At the moment there is nearly zero multi level apartments in our city only two over ten levels that were built before the earthquakes a lot of new housing has been built but usually only two levels so residents don't have a view. We

really need 50,000 residents in the CBD to make it a viable city center and we wont get to that number with just one or two level housing only being built on all the empty sites in the CBD.

Some comments were quite specific, such as this one which considered the cities environment and setting.

Buildings on the north sides of public spaces such as City Mall and Cathedral Square should have a max height of 3-4 stories-- no need to go through a consent to establish this!!!

Building heights are a matter of city form and shape-not only wind etc [although this is also a critical matter in ChCh] .What is the form and shape of the City Centre you are seeking to create?

Limit Central city development (also see inconsistent with post EQ Christchurch) comments

4

A small number of comments requested limited central city development, contradicting the section immediately above, but generally in line with the topic of being consistent with Christchurch post-earthquake planning. A couple of respondents referred directly to what was planned and implemented post-earthquakes in terms of a low-rise city. This respondent expressed that higher buildings would be detrimental to the city.

There seems to be a serious danger of making the inner city area very unattractive to current and prospective residents by enabling unnecessarily tall buildings and excessively dense development. You are aiming towards millions more Christchurch residents than could ever be reasonably expected within the lifetimes of the buildings themselves.

The point was also made that suburban development will detract from central city development.

This undermines all the rhetoric and attempts CCC has made to encourage more people to live within the 4 Avenues (including the often-repeated goal of at least 20,000 inner city residents).

Suburban centre zone development will reduce Central development 2 comments

A couple of respondents made point that suburban development will detract from central city development.

This undermines all the rhetoric and attempts CCC has made to encourage more people to live within the 4 Avenues (including the often-repeated goal of at least 20,000 inner city residents).

Section 4: Medium density residential zone

169 comments

SECTION SUMMARY

- > The vast majority of comments opposed increased Medium Density Residential Zone development.
- > The anticipated negative impacts were consistent with those identified in comments in section 1 about developing areas with buildings over 12m high.
- > Direct impacts from tall buildings on neighbours were the most discussed issues from respondents who opposed increased medium density residential development, particularly the impacts of shading. Respondents anticipated that loss of sunlight on homes and back yards would create cold, damp living conditions. Loss of privacy was another associated risk.
- > Seismic risks and the likely negative impacts from a future event were reasons why people were fearful of more and higher development on susceptible land.
- > Several respondents focused on the loss of liveability that they envisioned occurring as a result of changes to the MDRZ. The point was also made that the new approach would change who residential housing is appropriate for, in particular, that smaller homes would be less suitable for families.

The comments which are synthesised into theme and topic discussions below came from all the questions asked in the survey and comments provided in respondents' own formats. Note that no direct question was asked on this topic.

Oppose MDRZ increased development

169 comments

IMPACTS FROM TALL BUILDINGS: SUN BLOCKED, COLD HOMES, GENERAL HEALTH, WIND TUNNELS

16 COMMENTS

Consistent with the comments made on the proposed areas to develop above 12m, direct impacts from tall buildings on neighbours was the most discussed issue from respondents who opposed increased medium density residential development, particularly the impacts of shading. While there was not a question focused on MDRZ, there were still significantly fewer comments made.

A moderate number of respondents were fearful of the potential loss of sun to their home and the negative impact of that happening. This comment discussed the issue generally, what is being lost and an alternative approach.

The Council should revise setbacks and recession planes and let's work with the recession planes in the current District Plan so that the sun can get into houses and gardens and warm them up so people and plants can live, healthily. I thought the Government were encouraging and funding New Zealanders to live in warm, dry homes, and yet our sun is being taken away from us...?

This comment explained in detail a personal circumstance that the respondent would be faced with.

There are areas in Riccarton near Riccarton Rd which have single storey units such as those at 32 Hanrahan St. I live at this address and if the property in Newnham Tce which is on my east boundary were redeveloped and allowed to build higher than it already is plus come within 1 metre of my unit I would get no morning sun in any of my east facing rooms which include 2 bedrooms and my kitchen. I would not be able to remain living in my unit if such a development were to take place. The Council need to ensure with its proposed changes that it doesn't allow large buildings to block out light and sun from existing single storey properties. It simply isn't fair to force property owners, including retired seniors such as myself, into relocating their lives. Having to do so would have a huge impact on my life.

SEISMIC RISK ON MDRZ

10 COMMENTS

Several respondents identified the risks associated with building on TC3 land or generally the risks of earthquakes on residential development. The point was made that we should learn from what occurred in Christchurch's recent past from earthquakes. The damage not only to land that was built on but also underground infrastructure was identified as a potential issue.

These were a couple of the comments.

Christchurch has plenty of available land for new development without the draconian and extreme measures proposed. Allowing intensification via height increases on poorer land such as TC3 is not good planning.

Another big concern is that of safety for the population. According to the engineers I have spoken to, much of the ground in Christchurch is the consistency of toothpaste. It cannot support the massive structures that could be built under the new plan. Another big earthquake could cause even more loss of life and injury if this plan goes ahead.

REDUCED LIVEABILITY

8 COMMENTS

Several respondents focused on the loss of liveability that the envisioned occurring as a result of changes to the MDRZ. The point was also made that the new approach would change who residential housing is appropriate for, in particular that smaller homes would be less appropriate for families to live in. This was a brief comment describing what was anticipated to occur as a result of increased intensification.

These new rules are over-the-top and will destroy the liveability of the city. Residents currently living in the suburbs beyond the four Aves will be forced to move further out.

This was one detailed comment, which painted a negative image of anticipated outcomes.

There is a need to consider who will be living in these new intensified properties before the CCC accepts what central government has passed as being acceptable. Living in Spreydon I have watched the over-intensification of the area. Most of this is two bedroom flats, where one house is removed to be replaced by 4 or 5 flats on two levels. Downstairs a kitchen/living/dining/laundry but too small for both a table and chairs and a lounge suite. The bedrooms are double with about 50cm either side of a double bed. And now, no requirement for off-street parking and taller buildings.

As they are two bedroom flats children will be living in these. With no longer the requirement for off-street parking and an extra floor permitted it is likely that even more flats may be able to be crammed onto sites. As most are bought off-plan it would seem that they are mainly rented out. So what will it be like living in one of these with children? If renting, the most expensive possession will likely be a vehicle that must be parked on the street, and probably some distance from the flat. If the local resident facebook pages are anything to go by, it will get broken into and no Mazda Demios please. Vehicle insurance will be difficult to retain and likely soon the family will no longer own a vehicle.

PRIVACY LOSS

7 COMMENTS

Loss of privacy was another anticipated negative impact of taller buildings being built in the MDRZ area. A small number of respondents made points which included loss of privacy as one of the factors which was anticipated to reduce quality of life for those who had three-storey buildings built next to their home. This comment described the issue and also went further and proposed a solution.

The current recession plane rules have provided residential sections with privacy and light. To suddenly have a three storey structure appear over your fence with its corresponding loss of privacy is grossly unfair. These developments should be in blocks of like buildings with roads and parks and open space buffering the traditional style of housing.

COUNCIL RESPONSE TO GOVERNMENT APPROACH

6 COMMENTS

A small number of respondents reported that they felt the Government changes were not appropriate for Christchurch and that issues from elsewhere are being inappropriately applied to Christchurch. Respondents urged the Council to push back on what they considered will result in negative outcomes for the city. The sentiment in these comments was that Council has some discretion in how it applies the directive, and they should exercise that discretion appropriately. This comment described their preferred approach.

I believe the MDRS is seriously flawed when applied in the Christchurch context. While there is a strong directive in the Act to apply the standard, The Council should be looking for any wriggle room where it can at least try to mitigate its impact on neighbourhoods.

OPPOSE CHANGES TO RECESSION PLANES

6 COMMENTS

A small number of respondents focused on the details of recession planes with the sentiment being that the changes will result in undesirable impacts on neighbours. Some preferred the retention of recession planes described in the District Plan. This is an example of a detailed explanation of an anticipated outcome from the new rules.

The first one is that, in high residential zones, the recession plane requirement will be done away with for the front unit of a development (up to 20 metres from the front boundary), so that there will be more private outdoor space within the development. But this means that a wall of 12 metres or more can be built only one metre away from an internal boundary at the front of the site. My point is, that that is not a directive from central government, but simply a staff decision to protect the privacy of the new residents. How can staff make these decisions if they are not driven by central government, and which pay absolutely no attention to the privacy or shading of established neighbours? I object to such leniency for developers.

DEVELOP VACANT LAND

6 COMMENTS

A small number of respondents stated that vacant land should be developed prior to infill intensification in Christchurch suburbs. This comment was specific to what could occur in one area of Christchurch.

The Papanui Heritage Group objects to the medium density residential standards (MDRS) which will allow 12m high, three unit dwellings to be built on all residential sections in the Papanui area. We don't agree that such intensification is necessary in suburban Christchurch. Instead, our contention is that the gradual building of infill housing, or blocks of single or double storey flats on empty sections, as is happening now, will meet Papanui's future housing needs.

RETENTION OF 'GARDEN CITY' OR TREES GENERALLY

5 COMMENTS

Another desire of respondents was to retain trees, with some respondents referring to this as enabling Christchurch to retain its reputation as the 'garden city'. For some it was not just retaining a number of trees but the overall city-wide impression that established trees and gardens create. This comment describes one Christchurch resident's pride in being known as the garden city.

I understand that this plan involves cutting down some of the tree canopy over the city and that many of the trees will be old, established and native trees. Christchurch prides itself on being The Garden City and it would be devastating for those of us who love the green city to see it be changed into a concrete jungle.

This was one of the comments identifying Christchurch's status as the 'garden city' as a point of difference.

To retain the Garden City we would need to have trees that are proportionally sized to the buildings so that the trees continue to dominate the visual aspects in neighbourhoods. Our position in New Zealand is the Garden City - this is an important differentiator for economic, social and environment reasons, and something residents are passionate about retaining for the future; and in our personal experience being a new resident its why we chose to move here, so it's just as important for new residents. Otherwise where's your point of difference to Auckland...being flatter?

COMMUNITY FUNCTIONING, WELLBEING, COMMUNITY IMPACTS INCLUDING MENTAL HEALTH 5 COMMENTS

A small number of respondents focused on how changes to MDRZ rules will impact how communities function and overall wellbeing. One respondent went on to make the point that as long as people's quality of life is assured in areas outside of Christchurch, such as Rolleston, then urban sprawl will not be reduced. The point was made that people could avoid the risk of having a large building built next to them by moving to an area where this isn't possible.

This comment articulated the issue.

Social wellbeing in Christchurch communities, especially areas such as Cashmere flats, Beckenham would be greatly negatively affected if multi storey houses start being built. People choose housing in these areas for family feel, views, privacy and safety of their children playing in backyards. If people can start building without neighbouring properties being able to contest building plans, this is not democracy. It also affects their properties own vale. This is significant social wellbeing issues. Build more properties outside areas of Chch rather than building densely in areas that have appealed to those for the benefits they currently enjoy.

SINGLE STORIES DWARFED, LOSS OF AMBIENCE 4 COMMENTS

A small number of comments were provided by respondents who objected to high buildings appearing as neighbours because of the overall loss of amenity some also alluded to loss of value of their property. These comments were similar to the comments regarding loss of sunlight and privacy. The following is an example of one of the comments made.

How you can allow any development over 2 meters is beyond me, consider those on the other side of the fence, would you like a 3m or 20m building on your boundary?

OFF-STREET PARKING AND GARAGE SPACE ISSUES 4 COMMENTS

A small number of respondents requested the impact on residents of not requiring car parks to be provided on site to be considered. This was one of the comments which described the issue.

An issue that is often raised within our communities but is not addressed within this plan change is the recent removal of car parking requirements for developments. The consequence of this is that, once more developments are built with no off-street parking, more residents will park their cars on the street. This is not a big issue on streets that are suitable for this (busy streets with lots of parking availability) but has a substantial negative impact in quiet suburban areas, especially those with very narrow streets that only allow for parking on one side of the road. This needs to be considered when allowing developments to occur.

IMPACT ON ESTABLISHED TREE AREAS (RICCARTON BUSH, PAPANUI MEMORIAL) 4 COMMENTS

A small number of respondents discussed the impacts of MDRZ development on established natural areas. This comment made the point that the amenity of the Beckenham Loop area would be compromised if there was a change in the demographic of people living in the area.

Having the Beckenham loop so close to the city where it offers an almost park-like setting that is set amongst character family homes is what sets us apart from other close suburbs to the city and it is what attracts people from all over Christchurch to visit this area for cycling and walking. If this was to change and become a high-density area, allowing 3 story apartment-style buildings to be built, instantly the feel of our family neighborhood would change drastically, and no longer would we be attracting families, but young adults that quite rightly, are not at that stage of life where they care or have the time to be interested in looking after their homes, gardens and community grounds.

HOUSING AND NEIGHBOURHOOD AESTHETICS, OVERALL AMENITY⁴ COMMENTS

A small number of respondents focused on the aesthetics of housing and the overall amenity of their area and how that will change under new MDRZ conditions. This comment described the changes in a particular area.

The city has nice out suburbs where people don't want tall dense buildings. Build those closer to town where they will be expected. Bishopdale being on the proposal is going to ruin the peaceful nature of the suburb. We don't need medium or high-density housing everywhere, like don't spread it out! Make the city the central focus like they do elsewhere and leave the suburbs for those who want some peace, quiet and space!

12M IS APPROPRIATE, SUPPORT CHANGES

4 COMMENTS

A small number of respondents agreed that 12m developments in MDRZ areas is appropriate. One response from Whimbrel Structural Engineering and Architecture considered the historic, social, and architectural context of the current planning rules and arrived at the conclusion that building to 12m in MDRZ areas was appropriate, the full text provides great detail of the argument. This is quoted from this response.

1. The 400 square metre rule makes sense if it's assumed that the sections will be occupied by up to three houses. Is the three dwelling per site rule absolute? If a small house is built lot-line to lot-line with no front setback or off-street parking, a 125 square metre house can be built on a 125 square metre section with a 60 square metre garden, so a minimum useful section could be smaller. I understand that most new multi-unit developments are done as body corporates, though I also understand that such dwellings cannot be purchased under most bank's residential lending rules, instead coming under commercial lending rules with higher interest and much larger deposits. This makes such dwellings less accessible to first home buyers. That said, I also understand that free-standing houses on a cross-lease can be purchased at residential rates. In the absence of Government changes on residential lending rules, it might be helpful that planners and developers are aware of this, maybe even with the CCC offering advice on better cross-lease agreements.

2. The proposed higher height limits and steeper recession planes will be very helpful. Recession planes/sunlight access planes have a much greater impact than height limits. In my experience while height limits are important, sunlight access planes have a greater effect on built form and land use, and for most individual properties make height limits irrelevant. With recession planes calculated starting at 2.3 metres off the ground, a section oriented north-south in the Residential Suburban Zone would need to be more than 14 metres wide before a house could be permitted to reach the 8-metre height limit, and more than 15 metres wide if the section were oriented east-west. This effectively forbids two storey houses on small sections over much of the city.

A few respondents made general comments supporting development to 12m believing that it was appropriate.

CLARIFICATION SOUGHT

3 COMMENTS

A few specific clarifications were sought. These points were made by one respondent.

Given the lack of information, evidence, and subdivision chapter rules released as part of this draft plan change, it is considered that people cannot make robust submissions on this draft plan change. It is therefore our recommendation that the subdivision rules should not have immediate legal effect in August 2022 because people have not had the change to review any proposed subdivision rules and to provide submissions on them.

Medium density buildings: The proposed change says without resource consent, buildings must not "Cover up to 50 per cent of the site" It is unclear whether this refers to individual buildings (i.e. can 2 buildings cover 40% of the land each, provided all other criteria are met?) I would appreciate if you can contact me with this clarification.

INCLUDE A PARTICULAR AREA

3 COMMENTS

A few respondents sought the inclusion of particular areas in the MDRZ area: one was Redmund Spur, another a particular section in Westall Lane, Avonhead and another questioned why Governors Bay isn't included.

MORE LENIENT STANDARDS

2 COMMENTS

A couple of respondents sought greater ability to develop in MDRZ areas, one was a specific parcel and another a property where de-listing from being a Significant Individual Tree was requested because of dangerous branches.

VARIETY OF TOPICS

42 COMMENTS

A number of points were raised three or fewer times specifically focused on MDRZ areas. These points are briefly described in this discussion. The brackets contain the number of respondents who made each point:

- > **Three waters infrastructure (3):** difficult planning infrastructure upgrades not knowing in advance where growth will occur along with additional hard surfaces adding to storm water impacts.
- > **Consenting requirements (3):** these respondents requested the retention of consenting requirements for significant developments in MDRZ areas.
- > **Incompatible height in neighbourhoods (3):** these comments generally opposed high-rise buildings in traditional low-rise neighborhoods.
- > **Congestion and poor traffic flow (2):** a couple of point were made, one was that increased intensity in outer suburbs will contribute to greater congestion and another was that narrow streets will be difficult to travel down with increased vehicles having to navigate greater numbers of parked cars.
- > **Devalue homes (2):** these comments felt that the arrival of tall buildings in established areas would devalue existing homes.
- > **Impact on solar panels (2):** a significant loss identified by these respondents was shading of solar panels reducing their effectiveness.
- > **Developer impacts on areas (2):** one respondent focused on the impacts caused during developments in existing subdivisions and how these could be mitigated and another, and another stated that developers have too much freedom to develop poor-quality housing.
- > **Schedule of significant trees (2):** these respondents wanted greater funding and focus on the protection of significant trees.
- > **Climate change (2):** taking the opportunity to plan for climate change was encouraged.
- > **Future community engagement (2):** both respondents stated that communities should have a say on what is developed in their area.
- > **Data and projections underpinning the process (2):** one respondent argued that a robust social cost benefit analysis be completed prior to zoning maps being released, another questioned how much development capacity needs to be provided for.
- > **Greater impacts of recession planes in Christchurch (2):** these respondents made the point that because the sun is lower in Christchurch than in Auckland during winter the impacts of recession planes are more significant.
- > **Housing and neighbourhood functionality (2):** these respondents felt that lower-standard developments and living environments would reduce the attraction of Christchurch or force people to live in outer regions.

These points were made by individual respondents in this section: significant impacts during the development of areas would need to be managed; desire to stop development on fertile farm land immediately; fear that changes to housing provision would change the nature of suburbs and increase crime and anti-social behaviour; criticism of the lack of on-street parking; question asked where electric cars will be charged; peace and quiet will be reduced by the developments; shading from neighbours feared to impact growth in gardens; flooding will increase if drainage systems are not fit for the purpose of managing intensification; encouragement to retain land for parks, especially in the East; fear that monolithic architecture and low-quality developments will proliferate; residential development and traffic planners need to work more closely together; Council needs to listen to residents more; medium density zones are not clearly enough marked on maps; some small sections should be exempt from intensification; Council should reject what the Government is planning because it isn't appropriate for Christchurch.

OTHER MDRZ COMMENTS

30 COMMENTS

A considerable number of other comments were made regarding MDRZ issues.

A specific piece of land between Mairehau Rd, Greenhaven Drive, QE2 Drive, and Marshlands Rd was identified for potential development.

A detailed comment from Andrew Evans of AE Architects critiqued a number of rules in the plan and provided opinions on changes.

General Zero identified medium density housing without a resource consent as an important change in increasing the supply of housing and sought a focus on mass rapid transit. They were also in favour of perimeter block fencing.

One respondent felt that allowing suburban development will stymie city growth.

One suggestion was for every pedestrian traffic light to have a canopy tree providing shading, deciduous trees were also proposed by this respondent. The point was that large trees provide good shade.

Waitai Coastal-Burwood Community Board emphasised that subdivisions play an important role in addressing the housing shortage and also warned against not providing enough housing variety.

The **Summit Road Society** supported the plan not to change existing residential areas on the Port Hills, along with a number of other specific points raised in their detailed comment.

Waihoru Spreydon-Cashmere Community Board prefer a limit of two stories on suburban streets with three story or even higher on busy roads and around suburban hubs. They also argued that housing should only change a suburb to improve it.

There was a desire from one submitter for the Council to be more extensive in where it plants street trees, such as roundabout and small areas of Council managed land.

Eliot Sinclair and Partners sought greater clarity on Greenfield Precincts, and felt detail was lacking.

Englefield Residents Association wanted to see houses being built that people actually want to live in, and linked outdoor space and a sense of community to mental health.

Holly Lea Village Limited and The Russley Village Limited sought medium density standards for their villages.

KB Contracting and Quarries Limited stated that they do not support the imposition of a 'maximum' allotment size as indicated and submitted that residential yield requirements are maintained in accordance with the current 15 hhu/ha standard.

The Retirement Villages Association provided a long and detailed submission discussing issues concerning the development of retirements villages.

Item 13

Attachment M

Section 5: Qualifying Matters comments

800

Item 13

Attachment M

SECTION SUMMARY

- > Around four times as many comments were made suggesting qualifying matters should be increased than comments which either agreed with what is proposed or suggested reducing qualifying matters.
- > Two thirds of the comments which called for an **increase in qualifying matters** discussed character or heritage items. Just under half of these comments discussed the preservation of character and heritage generally, with the majority of comments focused on specific areas.
 - o Character and heritage was discussed in these ways:
 - Those who discussed the preservation of city-wide heritage and character didn't want development to destroy important sites or areas. One of the key arguments that supported this was that Christchurch lost a lot of heritage during the earthquake and the city should retain as much as possible.
 - Riccarton Bush was the most commented on heritage or character area with the community wanting it protected from the imposition of tall buildings being built close to its boundary. Respondents were concerned that construction and ongoing impacts would negatively affect the remnant podocarp trees and also impact an important historic site in the founding of Canterbury.
 - Richmond was another area that was commonly discussed, with people wanting the area that is currently protected extended to the south.
 - The 15 Papanui Memorial Streets were also considered important places to protect for the environmental and heritage values that the area holds for the local community and veterans.
 - Beckenham Loop was the existing character area discussed most, with respondents focused on extending the area that has been identified in the Plan. Respondents wanted a more continuous area protected from three-storey development.
 - Other existing heritage and character areas that received comment in support of protection were: Dudley, Chester Street East, Englefield and St Albans.
 - o Impacts on natural features was another issue that respondents wanted addressed with qualifying matters. Riccarton Bush and the Papanui Memorial Streets were again identified as areas to protect because of their natural heritage values.
 - o Loss of sun from tall neighbouring buildings was another negative impact of development that people want protection from.
 - o Concern was expressed about the ability of Christchurch's three waters infrastructure to cope with greater development especially the old, damaged pipes that remain from the earthquakes. Related were fears about seismic events damaging land, and requests for land quality to be a qualifying matter.
- > Those who **sought a reduction** in qualifying matters primarily focused on particular heritage and character sites and infrastructure.
 - o Several respondents generally felt that the need to protect character was overblown, while others questioned the value of protecting particular locations, with Piko in Riccarton discussed most.
- > Those who **agreed with qualifying matters** as they are outlined in the draft Plan focused most on heritage-character infrastructure and coastal hazards.
 - o Heritage-character comments most commonly made general supportive statements (city-wide), with Beckham being the most supported specific location.
 - o Infrastructure comments focused on supporting the vacuum sewer rules, and came from respondents living in the affected areas.
 - o Several respondents, mainly government organisations, supported the coastal hazards qualifying matters.

The comments synthesised below primarily came from respondents answering the question: *Do you have any comments about the proposed Qualifying Matters that will restrict intensified development or thresholds for needing a resource consent?*

When responses from other questions were relevant to this topic they were also included within this analysis.

Responses include both survey responses and comments provided in respondents' own formats. Also note, that heritage and character comments received via the Heritage Plan Change PC13 have also been included in the character and heritage sections that follow.

Agree with qualifying matters **71 comments**

AGREE WITH PROPOSED HERITAGE AND CHARACTER AREAS **11 COMMENTS**

City wide comments **11 comments**

Several respondents commented in support of the approach to city-wide heritage and character qualifying matters. These were generally short statements of support with some going further to state this is a good overall approach or critiquing the approach as a good one overall for the city. Waikura Linwood Central Heathcote Community Board expressed that character and heritage protection should evolve.

The Board suggests that provision should be made for interim protection of areas and sites with potential heritage values to allow time for necessary in depth investigation to be undertaken before their values are undermined or lost by inappropriate development.

The Board has adopted the Greening the East Development Plan to increase the tree canopy to use as a model for future development over the rest of the city.

A few respondents stated that this approach is necessary to fulfill the requirements of PC13. This comment was provided by DOC.

DOC supports the inclusion of residential heritage areas as a 'qualifying matter' as this is necessary to give effect to PC13.

AGREEMENT WITH CHARACTER AREA **7 COMMENTS**

Beckenham **3 comments**

A few respondents expressed their support for Beckenham as a character area. This was one of the comments.

I support that the Beckenham Character Area be a Qualifying Matter where lower density rules should apply. This is to protect the street scene and special character of the Beckenham Loop.

While the Beckenham Neighbourhood Association Inc (BNA) was generally supportive, their comment included this statement.

While we are broadly very supportive of the approach in PC14, we think some fine tuning of the development rules for the Character Area could be considered. For example, the proposed building setback from the street (8 m), minimum building width facing the street (10 m), and minimum building floor area (150 m²) are all larger than many of the original character bungalows whose general street scene these rules seek to protect.

Note that there are a significant number of comments later in this report from respondents who suggest Beckenham loop should be protected to a greater extent than what is outlined—primarily increasing the area.

Recommended heritage locations **4 comments**

Four other areas were also supported by individual respondents. There was support for the protection of Deans Cottage in Riccarton Bush. There was general support offered for heritage protection in Riccarton and Shirley and this comment was made by Waikura Linwood Central Heathcote Community Board.

The Board is referring to Chester Street East which has one end in a residential character area, the other end (at Fitzgerald Avenue) is high density, and then on the opposite side of Fitzgerald Avenue there is Englefield Heritage Area. The Board wishes that whole streets are taken in Residential Heritage Areas to give the community a sense of continuation.

Note there are significant more comments in favour of increasing protection or area and sites in the next section.

AGREE WITH INFRASTRUCTURE QUALIFYING MATTERS

16 COMMENTS

Note infrastructure comments were primarily focused on the vacuum sewer wastewater systems installed post-earthquakes to cope better in Shirley, Aranui and Prestons. The propose of the qualifying matter is to make these areas exempt from the new provisions, with reduced densities of housing, because the systems are at capacity.

A moderate number of respondents supported the infrastructure qualifying matters. The majority of these comments were from public respondents and a good proportion were people living within the affected areas of Shirley, Aranui and Prestons. Most provided moderately lengthened explanations supporting their opinion, such as this one.

I agree with the proposal that properties in the Shirley, Aranui and Prestons vacuum sewer areas should be excluded from intensification as proposed by the new rules. The fact that vacuum sewer area capacity has now been reached is pertinent to the decision. However, while agreeing that the "like for like" development is appropriate for Shirley and Aranui, I am fully in favour of high-rise apartment developments in other areas, as long as they are sustainably built, allowing for all health needs ., physically and socially.

This was another first-hand representative statement.

To whom it may concern, Just wanting to agree that Shirley is totally unsuitable for intensified housing. Due to the problems we already experience with the vacuum sewerage system.

This respondent agreed with the approach and also felt that there were better uses of Council funds than upgrading the sewer system.

We believe the current character of the Prestons subdivision would be eroded if further intensification was to ahead. Also, we believe there are other priorities in the area for the use of the funding to upgrade the Prestons vacuum sewer pump station, such as the establishment of a community/service centre for the Prestons community.

ECAN Canterbury Regional Council supported the provisions, this was part of their comment.

CRC supports limiting intensification where the infrastructure capacity would not be sufficient to support further development. Limiting intensification in areas where infrastructure is design constrained would be consistent with the objectives and policies of the CRPS.

Some respondent went beyond the stated provisions.

The CDHB was in support of the current infrastructure provisions, but also commented on going further by also protecting green space infrastructure and extending to considering more areas for protection due to the existing capacity of three waters infrastructure. This was their comment.

Basic Infrastructure Capacity and Green Spaces The CDHB notes that the CCC is aware of existing infrastructure constraints, particularly the wastewater system constraints in Shirley, Aranui, and Prestons. However, the CDHB recommends that some consideration is also given to the impact that medium and high-density development could have on the groundwater levels and subsequent impact on green spaces, for example Deans Bush or Styx Mill Reserve. The CDHB notes that there are precious green spaces and areas of significant biodiversity in Ōtautahi-Christchurch that neighbourhoods.

One respondent also supported the provisions because they will reduce greenhouse gas emissions.

CRC supports limiting intensification where the infrastructure capacity would not be sufficient to support further development. Limiting intensification in areas where infrastructure is design constrained would be consistent with the objectives and policies of the CRPS.

One respondent also supported the pylon set back provisions.

Pylons and noise should be avoided because of the adverse effects on residents of new buildings.

AGREE WITH COASTAL HAZARDS

9 COMMENTS

Note that all of these comments haven been added to the Draft Coastal Hazards Plan Change PC12 report.

The several respondents who commented on this matter in this process were primarily organisations, such as DOC, EQC, ECAN and Community Boards, Waikura Linwood Central Heathcote Community Board and heritage New Zealand. This supportive comment was from a member of the public.

No, its is good that the council are moving away from these areas. If there is a risk that these areas will become flooded etc, then lets not develop them at all, but there NEEDS to be a plan for those living there to be paid out when they move (no sales) and to keep the area nice while people still live there, then abolish the area as people move on.

AGREE WITH TREE PROTECTION

5 COMMENTS

Note there is also a separate section in this report, Financial Contributions, which primarily covers tree protection as well as many other comments discussing the impact of the potential loss of trees in the building higher the 12m section and the Medium Density Residential Zone section.

In support of this provision the CDHB and Christchurch Civic Trust provided quite long comments in support of the protection of trees. This was part of the comment from the Civic Trust.

CCT firmly believes that Option 4 (Option 3, plus additional listed urban trees on private land to the tree schedule in District Plan Chapter 9.4) is the option that CCC must take. By this means, the 'low and decreasing urban tree cover ...' can be arrested, to the benefit of citizens (young and old) and communities for which the benefits of nature in an increasingly built / tech environment become ever more important.

This was one short statement from a member of the public.

I agree with protecting areas of character homes, avoiding coastal hazards, and protecting significant trees.

AGREE WITH AIRPORT NOISE CONTOURS

2 COMMENTS

Christchurch Airport and NZ Airports provided long and detailed comments in support of the airport noise contours. Christchurch Airport summed up their discussion by making this point.

Through the documents released as part of Draft PC14 the Council has acknowledged that the Airport Noise Contours and the Airport Protection Surfaces are a qualifying matter (in recognition of CIAL as nationally significant infrastructure). CIAL supports this recognition and application of noise contours as a qualifying matter for the reasons outlined above.

OTHER ONE-OFF COMMENTS

21 COMMENTS

A moderate number of one-off comments were made in support of the proposed qualifying matters, traversing a variety of topics. The majority of these comments were short statements responding to the question posed in a positive manner, providing comments like this one.

The proposed Qualifying Matters make sense

One respondent who agreed with qualifying matters felt that schedules of significant trees should include collections of trees.

This overall supportive comment was made by Waitai Coastal-Burwood Community Board

The Board's view is that assessment about the suitability for increasing housing (qualifying matters) strikes a good balance between needing to build more housing, while also protecting existing infrastructure, heritage and public open spaces.

EQC made this supportive comment

EQC strongly supports the inclusion of qualifying matter controls for the high flood hazard management area, slope instability and tsunami hazards in the two plan changes.

A couple of comments were a little uncertain on how qualifying matters would be applied, and made points similar to this one.

My only concern is how they are applied when it comes to applying for Resource Consent. I would be concerned if they became used by council as a backdoor way to block good quality development.

Increase Qualifying Matters

644 comments

CHARACTER AND HERITAGE AREAS

186 COMMENTS

City wide comments

97 comments

A sizeable number of respondents supported increased city-wide character and/or heritage protection. The majority of these statements were from community members who wanted character and heritage protection across the city to be increased. This was one of the comments seeking increased protection.

We are strongly opposed to the change, effectively you are foisting upon us character destroying developments onto our area which has many special character and heritage features. We do not want large sun blocking, architectural monstrosities, which will turn out to be nothing but poorly maintained slums of the future.

It is great to see more heritage included in the heritage plan. Again I am sure that there are even more buildings that could be included. Once they are gone they are gone...

This comment was favourable toward the general approach but again the respondent felt the Council should go further.

The concept of giving heritage protection to entire neighbourhoods or areas has been internationally recognised as very important for very many years, but in the case of Christchurch, the areas or neighbourhoods being protected are too limited, and the protections is not sufficiently robust. Protection of trees needs strengthening too.

Several respondents focused on the amount of heritage lost during the earthquakes and expressed a desire for care to be taken to protect what is left. This was one of the comments.

Christchurch lost too many of her beautiful old character homes due to the earthquakes and now the ones that have survived appear to be lost to intensive development. I am not a fan as you can see.

Having quickly destroyed many character and heritage buildings (Brownlee's 'old dungas') postquake, it is important to retain those that remain. The character and heritage areas identified in the Council's proposal are an absolute minimum.

The sentiment in this comment was for the Council to hold firm on what is protected, which was expressed by a small number of respondents.

I wish to provide my support for the maintenance of the residential heritage areas as proposed. Additionally I would encourage the council to be careful with issue of resource consents in these areas. Particularly with high land values there is a strong motivation for individuals or developers to "sell out" on a community to make a one off profit. Once this occurs there is an irreversible dilution of the historical and cultural value of these areas, which provides benefit for the whole city.

Heritage New Zealand provided a long and detailed response listing overall support and also focusing on individual heritage elements. They provided feedback on proposed wording of definitions, policies and rules within the Historic Heritage chapter of the District Plan. The support they offered was captured in this comment.

HNZPT supports the scheduling of 40 additional heritage items and 25 additional interiors for protection under the District Plan. We understand that this forms part of an ongoing programme to identify new heritage places and to assess additional building interiors. We also support the simplified method of protecting interiors, providing clarity on which interiors are protected and which are not.
Further to point 5. of this feedback, we reiterate our support for the proposed inclusion of Residential Heritage Areas, which are made up of multiple buildings and features that are collectively, rather than individually, of significance to the City's heritage and character. HNZPT considers this will provide an important new layer of protection for these neighbourhoods with heritage values.

Historic Places Canterbury made this comment.

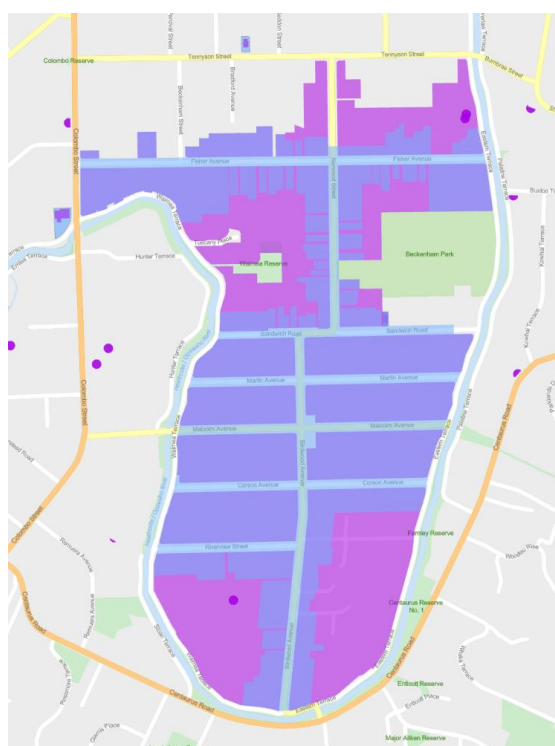
Historic Places Canterbury welcomes the simplification and clarification of rules for protecting heritage and the correction of errors. We also welcome and support the extension of protection of interiors to additional buildings. We also welcome the proposal to add new items to the Schedule of Significant Historic Heritage. We particularly welcome the effort to expand the types of heritage which are recognised under the plan and support the ongoing application of a thematic approach. While fully supportive of all the proposed additions, Historic Places Canterbury believes that there are a number of potentially worthy additions to the list which have not been proposed at this stage and which we believe are worthy of further investigation. These have been uploaded as a separate document.

Individual Character areas

41 comments

Beckenham Loop - Fisher Ave, Waimea and Eastern Tce, Large Area (Beckenham) 26 comments

Comments about the Beckenham Loop overwhelmingly called for protection to be retained for the Loop as a whole, rather than allowing some areas or streets within it to be eligible for increased development. This was generally on the grounds that allowing three-storey development in certain pockets would diminish the amenity and character/heritage value of the rest of the area, notably its tranquility, sense of community, safety, parking, aesthetics, recreational amenity, trees, and birdlife. People expressed fears that new three-storey developments among modest homes and bungalows would result in a loss of sunlight and privacy and decrease their property values. One respondent was particularly unhappy about development led by developers, arguing that this will be a profit-driven approach that will lead to poor outcomes for residents. Concerns about stress on infrastructure and increased risk of flooding were also raised. This comment was part of a relatively detailed comment made in support of increasing the size of the area.



Beckenham Loop Character Area should be considered as a whole, especially following the river. Unlike many other character areas, Beckenham Loop is an area that is clearly defined by the loop of the Heathcote/Opawaho. Cutting bits off at the bottom of the loop makes no sense and destroys the integrity of the area. Those walking/cycling along the river (a recreational activity done by many and not just by people from the Loop) would be going from a character part into a randomly designed high-density part into a character part. If those parts of the Loop that currently have the least character houses, will be retained in the character area, the area will eventually become more and more in character. In fact, this is already happening. We know of at least two houses in the southeast part that is proposed to be excluded that were severely damaged in the earthquakes which were not in character before the earthquakes but have been rebuilt in the character of the Loop. Retaining the character area for the whole of the Beckenham Loop ensures that in time more and more houses are in the Beckenham Loop style for all to enjoy including all recreational walkers and cyclists from outside the Loop.

Specific objections were made to the proposed changes for Castle Way. Respondents contended that while the buildings were newer, the low style of development was sympathetic to the rest of the area and

maintained its leafy aspect, and should be protected. Objections were also raised to removing protection from back properties around Norwood Street, Fisher Ave and Waimea Terrace, on the grounds that development would negatively impact front character properties, increase traffic and pose a safety risk on Waimea Terrace, and degrade the Ōpāwaho (Heathcote) river ecosystem by heightening pollution and run-off.

Respondents requested that the Loop's mature trees, vegetation, gardens, and abundant birdlife be considered and protected as a key part of the area's value. The **Beckenham Neighbourhood Association Inc** (BNA) made this comment

While we are broadly very supportive of the approach in PC14, we think some fine tuning of the development rules for the Character Area could be considered. For example, the proposed building setback from the street (8 m), minimum building width facing the street (10 m), and minimum building floor area (150 m2) are all larger than many of the original character bungalows whose general street scene these rules seek to protect. We think these could be looked at in detail before the Plan Change is finalised, to ensure the rules are effective at protecting street scene without being so restrictive that second dwellings would not practically fit behind an existing house.

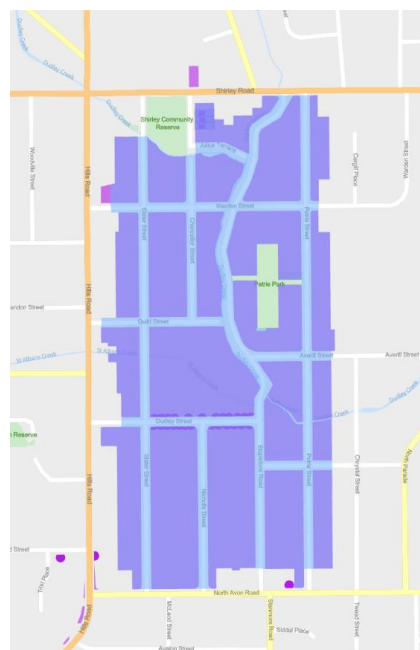
Hills, North Avon, Petrie, Shirley Rd (Dudley)

8 comments

All comments regarding Dudley called for it to be retained as a character area and for development to be limited. A couple of the more detailed comments emphasised the area's longstanding appeal, heritage value, and the residents' commitment to rebuilding earthquake-damaged homes in character style. One respondent also noted that the area experienced heavy liquefaction during the earthquakes and contended it was therefore unsuitable for intensification.

A few comments requested both North and South Richmond be included as heritage areas, or that the character area be widened east up to the red zone.

One respondent objected to parts of the Boffa Miskell assessment report, arguing that that the percentage of Primary and Contributory dwellings are higher than the reported numbers. They suggested that both vacant sites and rear buildings should be excluded from the assessment, and questioned why new buildings which have been designed in keeping with character guidelines were determined to be neutral. They suggested greater community engagement to ensure community context would be accounted for in future reviews.



Innes, Mersey and Severn to Westminster Street (Malvern and Severn)

2 comments

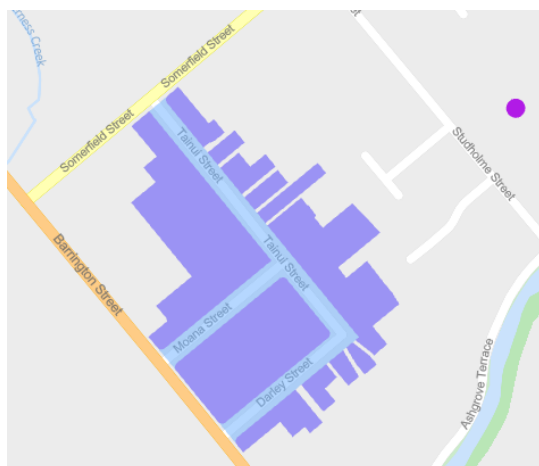
Support was strongly expressed by one respondent for the protection of the area around Malvern Street, and for the broader protection of heritage areas as outlined by the Council. However, they expressed their objection to medium-density intensification across the city more broadly, fearing that this would lead to a reduction in greenery and contribute to an increase in mental health problems.

One submission contended that as townhouses were already being built on Rutland Street there was no need to include it in the protected zone, and suggested site coverage be increased to 50% rather than the proposed 35%.

Finally, one respondent stated that the consultation should have been carried out before the new motorway opened, which they felt had already ruined the character of St Albans.

Tainui, Darley, Moana (Tainui)

2 comments



Concerns were raised about the impacts of subdivisions in the Tainui Character Area, with calls for more consideration around how these impacts would be managed. Issues raised included increases in vehicle traffic and pressures on parking, potential weakening of the social fabric of the community, and how aesthetics could be managed to minimise negative visual impacts on the character of the area.

Cashmere

3 comments

A few relatively long comments argued that the Cashmere area needs consideration for better protection to ensure it remains a special part of Christchurch, suggesting that areas that were recognised as special character previously should be retained. This submission listed many homes in the area that have belonged to notable residents and are still well maintained today, arguing that this part of the neighbourhood's history should be protected.

One submission also noted that Cashmere has become a haven for increasing numbers of native birds such as kereru, fantails, bellbirds, moreporks and others. Therefore, the submission argued that there are significant ecological factors to consider. With Cashmere's links to Victoria Park and the large amount of wildlife in the area, increased traffic on the hill and infill housing may have a negative impact on the flora and fauna in the area, as well as exacerbating existing access, traffic safety, and infrastructure and school capacity issues. This submission concluded by noting that it has taken over 100 years to establish a unique and distinct suburb that has its own identity, and asks the Council to protect Cashmere as a whole for future generations. This was one of the comments.

The Cashmere Area needs consideration for better protection to ensure it remains a special part of Christchurch. Areas that were recognised as special character previously should be retained. Cashmere has an interesting and significant history and should be protected from any structures that will significantly change the visual character and ecological significance (tree coverage is impressive and noted and needs to be protected)

Heritage Areas

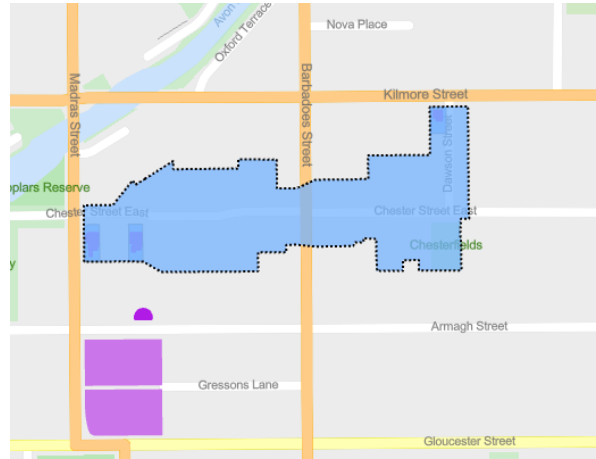
48 comments

Chester Street East and Dawson Street

13 comments

All comments regarding Chester Street East/Dawson Street were strongly supportive of the area's designation as a Residential Heritage Area, emphasising the deep value placed by the community on its appealing street frontage and mature trees and the committed efforts of residents to preserve these historic houses. The majority of this feedback considered the current boundaries too limited and called for the designation to be extended to the entirety of the street, arguing that this was necessary to protect its character, visual cohesion, trees and birdlife, and the sense of community. One respondent felt specific trees should be protected.

One respondent suggested extending the boundaries to include heritage character cottages along Barbadoes Street (341, 343 and 347, and 348 – 342 on the other side of the road), the character cottages along Dawson Street (145, 147, and 173), and 217-223 Fitzgerald Ave. Another noted that the boundaries needed to be updated at the Madras Street end, and specified that 79 Chester Street sits within the Oxford Terrace Baptist Church site which is currently being redeveloped.



A few submitters discussed the importance of ensuring that any development on currently empty sections is sympathetic to the rest of the street (with one suggesting historic construction materials and paint colours for buildings visible from the street, and heights in keeping with existing properties), that empty sections are required to be kept tidy, and that areas such as the Church carpark and Fire Station southern boundary are required to be screened with attractive planting until the land is developed. One respondent requested that the Council implement tools to encourage owners to improve properties labelled intrusive, such as setting required timeframes to move them to "at least neutral", increasing rates for continued intrusive status, and penalties/charging for section clearing and weeding/mowing. However, another respondent argued against the labelling of the carpark at 102 Chester Street as intrusive, citing its mature trees and its contribution to minimising cars parked on the street.

Two respondents discussed rules regarding subdivisions. One expressed their support for the RHA rules as they apply to houses and gardens visible from the street, but contended that restrictions should be minimised to allow development/subdivision in back sections. They argued that development in back sections should be a permitted activity as this would not impinge on the street's frontage and character, would be in keeping with the aims of the NPS-UD to allow intensification where possible, and could offset the other constraints placed upon owners of heritage houses (i.e., the higher costs of maintaining heritage homes and the restrictions on altering their homes as they see fit.)

The other respondent called for subdivision rules to be more restrictive than the current District Plan, fearing that "unfettered and unsympathetic subdivision will severely compromise the coherence and collective nature of the buildings", and requesting height limits and design guidelines or rules.

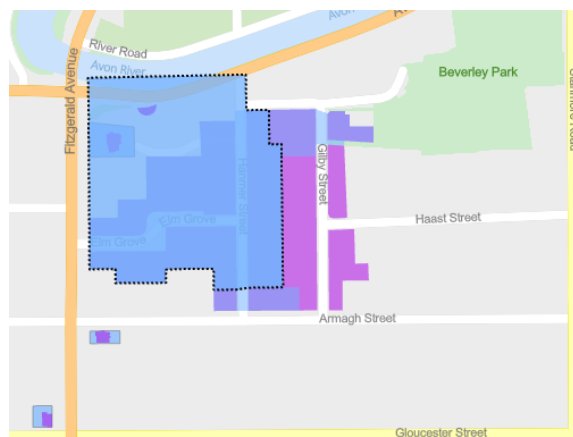
Fitzgerald, Armagh, Gilby, Avonside Dr (Englefield)

11 comments

Several respondent commented on this area. All comments supported Englefield's RHA designation and extolled its high heritage values, with a few respondents emphasising the importance of ensuring that Englefield Lodge is preserved as part of this. One comprehensive response detailed the building's outstanding heritage values as one of the oldest buildings in Christchurch with a colourful history, and exhorted the Council to recognise this and prioritise its restoration.

Another respondent expressed concern about unsympathetic development occurring, citing new buildings on East Armagh and Kilmore Streets as examples of developments which detract from the surrounding area due to their height or aesthetic style, as well as the increased pressure on parking. They called for development to be "sympathetic, architecturally appropriate and encouraging of community values", offering the Brougham Street community housing project as a positive example, and emphasised the importance of maintaining trees and greenery where intensification occurs to provide corridors for wildlife.

This response urged a comprehensive approach be taken in this area.



We are happy to see Englefield Area and others being recognised for protection from intensification and other developments not 'in character'. We would like to see the Englefield Heritage Area to especially include Englefield Lodge, the second house to be built in Christchurch. See document attached. (1). The whole of our Heritage Area is the original Britten Farm boarders – From corner of Fitzgerald Ave to Avonside Drive, to England Street, to Armagh Street, to Fitzgerald Avenue, back to Avonside Drive. This area is recognised by NZ Post and as such we request that it should all remain together as a 'Heritage' – Special Character area. We are a tourist attraction and have many visitors on walking tours both from overseas and locals. It is in all our interests to preserve and encourage conservation of these heritage areas for the health and vitality of this city and for future generations.

If only the little bits proposed were protected, then we could be surrounded by a concrete jungle in the future which will detract from the Heritage/Character areas diminishing value.

Innes, Rutland, Westminster, Roosevelt (St Albans)

7 comments

All comments expressed their strong support for the St Albans Residential Heritage Area, with almost every comment mentioning the importance they placed on the preservation of Gosset Street in particular. One respondent noted that the area's longstanding status as a SAM/character area meant that the "proposed RHA will not represent a dramatic change for current owners", and cited a previous study carried out by the Council which had showed widespread support for character values among residents. They praised what they felt were the strengthened rules of the RHA over the previous rules governing character areas.



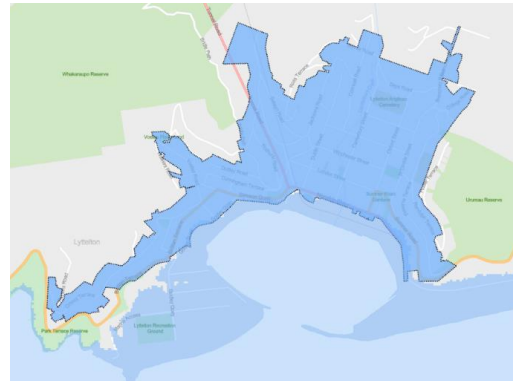
Lyttelton

5 comments

A few comments were made in support of Lyttelton's inclusion as a Residential Heritage Area, citing its heritage values and its unsuitability for intensification.

The Ministry of Education focused on the Lyttelton School and sought assurance that it would be able to effectively manage it in the future. They summed up, making this point.

It is noted that Lyttelton School is designated, and the existing designation will prevail over the proposed RHA heritage controls provided the relevant project works are in accordance with the designation.



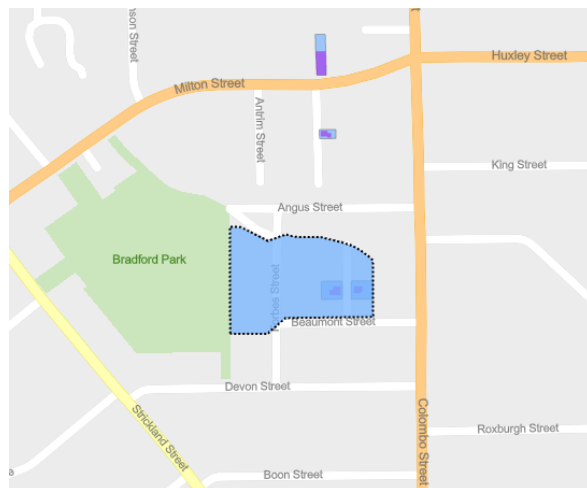
Forbes and Shelley Streets

3 comments

Opinion was split among comments regarding the Shelley/Forbes Street Residential Heritage Area. Two people expressed their support for Shelley Street's inclusion based on the historically significant workers' cottages, while one requested exceptions be made for derelict or earthquake-damaged properties to be developed, noting that there was such a row in Shelley Street.

Two comments objected to Forbes Street being included within the RHA, arguing that many of the buildings have low/no heritage or aesthetic value or are extremely run-down, and that the street's location makes it ideal for sympathetic development close to the CBD. One of these suggested the "better maintained heritage properties" be retained.

Lastly, one person remarked that many of the historic houses in the area would require substantial investment to improve their condition, creating a "tremendous financial burden" for the property owner. They suggested significantly more funding in heritage grants is needed to support this.



MacMillan Avenue (Cashmere)

3 comments

A few respondents commended Council for their efforts to retain key areas within the restrictions set out by central government, but categorised the proposal for Cashmere Hills as "ineffective" and argued that the whole of Macmillan Avenue and the whole of the previous character area should be reinstated. They cited Macmillan Ave's popularity with walkers, the architectural and historical variety represented by houses along the street's length, as well as noting that the narrow and winding street was "barely functional" for existing dwellings and was ill-suited for further development. This was one respondents request.

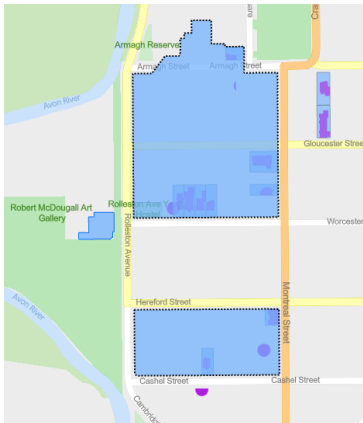
Macmillan Avenue is a narrow street very popular with walkers, who enjoy the view and overall environment. The houses represent a range of periods of Christchurch history along its whole length including significant Arts and Crafts, Art Deco, Christchurch Modern and later mid century examples designed by local but nationally significant architects.

One respondent who did want to protect heritage felt that the restrictions would prohibit developing a site in keeping with the area.

A further concern that I have is that the Residential Heritage Area could be too restrictive. I have a property at 2 Whisby Road, Cashmere which is in the Macmillan Ave RHA - a small cottage on a large site. I and my family have had a long-term ambition to restore the cottage and to develop a another modern home close to the road frontage which I believe could be done without compromising the heritage value of the cottage and its setting.

Rolleston, Worchester, Montreal, Armagh

2 comments

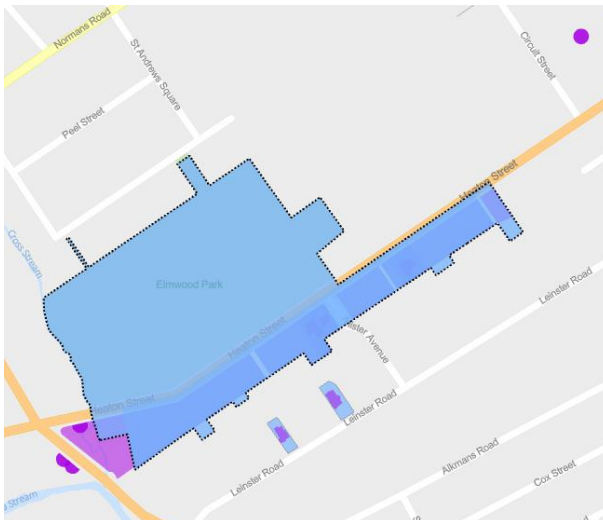


Two respondent who live within the area expressed their straightforward support for the Residential Heritage Area, extolling the virtues of the historic houses in their area and noting the interest they have for tourists. This was part of one of the comments.

I could have demolished this old house after the 2011 earthquakes and undertaken a high density housing development but I elected to restore the house and retain the heritage quality architecture and street appeal. Thank you to the CCC planning department for introducing this RHA heritage exemption and protecting the Arts Centre precinct from high density infill. I fully support the Heritage plan change.

Heaton St (Heaton)

2 comments



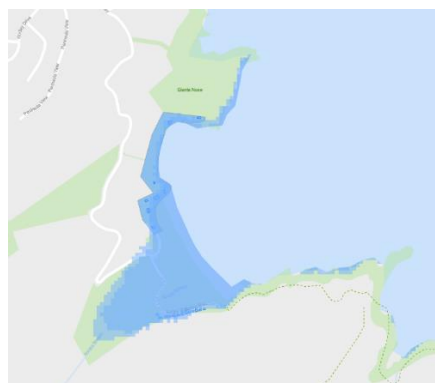
One respondent called for designating the entirety of Heaton Street (rather than just the eastern side) as a Residential Heritage Area, arguing that both sides of the street were crucial to its character and appeal.

Another respondent took a different stance, arguing that defining Heaton Street as an RHA is inappropriate, given that St Georges Hospital has been allowed to encroach on much of this valued heritage area already, and that many heritage homes have already been lost in the earthquakes.

Taylor's Mistake Baches

Strong support was expressed by the Taylor's Mistake Association for all Taylor's Mistake baches to be added to the Schedule of Significant Historic Heritage to ensure they were protected for future generations.

1 comments



Wayside Ave

An extensive piece of feedback expressed general support for Wayside Ave's designation as a heritage area and suggested various ways in which its heritage value could be maximised. These included signage regarding the history of the street and its houses, road safety improvements to minimise speeding and through-traffic, upgrading water infrastructure and footpaths, and controls on street frontage to ensure the aesthetics of the street are maintained. They also queried whether any controls (such as soft boundary plantings) are in place to minimise the impacts of three-storey developments immediately around the heritage area, expressing concerns that this would detract from the street's aesthetics and heritage value.

1 comments



RECOMMENDED HERITAGE LOCATIONS

158 COMMENTS

Riccarton Bush

56 comments

A substantial number of respondents sought protection for the heritage of Riccarton Bush and wanted the protection extended to the surrounding area. This was the most frequently commented on individual area of PC 14 feedback process.

There were two components to the protection that was sought. One was the ancient remnant podocarp forest that still stands, characterised by the 300-year-old kahikatea trees along with tōtara, mataī and hīnau. The second component is the buildings and history which remain from the settlement of Canterbury, in particular linked to the Deans family. Respondents wanted this area protected and felt that the imposition of large buildings close to the area would bring with them significant negative impacts including ground disturbance both during construction and ongoing, shading of natural areas affecting flora and fauna, wind tunnelling effects from high buildings as well as the aesthetic and visual impacts on a special Christchurch area. This comment exemplifies the arguments included in multiple comments.

We need to protect the city's oldest Heritage site.

Riccarton House and Bush / Pūtarīngamotu is a unique New Zealand heritage site consisting of two historic buildings, flanked by beautiful open parkland and ornate gardens, bordered by Ōtākaro / Avon River and set against extensive native bush forest featuring kahikatea trees up to 600 years old

Riccarton Bush is probably the oldest protected natural area in the country. It is a reminder of what the Canterbury Plains would have looked like before human settlement. The trees are mostly kahikatea (between 400 and 600 years old), totara, matai, kowhai, hīnau and other species. The dense stands of kahikatea and the birdsong, which echoes through the bush, will be lost if we have development as proposed around the Southern perimeter of Riccarton House and Bush.

Before European settlement, Pūtarīngamotu was a valuable source of food and timber for the Māori. From the bush they produced carvings and canoes, and preserved pigeons.

The Riccarton Bush Trust is fundraising to improve the bush and promote the natural and cultural heritage for the 75,000 visitors they have each year.

If the proposed plan is allowed to go ahead it will no longer be a tranquil bush but a backdrop to six storied housing development on the Southern border.

This comment focused on the visual and other impacts on the area.

The immediate skyline will change forever, destroying the current ambience and natural appeal of the area adjacent to the bush. The proposal appears to mean residential buildings could be built up to 6-storeys high without notification and/or resource consent. Such development so close to each other and so close to the bush and grounds is a dismal prospect. The mighty Kahikateas do not need competition from towers of concrete and cement.

This comment articulated views similar to many others:

Why would anyone want High Density Residential Intensification – three - six storey buildings around Putarīngamotu (Riccarton Bush)? Putarīngamotu is all that is left of the native forest that once covered the entire Canterbury Plains. We MUST protect this special piece of History / Heritage. Putarīngamotu is of national ecological significance, and we need to protect the native fauna and flora. If there were three - six storey buildings around the bush, the loss of light could have significant effect on the trees and reduce the native bird population. We need to protect this taonga.

This was a specific example of the impacts on the surrounding area:

Our family has lived at 35 Rata Street, Christchurch for nearly 40 years. We are members of the Riccarton Bush-Kilmarnock Residents' Association and support their concerns as expressed to Council. Our home has just been proposed as a heritage site for both architectural and social history. It is one of the first houses built on land which once formed part of Putarīkamotu (Deans Bush) and was part of the Deans' family property. It was named Te Whare Maukaroko (Peace House) by local kaumatua due to the work on peace and disarmament which has been carried out here. The house next door is the original house built on the corner of Rata St/Kauri St and will be sold and demolished next year. Under the current Council proposal a 3 storey high block of apartments could be built there. This would take most of the afternoon sun from our home and cause parking

problems on these streets which is already restricted due to the proximity of Westfield Mall and Saturday Farmers Market at Riccarton Bush.

This was another argument in favour of increasing protection.

Riccarton with its many pre-war buildings (one of which we have just rebuilt in keeping), Riccarton House, John Brittan Stables House, Mona Vale and the Kate Shepard house make the surrounding area a heritage area. Maintaining the Totara/Ngahere Streets, the Kauri Cluster and Kahu Road seeks to maintain some vestige of heritage in the area. Again making the surrounding area Putaringamotu a Qualifying Matter would be easy to do ensuring our historic area is preserved, especially when so many were lost in the earthquakes.

Having a high density area close to Putaringamotu also detracts from Christchurch becoming a National Park City – something many organisations (including the University of Canterbury in the area) are striving to achieve.

Several respondents referred to the previous District Hearings Panel decision (2015) to protect the area in their argument and considered this further support for protecting the area.

Previous ruling by District Plan Hearings Panel - in 2015, many of the residents in this area, ourselves included, objected to changes to the District Plan allowing intensification of these streets. The panel ruled that intensification should not proceed - what has changed since 2015 to reverse this decision? We fully support the panel's decision that this area's amenity values are more important than intensification benefits.

Richmond

29 comments

The majority of these comments called for greater protection measures to be put in place around Richmond, particularly South Richmond, to connect the North Richmond and Chester Street character areas and ensure that the special value of the broader area was not lost. These respondents argued that the distinction between North and South Richmond was "arbitrary", with some noting that South Richmond was developed before North Richmond, with history predating the 1860s.

Several respondents outlined the heritage values of particular houses or streets, both describing their own homes or remarking on specific areas such as the Chancellor Street Heritage Houses and the residence built by Benjamin Oakes Moore. Streets which received specific mention included Harvey Terrace, Haywood Terrace, Alexandra Street, London Street, and Avalon Street.

The area is one of the last areas within Christchurch to maintain the tāhuhu kōrero and character from before the mid-1800s. This is rare in our city after so many of our precious and treasured heritage buildings were destroyed in the earthquakes. The area contains parks and waerenga where mature trees have grown over many decades. These trees provide nohonga for native birds who are also drawn to the area as a result of the neighboring Avon River. It is home to many colonial cottages, a lot of which were built over a 120 years ago. These beautiful buildings personify our history and architectural heritage, which is sadly now unique to our city.

Historic Places Canterbury, while accepting the need to remove height limits in some areas, stated their concern about the extent of the high-density precinct, noting that the current delineation could allow 20m buildings on Harvey Terrace directly opposite the Sutton House, adversely impacting its heritage. They requested Harvey Terrace's current designation be reassessed, and suggested that the high-density zone should be taken from a central point like Cathedral Square, and should consider more factors than just distance, for example, the number of traffic lights along the walking route.

Several respondents also discussed their concerns about tall buildings blocking sunlight, affecting quality of life and potentially leading to the loss of the area's mature trees, or noted that present issues with traffic congestion and lack of parking in the narrow streets would be exacerbated if intensification were allowed to occur.

A small number of respondents commended the Council for its inclusion of the Dudley Character Area, extolling the distinct heritage values, streetscape and community feel of the area, and observing that many residents have gone to considerable lengths and expense to maintain the heritage value of their homes. A few of these comments also supported greater retention of character areas, and noted that even with this protection some infill development would be allowed, calling for "robust protections to be put in place to avoid the degradation of these special areas."

Residents of the Dudley Residential Character Area have had to adhere to the Councils' Special Amenity Area rules and regulations in the last decade, to create a cohesive and uniform style across many streets. Now this

and other areas are at risk of losing their unique character. The collective influence of these special areas contributes to the overall amenity and attractiveness of the city as a whole.

Papanui

27 comments

The majority of these comments called for the 'Memorial Streets' of Papanui – which are planted with trees to represent those lost in the Second World War – to be recognised as qualifying matters and protected as heritage areas. These include Alpha Avenue, Claremont Avenue, Condell Avenue, Dormer Street, Gambia Street, Halton Street, Hartley Avenue, Kenwyn Avenue, Lansbury Avenue, Norfolk Street, Perry Street, Scotson Avenue, St James Avenue, Tomes Road and Windermere Road.

Several of these submissions were comprehensive and detailed the history of the plantings, the importance of the trees to residents and their value as a "living memorial" in educating future generations about those who died in the war. Respondents generally feared that as well as changing the character of the streets, the construction, increased traffic and changes in sun brought by tall buildings would drastically detract from the health of the trees. The following comments are typical of respondents' frequently ardent views on the importance of the memorial trees:

Yes, intensification is needed, but we cannot erase history for it to happen. The Memorial Streets honour the fallen of Papanui. They fought for our freedom, and those of us living in these streets wish to honour those men by retaining the memorial streets.

Whilst we understand the Character streets have been chosen due to houses or buildings they contain, the significance of the memorial avenues is the trees that have been planted, not the houses themselves. It is already clear that increased traffic in these avenues is having an impact on these trees, as some are being replaced by the Council, but currently with the same type of trees to allow the continuation of these beautiful memorials. However without protection under the new act there will no longer be consideration for the impact on these beautiful trees, and another part of our heritage in our city will lost.

Several respondents noted that these streets have previously been recognized in a 2016 hearing (regarding the proposed RMD zoning) as an area of special significance unsuitable for medium density, arguing that this decision was equally relevant to the current proposed changes and should preclude the area from being designated high density.

The President of the Papanui Returned Services Association (RSA) offered a comprehensive submission concerning the 15 'living memorials'. The respondent noted that these living memorials must be protected, but also acknowledged that the trees may need to be removed in order for remedial work to be done to the sewer and other facilities in these streets. If this is required, the respondent asked that new trees, perhaps natives, be replanted to keep the memorial alive, and that the RSA, families of the fallen, and local residents be given the opportunity to hold a blessing ceremony with due reverence to those whom the new trees represent.

Several comments also argued that the extent of the High-Density Residential Zone in Papanui was inappropriate and should be limited to closer to the commercial centres. These objections were generally based on the view that there were other heritage buildings and areas in the Papanui zone which should be valued and protected from surrounding intensification, and concerns about the impacts of intensification on quality of life for neighbouring residents, as well as increased issues with traffic and parking.

One piece of feedback from the community board expressed support for the Residential Heritage Areas, and strongly recommended that additional areas be considered for inclusion, including the original workers' cottages on Dover Street which are of historical significance.

St Albans - Woodville Street, Cleveland and others

8 comments

Several respondents advocated for greater character protection for certain streets in St Albans, while a couple expressed support for the character protections proposed, emphasising the value that St Albans' residents placed on the area's character and visual appeal.

One comprehensive submission focused on the Mays Road, Chapter Street, Weston Road and Knowles Street area – previously recognised as a special amenity area. The respondent argued that the area's mature trees, verges and gardens, as well the remaining traditional villas and bungalows, imbued it with a high standard of character and rendered it worthy of being protected from intensification under qualifying matters. They also noted that the 2015 Beca assessment did not cover this area.

One response described in rich detail the character of Woodville Street, with its greenery and old character bungalows that have been lovingly restored and cared for by its residents, who chose to live in Woodville Street for these very reasons. This feedback called for the protection of Woodville Street and others like it (including Edward Ave from Hills Road to Barbadoes Street, Geraldine Street and Cleveland Street from Edward Ave to Warrington Street, Barbadoes Street from Edgeware Road to Warrington Street, and Warrington Street from Cleveland Street to Hills Road).

One respondent also called for the protection of Cleveland St, Woodville St, Geraldine St, Mayfield Ave, and Edward Ave, while another warned that any Holly Road development would detract from the character of neighbouring Ranfurly Street (a character area) and a designated heritage building on Holly Road.

One respondent noted that safety was a concern if intensification occurred, noting that St Albans school was “already challenged”.

Merivale

6 comments

The comments regarding Merivale all called for the area’s “gracious character homes” to be protected. Two respondents argued that homes in the Merivale area (particularly Leinster Road) should be protected, particularly as many of the area’s older heritage homes were already lost in the earthquake. One person also raised the value of ensuring the area’s existing tree coverage remained.

Another respondent felt that character protection was insufficient, stating that St George’s Hospital had been “allowed to encroach on the whole of this valued heritage area.”

The Waimāero Fendalton-Waimairi-Harewood Community Board expressed their desire to safeguard the area’s heritage, observing that so much had already been lost after the earthquakes. They requested that houses in the Merivale area be treated on a case-by-case basis, noting that the additional listed houses would likely differ in heritage value.

Please save the original character houses around Merivale & Strowan. There are large character houses on sections full of trees and greenery. They give this area its character and charm.

Spreydon and Barrington

6 comments

Respondents expressed their desire for the area around Barrington Mall to remain at its current density, arguing that it was inappropriate for intensification. A few of these responses described the area’s family-friendly, community feel, which they felt would be at risk from infill housing and tall buildings blocking sunlight and intruding on privacy.

Concerns were also raised about the area’s infrastructure – which was described as at capacity – being unable to cope with intensification and the potential for increased surface flooding. It was noted that traffic in the area was already heavy, particularly during peak hours, and that parking was limited, especially on narrow streets, and that intensification would make this “unmanageable”.

The intensification based on the model set out by the government will adversely impact on the neighbourhood. The infrastructure of services is already at full capacity. In heavy weather drains gurggle, and the street floods from excess stormwater coming in from Stourbridge Street. The road is small and narrow and is coming into disrepair from the increase in truck traffic.

A few comments mentioned Therese Street in particular, describing its “particular attractive aesthetic with large trees and the feeling of green space, and heritage 1930s/1940s transitional villas and architecture”, and arguing that tall buildings would detract from the street’s character and residents’ quality of life. One comment specified their concerns were in relation to the Therese Street, Wychbury and Stourbridge area.

Feedback from the Waihoru Spreydon-Cashmere Community Board offered the suggestion that “heritage values should not just be measured through significance of the buildings and features to one particular era, but also how a particular area could demonstrate ‘passage of time’ heritage through multiple eras”, using Sydney Street in Spreydon as an example of this.

Somerfield

4 comments

Greater protection measures were suggested for Somerfield. The area’s attributes were described by one respondent, who stated:

Consideration should be given to the special character of Somerfield, there are many villas and tree lined streets and having 12 metre builds in this area will definitely destroy the character of the area.

One respondent wanted to see more qualifying matters introduced to exclude certain streets or areas from further intensification, for example, some older, original streets with significant historic homes in the Somerfield area. This respondent also argued that tall fences should not exclude houses from being able to achieve heritage status. Streets noted by this respondent included Roker Street, Rose Street, Penrith Ave, Leitch Street, Studholme St, and Ashgrove Terrace.

Meanwhile, another respondent also wanted to see Roker St between Selwyn and Strickland considered.

Lastly, one submission was made expressing general opposition to infill housing and subdivision in the Somerfield and Lower Cashmere areas, stating that recent developments of one or two storey flats are already affecting the area's "open and uncluttered" nature. They recommended that the rules for Character Areas remain as they currently stand.

Riccarton

3 comments

Three comprehensive submissions, two from the Waipuna Halswell Hornby Riccarton Community Board and one in an individual capacity argued that the proposed high-density zoning in Riccarton was inappropriate, with the Community Board stating they strongly opposed it on the grounds that the proposed changes would "destroy the area's character." The submissions highlighted various heritage features in Riccarton and argued that these aspects, especially when coupled with concerns about effects on community and residents' quality of life, should be considered qualifying matters and current density should be retained.

Riccarton in particular is a foundation borough and has significant heritage features that need to be recognised and protected from the type of intensification proposed. As noted above the proposed changes are regarded by many residents as a breach of trust of their "good faith" investment in the area.

Heritage items in the area were listed, including: Riccarton House and Bush, Deans Cottage, the original Christchurch Boys' High School Buildings, the original Riccarton estate farm buildings; the War Memorials at Jane Deans Close and Boys' High School, the Kahu Road bridge, 35 Rata Street (requesting heritage status), Mona Vale, possibly Britten Stables in future, and the Riccarton estate farm buildings. It was also noted that, as well as the protected trees, there were numerous other trees and character pre-war housing, contending that heritage should be defined more broadly than simply whether sufficient housing has retained its original character.

Both respondents pointed out that two areas had retained their low-density status through the 2015 Hearings Panel process (St James/Condell Avenue and the northern side of Riccarton Road), suggesting this recent decision should constitute a qualifying matter.

There was considerable stress on the community at that time and they now feel highly concerned to be going through this again. The Board supports the view of residents that this should be accepted as a "qualifying matter" (Section h) given that the appropriate density was so recently judged by the Independent Hearings Panel.

Hornby and Hei Hei

3 comments

Three submissions, two of which came from the Waipuna Halswell Hornby Riccarton Community Board, suggested that Hornby and Hei Hei have character areas similar to those identified as Residential Heritage Areas, and should be recognised as such. One respondent raised the point that proposed heritage zones appeared to be concentrated around more affluent areas, stating:

...There don't seem to be many Qualifying Matters that apply to the Hornby, Hei Hei area. The preservation of certain housing areas seems to be based on well maintained architecturally designed houses for people with very high incomes. How about the city preserving an area of a well designed State housing that achieved its aim in the 1950s of providing warm affordable rental housing and a place to grow the veges for workers and their families. Such a place could be a rare historical place of interest in the future.

The Community Board added that:

The Board considers that there is not sufficient foresight being given now to areas that may become character or heritage areas in the future if their character is not undermined by allowing the type of intensification currently proposed.

Sydenham

3 comments

Three respondents cited Sydenham's heritage and amenity values and their desire for this to be recognised. One respondent stated that Rogers Street in particular should be a character overlay area due to the number of character homes along the street, some of which are built in 1905.

Barnett Ave Pensioner Cottages

2 comments

A detailed piece of feedback recounted the history of the Barnett Ave Pensioner Cottages in Sydenham Park, noting their historical and social significance as the first pensioner flats constructed by the Christchurch City Council, and as the first elder housing initiated by a local authority in New Zealand. This feedback highlighted that the flats are also amongst the first old age pensioner cottages developed in this country, and therefore occupy a significant place in the history of public housing in New Zealand.

As well as the reasons mentioned above, this respondent also discussed the likely archaeological significance of the site, and the fact that the flats have some technological or craftsmanship significance as examples of standard technology and workmanship of the time (1930s).

This respondent, along with one other, called for the Barnett Avenue Pensioner Cottages to be appropriately protected to ensure that their history and character live on.

In addition, responses from two organisations, Historic Places Canterbury and the Christchurch Civic Trust, also wanted to see these pensioner cottages protected.

Waitai Coastal-Burwood Ward

1 comment

Feedback from the Waitai Coastal-Burwood Community Board emphasised Christchurch's identity as the 'Garden City' and stressed the importance of preserving the city's gardens and trees, both exotic and native, as these are an important part of the city's character. The Board also noted that it wants to see more protection and scheduled maintenance for trees of significance, and to see more trees added to the Schedule of Significant Trees, including trees that have been identified by communities as important to them – many of which have existing plaques.

Hagley Park and Dorset

1 comment

Feedback from the Christchurch Civic Trust emphasised the significance of Hagley Park and the importance of ensuring careful control of intensified housing around the park. In particular, this feedback referenced the approval in 2021 of the Ryman Healthcare development on its Bishopspark and Peterborough sites, noting that heights approved by the two Commissioners were considerably above permitted Christchurch District Plan limits.

They also expressed support for protecting specific areas of the city for their collective residential value, noting that the earthquakes have meant areas such as Park Terrace have lost major heritage buildings and streetscape features.

Linwood

1 comment

The Waikura Linwood Central Heathcote Community Board offered a submission suggesting that all of Chester Street East should be a Residential Heritage Area to give the community a sense of continuation. They also suggested that:

...provision should be made for interim protection of areas and sites with potential heritage values to allow time for necessary in depth investigation to be undertaken before their values are undermined or lost by inappropriate development.

Kilmore and Barbadoes streets

1 comment

One respondent suggested the buildings and sites at 347 Barbadoes Street and 278 Kilmore Street be assessed as potentially Significant / Highly Significant / historic heritage, with a view to being scheduled as such if found appropriate.

Waimāero Fendalton-Waimairi-Harewood Community Ward

1 comment

Feedback from the Community Board asked the Council to ensure that the residents who will be impacted by these changes (i.e. now own or live in heritage homes in the Fendalton area that are newly identified) are proactively informed and engaged with.

Corner of Fitzgerald and Gloucester

1 comment

One respondent exhorted the Council to ensure that any heritage protections have “real teeth” to avoid the RHAs being “rendered meaningless,” describing a shop on the corner of Fitzgerald and Gloucester which has been (purposefully, in their view) allowed to run into disrepair and which would likely be demolished as a result.

Sumner

1 comment

One submission was made in which the respondent argued that it was “appalling that CCC is considering removing some areas”, mentioning the Clifton and Esplanade Character Areas in particular, and arguing that previous restrictions on should development should have been more stringent to ensure these areas were retained. They expressed their disappointment that so many heritage buildings had been demolished and felt that the proposed changes would result in further loss of Christchurch’s character, as well as diminished trees and green space.

Phillipstown

1 comment

This respondent argued that Phillipstown, along with other residential suburbs across Christchurch, is not suitable for high-density infill housing. Phillipstown was described as a “foundation community” which is home to “many old-style villa houses as well as other homes dated back more than 100 years”. They were opposed to these houses being demolished and replaced by high-density buildings on single sections, which they viewed as destroying both heritage and green space, arguing that developers were more motivated by profit than by protecting the history of a community.

Ferrymead

1 comment

Ferrymead’s suitability as a heritage area was discussed by one respondent, who also raised problems and inconsistencies around the planning and consultation process. The respondent had received a letter in April stating Silvester Street was part of an RHA, but upon consulting the online map this was found not to be the case. They felt the process and online information was unclear and difficult to navigate, noting that this was likely to deter people from submitting.

They argued that this area, close to the Heathcote River, should be an RHA based on its history as a key transport hub (ferry and rail) for early settlers. They were also distressed that the changes could allow new high dwellings to “tower over me and add huge amounts of noise and traffic to our street where parking is already an issue.”

Civic Trust List - various places

The Civic Trust expressed their support for the inclusion of various items and buildings, and suggested the following for inclusion:

- Upper Riccarton War Memorial Library Info Agenda Item 9, 10.02.2022
- Woodham Park Former Caretakers Residence - an example when Caretakers were living on site.
- Barnett Avenue Pensioner Cottages
- The Inter War Bridges (The Victorian Bridges are already protected)
- Carlton Mill Bridge
- Hereford St Bridge
- The Princess Margaret Hospital: although earthquake damaged the only major surviving building of the period / style; of great significance locally and more widely. Retention of this building complex is very important in cultural and environmental terms.

Historic Places Canterbury – various places

- Upper Riccarton War Memorial Library
- Woodham Park Former Caretakers Residence- an example when Caretakers were living on site.
- Barnett Avenue Pensioner Cottages
- The Inter War Bridges: (The Victorian Bridges are already protected)
- Carlton Mill Bridge
- Hereford St Bridge

- Former High Court building, Durham Street, 1989: (with a detailed description of the building's architectural significance as a surviving example of the Ministry of Works design office's last phase.)
- Princess Margaret Hospital 1952-1959: (with a detailed description of the building's history, concluding with a statement of its significance as a building that "exemplifies the role of the state in the post-war era in reinforcing the values of the welfare state through the extension of high-quality health care to all New Zealand citizens. Its naming after a member of the Royal Family who enjoyed considerable popularity at that time is also illustrative of New Zealander's attachment to the British Monarchy in the 1950s and 60s, at a time when Royal Tours could still bring the nation to a standstill.")

NATURAL FEATURES AND ENVIRONMENT

73 COMMENTS

Impact on established tree areas, such as Riccarton Bush and Papanui Memorial Streets

40 comments

A considerable number of respondents discussed the impact of development on natural areas, particularly groups of trees or, in the case of Papanui, a collection of streets planted as a memorial to war veterans.

More than half of these comments focused on Riccarton Bush and the protection of the ancient trees in that area. This was one of the comments discussing protection of this area for nature conservation reasons, arguing that a buffer zone must be in place to protect the tree roots.

The territorial authority should be identifying all the qualifying matters that may apply to a site or feature to provide for it "to the extent necessary".

Where Pūtarīngamotu is concerned, the Board considers this area must include at least the long-recognised buffer for the protection of the root zones of trees within Pūtarīngamotu from damage caused by development on neighbouring sites. But importantly, it should extend to the further buffer area identified above (22m for intensive building development) that would also apply at Pūtarīngamotu. This is seen as necessary to provide the protection that s.6 requires for Pūtarīngamotu from the proposed and enabled intensification.

Additional qualifying matter – significant trees. As well as the Bush's protection being of national importance, the additional qualifying matter that the Council intends utilising – significant trees – must also capture the Bush, with the mechanism for protection (setbacks from significant trees) already part of the existing District Plan methods. The issue for the Board is that the absence of the recognition of that protection in graphic form on the planning map, means that the setbacks can be overlooked or just treated as another matter to be dealt with under a resource consent for new development.

This is a small part of the comment provided by Riccarton House RBT providing a detailed description of the negative environmental impacts that would come if greater intensification was allowed.

...affecting mature tree root systems, both structurally and in terms of the volume of soil they are able to absorb nutrients and water from, leading to tree ill-health and potentially dieback in Pūtarīngamotu.

b) affecting soil hydrology and particularly the lateral movement of water through the soil, which will lead to reduced water available for native vegetation within Pūtarīngamotu.

1.2 Loss of greenspace adjacent to Pūtarīngamotu through increasing site coverage and reducing the minimum site size. With intensification it is proposed to increase site coverage from a maximum of 35% to 50%, and to reduce minimum lots sizes from 450 m² to 400 m². In addition, the intensification rules suggest that the area of green space only needs to be 20% of the site. In total this will have adverse impacts on Pūtarīngamotu in several ways:

a) It will reduce the amount of habitat (especially trees) for native fauna, especially as corridors for bird movement. This will have significant impacts on mobile fauna such as kereru, korimako and tui which require areas larger than Pūtarīngamotu, and the ability to move between different areas, for viable populations.

b) Further affect soil hydrology by reducing the amount of soft/green permeable surfaces through which rainfall can percolate into the ground, with a much greater area of water being lost via hard surfaces into the storm water system. This will lead to reduced water available for native vegetation within Pūtarīngamotu.

1.3 Erection of large buildings adjacent to Pūtarīngamotu altering local microclimates.

This will have direct impacts on the vegetation and hence habitat quality for flora and fauna proportional to the height of structures by: a) Shading parts of the bush, thereby reducing photosynthesis. b) c) d) Creating

potentially strong wind funnelling effects that can cause increased transpiration from foliage and potentially cause physical damage. Leading to increased air temperatures due to urban heat island effects. This again can affect plant photosynthesis and respiration in the bush.

Increased light pollution from taller buildings impacting bird, gecko and insect populations within the bush.

Long and descriptive comments were provided explaining the history of the 15 Memorial Streets in Papanui and the historic and ongoing importance they hold. A personal account described sitting amongst the trees to remember a veteran who had recently died. These respondents felt that protecting the integrity of these trees was important to honour past sacrifices along with the initiative to create the memorial. This was a small part of one of the comments:

The 15 Memorial Streets that sit within Papanui require protection for now and future generations as they speak of the sacrifices made both at war and home, they tell the story of this time in history from the perspective of the of the ordinary person, the one that worked in the pea factory, Firestone and Sanitarium and other "blue collar " industry in Christchurch.

Other comments emphasised the value in protecting mature trees stands in other areas across Christchurch, such as this respondent from South Richmond:

South Richmond is my kainga and it has been to my whanau for many generations. The area is mauri to Christchurch for many reasons but mainly due to the history and heritage it embodies. The area is one of the last areas within Christchurch to maintain the tāhuhu kōrero and character from before the mid-1800s. This is rare in our city after so many of our precious and treasured heritage buildings were destroyed in the earthquakes. The area contained parks and waerenga where mature trees have grown over many decades. These trees provide nohonga for native birds who are also drawn to the area as a result of the neighboring Avon River.

Trees (also see financial contributions section)

19 comments

There was general support for the protection of trees in a moderate number of comments. Note there were significantly more comments which discussed trees in the section immediately above and the Financial Contributions section. Many of these comments were short statements describing the value of trees and what will be lost if excess development occurs without taking necessary precautions. This was a typical comment:

The gardens, trees, large sections and community that is present in many areas of Christchurch will be lost through intensive development that restricts sunlight, kills green space, trees and gardens and removes a sense of community belonging.

This was another comment which discussed trees as a qualifying matter.

Qualifying matters should be strengthened by increasing the area of tree canopy required, greater protection for wider special character/heritage and the application of financial contributions that truly reflect the cost of adverse effects imposed through this plan.

Natural features such as waterways, sea views

11 comments

Several comments were received which discussed natural features and a desire for them to be protected, with some directly stating that they should be protected as qualifying matters. The following comments are examples:

As such I repeat my request that you agree that all sections directly adjacent to any city waterway (river, stream, creek, lake, or pond), should be classified as areas unsuitable for increased housing under the Qualifying Matters category.

The "qualifying matters" should take river protection and ecology much more into consideration. Intensified development along the Heathcote River is almost certain to have a negative effect on river quality. The Beckenham Loop is a very "green" area of the city; it is part of why Christchurch is known as the Garden City. Intensified housing would mean many trees would be lost – trees that serve as homes for nesting native birds that come down from the Port Hills.

Permeable surfaces

3 comments

A few comments identified permeable surfaces as an issue. These comments generally opposed covering soil with hard surfaces.

The environmental impacts of more land being blanketed with concrete and asphalt, leading to more pollutant rich storm water being poured into the waterways of our city, and the risk of urban heat islands developing in the concrete jungle.

LOSS OF SUNLIGHT

29 COMMENTS

A considerable number of respondents discussed the significant detrimental effects of tall neighbouring buildings blocking sunlight, arguing there should be greater restrictions around this or that wellbeing should be considered as a qualifying matter.

Children also need safe places to play outside the home but safely on their own properties so they can play independently (e.g. not relying on caregivers to take them to the park!) The ridiculously narrow scope of Qualifying Matters is an affront to the health and wellbeing of every resident in existing suburbs, and the adoption of climate-related low-impact behaviours (as above). Set-backs and shade planes must be increased substantially and no 12m high buildings should be built in existing suburbs next to single story residences.

There should be several strict rules around builds. If a multi storey building went up next to the home I own it would block all my sun making my house cold, damp, costing more in electricity bills etc. absolutely disgusting.

A couple of respondents explicitly stated that the loss of sun to solar panels should be a qualifying matter. This was one of the comments:

I would like to see other qualifying matters, such as whether there are houses that have invested in solar power. It's possible that some developments could mask the sun from solar panels on the roofs of neighbouring properties, making the investment wasted and the ability to sustainably power homes impossible. I also think that our trees should be better protected, not just listed trees but trees above a certain size.

INFRASTRUCTURE PROVISION AND FLOODING

23 COMMENTS

Around three quarters of these comments expressed concern that Christchurch's infrastructure does not have the capacity to cope with increased development. Some referred to old and damaged pipes, or noted that flooding already occurred in severe weather events. Respondents suggested that infrastructure capacity should be considered a qualifying matter or reason to restrict development. These were a couple of the comments:

Building up is not the only answer but it appears that Govt and some in local Govt seem to see this as an easy answer without fully understanding the consequences unless they are right in front of their eyes while they make these decisions. Reality is there are serious issues and problems that will arise from this but they may take a number of years to reach the surface and by then it is too late

Aging and damaged infrastructure should be included as a qualifying matter. I may add that it would be ill advised for Council to minimise or discount the actual and potential issues related to the current state of flux about three waters reforms and gambling that someone else may pick up the tab to fix infrastructure to support intensification.

Proximity to sewerage or recycling areas was suggested as a qualifying matter by one respondent.

KiwiRail identified the benefits in co-locating housing near transport corridors but identified reverse sensitivity and an issue which needs to be protected, and they proposed that buildings built within 60m of rail infrastructure to be built in a manner to reduce impacts.

SEISMIC AND NATURAL HAZARD AND LAND QUALITY CONSIDERATIONS

19 COMMENTS

The impacts of the Christchurch earthquakes were fresh in the minds of these respondents. There was a desire to avoid repetition of the events of 2010 and 2011 by taking appropriate precautions, in particular avoiding building on TC3 land. There was also concern that broken pipes from previous earthquakes are still underground. The ongoing social and psychological impacts of earthquakes were significant for some people and avoiding these impacts was considered important.

This was a comment from **Waipuna Halswell Hornby Riccarton Community Board**:

The Board queries whether the major earthquake sequence suffered by Christchurch in 2010/11 should be regarded a qualifying matter? Residents of Christchurch are understandably concerned about increased height of buildings proposed by the intensification not only because of the actual earthquake risks of taller buildings, but also the psychological effects of these buildings on residents who have been severely traumatised by the earthquake experience. The Board believes strongly that this should be accepted as a qualifying matter and that Christchurch should not be subject to the proposed intensification requirements.

This was another comment about the risks of TC3 land in Richmond:

Much, possibly all, of the land identified for intensification in Richmond South was labelled TC3 following geotechnical surveying after the February 2011 earthquake. Foundation types, for example re-level-able slabs and deeper piles have enabled housing to be rebuilt or repaired within this zoning. Nonetheless it remains prone to liquefaction in any future earthquake event. Foundation types may protect a building and inhabitants however up to six stories on this type of land seems counterintuitive to me. Liquefaction such as that experienced in this same area in 2011 would in the future see many more people displaced or at risk. In 2011 liquefied matter was removed from properties onto the adjacent streets from where it was then removed.

A few other comments were also made about natural hazards, in particular risks from flooding.

Waipuna Halswell Hornby Riccarton Community Board made this comment:

2.4 The Board considers that there needs to be provision for a range of other matters that render areas of Christchurch unsuitable for the type of intensification proposed. These matters include land stability and the height of the water table in some areas as well as the capacity of infrastructure such as roading to cope with additional development particularly in areas of already rapid growth such as Halswell where there is evidence that roads are already struggling to cope with the traffic generated by the growth. The Board notes that the removal of the requirement for developments to provide on-site parking is already causing parking and traffic issues in suburban streets and that this is likely to become much more severe with the proposed allowable intensification.

PRIVACY AND LOSS OF VIEWS

8 COMMENTS

Several respondents objected to high buildings being allowed in current low-density residential areas because of the subsequent loss of privacy and potential loss of views.

OTHER QUALIFYING MATTERS SUGGESTED

4 COMMENTS

A small number of other specific qualifying matter comments were made, with one suggesting they should be generally stricter. Another respondent posed primary school pick up areas as a qualifying matter due to the risk caused by traffic congestion. They believe that apartments would exacerbate an already challenging issue.

Te Whare Roimata and the Latimer Community Housing Trust suggested social factors as a qualifying matter.

We particularly refer to the role the ICE/Linwood West neighbourhood has played in providing essential, low-cost private rental housing for single people of limited means. Such housing is not easily found elsewhere in the city. Our experience of intensification in recent years has seen growing gentrification of the western end of the Inner City East, replacement housing being targeted at higher income earners with little commitment to community life, the particular loss of single person rental housing for people of limited means, rising rents and increased demand for the diminishing supply of low cost housing... We firmly believe there is a strong case for social considerations to be added to the list of qualifying matters so that existing neighbourhoods which contribute to housing a particular population grouping such as the single poor are seen as unsuitable for housing

intensification. This would mean areas such as the ICE/Linwood West are essential candidates for such protection from intensification

BROAD TOPICS

65 COMMENTS

A broad range of other comments were also made in response to the qualifying matters which were not always directly linked to the issue. Below we discuss the comments which were directly or indirectly focused on qualifying matter issues.

Congestion - bad and worsening traffic flow

14 comments

These comments generally observed that traffic is getting worse and will continue to deteriorate with increased intensification. A few noted this as an issue for emergency service vehicles.

This comment was made regarding traffic capacity and a qualifying matter.

1. An additional Qualifying Matter should be added: Housing on Primary Traffic Routes should be restricted to like for like, no intensification.

For example, there are already problems on roads like Brougham Street, where adding more traffic from driveways would slow the passage of traffic flowing along the roads, cause more accidents and hinder any public transport using those roads.

Consenting requirements

13 comments

Several respondents thought that resource consents should be required for more circumstances. This comment is a good example of the sentiment in the majority of these comments:

Neighbours of a property being redeveloped should be able to have a say on how the proposed development will affect their property and way of life so a resource consent should be required.

Waipuna Halswell Hornby Riccarton Community Board suggested the criteria for qualifying matters was too high under the NPS-UD and that resource consents should be required in more circumstances.

Increased development that is enabled by The Act. While the proposed changes provide "Qualifying Matters" that mean rules enabling increased development will not apply, or the level of increased development is limited and remains subject to resource consent approval, the Board notes that strong evidence is required for something to become a Qualifying Matter and considers that the threshold for qualifying matters is too high with the NPS-UD criteria for Qualifying Matters including matters of national importance, nationally significant infrastructure, heritage and public open space and 'other matters' as grounds for restricting development requiring a significant evidence, including site-by-site evaluation and full consideration of what housing or business capacity is likely lost by stopping or limiting more homes from being built and an options analysis for how higher densities can still be achieved.

Off-street parking and garage space issue

9 comments

These respondents were opposed to off-street parking not being provided because they felt it would increase congestion and infrastructure impacts.

Support for strong qualifying matters

7 comments

A small number of comments generally called for greater limitations on development or stronger qualifying matters. One respondent discussed qualifying matters, urging the Council to:

Make them really strong and enforce them.

Community wellbeing and mental health

6 comments

These comments were fearful for the denigration of communities and quality of life. This comment specifically focused on these factors as qualifying matters.

I don't think the Qualifying Matters of the "Resource Management (Existing Housing Supply and Other Matters) Amendment Act" go far enough. Some attention has been given to "ensuring safe or efficient operation of nationally significant infrastructure" (clause e), "open space provided for public use" (clause f), heritage land (clause g) and business land (clause i). Compliance of these matters should be the brief of Council as part of their everyday stewardship of our city. What needs to be protected is the quality of life of everyday ratepayers.

While this comment didn't directly mention qualifying matters, it highlighted that freely allowing development may not meet the social or economic needs of the people who will live in these new buildings, and that development must be accompanied by services and facilities:

These proposed buildings WILL house whanau, with small and school aged children. WHERE are they going to school, ece, medical centre, playgrounds, exercise facilities. Just building three story residential boxes will NOT meet the emotional- socio or economic needs of people. They need appropriate services nearby that they can walk to or take public transport. These ARE NOT going to be full of students and professionals. These types of buildings will attract families who need space to grow and thrive.

Property market impacts

6 comments

Property market comments included the argument that building more houses won't result in increased affordability, and will be more beneficial for investors. One respondent asked for the number of small units on a property to be restricted to limit the development of Air BNBS. One respondent contended:

This intensification will benefit investors, not first home buyers, as apartment dwelling is not usually high on the wish list for families and neighbours impacted by having a highrise apartment next to them will not be able to sell and no one would want to own and live in a home that has lost its sunlight, so owners will have to rent out their property, or sell at a lower price to an investor, who will then rent it out.

Council response to government approach

6 comments

A small number of respondents argued that Christchurch has different circumstances to other cities, such as being post-earthquake and having more vacant land. A few respondents requested that the Council push back on change or apply for different requirements to be applied to Christchurch. This was one detailed comment discussing this issue:

The Qualifying Matters need to be more creatively applied to protect residential neighbourhoods in Christchurch from destructive and intensive development.

There appears to have been no/minimal consideration given to the increased traffic, roadside parking and infrastructure requirements of intense development in residential areas. Many residential areas (including my home area of Beckenham) was never designed for such intensive housing and traffic. ...

What modeling has been done to understand the impacts of the intensification on residential areas currently designated as residential suburban? How many extra houses/apartments will be built in areas with high prices that will be unaffordable for the majority? At what level will an oversupply issue become our reality? There is already significant debate as to whether Christchurch already has an oversupply of housing. Building more houses won't simply make housing more affordable - that is not how market pricing works.

The proposed Qualifying Matters do not restrict intensified development in anyway near what is required. The Council needs to be creative and far more thorough in their consideration of how to protect residential Christchurch.

Retention of 'garden city' or trees generally

4 comments

These comments supported retaining Christchurch as the garden city by protecting trees. One respondent made the point that a native tree corridor is necessary to encourage native birds from the Port Hills to the CBD.

Noise

3 comments

A couple of general comments were made regarding the negative impacts of noise.

ECAN-Canterbury Regional Council made this comment.

Intensification near the Depot is likely to result in reverse sensitivity from noise effects, CRC would consider it appropriate to include If CCC determine that increased this as a Qualifying Matter. Limiting intensification in

these areas would then support the efficient operation of the Port, and this would be consistent with the objectives and policies of the CRPS noted above.

Incompatibility (height) within neighbourhoods

3 comments

A few comments were provided in support of low-rise residential housing, with this respondent expressing fears that the proposed changes will result in over-intensification.

The qualifying thresholds are set so high that they facilitate over intensification in suburban areas. They need to be significantly lowered in order to prevent over intensification. My concern is that the proposed CCC qualifying thresholds will not adequately protect residential areas from ugly Stalinist high rise blocks and the ruination of what was once known as 'a garden city'!

CCC encouraged to reject NPS-UD rules

3 comments

A few respondents in this section encouraged the Council to reject the NPZ-UD. One very long submission outlined the issue of current housing supply and arrived at the conclusion that the changes directed by the NPS-UD were not required.

Developers with few constraints will negatively impact aesthetic and liveability of neighbourhoods, putting profit ahead of quality

2 comments

A couple of respondents stated that the commercial desire of developers must be tempered by ensuring quality outcomes are delivered. This was one comment:

The proposed thresholds for needing resource consent are way too low and will most probably result in the development of inner city ghettos of dense housing that nobody wants to live in but are forced to because the cost of commuting from the outer regions with no public transport will be too high. A few rich developers will create these ghettos at the expense of everyone else.

Accessibility and functionality

2 comments

A couple of comments didn't directly refer to qualifying matters but made comments that encouraged functional buildings for all. One comment emphasised that greater provision should be made to ensure buildings were accessible for those with disabilities.

The Board considers that the Building Act requirements for standard of access for people with disabilities are extremely inadequate. The Board would support requirements that enabled greater accessibility in buildings, for people with disabilities and that in local developments a percentage of the buildings meet Lifemark Standard Five for accessibility.

Design standards

2 comments

Two comments discussed design standards. One of these was in the context of living and wellbeing requirements, noting that these needed to be culturally appropriate for non-European ethnic groups:

- Suitable Design should be a Qualifying Matter .*
- a, Size and Design of modern housing is culturally unsuitable for non-European ethnic groups: eg. toilet and laundry are too close to food preparation and eating areas. There is insufficient communal living space for social get-togethers. Housing is not big enough for extended- family groups.*
 - b. Small townhouses and apartments have bedrooms which are not much bigger than a jail cell. How can this be good for mental well-being ?*
 - c. There is insufficient storage available, especially when there is no garage with the property. No garage also means that cars are at greater risk of being broken into and/or stolen. Vulnerable (who can only afford the minimum) are made more vulnerable.*
 - d. Lack of car parks make the dwellings socially-isolating : ie. no visitors, difficult to access for medical/emergency help*

The other comment suggested new builds should have to be sympathetic to its environment:

I suggest that a permitted activity rule be developed that requires new builds and amendments to existing buildings to be sympathetic to the area. This could include specific design briefs or material specifications

Areas will devalue in the future

2 comments

A couple of comments referred to areas or individual homes being devalued by developments, which one described as a seizure of rights.

Intensification will occur naturally as people die. Don't remove their rights to maintain the quality of their investment and lifestyle by your seizure of their rights.

Section sizes and distances

2 comments

This comment identified a potential issue with driveways being used in total section size calculations.

I think there are quite a few back sections in Chch. I.e Sections with long driveways to access lots in behind others that will take advantage of these rules by using their driveway size (sq/m) to get away with building bigger homes on sites where the actual usable area is significantly smaller than on paper. If a 60sqm driveway (not uncommon) is included in the overall usable site coverage (even though it's purely an access point), then the site coverage/outdoor requirement rules you have in play could allow for builds that are far too big for the usable site area, and negatively impact multiple surrounding homes. (Generally these sites are bordered by homes on all boundary's).

This comment referred to small sections that should be exempt from development.

CCC should acknowledge that some inner-city sections are inappropriate for intensification. Many houses are on sections that are only 10 metres wide and/or approximately 300 square metres. These sections should be exempt from the proposed intensification; nor should they be allowed to be aggregated with adjoining sections to achieve a larger building site to more readily enable buildings of 20+m .

School capacity and zones

1 comment

This comment stated that the capacity of schools should be considered in the ability of an area to grow.

'School zones'

Cashmere High School and Somerfield School are at maximum roll capacity already, and with further housing intensification, these schools may need to reduce their zones further. Unfortunately, both schools have little capacity to extend their student roll much more so this may affect some students' ability to commute to these popular schools. Please consider effects that increasing an area's population dramatically has on various school zones.

Decrease Qualifying Matters

79 comments

CHARACTER AND HERITAGE

9 COMMENTS

City wide perspective

9 comments

Several respondents wanted to see the extent to which qualifying matters can be applied to restrict development reduced in character areas. The sentiment from these comments is, broadly, that more development should be allowed in these areas, and that this should apply city wide.

The state of the heritage offerings in Christchurch was variously described by these respondents as sorely in need of repair/renovation, as having a finite lifespan, as being patchy at best (in terms of there being areas that could be clearly defined as character areas), and as having already been subject to "wholesale" destruction post-earthquake/s.

The point was made that the costs associated would be prohibitive if character was deemed a qualifying matter, the following comment articulates this clearly:

The proposed Heritage related Plan changes would effectively increase regulatory and financial burden on all property owners within the proposed RHAs, irrespective of whether the house had a heritage listing or not. Ambiguous terms such as 'defining' or 'contributory' buildings render unlisted houses as potential heritage items without the owner's involvement or consent. A house that is not listed as a heritage item could, essentially, be treated as one at the full discretion of the Heritage Team / CCC. This places unexpected new regulatory and financial obligations on owners, significantly more so than they currently have.

A few of these comments were succinct, including the following two:

We support intensification opportunity within the Residential Character Areas.

It seems a bit questionable whether private heritage areas should be preserved.

A few others noted that modern houses fit well in an urban streetscape amongst examples of heritage houses, making the point that heritage areas should be able to be developed by owners if this is their preference.

Our area has had a significant number of houses pulled down and replaced with modern houses. A city is supposed to grow and develop organically.

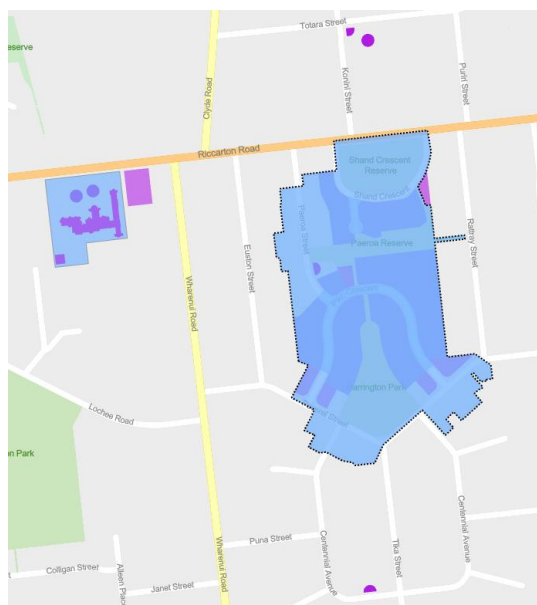
One respondent made a detailed argument that, owing to the particularities of Victorian houses (including their typically higher than average heights), modifications to structures can rarely meet height or recession place restrictions. Consequently, this respondent felt that "new recession plane and height limit rules be applied to heritage areas" to allow heritage-sensitive design to be applied to existing heritage buildings.

IDENTIFIED HERITAGE LOCATIONS

12 COMMENTS

Shands, Peverel - Riccarton (Piko)

5 comments



These comments all called for heritage protection to be reduced in this area, contending that the state of many of the buildings rendered them unworthy of heritage protection, while the busy location meant they were ideal for redevelopment. All respondents mentioned specific properties on Piko Crescent or Peverel Street and explained why they were unsuitable for inclusion in the heritage zone.

Reasons included existing non-compliant modifications along the streets, the amount of rented properties and student accommodation (described as "messy" and "neglected"), and the poor state of many houses ("old" and "damp") which would require substantial cost to improve. It was argued that the costs to upgrade and maintain these houses to a national heritage standard would be excessive and disproportionate to their heritage appeal, and that council or government heritage funding could be put to better use elsewhere.

One respondent claimed the situation is unjust if all other ex-State houses are not also classified as heritage, and so subject to similar development restrictions. They object to

being burdened with a house (in need of renovation) that they cannot develop without significant financial input.

HA Forbes Street

2 comments

Two respondents opposed the inclusion of Forbes Street as an RHA. One stated that due to its proximity to Colombo Street and the public transport options here, it is ideal for development, while the other described the already mixed housing there and highlighted that the nearby Countdown supermarket detracts significantly from any heritage value of

the area. Both raised the issue that renovations are required in this area due to the rundown nature of some of the heritage homes.

I don't believe that Forbes Street meets the criteria for Residential Heritage status whereas Shelley St would being one of the last remaining pockets of Sydenham workers' cottages all of which have been restored and well maintained.

Again, the "life expectancy" of older homes was raised in support of the argument that these homes should be able to be renovated or developed with as few restrictions as possible.

H Wigram

1 comment

One respondent objected emphatically to the Wigram Residential Heritage Area on the basis that the properties therein lack any special characteristics.



HA Chester St East ~ and Dawson street

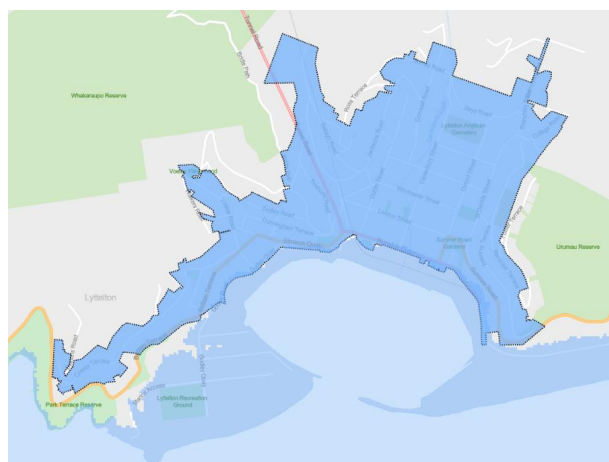
1 comment

One respondent argued that even less of Chester Street East should be within the proposed RHA area than is currently proposed, stating that restricting high density housing from happening in Chester Street East is short sighted and largely only benefits those who currently own properties in the immediate area. This respondent made the point that many homes that are deemed 'character' homes are no longer fit for purpose as they are damp, mouldy, and of "pretty poor" quality. This respondent went on to say that a better use of the land these houses sit on would be to build 2-3 story high density town houses that would address the housing/rental crisis by providing more people with healthy homes and would have a long term positive impact on the environment.

HA Lyttelton (Lyttelton)

1 comment

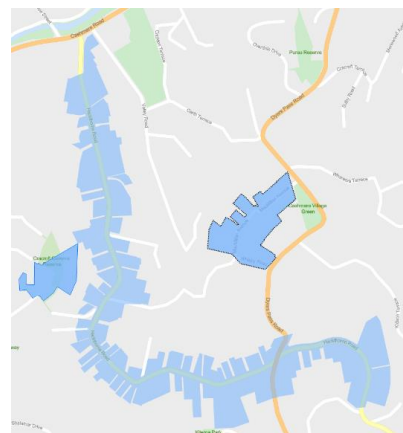
One respondent raised objections to the proposed rules for Lyttelton, arguing that the rules would only constrain the evolution of Lyttelton's character – described as "eclectic" and lock it into a "historical" image of the past that does not accurately represent the Lyttelton that has evolved over time. This respondent recommended that heritage zoning should be limited to the sites directly connected or adjacent to heritage buildings and sites, and closed their argument with the following: "More rules for everyone is ridiculous, beauty also hatches from randomness, and Lyttelton is very much that."



HA MacMillan Avenue (Cashmere)

1 comment

One respondent whose property is on McMillan Ave felt that their property should not be part of the heritage area. Their property is split over two titles; one title (with no buildings) falls outside the proposed heritage area, and the other (with buildings) falls within it. This respondent noted that the buildings on their section were damaged in the 2011 earthquakes and underwent extensive cosmetic changes during the repair process, therefore any heritage character that the house might have had is no longer evident. The respondent also argues that because the buildings are set well back from the road and there is no view of the buildings from the street, any changes to them will not affect the look and feel of the neighbourhood.



Rolleston, Worchester, Montreal, Armagh

1 comment

The University of Canterbury suggested altering the proposal to make it more “pragmatic”, arguing that houses need to continue to service the needs of current and future residents rather than be treated as “fossils”, and noting that the proposal restricts even minor changes such as improving ventilation or installing solar panels.

Item 13

Attachment M

IDENTIFIED CHARACTER LOCATIONS

3 COMMENTS

CA Innes, Mersey and Severn to Westminster St (Malvern and Severn) 1 comment

One respondent stated.

In relation to the proposed Malvern Character/Heritage Zone I believe both sides of Roosevelt Ave are not included (as they in the current Character area). It seems silly to now include part of Rutland Street when town houses are already being built on that street (but none on Roosevelt).

This respondent also noted that they would like to see the site coverage increased to 50%, rather than the proposed 35%.

CA Hackthorne Rd (Cashmere)

2 comments

A couple of comments expressed their desire for the Cashmere Character Area to be removed or reduced. One of these offered this opinion in general terms, suggesting that the community saw little value in the designation and did not consider that limitations on development were necessary. The other requested their (currently vacant) property on Hackthorne Road be removed from the character area as they felt it was suitable for three dwellings to be built without negatively impacting neighbours, noting that surrounding properties were not included in the character area or had buildings which did not demonstrate character attributes.

Another respondent, who is a resident of the Cashmere character area, noted that they and their neighbours see little value in this. They argue that there is already a diverse range of housing in the area which itself adds character, stating that when talking to neighbours, there was no real sense that limiting further development is required. Finally, the respondent noted that they would support the removal or further reduction of the Cashmere CA.

IDENTIFIED HERITAGE SITES

6 COMMENTS

Daresbury House

1 comment

Daresbury Limited discussed Daresbury House, once a significant heritage homestead, and the damage that it had suffered during the earthquakes. They stated.

The extensive repair work that would be required to make the building structurally sound effectively requires destruction of the remaining heritage fabric of the building. The building is dangerous, well below Building Code standards, and is not inhabitable.

They went on to make this comment.

4.5 Daresbury Limited is opposed to the Council's proposed amendments to Heritage policies. Particularly, the proposed amendments to Policy 9.3.2.2.3 inappropriately shift the focus of the plan away from providing for ongoing use and adaptive re-use of heritage items, towards more rigid preservation and protection. This can have the perverse outcome of preventing the retention of heritage buildings by preventing owners (particularly private owners) from using and maintaining heritage items in ways that are practical and financially feasible. The risk of a rigid and inflexible focus on prevention is retention of heritage in a way that locks up the viable use of buildings and land, and can result in buildings being left vacant and poorly maintained.

4.6 Daresbury Limited is opposed to the proposed deletion of rules, matters of discretion, and other standards which apply to buildings that were damaged as a result of the Canterbury earthquakes of 2010 and 2011 (for example, rule P9, and matter of discretion 9.3.6.1(a)).

Kirkwood Avenue

1 comment

The respondent provided the comment below and included a list of deficiencies with the building.

The dwelling has suffered earthquake damage and has also been subject to years of deferred maintenance by a previous owner. As a result of this it has been exposed to the elements and water damage has led to a significant biohazard (mould) problem. As such it is now in extremely poor and dilapidated condition.

They requested (as the owner) that the building be removed from the heritage schedule as part of PC 13.

Hereford Street

1 comment

The respondent detailed the issues with the building at 300 Hereford Street. The building is a listed 'significant' building in the district plan. Engineers reports were provided detailing the issues with the building caused by earthquakes. They stated.

Overall, it is considered that the building would no longer meet the threshold for scheduling under policy 9.3.2.2.1. Accordingly, Hotel on Hereford requests that the building be removed from the heritage schedule as part of PC 13.

Peterborough centre and Victoria Mansions

1 comment

Ceres New Zealand Ltd. ('Ceres' provided feedback on listed Victoria Mansions site and adjacent vacant land at 87-91 Victoria Street, Ceres also own the heritage-listed Peterborough Centre (25 Peterborough Street) on the corner of Montreal Street. Both listed buildings suffered significant damage in the Canterbury earthquake sequence and both buildings have remained unoccupied since. They went on to make this comment.

Ceres recognise that both Victoria Mansions and the Peterborough Centre are listed buildings and that both buildings have heritage significance. Ceres has spent a number of years first resolving insurance claims and secondly investigating the engineering works necessary to restore both buildings. Due to the high cost of such works, Ceres is also in the process of investigating complementary commercial development on the balance of both sites with a view to the new development helping to cross-subsidise the restoration costs.

Ceres is concerned with the Council's proposed amendments to Heritage policies. Particularly, the proposed amendments to Policy 9.3.2.2.3 inappropriately shift the focus of the plan away from providing for ongoing use and adaptive re-use of heritage items, towards more rigid preservation and protection. This can have the perverse outcome of preventing the retention of heritage buildings by preventing owners (particularly private owners) from using and maintaining heritage items in ways that are practical and financially feasible. The risk of a rigid and inflexible focus on prevention is retention of heritage in a way that locks up the viable use of buildings and land, and can result in buildings being left vacant and poorly maintained.

Ceres is likewise concerned with the proposed deletion of various rules, matters of discretion, and other standards which apply to buildings that were damaged as a result of the Canterbury earthquakes of 2010 and 2011 (for example, rule P9, and matter of discretion 9.3.6.1(a)). There remain a number of large heritage buildings in Christchurch which are still in a state of disrepair and are significantly damaged as a result of the Canterbury earthquakes. It is premature to remove these rules and standards, which sensibly provide specific guidance for heritage buildings that have been earthquake-damaged.

Rannerdale House (aka Stevenholme House, Kauri House)

1 comment

The Rannerdale Trust requested their boundary be revised, and exclusions be applied to their heritage setting, and they support where exclusions have been made for similar reasons to their own for Suva Street. The rationale they offer follows:

We consider that the modern parts of the site do not contribute to the heritage value of Stevenholme House, nor accord with the District Plan definition of a heritage setting, as they are not integral to its function, meaning or relationships. For these reasons, they should be removed from the heritage setting extent.

While they support heritage values generally, they note that the portions of their property they wish to be excluded from heritage classification are not street facing and have already had some grassed areas removed.

The Blue Cottage

1 comment

The Carter Group requested that The Blue Cottage (located at 32 Armagh Street) be removed "from the Schedule of Significant Historic Heritage in Appendix 9.3.7.2 of the District Plan", further, they would like to see the associated Heritage Setting 287 "removed from the same". The basis of their argument is that the building itself, its immediate and the broader surrounds have little heritage value. They describe the site as follows:

The building is in a poor state of repair with evident damage to its exterior and, as noted in the statement of significance, has had original architectural features removed over time. The heritage setting for the building is of no apparent significance in its own right - constituting a gravelled car park.

They conclude that the “basis does not exist for the introduction of the residential heritage areas” and caution that:

Given the restrictions on development that PC13 will impose, it is essential for Council to ensure that it has a robust and defensible evidential basis for what it is proposing.

RECOMMENDED HERITAGE LOCATIONS

9 COMMENTS

Riccarton

5 comments

These comments broadly questioned the heritage value of Riccarton and advocated for fewer restrictions for development in this area. Two respondents stated they already have consent to develop, and that owing to this, the RHA should not apply.

Specific areas which were deemed to have little or no heritage value included those at Piko Crescent (both generally, and number 2), Peverel Street (both generally and number 112), Shand Crescent (both generally, and its surrounds).

One respondent argued that, due to the proximity to amenities, the areas adjacent to Riccarton Road (including Shands Crescent) “should be designated a high density area rather [than] special character area”. They added that the Housing NZ properties offer a “poor vista”, and that the area is presently “dismal”, with poorly maintained buildings and grounds. They conclude their argument with the following:

Please remove the character designation as it affects our developments in this area.

Merivale ~ Leinster Rd

1 comment

A detailed response from St. Georges Hospital was offered in which they highlighted the Special Purpose Hospital Zone that applies to the St. Georges Hospital, and in which they support the removal of the character area overly for the Heaton Street frontage properties numbering 130 – 170 (on which no buildings stand due to all dwellings having been removed).

The respondent also seeks confirmation that it is the intention “to remove St. Georges Hospital from the Restricted Discretionary Activity Category RD7, which references the character area assessment matters 13.5.5.6.”. They go on to provide a list of specific points for clarification in relation to whether “development recognises the landscape setting and development patterns”, and call for the lower building height restrictions to be removed.

Sumner

1 comment

One respondent would like to ensure that a tree on their property is not a qualifying matter, calling for assurance that the tree will not be subject to a protection designation. They question the validity of protecting a large exotic palm, the fronds of which are described as large, spiky, and regularly falling, having rendered the respondent unconscious on one occasion.

The respondent claims the tree is a health and safety issue and would like to see it removed and certainly not protected.

Wigram

1 comment

One respondent expressed opposition to the Wigram heritage areas as they do not believe these properties have anything that makes them special. This respondent did note that, overall, they think Council has done a good job classifying the many areas around the city.

Hornby, Hei Hei

1 comment

One respondent argued that Skerten Ave and Denise Crescent should be High Density Zones, as this area is surrounded such zones as well as industrial zones, and is very close to the mall. They expressed concern that the area would look isolated if not high-density.

FEWER QUALIFYING MATTERS SUGGESTED

5 COMMENTS

One respondent expressed support for the proposed changes to the extent of the Beckenham Loop Character Area and the proposed rules for development within this Character Area. The respondent went on to suggest that some of the proposed requirements (e.g. minimum frontage width, minimum building footprint and minimum building setback) be further investigated with modelling, arguing that reducing these requirements by a small amount may open up more opportunities for development whilst remaining more in keeping with the scale and form of existing dwellings in the area.

Another respondent argued that heritage protection often extends to “scruffy” old houses, arguing that in these cases, protection serves nothing except to infringe on private property rights. A third respondent called for resource consent to be relaxed as much as practicable for ease of development, while another urged council not to give in to “NIMBY demands”, arguing “less requirements the better (sic)”.

A2 Design and Build offer two main points in their feedback, both concerning reducing the impact that qualifying matters can have on their ability to develop their property.

The qualifying matters they want not to be subject to are tree overlay, and the State Highway Adjoining Sites (SHAS) qualifying matter. They state that the tree setback qualifying matter overlay “is an unnecessary duplication of control and should be removed”, and that:

It is A2 Design and Build's feedback that the State Highway Adjoining Sites qualifying matter overlay should be removed from their 40 Main South Road property.

OVERCOME INFRASTRUCTURE ISSUES

19 COMMENTS

The moderate number of comments addressing infrastructure were mostly in support of improving infrastructure or otherwise allowing intensification in the Shirley and Aranui areas. Others were about the power line setback requirement.

There were six verbatim comments made expressing concern that the 5m setback from 400w power lines will “kill my property”. An additional three verbatim comments noted that the rule will “kick my ass”. It was evident from both sets of comments that the same feedback was submitted via multiple channels, consequently each has been treated as being from one respondent. Both sets of comments include a request that Council consider undergrounding the lines as an alternative. Two additional comments questioned the legitimacy of the 5m setback rule, stating that if it were required it would be applied nationally. An additional two respondents did not want the power line qualifying matter to diminish the development potential on land they have an interest in.

According to the new rules, the 5m setback will be very restrictive, and our 4 unit development will become a three-unit one, if not worse. So suddenly, the value of this property is going down significantly!

Another respondent speaking on the same topic noted that the setback will adversely affect many thousands of home owners. One respondent claimed that increased power capacity would be required in the event of mass uptake of EVs. Remaining comments addressed the Council's justification for not allowing intensification in the Shirley and Aranui areas for reasons of limited capacity of waste water infrastructure. There was objection to this on two grounds: that the sewers inability to handle increased housing density is unjust (due to the issue impacting only certain residents), or that the issue could (and should) be ameliorated by an infrastructure upgrade.

I do not want to miss out on future investment opportunities because the council doesn't want to spend money on improving sewer capacity/infrastructure.

One respondent offered a lengthy and detailed response describing their long-held plans develop the property (where they have lived for many years); they feel aggrieved that this option appears no longer open to them and feel that those living in Christchurch's east have been subject to multiple hardships post-earthquakes, and that this is one more blow. They would like to have seen earlier notification (so that the property could have been sold), or a better sewage system. They suggest a temporary halt to developer development, to allow smaller scale players the chance to intensify. Others conveyed similar sentiment, one lamented that they are “missing out on the opportunity” to subdivide.

Another respondent characterised the eastern suburbs as an “important expansion of the city eastward” and noted that such expansion could “help improve amenities and services”.

Lastly, one respondent summed up the views of many, by stating the following:

I do not support the inclusion of wastewater or other 3 waters infrastructure constraints as a Qualifying Matter for intensified development, such as the Shirley, Aranui and Prestons vacuum sewer areas. This is because, unlike other Qualifying Matters proposed such as heritage values that do not change over time, infrastructure constraints can be surmounted and no longer exist. I propose that the District-wide engineering provision (which is already proposed) to assess infrastructure constraints is sufficient to restrict development where required.

SUBURBAN DEVELOPMENT

4 COMMENTS

One respondent offered suggestions as to how areas with little long-term future (due to sea level rise) or very weak ground (such as part of what is now the residential red zone) might be developed for housing in a way that allows them to be economically moved on when habitation becomes untenable and/or minimises their vulnerability to geohazards.

These suggestions included making low-lying areas leasehold from the Council, with leases expiring when the flood risk becomes too great, or building homes that can be moved once the land is no longer fit for housing. The respondent suggested that roads, driveways and infrastructure would need to be built differently, but that areas built up in this way would be more resilient against earthquake damage and would cost little to clear entirely should it become too flood prone.

Another respondent discussed the NPS-UD's requirement to assess the impact of these qualifying matters on the housing capacity, especially when located within a walkable catchment, and noted that some of the qualifying matters proposed by CCC are located within a walkable catchment. This respondent suggests that housing capacity loss should be assessed, and that further height should be allowed elsewhere to balance the impact on intensification.

A third comment argued that some areas such as Riccarton and Merivale should not be exempt given that they are so close to the CBD, public transport, cycleways, and the university.

Finally, a fourth comment argued that for the residential catchment surrounding Cranford Park, a 12m height limit provided for by the LCZ (small) classification of Cranford is considered inappropriate and inadequate. This feedback also suggested that there is no need to distinguish between small, medium, and large LCZ, instead arguing that a 20m height limit across all LCZ is appropriate in order to enable intensification of these centres.

AIRPORT NOISE CONTOURS

4 COMMENTS

Four respondents expressed concern about the noise contour as a qualifying matter, each making several points but each viewing it as a deterrent to intensification.

One respondent claims that the CIAL-led initial data is exaggerated and that “the outer control boundary restricting residential development is a major impediment to residential growth”. Another claimed that the CCC is “using the Qualifying Matters exclusion clause to effectively show disdain to the goals of the NPS-UD”. This sentiment was echoed by an additional respondent who queried whether or not the qualifying matters defy NPS-UD goals.

Two respondents agreed that certain areas should be excluded from the Airport Noise Contour qualifying matter, the University of Canterbury was one, and the following quote also raises other areas:

Many sites which fall within the overlay would be suitable for intensification as these are near local centres (i.e. Avonhead Mall, Waimairi shops) along with the University. There are also a large number of open spaces and parks within the overlay (Burnside Park, Rayblank Park) which would help to offset the surrounding intensification.

Areas in close proximity to the university were considered to suitably complement the cycle infrastructure upgrades that Council has already invested in. Broadly speaking, respondents did not want to see the airport stand in the way of intensification goals.

GENERAL DECREASE QUALIFYING MATTERS COMMENTS

8 COMMENTS

In several comments, respondents wanted qualifying matters not to be stringently applied so that more development be facilitated. A few of the respondents opposed the need for resource consents for residential areas, stating that this will only deter intensification. One respondent simply noted "we need homes, lots of homes".

Two respondents wanted to see specific qualifying matters decreased, tree cover and minimum allotment size in a rockfall area rockfall areas. This was to increase the potential for development and to reduce the associated costs. The objection to the minimum allotment size of 650m² on rockfall sites was on the basis that presently unused land could be developed and become a productive rates source for council. The objection to the tree qualifying matter was broadly on the basis that trees can be a burden for future residents and that they may even be let to decline due to the cost and other burdens associated with caring for them.

Another respondent called for the Council to adhere more to the government's directives (i.e., present fewer opportunities to challenge them such as with qualifying matters); this was so that the desired positive impacts of intensification could be more easily achieved.

Lastly, one person stated that there are "too many different qualifying matters"; in particular noise effects were considered able to be mitigated with better insulation. This respondent considered heritage, climate change and natural hazard-related qualifying matters reasonable.

Item 13

Attachment M

Section 6: Financial contributions 113 comments

SECTION SUMMARY

- > Around three quarters of respondents who commented either supported the financial contributions approach or considered it too lenient.
- > Over half of the around 50 respondents who **supported financial contribution** made a short supportive statement via a Generation Zero form. The remaining respondents who supported the approach felt that protecting the tree canopy was important and this was a way to achieve this outcome.
- > Those who felt that the **financial contributions were too lenient** (around one quarter of respondents, or 25) felt that the approach allowed developers to pay some money to avoid having to protect trees which they felt should not occur and instead existing trees should be protected, in particular. Other reasons for objecting were that a young tree is not an adequate compensation for a mature tree, tree plantings should be close to where the development occurs, Christchurch is a flat city and trees are important for sun protection. Some respondents felt that it is important for trees to be planted where the development occurs.
- > Those who felt the financial contributions were too strict predominantly had first-hand development experience, and explained a number of issues in relatively detailed comments. The arguments posed were that the scheme would be too difficult to calculate accurately and administer this was summarised as 'red tape'; it would be too costly and costs would be passed on to purchasers.
- > Various other financial contribution possibilities or issues were also identified by respondents. Most of these were clarifications or suggestions of how they would work in reality, such as where trees would be planted and placing higher value on mature trees.

Note that the Plan proposes financial contributions be made if certain conditions are not met when developing land:

"We're proposing that if anyone wanting to develop land does not retain or plant 20 per cent tree canopy cover on a site they will be charged a Financial Contribution. These will be used by us to plant trees on Council-owned land"

Support financial contributions 54 comments

A substantial number of respondents supported financial contributions.

Over half of these responses (39) provided the following statement in their support for financial contributions, which originated from a Generation Zero form.

I support incentives for more trees to be planted in new developments and the council creating more green spaces around the city.

The points made in the more detailed comments were that the retention of a significant percentage (20%) of tree coverage is important and development is likely to have a negative impact on this. Respondents considered it important for tree canopy to be replaced and on this point, the financial contributions approach was considered suitable. Specific points made were that the tree planting should be in close proximity to where the development occurs and that native rather than exotic species should be planted. One respondent stated that a potential benefit is a reduction in the heat island effect of hard surfaces.

The Board acknowledges that areas of more intensive housing will attract greater development and financial contributions and these contributions should be utilised in the areas they are generated from to provide infrastructure, tree canopy and greenspace upgrades and provision.

The following is a relatively short statement which reflected the sentiment of a high proportion of these respondents.

Trees should be included, so I support the proposals. Tree planting on residential streets and public spaces should be made a standard requirement of new developments.

A number of respondents also wanted significant trees to be retained.

I am very concerned about the loss of trees that will occur under these new rules. Already whole neighbourhoods are being devastated in terms of canopy cover. Halswell is one that comes to mind. Native birds need connectivity between vegetated areas and these new rules will see a colossal reduction in trees in the city. I support financial contributions from developers going towards tree planting on council land, but think it needs to be a significant contribution so as to completely offset the loss. This loss could be projected (on a large scale not individual properties) and the financial contribution worked out from that. I also believe this is not a step far enough. In addition all native trees larger than 10m should not be able to be removed. These trees offer significant ecosystem services that need to be maintained.

Oppose financial contributions (too lenient) 25 comments

A considerable number of respondents opposed the financial contributions proposal because they believed that this was a way to for developers to be able to buy their way out of protecting the environment.

The following comments articulate the general point being made.

You should not be able to reduce open space and tree cover in housing areas by paying money to plant elsewhere - this is like selling carbon credits overseas - the trees must be in the area of the development even if this reduces density of development.

Developers no doubt will be pleased not to have to worry about landscaping and beautifying when a one-off financial contribution eliminates the need to consider planting trees. The council benefits financially, the residents lose out aesthetically.

Some respondents were particularly concerned with the loss of established trees and the replacement with saplings, this was one of the comments that made this point.

I am concerned for the loss of trees, trees that have been getting established for decades. Replacing established trees with saplings will set our environment back many years at a time when we're supposed to be reducing our carbon footprint urgently. What guarantee is there that fees taken for the felling of trees will be spent on new trees. Where will they be planted?

This respondent's detailed comment covered a number of points and expressed the view that green environments need to be close to where people live so that they can be experienced from people's homes.

I also submit that requesting a financial contribution where trees or green spaces are less than a certain percentage of the property is a very weak incentive to build nature into these developments. Judging by our experience in Spreydon, the likelihood is that this contribution will be paid by developers and the cost passed on in the price of the housing. This will transfer (a reduced number of) trees from individual properties to parks. The risk is high that we will end up with a residential area paved in concrete and bereft of trees except for the occasional park that people need to walk some distance to. People - especially children - need to live in nature for their wellbeing, not just travel to it on occasion. This is a huge issue for Christchurch given our flat plain topography where, unlike the other large cities, we do not have the relief of hills and valleys that are green because they can't be built on. At the least, I encourage Council to put in place a requirement much stronger than a financial contribution to encourage proper landscaping in these developments. I also request Council to put a great deal of investment into green streetscaping. It's wonderful to protect the listed trees but these are likely to be in wealthy areas. We are in real danger of exacerbating climate injustice and inequality in this city and Spreydon/Barrington is showing exactly how this can happen.

The following respondent linked the issue to the climate crises and the need to take appropriate actions.

Climate Change: We feel Climate Change has not been factored into these proposed changes. Christchurch only has an average of 15% tree canopy coverage according to CCC data. With High density residential intensification this will reduce further. There is no requirement for Developers to retain or plant trees. Planting a tree on council land is not going to help with the immediate effects of climate change, as trees take decades to mature. We need

to protect our mature trees. This will also have a harmful impact on our native bird population. We are currently the Garden City, we fear with this proposal, this status may change.

Oppose financial contributions (too strict) 14 comments

Several respondents opposed the proposal for financial contributions because they felt the proposed approach was too strict. These comments were some of the most detailed and lengthy on a particular issue throughout the engagement and a wide range and variety of arguments were made.

The main points were that it will add additional cost to developments that will be passed on to purchasers. There was also significant discussion on the complexity and "red tape" involved in administering the system, for example how the tree canopy percentages will be calculated ahead of time, and some felt that this creates uncertainty which will result in delays and additional costs. Others felt that the approach was unnecessary and an example of council overreach.

This commenter questioned whether there would be exceptions, in particular circumstances.

If the financial contribution is retained where subdivisions do not achieve the current District Plan minimum 15 hh/ha standard, ensure that exemptions apply where there are physical or natural constraints to achieving this standard, e.g. geotech ground conditions, naturally occurring springs, other natural features to be protected. Such constraints are already recognised in the Outline Development Plans, and this recognition should be retained in the financial contributions rule.

The following respondent felt that forcing a 20% canopy in some circumstances would lead to negative outcomes, such as loss of natural light, and leaf drop on adjoining properties that could lead to disputes and the slowing down of developments.

3) The 20% tree canopy rule is not practical for host of reasons, as listed below. It will result in:

- The loss of natural light - The loss of sun - Canterbury homes need the sun, especially in winter, as part of keeping the occupants of these homes warm & healthy. - Neighbour issues including with trees creating shading plus leaf drop leading to disputes between adjoining properties. - Increasing the cost to build with added levies paid by the developer that will be passed on to the buyers. This is counter productive to what Government are trying to achieve. - Huge potential to slow down development that the Housing Enabling Bill is trying to increase. - When developing at 15 hh/ha & trying to make these home liveable warm & dry the tree canopy requirement will make this very challenging & compromises will be made that will compromise the functionality of these homes. - Increasing berms also increases rate payers maintenance at leaf clean up time, damage to footpaths, drain blockages etc.

This respondent outlined the cost of the proposal for developments.

The financial contribution will be a cost per tree for planting etc (appx \$2,000) + the land cost per tree canopy cover area; or a proportion (unspecified) thereof. The average tree canopy area is stated as 113m². For a 500m² site with a market value of \$450,000 (\$900/sq m) this equates to 100m² of tree canopy, or a financial contribution of appx. \$90,000 (land cost equivalent). For greenfield sites, this equates to, in addition, one tree per site frontage (assuming 20mx25m site), which exceeds the current provision for street trees, which are voluntary but usually provided by developers as an amenity feature and in most cases are spaced at around one per two site frontages.

Another respondent sought greater detail of what is planned:

The information put forward by Council for the community on the tree canopy cover is adhoc and incomplete given the financial extent to which proposed changes are to be met by the entire community. It is also extremely far-reaching and has been tacked onto the MDRS District Plan change inappropriately. Such a new 'District Wide matter' if necessary to apply to the whole city and not just in residential MDRS provisions needs to be properly addressed by a specific plan change through the normal RMA processes.

Lastly, the following respondent felt the approach was complex and there was a risk of the Council "double dipping".

The introduction of Financial Contributions for 'tree canopy cover' will add another layer of complexity to the development process and is considered to 'double up' on the charges already being levied by Council as part of Development Contributions.

Various financial contribution points comments

20

A moderate number of respondents discussed other aspects of the tree-related financial contributions. A variety of relatively detailed points were made primarily getting into the detail of how this approach would work and pointing out issues that may need to be clarified. The detail of these responses is best understood if read in full. Below is a selection of the arguments made.

One respondent felt there were risks of trees impacting footpaths and damaging existing infrastructure such as pipes.

I'd like to see some of the revenue from new development earmarked for public amenity - green and streetscaping. More public space trees, especially on our overly wide suburban roadways.

This respondent sought clarification on how the contributions would work if only three units are built.

If only the 3 units are built, this will require a total outdoor living area of 60 m², at 20 m² per unit. This is just over 7% of the site. How will the tree canopy requirement be enforced when a 3-unit development does not require a resource consent?

This respondent described their preference financial contributions be spent in ways that benefit the environment.

Densification is better for the environment than sprawl, as green belts and other large public spaces with trees, plants and wetlands are much more effective in providing benefits of carbon sequestration and climate control than standalone plantings in lots and on the road. Therefore we want those financial contributions being used to create more green belts within the city.

Similarly, this respondent called for a fees structure that compensate for the social or environmental impacts their developments have.

Let's charge substantial fees to people who develop the tall buildings or the more intensive buildings, eradicate the existing tree canopy, and rob their neighbours of the sun that heats their homes (and adds to the demand for grid supplied energy throughout the year). Let's set financial contributions at a rate that avoid, remedy, or mitigate any adverse effects of activities on the environment, now and into the future.

This respondent emphasised the importance of retaining mature trees over young trees.

The idea of a financial contribution for those landowners who take down EXISTING trees on their land so that trees can be planted on council owned land is sorely misguided. Mature trees take years to grow and make the character of a neighborhood. Council owned land is not everywhere, so young trees will be planted in parks, while we lose the older trees that make streets shady, give character to neighbourhoods, alleviate climate change and provide havens for birds.

Lyttelton Port Company provided a significant amount of comment on this topic and sought clarification of its circumstance, and Waka Kotahi made a link to the approach and positive transport outcomes.

This report has been prepared by:

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Global Research
Turning **Information** Into **Insight**

14. Amendment to the Cemeteries Handbook (ashes)

Reference Te Tohutoro: 25/1331180

Responsible Officer(s) Te Rupert Bool, Head of Parks

Pou Matua: Jenna Marsden, Senior Policy Analyst

Accountable ELT Andrew Rutledge, General Manager Citizens and Community

Member Pouwhakarae:

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to:
 - 1.1.1 Consider the results of consultation on proposed amendments to the Cemeteries Handbook (the Handbook); and
 - 1.1.2 To make a decision on whether to agree to amending the Handbook.
- 1.2 The report is staff generated to ensure the Council meets its obligations to bury the dead in its cemeteries under the Burial and Cremation Act 1964. The proposed amendments are a result of a new method of body disposal (water cremation) becoming available in Christchurch. The Council's current regulatory framework does not anticipate, or provide for, interment of remains from alternate methods other than burials, or ashes from flame cremation.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Amendment to the Cemeteries Handbook (ashes) Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Agrees to amend the Cemeteries Handbook, as set out in Attachment A to this report.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 A procedural amendment to the Cemeteries Handbook is proposed to meet the Council's obligation to provide for the burial of the dead in its cemeteries.
- 3.2 The proposed amendment is a result of a new method of body disposal (water cremation) becoming available in Christchurch. The Council's current regulatory framework does not anticipate, or provide for, interment of remains from alternate methods other than burials, or ashes from flame cremation.
- 3.3 The decisions in this report are of low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the small number of affected or interested people and low level of impact to them, with the proposed amendments being procedural.

4. Background/Context Te Horopaki

- 4.1 A local funeral home commenced offering water cremation services in Christchurch in June 2025. They are the first to provide this service in New Zealand.
- 4.2 Water cremation (also known as aquamation, resomation or alkaline hydrolysis) is a method of disposal of human remains and is an alternative to traditional flame cremation.
- 4.3 The Council's role is limited to certain regulatory permissions. The Council granted a resource consent for the land use of the facility, and a conditional trade waste consent under its Trade Waste Bylaw for the discharge of the liquid waste from the process to the Council network.
- 4.4 Families of the deceased who have chosen water cremation for their loved ones may wish to inter the remains in a Council cemetery.

Regulatory framework

- 4.5 Water cremation is not provided for in the Burial and Cremation Act 1964 (the Act). The Act specifically defines cremation as "by burning". The Act does not prevent other methods.
- 4.6 The Act requires cemeteries to be open for the interment of all deceased persons.
- 4.7 In addition to the Act, the Council's Cemeteries Bylaw 2013 and its associated Cemeteries Handbook (2018) regulate activities in Council cemeteries.
- 4.8 The Handbook is restrictive as it specifically links ashes to flame cremation and therefore does not provide for the burial or interment of water cremation 'ashes'. At the time the Handbook was last reviewed, this was a logical link to the definition of cremation in the Act⁵, and Council did not envisage alternate methods of body disposal.
- 4.9 Despite the method being unregulated, the Council has an obligation to provide for burial of the dead under the Act. The Act does not prevent the Council from accepting remains for interment that have been through a water cremation process.
- 4.10 To date, there has been one request to inter remains following water cremation in a Council cemetery⁶. The Council, under staff delegation, accepted this interment using its discretion under clause 5(3) of the Cemeteries Bylaw 2013. This discretion can be used in the interim; however, it is only a temporary approach.

Review of the Act

- 4.11 The Law Commission undertook a review of the Act from 2010-2015. In its final report⁷, the Commission concluded that the Act is outdated and should be modernised and replaced.
- 4.12 A review of the Act was initiated by the Ministry of Health, with a consultation document released in 2019 which included discussion on alternative methods such as water cremation. Ministry staff advised that timeframes for the review of the Act are yet to be determined.

Proposed procedural amendment to the Handbook

- 4.13 As the Handbook does not provide for the interment of water cremation ashes in Council cemeteries, an amendment to the Handbook is proposed to provide for interment of this type of human remains. It is also an opportunity to future-proof the Handbook by providing for any other future method that produces 'ash-like' remains.

⁵ The Burial and Cremation Act 1964 definition: "**cremation** means the reduction to ashes of dead bodies by burning."

⁶ The request was to inter remains into an existing family grave, where the family of the deceased already held an exclusive right of burial.

⁷ Death, Burial and Cremation: A new law for Contemporary New Zealand (NZLC R134)
<https://www.lawcom.govt.nz/our-work/burial-and-cremation-law/tab/report>

- 4.14 Staff are proposing to change the definition of “cremated remains or ashes” in the Handbook so that it is not restricted to flame cremation and will instead refer to ‘remains or ashes of the dead’. This will mean that references to ‘ashes’ throughout the Handbook also apply to ‘ashes’ from water cremation and any other future method that results in ‘ash-like’ remains.
- 4.15 Other proposed amendments to the Handbook include:
- 4.15.1 consequential changes to definitions:
- changing associated definitions that also refer to flame cremation (“burial or interment”, “funeral director” and “vault”); and
 - removing the definition of “cremation”, as this would no longer be used in the document if the proposed changes are made, other than in reference to the Act.
- 4.15.2 A new definition for “standard sized urn”:
- Some methods of body disposal may produce a larger volume of “ashes” which could impact the number of interments that can be made into each plot. The proposed amendments clarify the number of interments permitted per plot is based on a standard sized urn, and specifies a standard urn is 270mm(h) x 170mm(w).
- 4.16 The proposed amendments are set out in Attachment B, and shown in the Handbook marked up in red text in Attachment A.
- 4.17 The scope of the proposed amendment to the Handbook is limited to widening the definition of ashes and some minor associated amendments to give effect to this change. As the Council has an obligation to provide for the burial of the dead under the Act, the proposed change to provide for the interment of ashes resulting from methods other than flame cremation fulfils that obligation.
- 4.18 While it is a procedural amendment, the proposal is changing the conditions relating to the burial or interment of “ash”. This changes the intent of what was adopted by the Council in 2018 regarding the type of remains that can be interred as “ashes”, and the impact on capacity limitations of ash plots.

Bylaw and Handbook Review

- 4.19 The Cemeteries Bylaw legislatively must be reviewed by 2028. Work on this is scheduled to begin in 2027-28. Staff will also be undertaking a comprehensive review of the Handbook at that time to ensure it is fit-for-purpose and aligns with the updated Bylaw. Both documents will be publicly consulted on to seek the views of the community.
- 4.20 The proposed amendments are in urgent response to a regulatory discrepancy that has arisen due to changing technology in the industry. A quick solution to this matter is required to enable the Council to continue to meet its legislative obligations.
- 4.21 The proposed amendment, if agreed, can be reviewed for effectiveness at the time of the next full Bylaw and Handbook. By that time, Council may also have more certainty on the direction of legislative reform, if the review of the Act progresses.
- 4.22 Staff acknowledge that there are other issues related to the Bylaw and Handbook which need further consideration, such as the adornment of graves. Such matters require more comprehensive review and accordingly will be included in the full review of the Bylaw, where full consultation with the community will be undertaken.

Related advice

- 4.23 The following related memos/information were circulated to the meeting members:

Date	Subject
18 July 2025	Cemeteries Handbook Amendment – Water Cremation Ashes (Attachment C)

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.24 The following reasonably practicable options were considered and are assessed in this report:

- 4.24.1 Option 1: Amend the Cemeteries Handbook – provide for all ‘ash -like’ remains. (preferred option)
- 4.24.2 Option 2: Amend the Cemeteries Handbook – provide specifically for water cremation ashes.
- 4.24.3 Option 3: Consider whether to accept interment of other types of remains on a case-by-case basis using its discretionary powers under its Bylaws.
- 4.24.4 Option 4: Status quo - do not provide for the interment of remains from any other method.

4.25 The following options were considered, but ruled out:

- 4.25.1 Option 5: Wider review of the Handbook
 - This option involves a full review of the Cemeteries Handbook, which could also include bringing forward the review of the Bylaw. This option would take approximately 18 months to complete and would require more comprehensive engagement.
 - It was ruled out because:
 - it would not provide a timely solution to the ashes issue.
 - a full review is already scheduled in the near future.
 - it would significantly disrupt the bylaw review schedule, which is already at capacity for next term, meaning that other bylaw reviews may not meet their legislative review dates.

Options Descriptions Ngā Kōwhiringa

4.26 **Preferred Option: Amend the Cemeteries Handbook – provide for all ‘ash-like’ remains (Option 1).**

4.26.1 **Option Description:** Under this option the Council would provide for the interment of ashes from fire cremation and alternative methods, including water cremation, by amending the Handbook to broaden the definition of ashes so that it is not restricted to ashes from flame cremation. This will mean that references to ‘ashes’ throughout the Handbook also apply to ‘ashes’ produced from other methods. This option includes amendments to clarify the size of a standard-sized urn. This is the approach that has been consulted on.

4.26.2 Option Advantages

- provision is broad and provides a level of ‘future-proofing’ for other new methods that may be introduced and could make use of ash plots.
- aligned with the terminology of the Act and the Council’s obligations to provide for the burial of the dead in its cemeteries.
- provides a simple solution to address the immediate issue regarding the interment of water cremation ashes.

- responsive to community needs.
- provides clarity for cemeteries staff, funeral directors, and the public.

4.26.3 Option Disadvantages

- potentially less capacity of ash plots if the urn size is larger for ashes from alternate methods.

4.27 **Amend the Cemeteries Handbook – provide specifically for water cremation ashes (Option 2).**

4.27.1 **Option Description:** Under this option the Council would amend the Cemeteries Handbook to allow for the interment of remains from water cremation specifically in addition to burial and flame cremation. This option would include amendments to clarify the size of a standard-sized urn.

4.27.2 Option Advantages

- aligned with the Council's obligations to provide for the burial of the dead in its cemeteries.
- provides a solution to address the immediate issue regarding the interment of water cremation ashes.
- responsive to current community needs.

4.27.3 Option Disadvantages

- limited to remains from water cremation and flame cremation only and not any other emerging methods that may become available.
- potentially more extensive amendments required throughout the Handbook.

4.28 **Consider accepting interment of other types of remains on a case-by-case basis using its discretionary powers in its Bylaws (Option 3).**

4.28.1 **Option Description:** Under this option, the Council:

- could accept water cremation ashes (or any other remains outside of those categorised as burial or cremation) using the discretionary power under clause 5(3) of the Cemeteries Bylaw 2013:

“For the avoidance of doubt, the Council, including its employees or agents, may carry out any activity in a cemetery in accordance with the Act, whether or not the activity is provided for in the Cemeteries Handbook.”

Decision authority would sit with the Head of Parks.

- could issue (on application by any person) a dispensation from full compliance with the Cemeteries Handbook pursuant to clause 13 of the General Bylaw 2008. An application for dispensation would need to be considered by the full Council.

4.28.2 Option Advantages

- provides a solution to address the immediate issue regarding the interment of water cremation ashes without requiring an amendment to the Cemeteries Handbook.
- responsive to community needs.
- Allows time for the legislative reform to progress to help inform the approach determined through the full review of the Bylaw and Handbook in 2027/28.

4.28.3 Option Disadvantages

- only a temporary solution.
- does not provide certainty for the funeral industry or families of the deceased on whether their loved one's remains can be interred into a Council cemetery.
- requires additional administrative work.

4.29 **Status quo – do not provide for the interment of remains from any other method (Option 4).**

4.29.1 **Option Description:** This is the “do nothing” approach. Under this option, the Council would continue to accept remains into its cemeteries that are burials or ashes resulting from flame cremation however, it would not accept remains from any other method.

4.29.2 Option Advantages

- aligns with the definition of ‘cremation’ in the Burial and Cremation Act.

4.29.3 Option Disadvantages

- does not align with the Council’s legislative obligation under the Act to provide for the burial of the dead in its cemeteries.
- reputational risk if families of the deceased are unable to inter their loved ones’ remains in a Council cemetery.

Analysis Criteria Ngā Paearu Wetekina

4.30 Analysis criteria to assess the options included:

- legislative obligations;
- the operational ability to provide for such interments and impact on Council functions; and
- the needs of the community.

4.31 On the basis of this criterion and the results of consultation, staff have assessed the broad approach to enable the interment of all ashes is appropriate and outweighs the benefits of waiting for legislative change or the scheduled Handbook review. The preferred approach provides a level of ‘future-proofing’ for other new methods that may be introduced and could make use of ash plots.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 5.1 The financial implications associated with the decision are minimal.
- 5.2 There are minor costs associated with staff time to consider and implement a change in approach (for example, undertaking targeted consultation, making the changes to the Handbook, updating cemeteries forms, updating information on the Council website).

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 The primary risks associated with this decision are related to the regulatory framework, which is discussed in the background section above.

- 6.2 There is a reputational risk to the Council if it chooses to refuse to inter some types of remains in its cemeteries.
- 6.3 There is also a risk that this decision could have a very minor impact on cemetery capacity, as ash urns may vary in size depending on matters such as the method of disposal. This is being addressed generally through investigating more space efficient interment design and the provision of new cemetery space.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.4 Statutory and/or delegated authority to undertake proposals in the report:
- 6.4.1 The Council has delegation to make, amend or revoke a Cemeteries Handbook by resolution, and in compliance with the consultation requirements of the Local Government Act 2002, under clause 4 of the Cemeteries Bylaw 2013.
- 6.5 Other Legal Implications:
- 6.5.1 The legal consideration is:
- The Council has an obligation to provide for the burial of the dead under section 6 of the Act, as discussed in the background section of this report.
 - The Act does not prevent the Council from accepting ashes resulting from water cremation or any other method of disposal, for interment in its cemeteries.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.6 The required decisions:
- 6.6.1 Align with the [Christchurch City Council's Strategic Framework](#).
- 6.6.2 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the minimal impact of the proposed changes (both on Council carrying out its functions and the community), the low level of community interest, and the Council's legal obligations to provide for the burial of the dead.
- 6.6.3 Are consistent with the Council's Plans and Policies.
- 6.6.4 Work is scheduled to begin in 2027-28 to review and update the Cemeteries Bylaw 2013.
- 6.7 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.8 Strategic Planning and Policy
- 6.8.1 Activity: Strategic Policy and Resilience
- Level of Service: 17.0.19.4 Bylaws and regulatory policies meet emerging needs and satisfy statutory requirements - Carry out bylaw reviews in accordance with ten-year bylaw review schedule and statutory requirements.

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.9 The proposed amendments to the Handbook, although procedural and of low significance, change the intent of what was adopted by the Council in 2018 regarding the type of remains that can be interred as "ashes", and the impact on capacity limitations of ash plots. Given this, staff recommended a short consultation period, with a focus on targeted stakeholders.
- 6.10 Consultation was undertaken to inform the Council of the views and preferences of persons likely to be affected by, or have an interest in the matter, in accordance with sections 78 and 82 of the Local Government Act 2002, and the Council's [Significance and Engagement Policy](#).

- 6.11 Early engagement with the Ministry of Health (MoH) and the Department of Internal Affairs (DIA) started in May 2025. The Ministry of Health administers the Burial and Cremation Act 1964 and the Department of Internal Affairs (Births, Deaths and Marriages) registers and maintains New Zealand death records.
- 6.12 Council staff met with staff from the Ministry of Health on 29 May 2025 to discuss the interment in a Council cemetery of ‘ashes’ resulting from a water cremation process. The Ministry staff asked to be kept informed of the Council’s approach regarding its review of its processes to provide for such interments.
- 6.13 The Council provided the Ministry an update on 16 July and sent a link to the Kōrero mai – Let’s Talk page when consultation opened. The Ministry opted not to provide a submission or comments on the proposed amendments but acknowledged and confirmed they are comfortable with the proposed approach.
- 6.14 Council staff also met with DIA on 29 May 2025 to confirm there are no additional requirements for death registration documentation where methods other than burial or flame cremation are used. DIA were invited to provide formal feedback on the proposed amendment via the Kōrero mai – Let’s Talk webpage.
- 6.15 Consultation started on 29 July and ran until 12 August 2025. Engagement was targeted to those with specific interest, particularly the funeral industry.
- 6.16 Project details including links to the [Kōrero mai | Let’s Talk webpage](#) were advertised via:
- An email sent to 151 key stakeholders, including Funeral Operators, Monumental Masons, Marae Operations Managers and Residents Associations.
 - The Council Facebook page, which reached over 40,711 people.
- 6.17 The [Kōrero mai | Let’s Talk page](#) had 403 views throughout the consultation period.

Summary of Submissions Ngā Tāpaetanga

- 6.18 Submissions were made by two businesses and three individuals (noting one individual has connection to a funeral home). All submissions are available on our [Kōrero mai webpage](#).
- 6.19 Submitter views were mixed. Two submitters fully supported the proposed amendments, while one preferred that no amendment be made at this stage. Two submissions provided no clear preference either way.

Preference	Number	Reasons / Comment (where given)
Support	2	<ul style="list-style-type: none"> • Evolving nature of death industry and practices. • Option should be available for interment to give people the choice, noting environmental benefits of water cremation.
Oppose	1	<ul style="list-style-type: none"> • Review of Act should be completed first
Other	2	<ul style="list-style-type: none"> • Handbook is a useful resource, particularly for training new staff. • Question on impact of changes in relation to personal wishes, with particular regard to the size of urns.

- 6.20 Staff are not recommending any further changes based on feedback received.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.21 The decision does not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 6.22 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.23 Papatipu rūnanga were sent an email with the link to the Korero Mai page. No feedback was provided.







Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.15 The proposals in this report regarding the burial of ashes of the dead are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If the recommendations in this report are agreed by the Council, staff will update the Council webpage with the amended version of the Handbook.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Cemeteries Handbook - Proposed 2025 Amendment (full document with amendments marked up)	25/1520115	266
B  	Proposed changes to the Cemeteries Handbook	25/1620796	316
C  	Memo 18 July 2025	25/1612690	318

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Libby Elvidge - Principal Advisor Citizens & Community Jenna Marsden - Senior Policy Analyst Swantje Bubritzki - Senior Engagement Advisor Naomi Soper - Senior Legal Counsel
Approved By	Rupert Bool - Head of Parks David Griffiths - Head of Strategic Policy & Resilience Andrew Rutledge - General Manager Citizens and Community

DRAFT AMENDMENT 2025

Proposed amendments are marked up in red text.

Christchurch City Council

Cemeteries Handbook 2018

ccc.govt.nz

Item 14

Attachment A



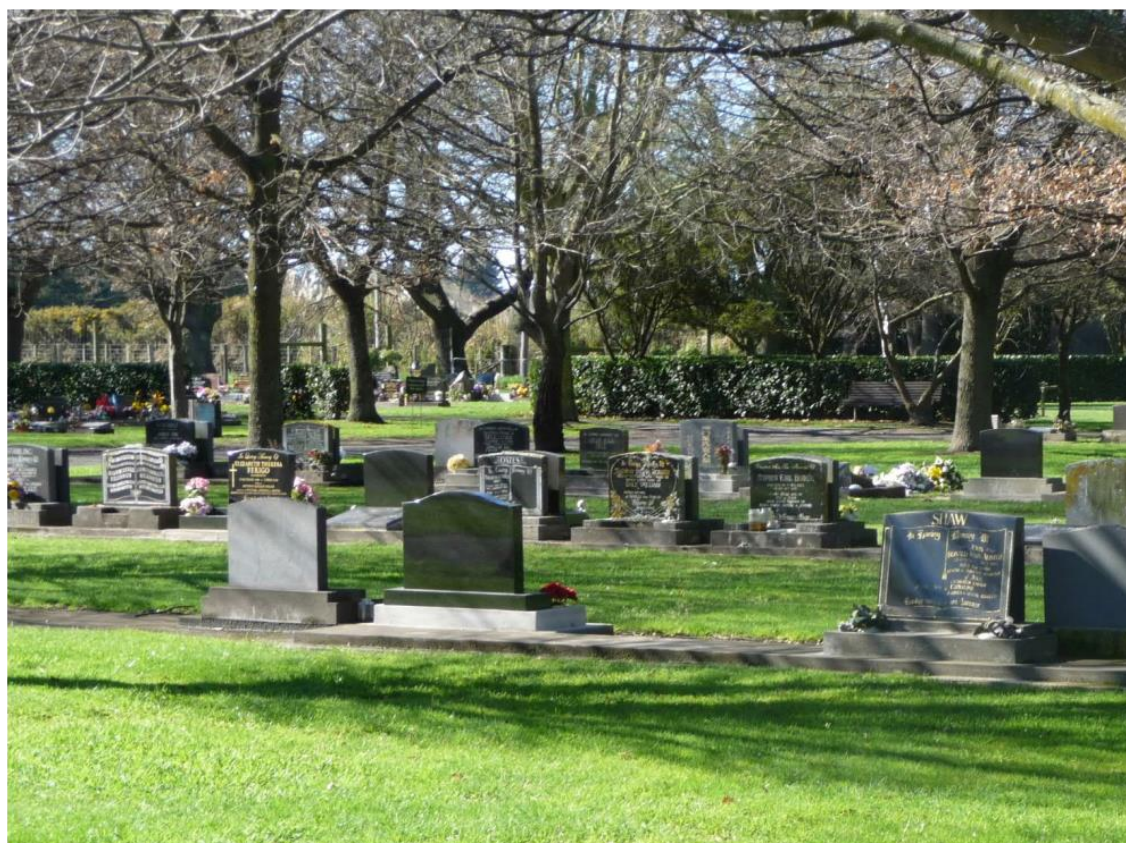
Christchurch
City Council 

The Cemeteries Handbook 2018 was adopted by Council on 22 November 2018. An amendment to the Handbook to provide for a broader interpretation of ashes was made by resolution of Council on <date>.

Foreword

In compiling the Cemeteries Master Plan, Handbook and Bylaw, the Councillors and staff of the Christchurch City Council have been very conscious that we are dealing with a deeply important and sensitive part of our community's life. How we care for our deceased loved ones is one of the most intimate and personal experiences for each of us. As a community our cemeteries are an expression of the respect we show to those who have gone before. They are to be places of contemplation, of serenity and prayer, of respect for our history and the stories of our people. They are places to come to grieve, to remember and to give thanks.

Christchurch City is made up of diverse communities of different cultures, faiths, ethnicities and values. The Cemeteries Master Plan, Handbook and Bylaw are designed to enable us all to be as sensitive as we can be to our differences, while acknowledging that we are, at the end of the day, one people.



Belfast Cemetery

Introduction

This Christchurch City Council Cemeteries Handbook (the Handbook) contains regulations and information applying to activities and conduct, and for the management of cemeteries owned by, or under the administration or management of the Christchurch City Council (the Council). It provides information to assist the smooth running, operation and provision of services in the cemeteries.

The Handbook is to be used in conjunction with the Christchurch City Council Cemeteries Master Plan (the Master Plan). The Master Plan Vision is:

- To provide direction for the development and management of the cemeteries owned, managed or maintained by the Council for the next 50 years,

And

- The natural, cultural, heritage, landscape and spiritual values are protected and enhanced by the integrated management of these areas as reserves and open spaces,

While

- Māori values and traditions to their ancestral land, water, sites, waahi tapu, fauna and flora, and other taonga are protected and culture enhanced.

Open Cemeteries

The open and currently operational cemeteries owned by, or under the administration or management of the Christchurch City Council include: Akaroa Anglican Cemetery, Akaroa Catholic Cemetery, Akaroa Dissenters Cemetery, Avonhead Park Cemetery, Belfast Cemetery, Bromley Cemetery, Diamond Harbour Memorial Gardens Cemetery, Duvauchelle Cemetery, Kaituna Valley Cemetery, Le Bons Bay Cemetery, Linwood Cemetery, Little River Cemetery, Lyttelton Anglican Cemetery, Lyttelton Catholic and Public Cemetery, Memorial Park Cemetery, Pigeon Bay Cemetery, Ruru Lawn Cemetery, Sydenham Cemetery, Waimairi Cemetery, Wainui Cemetery and Yaldhurst Cemetery.

For interments in these cemeteries contact the Christchurch City Council Cemeteries Team, phone 941-8646 Monday to Friday 8am to 4pm, email: cemeteries@ccc.govt.nz web site: www.ccc.govt.nz.

Closed Cemeteries

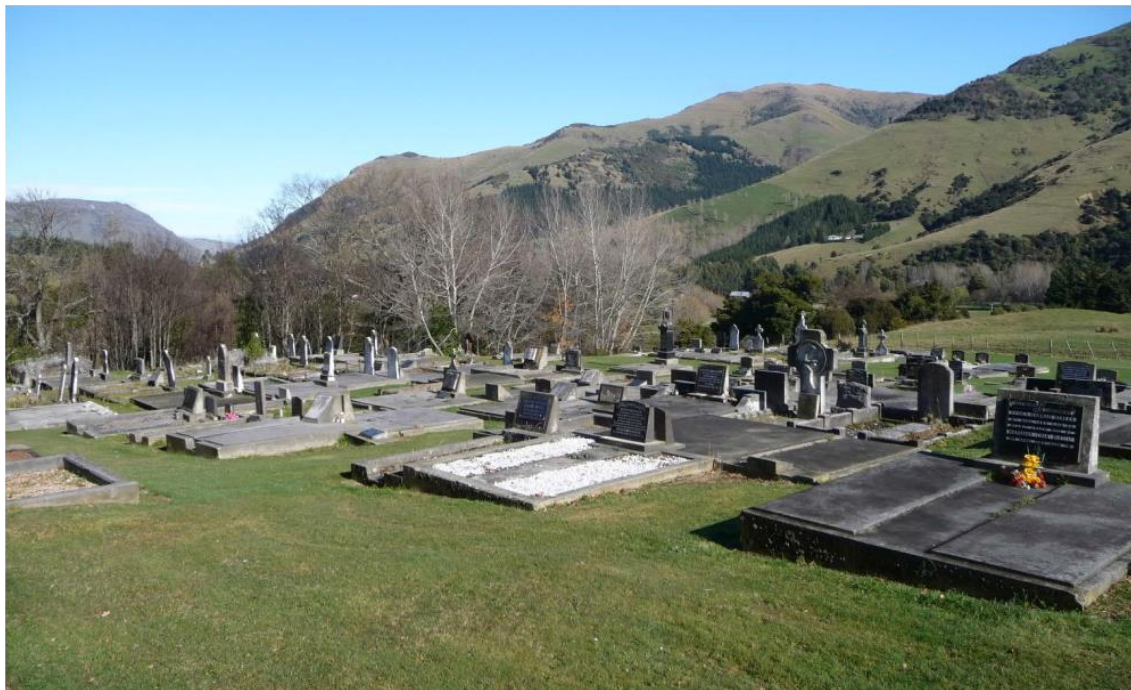
The following cemeteries owned by, or under the administration or management of the Christchurch City Council are closed and interments are no longer allowed: Addington Cemetery, Akaroa French Cemetery, Barbadoes Street Cemetery, Mount Magdala Cemetery of the Good Shepherd Sisters and Rutherford Cemetery.

Refer to Appendix A for the complete list of all Council owned, administered or managed cemeteries.

Conditions

The conditions applying to cemeteries and activities in cemeteries contained in this Handbook were made in accordance with the Christchurch City Council Cemeteries Bylaw 2013 (the Bylaw) and legislation relevant to the activities in cemeteries, including the:

- Burial and Cremation Act 1964¹ and any amendments
- Burial and Cremation (Removal of Monuments and Tablets) Regulations 1967
- CCC Dog Control Bylaw 2016
- CCC Parks and Reserves Bylaw 2016
- CCC Operational Pest Plan
- Property (Relationships) Act 1976
- CCC Maintenance Contract for Urban Parks 2015
- CCC Traffic and Parking Bylaw 2017



Little River Cemetery

¹ The Burial and Cremation Act of 1964 is under review by the Law Commission



Definitions

Definitions used in this Handbook:

APPROVED CONTRACTOR FOR MONUMENTAL WORK	A person approved by Council and responsible for the establishment, repair or modification of a monument
BURIAL OR INTERMENT	The burial or depositing of a human body, or urn of ashes resulting from the cremation of a human body , in a plot or in a vault.
CEMETERY	Land held, taken, purchased, acquired, dedicated or reserved under any statute, for the burial of the dead, and includes a closed cemetery
CEMETERIES TEAM	The persons appointed by the Council to carry out administration work on behalf of the Council in relation to its cemeteries
CONCRETE BEAM	Concrete span provided by Council in some cemeteries upon which monuments and tributes can be placed
CREMATED REMAINS ASH OR ASHES	The term used to describe the cremated remains of a human body or animal. <u>Means the remains or ashes of the dead.</u>
CREMATION	The reduction to ashes of a dead body by burning
DISINTERMENT	The removal of a human body or ash remains from the earth or any vault or the exhumation of a casket or urn of ashes from a plot or vault
EMBALM	The treatment of a dead body with chemicals or oils to slow down the decaying process
EXCLUSIVE RIGHT OF BURIAL	The purchase of a right to burial in a particular cemetery plot
FUNERAL DIRECTOR	A person who supervises and conducts the preparation of the deceased for burial or cremation and directs or arranges the funeral <u>means a person whose business is or includes disposing of bodies.</u>
GREEN BURIAL	A burial that has a low environmental impact, including the body not being treated with chemicals or oils that prevent or slow down the decay of the body by bacteria. Green burial plots are planted but set out so long term access to each plot will be possible
MONUMENT	Includes any headstone, plaque, panel, memorial or concrete kerbing

NATURAL BURIAL	A burial that has a low environmental impact, including the body not being treated with chemicals or oils that prevent or slow down the decay of the body by bacteria. Natural Burial areas are planted to encourage ecological restoration, long term individual plots may not be identifiable
PLOT OR GRAVE	A numbered lot in a cemetery where a burial or interment can occur. After a plot has been used it is often referred to as a grave.
POOR PERSON	A deceased person certified by a Justice of the Peace as being destitute, impoverished and having insufficient means to pay for funeral related services, and the relatives and friends of the deceased person are also unable to pay these costs
PRE - PURCHASED PLOT	A numbered lot in a cemetery purchased in advance for future use, generally as an Exclusive Right of Burial
REPRESENTATIVE	Anyone who can satisfy the Council they have authority from the owner of the Exclusive Right of Burial and may include the immediate next of kin when the owner is deceased
SEXTON	The person, and any assistant of that person, who is authorised by the Council to carry out work on behalf of the Council in any cemetery. No other person is authorised to prepare or fill a grave
<u>STANDARD SIZED URN</u>	<u>Means an ashes urn measuring 270mm x 170mm.</u>
TRIBUTES OR ADORNMENT	Items left at the plot or graveside as a tribute to the deceased such as floral arrangements, photos or other personal item
VAULT	A structure for the deposit of specially sealed coffins containing a human body, or containers of ashes, resulting from the cremation of a human body



Yaldhurst Cemetery
Christchurch City Council Cemeteries Handbook

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1.0 General information

1.1 Opening hours

Cemeteries operated by the Council are open for public visiting seven days a week.

Summer (daylight saving time) 7.00am – 8.00pm
Winter (standard time) 8.00am – 5.00pm

1.2 Cemetery fees and forms

Cemetery fees are usually set by the Council annually and apply from the 1st July. All fees are available on the Council website (www.ccc.govt.nz) or by contacting the Council's Cemeteries Team. Fees relate to plot purchase, burial and/or disinterment costs and monument work.

Burial and disinterment fees must be paid prior to any burial or disinterment taking place. In the case of a burial or disinterment under the control of a Funeral Director, the Cemeteries Team jointly with the Team Leader Accounts Payable may, at their discretion, waive the requirement for prior payment and charge the Funeral Director by a monthly account. Payment by monthly account will be made available to Council approved contractors for monumental work.

Where a person other than a Funeral Director is organising the burial, that person will need to contact the Cemeteries Team to complete the appropriate forms and pay all fees prior to the burial, or disinterment, taking place. The original *Medical Certificate of Cause of Death (HP4720)* or *Coroner's Authorisation for Release of Body* must accompany the application. All original documentation will be returned to the applicant.

The forms referred to in this Handbook and available from the Cemeteries Team are:

- Application for Interment
- Declaration for a Poor and Destitute Interment
- Application for Monumental Work Permit

1.3 Booking procedure for interments

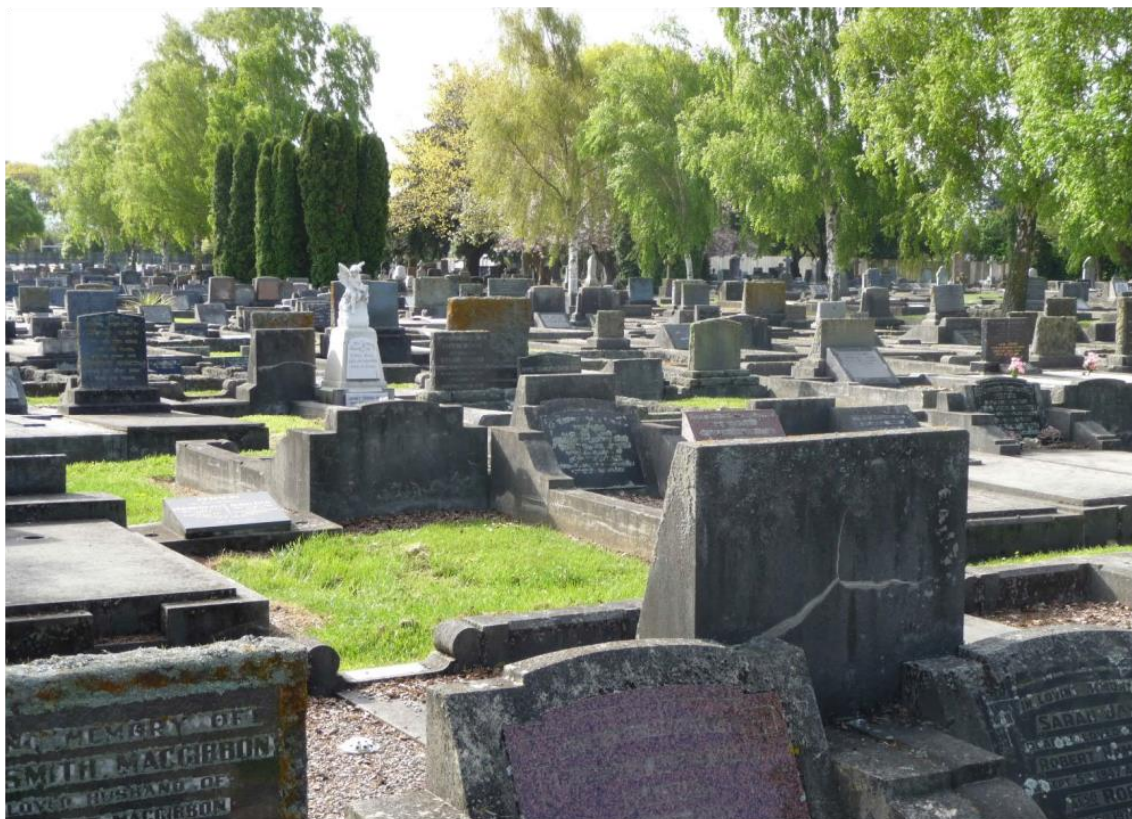
The Cemeteries Team is to be notified of an intended burial. The minimum notice for an *Application for Interment* to be received by the Cemeteries Team is:

- Cemeteries located within Christchurch City (excluding Banks Peninsula) - a minimum of one working day prior to the time of the interment.
- Cemeteries located within Banks Peninsula - a minimum of two working days prior to the time of the interment.

1.4 Disinterment

Any requests to disinter a body must be made to a Funeral Director who will apply for the disinterment licence from the Ministry of Health through the local Public Health Unit of the Canterbury District Health Board.

Only a Funeral Director holding the NZQA accredited New Zealand Diploma in Funeral Directing, or equivalent, may arrange a disinterment.



Waimairi Cemetery

2.0 Purchasing Cemetery Plots

2.1 Exclusive Right of Burial

The Council charges a fee for the purchase of an Exclusive Right of Burial for an ashes or burial plot. This fee only relates to the purchase of the burial right. Other fees will be payable at the time of a burial or disinterment. The Council reserves the right to refuse to sell any plot as an Exclusive Right of Burial.

When the plot has been fully paid, a *Certificate of Right of Burial* will be given to the person named on the certificate (the owner), or the Funeral Director, on behalf of the owner.

An Exclusive Right of Burial is granted in perpetuity, but is subject to section 10(4) of the Burial and Cremation Act 1964, which provides that an Exclusive Right of Burial lapses if 60 years have passed without a burial taking place in the plot.

2.2 Purchase Options

A purchase of an Exclusive Right of Burial can be made either immediately prior to a burial or, in some cases, in advance. Purchases in advance (or pre – purchases) may be possible at some cemeteries but may be subject to restrictions. In some cemeteries, the pre – purchase of plots may not be available.

2.3 Later use of an Exclusive Right of Burial

Under Section 10 of the Burial and Cremation Act 1964 the Council is able to *require satisfactory evidence that the person for the time being appearing to it to be entitled as owner* [of the Exclusive Right of Burial] *has consented or would not object to the burial taking place therein*.

The person named on the *Certificate of Right of Burial* is the person the Council considers is entitled as owner to determine who may be interred in the plot. The owner must give their approval by completing an *Application for Interment* form, and is the only person who may authorise the placement of a monument on the grave.

If the person named on the *Certificate of Right of Burial* is deceased the Council will make a decision, at its discretion, on who appears to be entitled as owner to give approval for a burial in the plot (generally this will be the immediate next of kin or the person acting on behalf of the deceased).

2.4 Refund of an Exclusive Right of Burial

The purchaser of an Exclusive Right of Burial who no longer requires the plot cannot sell the right to a third party. The purchaser of the Exclusive Right of Burial can apply for a refund of 50% of the current fee charged for the purchase of an Exclusive Right of Burial, if no burial has occurred. The *Certificate of Right of Burial* must be returned to the Council to receive a refund.

2.5 Transfer of the Exclusive Right of Burial

The person who owns the Exclusive Right of Burial for a plot can apply to the Cemeteries Team to transfer that right to another person, entity or charitable organisation.

The application is necessary to ensure that the cemetery records are correct and to issue the *Certificate of Right of Burial* in the name of the new owner. An administration fee will be charged for the transfer.

2.6 Allocation of plots

The Cemeteries Team has responsibility for allocating plots for interments, in agreement with the Sextons. Where a family wishes to obtain a plot in a particular area the request will be accommodated if possible, providing there is no conflict with the effective management of the cemetery.

The specific number of plots able to be purchased by an individual will change from time to time at the discretion of the Parks Unit, depending on the plot availability of the type of interment requested.

At the time of a burial, if available the adjacent plot will be offered to the family for purchase.

Council routinely puts a plot on hold while families decide on a purchase. This is often when a family is considering purchasing a plot immediately adjacent to a recent burial. While the plot is on hold Council is unable to sell the plot.

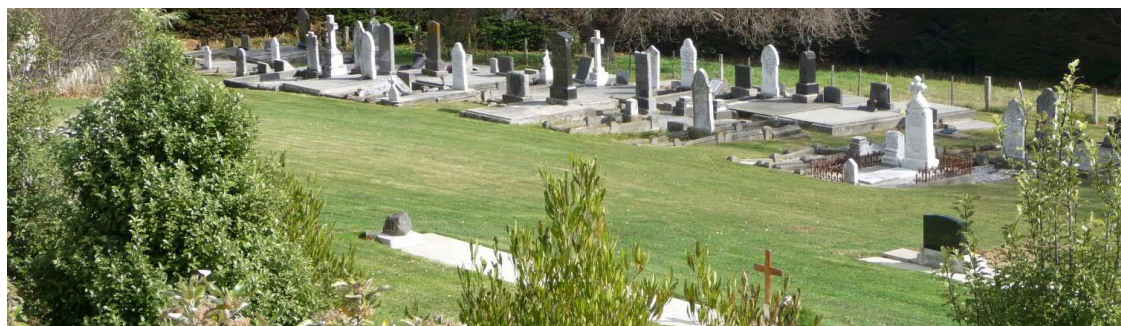
A plot can only be put on hold for a maximum of six months. If after six months the plot has not been paid in full the Council will release the hold on the plot.

2.7 Burial and ash plots available for purchase

All new full size burial plots are now standardised at 1400mm x 2700mm. Some existing full burial plots in cemeteries are still 1200mm x 2700mm. If a larger plot is required, arrangements can be made at the time of booking and confirmed with the Cemeteries Team.

Plot sizes vary between cemeteries and between old and new areas. New standards allow for wider plot widths. Refer to Table 1 for available plot types, sizes, number of interments per plot, depth of interments and availability.

Figure 1 is an example of a standard 1400mm wide plot with a double interment and Figure 2 is an example of a standard 600mm wide ash plot which can hold up to four standard [sized](#) urns.-



Duvauchelle Cemetery

Table 1 Burial and ash plots available for purchase

	PLOT TYPE	PLOT SIZE	NUMBER OF INTERMENTS (PER PLOT)	DEPTH OF INTERMENT (BOTTOM OF GRAVE)	AVAILABILITY	STANDARD MONUMENT REQUIRMENTS FOR PLOT
STANDARD BURIAL PLOTS	1200mm wide full burial plot	1200mm x 2700mm	Single or double interment (can also include ash urn/s)	Single: 1400mm Double: 1830mm Triple: 2500mm (Avonhead Park Cemetery only)	Plots only available in older areas of working cemeteries	Refer to Appendix B
	1400mm wide full burial plot	1400mm x 2700mm	Single or double interment (can also include ash urn/s)	Single: 1400mm Double: 1830mm	Standard for all new plots	Refer to Appendix C
MUSLIM BURIAL PLOTS	1500mm wide Muslim full burial plot	1500mm x 2700mm	Single interment	1400mm	Available in Memorial Park Cemetery only	Refer to Appendix D
	750mm wide Muslim infant burial plot	750mm x 1400mm	Single interment	1400mm	Available in Memorial Park Cemetery only	Refer to Appendix E
GREEN BURIAL PLOTS	1400mm wide Green Burial full burial plot	1400mm x 2700mm	Single interment	1300mm	Available at Diamond Harbour Memorial Gardens Cemetery and Yaldhurst Cemetery only	N/A
	600mm wide Green Burial ash plot	600mm x 600mm	Four biodegradable ash urns	600mm	Available at Yaldhurst Cemetery only	N/A
ASH PLOTS	600mm wide ash plot	600mm x 600mm	Four <u>standard</u> ash urns	600mm	Plots available at most open Council cemeteries	Refer to Appendix F
	600mm wide quarter plot	600mm x 1300mm	Eight <u>standard</u> ash urns	600mm	Plots available at a small number of open Council cemeteries	Refer to Appendix F

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INFANT AND BABY LOSS PLOTS	600mm wide infant burial plot	600mm x 1200mm	Single interment (can also include ash urn/s)	1400mm	Plots available in older working cemeteries	Refer to Appendix F
	750mm wide infant burial plot	750mm x 1400mm	Single interment (can also include ash urn/s)	1400mm	New standard available at Belfast Cemetery children's area	Refer to Appendix G
	600mm wide baby loss burial plot	600mm x 1200mm	Single interment (can also include ash urn/s)	1400mm	New standard available at Belfast Cemetery children's area	Refer to Appendix H
	300mm wide baby loss ash plot	300mm x 300mm	One <u>standard</u> ash urn	600mm	New standard available at Belfast Cemetery children's area	Refer to Specific Monument Requirements for Belfast Cemetery
NOTES			No animal(s), including birds or fish, either as ashes or as a body, may be interred, in a Council cemetery unless placed in a sealed casket with the deceased <u>The number of ash urns indicated above is based on a standard sized urn. If a non- standard sized urn is used, the Cemeteries team should be contacted for guidance on the number of interments that can be made into a specified plot.</u>			If the plot is located within an area of a cemetery with a specific monument requirement (such as a lawn area or recumbent concrete beam) refer to section 6.3.2 for standard

Figure 1 Standard 1400mm wide Burial Plot

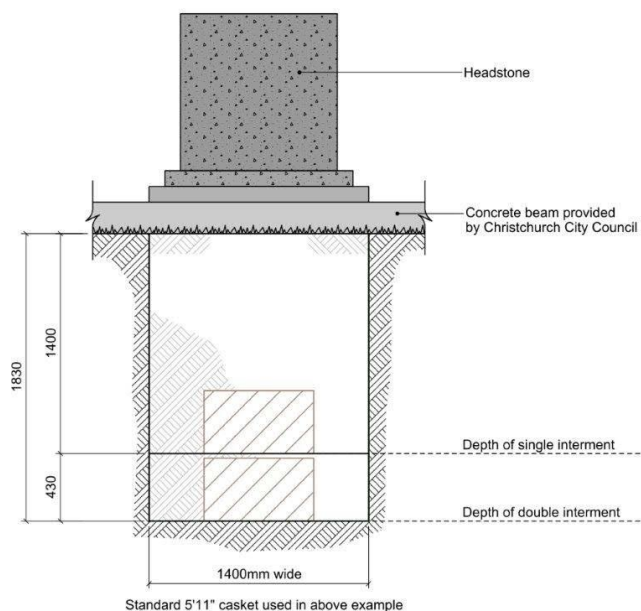
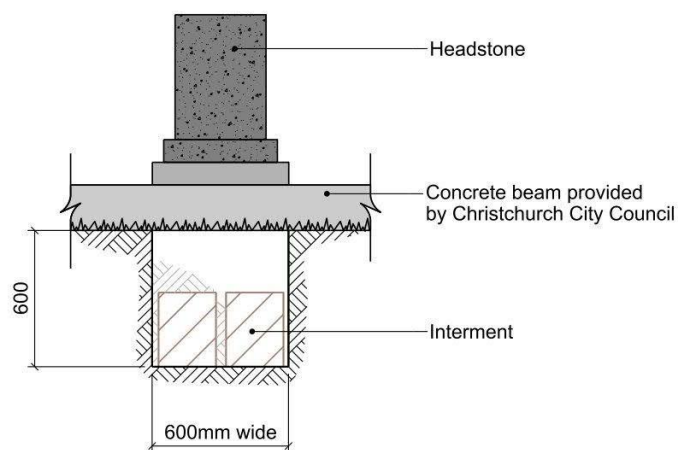


Figure 2 Standard 600mm wide Ash Plot



2.8 Availability of plots in Christchurch City Council Cemeteries

This section outlines what types of plot are available for purchase in Council cemeteries. Second interments or interments in pre – purchased plots remain available at all open city cemeteries.

Bromley Cemetery, Lyttelton Anglican Cemetery and Lyttelton Catholic and Public Cemetery are all at capacity with no burial or ash plots available for purchase.

Plots are unable to be purchased in any closed Council cemetery including; Addington Cemetery, Akaroa French Cemetery, Barbadoes Street Cemetery, Mount Magdala Cemetery of the Good Shepherd Sisters and Rutherford Cemetery.

Second interments and ash interments are possible in certain circumstances within closed cemeteries as outlined in Section 42 (2) of the Burial and Cremation Act. Contact the Cemeteries Team in the first instance.

For availability of plots within the Banks Peninsula cemeteries, particularly for ash plots or infant plots if not listed as available, contact the Cemeteries Team for availability.

2.8.1 Avonhead Park Cemetery

600mm wide ash plot

600mm wide infant plot (O Block)

In the lawn area where only granite or bronze plaques laid flat below ground level are allowed:

1200mm wide full burial plot

600mm wide ash plot

2.8.2 Belfast Cemetery

1400mm wide full burial plot

600mm wide ash plot

750mm wide infant plot

600mm wide baby loss plot

300mm wide baby loss ash plot

2.8.3 Diamond Harbour Memorial Gardens Cemetery

No pre purchasing is available at this cemetery for any plot

1400mm wide full burial plot

600mm wide ash plot

600mm wide infant plot

1400mm wide green burial full burial plot

2.8.4 Duvauchelle Cemetery

1200mm wide full burial plot

600mm wide ash plot

2.8.5 Kaituna Valley Cemetery

1400mm wide full burial plot

600mm wide ash plot

2.8.6 Le Bons Bay Cemetery

1200mm wide full burial plot

2.8.7 Linwood Cemetery

Within the Jewish Area Only:

1200mm wide full burial plot

2.8.8 Little River Cemetery

1200mm wide full burial plot

1400mm wide full burial plot

600mm wide ash plot

2.8.9 Memorial Park Cemetery

1200mm wide full burial plot

1400mm wide full burial plot

600mm wide ash plot

600mm wide infant plot

1500mm wide Muslim full burial plot

750mm wide Muslim infant burial plot

2.8.10 Pigeon Bay Cemetery

1200mm wide full burial plot

2.8.11 Ruru Lawn Cemetery

1200mm wide full burial plot

600mm wide ash plot

600mm wide quarter plot

600mm wide ash plot (recumbent beam)

2.8.12 Sydenham Cemetery

1200mm wide full burial plot (single depth only)

600mm wide ash plot (concrete beam)

600mm wide ash plot (raised concrete planter)

2.8.13 Waimairi Cemetery

600mm wide ash plot

2.8.14 Wainui Cemetery

1400mm wide full burial plot

600mm wide ash plot

2.8.15 Yaldhurst Cemetery

1200mm wide full burial plot

1400mm wide full burial plot

600mm wide ash plot

600mm wide infant plot

1400mm wide green burial full burial plot

600mm wide ash plot within green burial area



Avonhead Park Cemetery Lawn Area

3.0 Interments

No interments can take place in any cemetery owned, managed or maintained by the Council unless permission has been obtained from the Cemeteries Team. The appropriate fee must be paid prior to the burial taking place, and the *Application for Interment* form obtained from and lodged with the Cemeteries Team by the Funeral Director or person organising the interment.

3.1 Hours for interments

Monday to Friday between the hours of:	9.00am – 4.00pm
Saturday between the hours of:	9.00am – 1.00pm

The expected time of arrival at the cemetery is to be provided on the *Application for Interment* form. If the expected arrival time is going to change by more than 15 minutes of the original notified time the Cemeteries Team or Sexton must be notified of the new time.

No interments will be scheduled after 4pm Monday to Friday or 1pm, Saturday or Sunday unless in exceptional circumstances and only with the prior approval of the Cemeteries Team or Sexton (extra fees will apply). Interments will only be accepted on the hour and at 30 minutes past the hour.

Where an interment continues after 4pm on weekdays or 1pm on a Saturday, a late fee will be charged to the Funeral Director or person organising the interment.

A Saturday or Public Holiday fee will be charged for interments, if a Sexton is attending including ash interments, taking place on a weekend or Public Holiday. An interment can occur on a Sunday or Public Holiday with the prior approval of the Manager Community Parks and payment of all applicable fees.

No interments will be scheduled on Christmas Day, Good Friday or Anzac Day.

Where Boxing Day and 2nd January fall on a Sunday and are observed on a Tuesday, an interment can take place on the Tuesday between 9am and 1pm, at the discretion of the Cemeteries Team.

3.2 Interment Procedures and Requirements

Only a Sexton or person authorised by the Council is permitted to prepare a plot for the burial of human remains, or ashes of human remains, in a Council cemetery.

All equipment for interments is supplied and removed by the Sextons ensuring all safety procedures are complied with.

If required a testing service is available at no cost to determine the availability of sufficient space for a second interment in an existing grave.

A body interred in a shroud must be placed on a board for interment. The body is to be firmly fastened to the board to prevent movement of the body when transferring and lowering.

3.2.1 Plots with concrete covers

Where a second or subsequent interment is to take place within a grave with a concrete cover or surround, only an approved Council Contractor is permitted to break the concrete. The Cemeteries Team can provide a list of approved contractors. Any costs associated with breaking the concrete and reinstating the concrete cover or surround is the responsibility of the owner of the Exclusive Right of Burial. All work must comply with all the monumental specifications for the particular cemetery.

3.3 Poor Person Burial

The Burial and Cremation Act 1964 requires the Council to bury the bodies of poor persons and persons from any hospital, prison, or other public institution on the request of the person in charge of such institutions, free of charge upon an order from a Justice of the Peace. An *Application for Interment* form must still be completed before the interment takes place.

No monuments or crosses are permitted on a poor person's grave as the Exclusive Right of Burial has not been purchased.

If a family wishes to erect a monument on a poor person's grave this can be facilitated when all the cemetery fees and charges have been paid at the current rate. The Council will then issue a *Certificate of Right of Burial*, which entitles the person to apply for a *Monumental Work Permit*. After 60 years the fee for a right of burial is waived so a monument may be placed on the grave.

3.3.1 Poor Person Burial in a family plot

If the burial of a poor person is requested to be in a plot where the Exclusive Right of Burial is owned by someone other than the Council, (for example a family member or friend), the burial of the poor person will only be permitted if the Right of Burial holder agrees that no future monumental work or burials may take place in that plot until all burial fees and charges have been paid at the current rate.

3.4 Ash Interments

Only a Sexton or person authorised by the Council is permitted to prepare a plot for the interment of ashes in a Council cemetery.

Once an *Application for Interment* has been accepted and the interment has been booked by the Cemeteries Team, the plot will be prepared for the ashes to be interred. As part of the preparation, the plot will be covered by a board to make the site safe prior to the interment. The next working day following interment the plot will be checked and remedied if necessary.

After the plot has been prepared the family or Funeral Director will inter the ashes in the plot, filling the plot back to ground level.

The family or Funeral Director may elect for the Council to fill the plot, this must be indicated on the *Application for Interment*. If the Council is needed to fill the plot on a Saturday then an additional fee will be charged.

If more than one set of ashes are to be interred at the same time in the same plot then an *Application for Interment* must be received for each set of ashes. Only one plot preparation fee will be charged for the

interment of two or more sets of ashes in the same plot at the same time. This only applies if standard sized ashes urns are used or if the ashes alone are to be interred. The Cemeteries Team should be contacted if a non-standard sized urn is to be used.

The last booking for an ash interment is 12:30pm on a Saturday as the preparation of plots for ashes will not be permitted after 1pm on a Saturday. The family may arrive later or even on the Sunday to inter the ashes, provided this is indicated on the *Application for Interment* and has been approved by the Cemeteries Team.

3.4.1 Scattering of Ashes

The scattering of ashes is not permitted in any Council cemetery. In future the Council may set aside areas for ash scattering.

3.5 Specific Interments

Council provides for the requirements of different religions and cultures. Contact the Cemeteries Team for particular information.

3.5.1 Special procedures for Māori Interments

The Council recognises, and provides for, the spiritual and cultural values of Māori regarding the departure of *mate* (dead people). This includes the choice to select a plot of significance to them, such as having the headstone face north, the availability of water at the cemetery, the opportunity for Māori to fill in the grave and to have a ceremony to unveil the headstone, if desired.

3.5.2 Infant and Baby Loss Interments

Infant burials (up to 7 years of age) are available in many Council cemeteries. An infant can also be buried in either a quarter plot or a standard burial plot.

A new Infant and Baby Loss area is available at Belfast Cemetery. The area includes a Baby Loss Memorial area and interment options for burial and ash interments. The Baby Loss area can be used for still births (post 20 weeks or 400g) and any baby loss from a miscarriage (pre 20 weeks) to a Neonatal Death (28 days). Please contact the Cemeteries Team for more information and guidance.

3.6 Natural Burials and Green Burials

More environmentally friendly burial options, often referred to as Natural Burials, Eco Burials or Green Burials are all concepts based on a desire to reduce the long term impact on the environment and return the body to the earth in a way which hastens the decomposition process and provides nutrients for a native tree or plant.

3.6.1 Green Burials

With no Natural Burial / Eco Burial area in Christchurch, two areas within working Council Cemeteries have been established at Diamond Harbour Memorial Gardens Cemetery and Yaldhurst Cemetery which Council is referring to as Green Burials. Green Burials are very similar in many ways to Natural Burials, however the

locations within working Council cemeteries will limit the extent of long term ecological restoration, but will enable easier and long term access to plots.

3.6.1.1 Green Burial Requirements

- Can only be undertaken within designated areas within Council cemeteries.
- The next adjoining plot available will be allocated for use. Contact the Cemeteries Team for pre – purchase rules.
- Plots have a small area adjacent for the planting of a small tree instead of a monument in addition to planting on top of the grave.
- Interments to be single depth, only one casket in each plot with a minimum cover of 800mm.
- Caskets, coffins or body coverings must be biodegradable, made of untreated wood and not contain any chemical or substance that prevent breakdown of the materials used.
- Caskets and coffin linings are to be biodegradable and not of synthetic fibre.
- Caskets, coffin handles and ornamentation are to be removed before burial (if not biodegradable).
- Body coverings or shrouds must be placed on a solid base of natural untreated timber for burial and firmly fastened to the base to prevent movement of the body when transferring and lowering. The fastening should be removed once lowered or be biodegradable.
- Body coverings or shrouds, including clothes, must be non – toxic and biodegradable including zips, buttons and any personal items or keepsakes to be buried with the body.
- Only natural artefacts can be buried with the body.
- At the time of interment caskets, coffins, body coverings or shrouds must not be leaking fluids or have an offensive smell.
- The body is not to be embalmed or contain any chemicals that would slow or prevent the natural breakdown of the body in the soil. Council may request documentation to confirm this.
- As with traditional burials, animals can be interred in Green Burial plots in the casket (if there is one) with the deceased at the time of burial. No ashes are to be interred in a Green Burial plot.

3.6.1.2 Ash interment requirements in a Green Burial Area

- All plots are located within formed plant beds.
- The next adjoining plot available will be allocated for use. Contact the Cemeteries Team for pre – purchase rules.
- Any mulch on the plant bed is to be removed prior to plot preparation and replaced back when the interment is complete.
- Any container must be biodegradable or made of untreated wood and not contain any chemical or substance that prevents breakdown of the materials used.
- Only natural artefacts can be buried with the ashes.

3.6.1.3 Memorials

- Memorials such as placing headstones on a Green Burial plot are not permitted.
- One untreated wooden marker per burial plot may be placed on the grave at the time of interment or within the first week. The marker must be no larger than 150mm 100mm in size and 250mm above ground level. The marker must be attached to an untreated timber stem a maximum size of 100mm x 100mm that can be pushed into the soil. The marker is to be centrally located at the head of the grave. The marker will be removed when the plot is planted.
- Two memorial seats have been provided in the Green Burial area at Diamond Harbour Memorial Gardens Cemetery, where one plaque per plot (100mm x 150mm maximum) can be installed.

3.6.1.4 Planting

- Each Green Burial plot is allocated a small area at the head of each plot to allow for a large shrub or small tree to be planted if desired. Ash plots are located within existing plant beds so are not allocated this space, instead, planting must be within the plant bed either above the interment or immediately adjacent.
- The whole plot will be mulched and planted by Council the autumn following the interment.
- Council contractors will supply and plant the plants during a planting ceremony, where family and friends can participate and join in the planting.
- No planting is to be undertaken by anyone other than the Council or its contractors.
- If family and friends want to supply a particular plant/s, they would need approval of Council and would need to be planted during the planting ceremony.

3.6.2 Other environmentally friendly burial options

Burials at any operating cemetery may take place without embalming, but subject to all other rules applying to standard burials. No planting is permitted on top of the grave.

Family and friends of the deceased may remove non – biodegradable items prior to burial if they wish.



Diamond Harbour Memorial Gardens Cemetery Green Burial Area

3.7 Service Areas

Applicable to Services areas within Bromley Cemetery, Ruru Lawn Cemetery, Diamond Harbour Memorial Gardens Cemetery and Lyttelton Catholic and Public Cemetery only.

Please be aware that the Cemeteries Team must verify that individuals qualify for a burial or ashes plot at no cost in these areas. Standard burial fees will apply.

Details of war service need to be supplied on the Application for Interment form, these include: branch of service, service number and dates of service. Failure to provide this information could result in the *Application for Interment* in a Services area being declined.

The Cemeteries Team need to receive this information as early in the process as is possible, as the information needs to be forwarded to the New Zealand Defence Force Archives for service verification.

3.7.1 Specifications for Service Person's Interment

Only Service Personnel and their spouse or partner may be interred in the Service area.

The Service Person must be the first deceased to be buried.

Double depth interments are permitted in the Service area to allow the spouse or partner of the deceased veteran to be interred in the same plot. A double plaque commemorating both deceased persons is provided at a subsidised rate.

Please note that all interments before 1988 are single depth and a second interment in these graves can only be ashes. After 1988 interments were double depth on request.

If the spouse or partner wishes to be interred to the side of the Service Person, they will have to pay the fee to purchase the burial right for the adjoining plot.

Children cannot be interred in a Service Person's plot unless they are eligible for interment in the Service area in their own right.

The plot is allocated by the Cemeteries Team.

3.7.2 Monuments

If the interment of a deceased veteran is to be in a Service area, a standard ex-Service memorial either as a plaque or a headstone, depending on the type of cemetery, is available at a subsidised rate through Veterans' Affairs New Zealand. In a Service area only the standard ex-Service memorial is permitted. The memorials are of a uniform style and there is no provision for personal messages or photographs.

If the interment is to be in a public cemetery (but not within the Service area), the next of kin can order a standard ex-Service memorial, either a plaque or headstone, at a subsidised rate.

3.7.3 War Service Eligibility and Contacts

Please refer to the Veterans' Affairs New Zealand website for eligibility: www.veteransaffairs.mil.nz

Application for an Ex-Service Memorial. Please apply to:

Veterans' Affairs New Zealand
PO Box 5146
Wellington 6140
Free phone (NZ): 0800 483 8372

International callers phone: +64 4 495 2070 (international toll charges will apply)

Email: veterans@nzdf.mil.nz

For copies of Service records please refer to New Zealand Defence Force Archives:

<http://www.nzdf.mil.nz/personnel-records/nzdf-archives/accessing-military-service-records.htm>

3.8 Avonhead Park Cemetery Interment Site for the Victims of the 22nd February 2011 Christchurch Earthquake

3.8.1 Inner Interment Circle

The Inner Interment Circle is reserved for the four unbound victims and their spouses or partners. The spouse or partner may be interred in the same plot. Only one recumbent granite plaque per person may be attached to the existing bluestone recumbent.

No immediate family (including children) may be interred in this plot. An ash plot can be purchased on the outer circle for immediate family members (children/parents /grandparents).

3.8.2 Outer Interment Circle – Blocks 2A and 3A

The Outer Interment Circle has 600mm x 600mm plots available for the ash interment of all victims of the Christchurch Earthquake and their spouse, partner, parents, children or grandparents. Each plot can hold four ash interments only and one upright or recumbent headstone. Both the victim and their family may have their names engraved on the headstone.

Only the immediate family (spouse, partner, parents, children or grandparents) of earthquake victims may purchase plot/s in this area.

There is provision to purchase a plot to install a headstone without actually interring ashes. This may be the case if victims are buried in other locations, but the family would still like to be part of the interment site.



Avonhead Park Cemetery Earthquake Interment Site

4.0 Health and Safety

4.1 Caskets

For health and safety reasons any casket that exceeds 400mm in depth will only be interred at single depth. If an interment involves a couch style casket this must be notified on the *Application for Interment* form as these caskets will only be interred at single depth.

The casket size and shape, including the type and size of the handles are to be recorded on the *Application for Interment*. The Council retains the right to determine the definition of a suitable casket.

4.2 Shoring boards

When prepared, plots must be shored for safety reasons. The shoring boards will be removed at the conclusion of the interment unless the family or friends wish to hand fill the grave. A request to hand fill a grave must be made on the Application for Interment form.

4.3 Request to fill a grave

There are two options available to families or friends in relation to filling a grave following an interment:

- a) A partial fill - where the casket is covered only. No heavy machinery is required to remove the shoring boards.

Or

- b) A complete fill - where the whole plot is filled. If this option is requested, the Sexton will be required to remove the shoring boards with the appropriate equipment to allow the grave to be filled. The directions of the Sexton during this process must be followed. A lowering device cannot be used if family or friends elect to fill the grave.

4.4 Site safety during a burial

The Funeral Director is to advise the Sexton upon arrival at the Cemetery, and the site will be handed over to the Funeral Director. The Funeral Director is then responsible for the safety of the members of the public at the grave site until the Funeral Director formally hands the site back to the Sexton after the public have left the cemetery.

If there is no Funeral Director controlling a burial then the site safety remains in the care of the Sexton and members of the public must follow the direction of the Sexton.

5.0 Behaviour in cemeteries

5.1 Vehicles

Except for a hearse or Council authorised vehicle, vehicles are only permitted within cemeteries on marked roadways or any open area clearly designated for vehicles. The indicated speed limit and traffic rules are to be observed at all times. The Traffic and Parking Bylaw 2017 applies.

Private vehicles can only be taken into cemeteries for cemetery purposes such as attending burials or visiting a grave.

The drivers of all vehicles must yield right of way to any funeral procession (cortege) in any cemetery.

If the Sexton indicates that a vehicle should stop or move, the driver must respond as directed.

No long term parking of any vehicle (including when the cemetery is closed) or inappropriate or insensitive activities such as vehicle maintenance or cleaning can be undertaken in any cemetery.

5.2 Advertising and soliciting of custom

No advertising or soliciting for custom is permitted in any cemetery.

5.3 Photography or filming

Only filming and photography for private use is permitted.

No one, without the written consent of the Council and the consent of the family, may take photographs or television footage for any media purpose. No commercial filming (television footage) or photography is permitted in any cemetery without prior permission.

5.4 Visiting

The Cemeteries Team are to be advised of any unveiling ceremony, to ensure it can be undertaken without disturbing cemetery activities or burials.

Any organised group or tour visit of any cemetery should be confirmed with the Cemeteries Team to ensure it doesn't impact on cemetery activities or burials.

5.5 Control of dogs and animals within cemeteries

These provisions are found in the CCC Dog Control Bylaw 2016 and the CCC Parks & Reserves Bylaw 2016: *"Any person taking a dog into a cemetery shall keep the dog on a leash and under effective control at all times."*

5.6 Misconduct

No one may disturb or interrupt a funeral, or ceremony, or cause annoyance or nuisance within a Council cemetery, or cause damage to land, buildings or chattels within a Council cemetery.

5.7 Offence and Penalty

Every person who breaches the Christchurch City Council Cemeteries Bylaw commits an offence and is liable to summary conviction to a fine not exceeding \$20,000 as set out in the Local Government Act 2002.



Memorial Park Cemetery

6.0 Monumental Work and Monuments

6.1 Monumental Work

The owner of the Exclusive Right of Burial must give permission for a monument to be erected on a plot, or for wording to be added to an existing monument. If the owner is unable to do this, the immediate next of kin or the owner's representative must give permission.

A *Monumental Work Permit* is required for any monumental work, including alterations or modifications to concrete covers or kerbs, being undertaken in a Council cemetery. The approved contractor for monumental work applies for the permit on behalf of the owner of the Exclusive Right of Burial or their representative.

Any monumental work in heritage cemeteries or on any plot with a burial or monument prior to 1950 will be subject to specific requirements. Refer to 6.4.

Only an approved contractor for monumental work may undertake work associated with any monument (including concrete kerbing or covering) in a Council cemetery. All documentation including the *Monumental Work Permit* must be available for inspection by the Council or their representative at any time.

Details on how to become an approved contractor or for a list of approved contractors for monumental work please contact the Cemeteries Team.

No person (approved contractor for monumental work, family or other) may remove from any plot, any kerb or monument unless they have permission from the Cemeteries Team.

Refer to Veterans Affairs New Zealand for any monument requirements or modifications within any Service area in a Council cemetery.

6.2 Installation of Monuments

All monuments including headstones and plaques are to be constructed and installed as per the Council Monument Specifications in Appendix B – H and as per the Proposed NZS 4242: 2018 Headstones and Cemetery Monuments. Where there are any discrepancies, Council Specifications take precedence.

Where appropriate, Council will provide concrete beams for headstones to be installed on. The cost of the concrete beam is included in the purchase price of the Exclusive Right of Burial.

Where there is no concrete beam the monument size specifications for the plot are to be adhered to. Council Monument Specifications are to be followed.

6.2.1 Concrete covers

Where remediation work, or a second or subsequent interment is to take place within a grave with a concrete cover or surround, only an approved Council contractor is permitted to break the concrete.

Contact the Cemeteries Team for further information and if necessary to confirm whether a concrete cover and surround is permitted, or whether it is necessary to cut into an existing concrete cover and surround for a burial to take place.

In the older area of Yaldhurst Cemetery (Block 'O') there are a limited number of plots where concrete kerbing and covering is permitted.

Any costs involved with breaking the concrete and reinstating the concrete cover or surround is the responsibility of the owner of the Exclusive Right of Burial and must comply with all monumental specifications for the particular cemetery.

No kerb or fence, covering or other structure is permitted, other than to replace an existing permitted structure.

6.3 Monument Requirements and Particular Specifications

A monument must be made of granite, bronze or other non – ferrous metal, or similar suitable material approved by the Cemeteries Team prior to the installation of the monument. No stainless steel, schist, sandstone, limestone, marble, wood, fibreglass, ceramic, plastic, glass or other unsuitable material as determined by the Cemeteries Team is allowed.

No concrete work is to be painted or colour tinted.

No photographs, text or images of any description (letters, symbols and drawings) are permitted on the reverse side of any monument.

Company names are only permitted if discreetly placed at the bottom of the front of a monument.

6.3.1 General Monument Requirements

There are standard monument specifications used across the Council cemeteries. The monument requirements are the same whether there is a concrete beam provided or not.

1200mm wide full burial plot – Refer to Appendix B for detail

Monument Base: 1200mm x 500mm maximum

Monument Height: 1200mm maximum

1400mm wide full burial plot – Refer to Appendix C for detail

Monument Base: 1400mm x 500mm maximum

Monument Height: 1200mm maximum

1500mm wide Muslim full burial plot – Refer to Appendix D for detail

Monument Base: 1500mm x 500mm maximum

Monument Height: 1200mm maximum

600mm wide ash plot, infant plot, quarter plot or baby loss plot – Refer to Appendix F and H for detail

Monument Base: 600mm x 500mm maximum

Monument Height: 750mm maximum

750mm wide infant plot or Muslim infant plot – Refer to Appendix E and G for detail

Monument Base: 750mm x 500mm maximum

Monument Height: 750mm maximum

6.3.2 Specific Monument Requirements

There are a number of Council cemeteries with monument specifications which differ to the general monument requirements as outlined in Section 6.3.1 and Appendix B - H. The following cemeteries have particular monument specifications.

6.3.2.1 Akaroa Anglican Cemetery

Type: Recumbent concrete beam

Monument Specification: Granite or bronze plaque 500mm x 250mm maximum

6.3.2.2 Avonhead Park Cemetery

Area: Lawn (Full burial and ash plots)

Monument Specification: Granite or bronze plaque 290mm x 200mm maximum

- Plaque must be laid flat 20mm below ground level
- Plaster or stainless steel surround is optional

Area: Interment Site for the Victims of the 22nd February 2011 Christchurch Earthquake – Bluestone Recumbent (inner circle – for spouse or partner only)

Monument Specification: Black granite plaque 400mm x 250mm to be attached to the recumbent

Area: Interment Site for the Victims of the 22nd February 2011 Christchurch Earthquake – Concrete beam 600mm wide ash plots (outer circle – for all victims and their families)

Monument Specification: Memorial or recumbent headstone

Base 600mm x 500mm maximum, height 750mm maximum

6.3.2.3 Belfast Cemetery

Type: Recumbent baby loss beam

Monument Specification: Bronze plaque 150mm x 100mm maximum

6.3.2.4 Diamond Harbour Memorial Gardens Cemetery

Type: Recumbent concrete beam (ash beam)

Monument Specification: Granite or bronze panel 550mm x 450mm maximum

6.3.2.5 Le Bons Bay Cemetery

Type: Wooden gate with plaques

Monument Specification: Bronze plaque 150mm x 100mm

6.3.2.6 Ruru Lawn Cemetery

All plots in Ruru Lawn Cemetery are in lawn areas. All monuments placed either on beams provided by Council or on lawn areas are to be laid flat 20mm below ground level. Plaster or stainless steel surround is optional.

Burial type: 1200mm wide burial plots

Monument Specification: Granite or bronze plaque - 600mm x 400mm maximum

Burial type: 600mm wide ash plots and quarter plots

Monument Specification: Granite or bronze plaque - 400mm x 250mm maximum

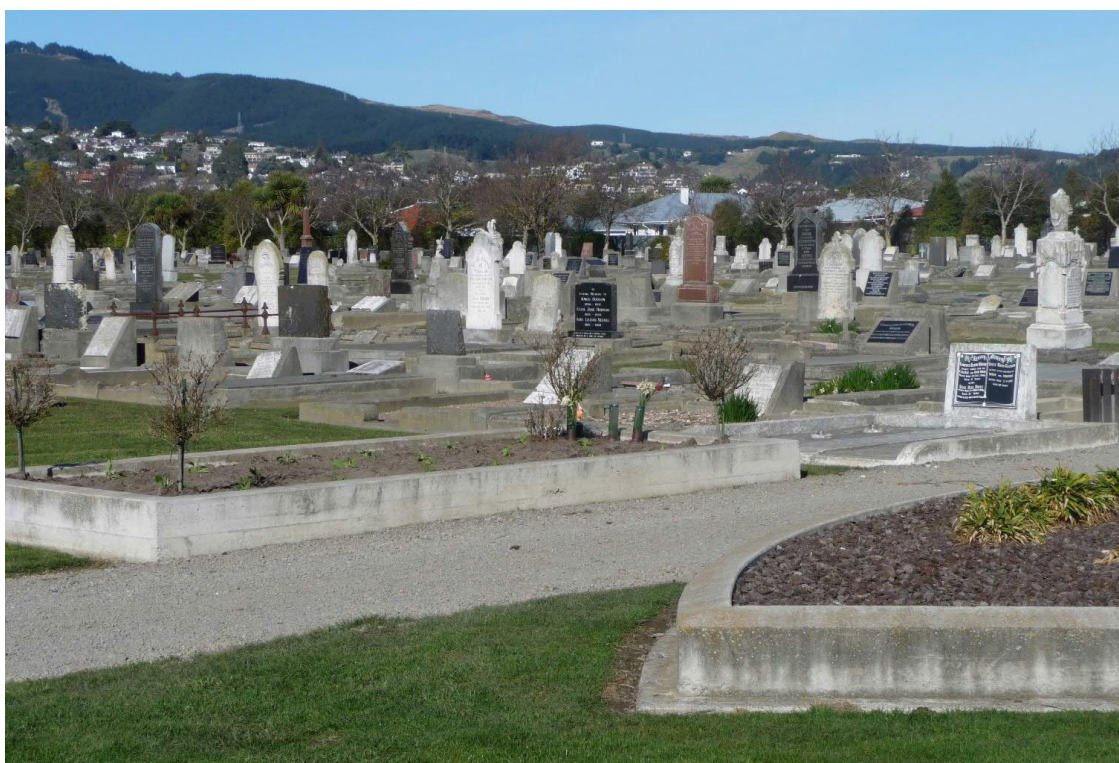
Area: Recumbent concrete ash beam

Monument Specification: Granite or bronze plaque - 300mm x 150mm maximum

6.3.2.7 Sydenham Cemetery

Area: Raised ash plots (plant bed edge)

Monument Specification: Granite or bronze plaque - 300mm x 150mm maximum



Sydenham Cemetery

6.4 Monumental Work in Heritage Cemeteries or on any plot with a burial or monument prior to 1950

The following Cemeteries are Heritage Cemeteries: Addington Cemetery, Akaroa French Cemetery, Barbadoes Street Cemetery, Rutherford Cemetery and Mount Magdala Cemetery of the Good Shepherd Sisters. Addington Cemetery and Barbadoes Street Cemetery have Conservation Plans that provide Conservation Policies to guide the work undertaken in these cemeteries.

For any monumental work in heritage cemeteries or on any plot with a burial or monument prior to 1950 please contact the Cemeteries Team.

In addition to the *Monumental Work Permit* additional forms may need to be provided including:

- *Application for the installation of a new monument in a heritage cemetery*
- *Application for work in a heritage cemetery*

There is a Global Resource Consent (RMA92028348) for maintenance and repair works on headstones and other structures and alterations to Barbadoes Street Cemetery, Addington Cemetery and Rutherford Cemetery. The consent covers: graffiti removal, landscape management and maintenance, addition of new monuments and repair of grave markers.

Once applications have been received for any monumental work in heritage cemeteries or on any plot with a burial or monument prior to 1950, Council will notify the applicant if the Global Resource Consent can be used. If it can, a permit will be issued and conditions to be met will be provided to the applicant. If work is not permitted under the Global Resource Consent the applicant may be required to apply for a separate Resource Consent.



Linwood Cemetery

6.5 Vaults or Mausolea

The Council does not allow the construction of new vaults or mausolea in any Council cemetery.

6.5.1 Existing Vaults

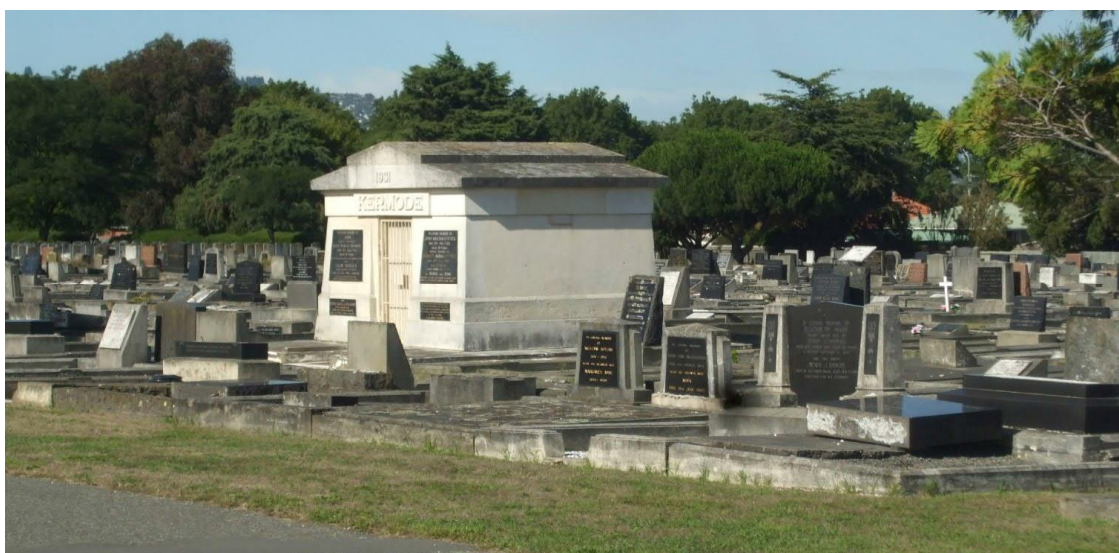
Vault owners or their representatives, must keep the vault in proper order and repair. If a vault falls into disrepair, the Cemeteries Team may give the owner of the vault (or their representatives) six month's written notice to repair the vault. If the above persons fail to do the required repairs within six months, the Council may do all or any of the following:

- Prohibit any further interment in the vault until the repairs have been made.
- Carry out the repairs or any conservation work itself.
- Recover the cost of any repairs or conservation work from the owner of the vault, or their representatives as a debt.

If an owner of a vault wishes to undertake any work on an existing vault, please contact the Cemeteries Team. All existing vaults must be fully lined with masonry concrete or stone set in cement, mortar or other approved material. The entrance to the vault must be sealed and have secure fastenings maintained to the satisfaction of the Council.

A key for an existing vault is to be held by the Sexton.

Coffins for vaults must be lined with lead or other approved material, and securely sealed. Coffins not lined may be laid in vaults and completely encased in cemetery, concrete or other approved material.



Bromley Cemetery

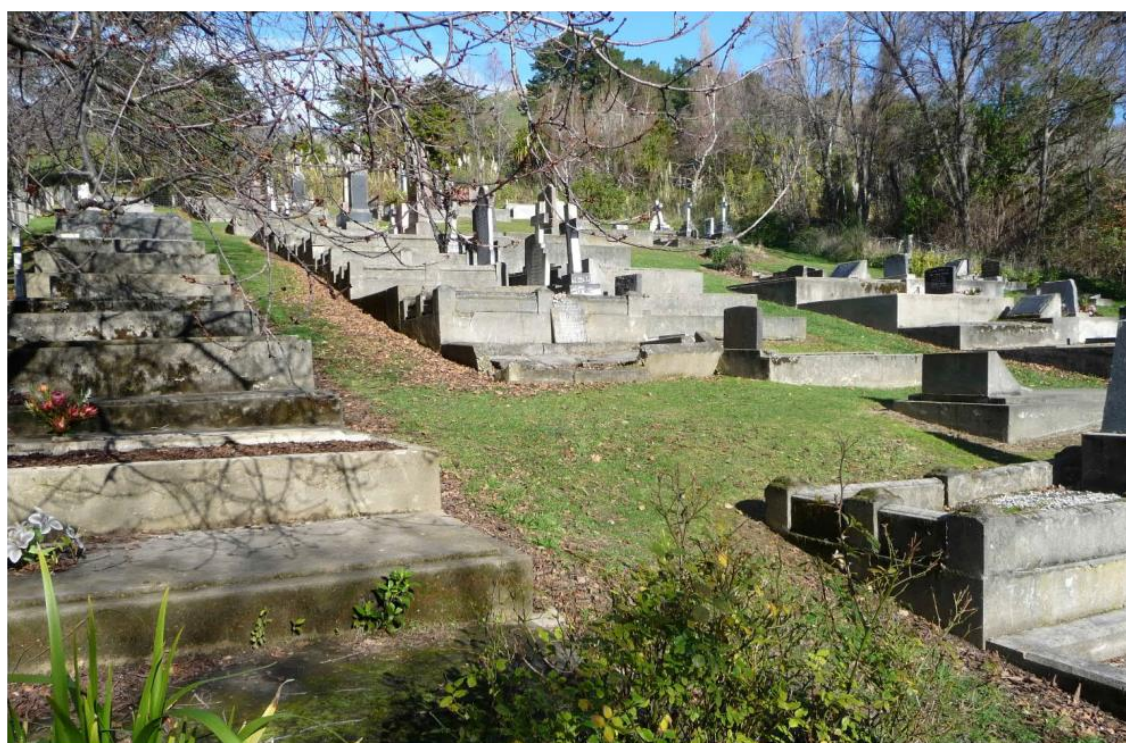
6.6 Monument Maintenance

Maintenance of monuments (including concrete kerbing or coverings) is the responsibility of the owner of the Exclusive Right of Burial or their representative.

Monuments must be kept in good repair. The Council does not take any responsibility for damage or vandalism to any monument.

The Council may remove from the cemetery any monuments that have fallen into a state of disrepair. If the Sexton or Cemeteries Team determine that a monument is an extreme health and safety risk, the Cemeteries Team may give the owner of the plot or their representative three months written notice to repair or remove the item in disrepair. Failure to comply with the notice will result in the monument being removed at the cost of the owner or their representative.

If a monument is unsafe or is a health and safety risk and there is no owner or representative available to effect repairs or permit removal, the monument will be laid flat within the grave surround or removed from the cemetery if there is no grave surround. A photographic record of the monument will be taken and filed with cemetery records if the monument is removed.



Akaroa Catholic Cemetery

7.0 Tributes and Adornments

7.1 Adornments

Wreaths, food items and other floral tributes or ornaments not permanently fixed to the monument may be placed on the plot for a period of ten days following the interment. After ten days items must be removed or relocated to the concrete beam or area around the headstone.

The Council may remove unapproved receptacles, ornaments or other tributes at any time to facilitate the maintenance of plots.

Any adornments that encroach on the mowing strip and obstruct or impede burials, grass maintenance or other cemetery operations will be removed.

Family or friends may remove or take from any grave items placed there, such as a wreath, plants or flowers. The Council may remove any neglected or broken items.

If there is an approved concrete kerb around the grave the inner area may contain tributes providing they do not cause hazards, safety or maintenance issues and are not considered offensive to visitors or families of neighbouring graves.

No ceremonial fires are permitted.

7.2 Full Adornment of plots

Full adornments of plots such as grave gardens or other structures on the lawn area of a plot, either of a permanent or temporary nature are not allowed in any cemetery as they obstruct and impede the operation and maintenance of the cemetery. The Council will remove any such adornments without notice if necessary to facilitate a burial or if they are deemed a health and safety risk.

Where possible, prior to removal, the Council will attempt to contact the plot owner and request the owner remove such adornments. If the Council is unable to contact the plot owner or after making contact the owner has not complied with the request, the Council will remove the adornments and hold them for a period of 30 days, after which they will be disposed of. The owner of the plot will be charged for any removal costs, disposal fees and any plot remediation costs incurred by Council.

7.3 Temporary markers

White crosses or temporary markers are permitted in cemeteries for one year following an interment.

A temporary marker must be removed once a permanent monument is erected.

If the Council considers that a temporary marker has fallen into a state of disrepair the Council may remove it.

8.0 Maintenance of plots and graves

8.1 Standard Plots

The Council maintains plots and graves in lawn areas including mowing.

No plants are to be planted on any grave other than in a designated Green Burial area.

Any plants (including trees and shrubs) planted on a grave following an interment will be removed after ten days and the area sown with grass seed. The grave will be maintained as lawn.

8.2 Green Burial Plots

In a designated Green Burial area all planting on graves will be undertaken and maintained by the Council.

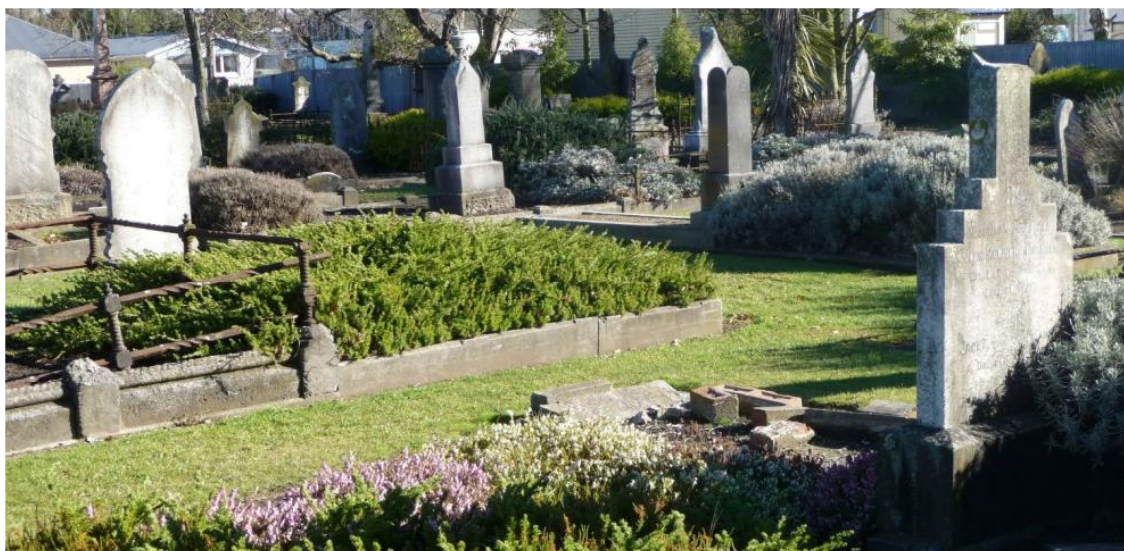
8.3 Pre 1950's Plots

For maintenance on any plot with a burial or monument prior to 1950 refer to section 6.4.

8.4 Plots with concrete kerbing

No new plants are to be planted on graves. Existing plants (under 1000mm high at maturity) may remain providing family or friends maintain them. If any plants are not being maintained the Council will remove them. If appropriate the exposed surface will be covered with chip.

Graves must be kept free of weeds at all times. If there are no plants, concrete or chip covering on a plot and weeds become a problem the Council will remove them. The exposed surface will then be covered with chip.



Addington Cemetery

9.0 Cemetery Records and Genealogical information (Whakapapa)

Genealogical information and information about the historic Barbadoes Street Cemetery, Addington Cemetery and Rutherford Cemetery is available from the Central Library, and the Christchurch City Council archives.

The cemeteries database is available on the Council website:

<https://ccc.govt.nz/culture-and-community/heritage/heritage-in-the-city/cemeteries/cemetery-records>

If the Cemeteries Team is approached to source genealogical information, the applicant may be requested to pay a fee for the search as per the Council's Schedule of Fees.



Lyttelton Anglican Cemetery

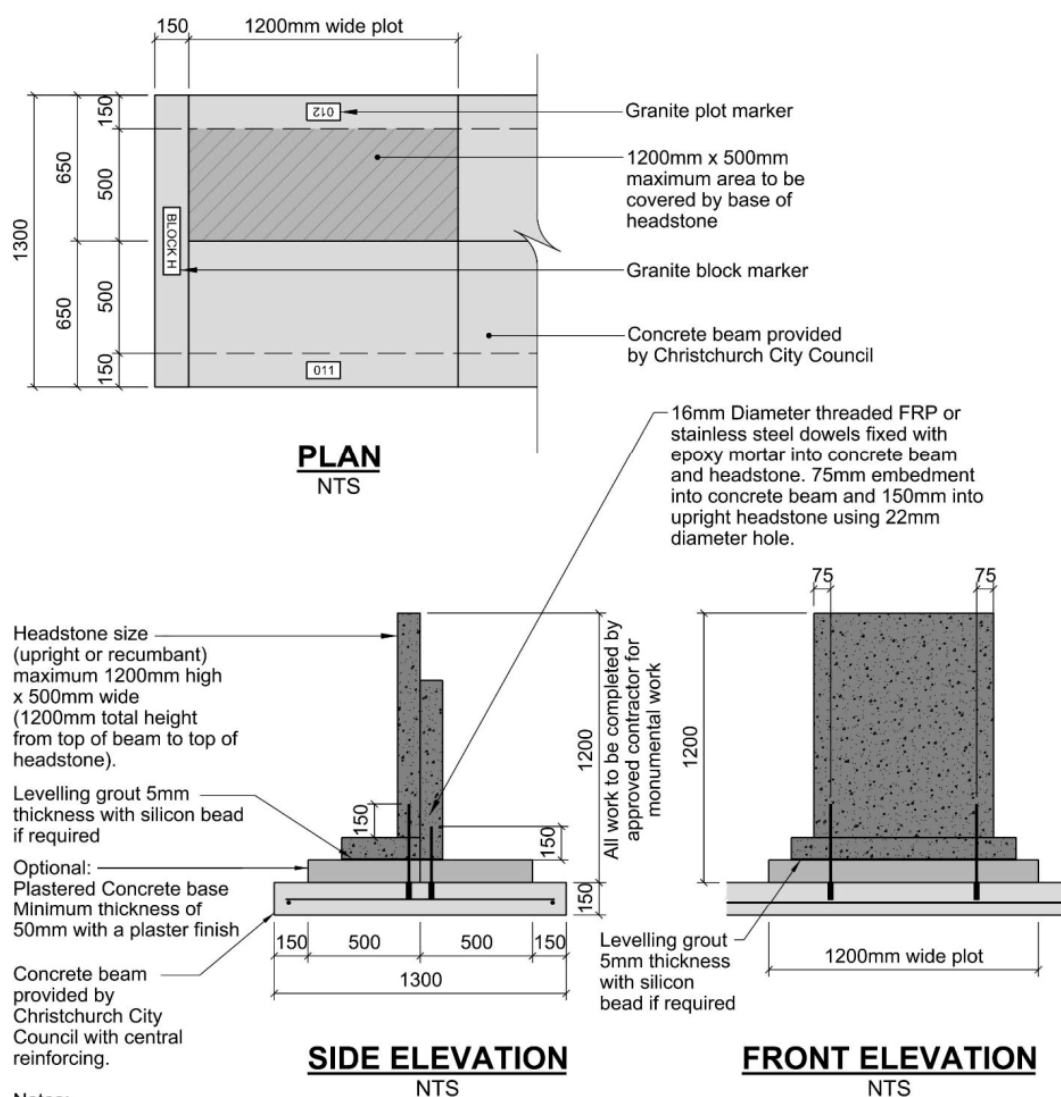
Appendix A: Council owned, administered or managed cemeteries

Cemetery Name	Cemetery Location*	Status	First Burial	Year Closed
Addington Cemetery	Selwyn Street	Closed	1858	1980
Akaroa Anglican Cemetery	Hempleman Drive	Open	1857	N/A
Akaroa Catholic Cemetery	Onuku Road	Open	1863	N/A
Akaroa Dissenters Cemetery	Akaroa Cemetery Road	Open	1873	N/A
Akaroa French Cemetery	Rue Pompallier	Closed	1842	1926
Avonhead Park Cemetery	Hawthornden Road	Open	1983	N/A
Barbadoes Street Cemetery	Cambridge Terrace	Closed	1851	1931
Belfast Cemetery	Belfast Road	Open	1904	N/A
Bromley Cemetery	Linwood Avenue	Open	1918	N/A
Diamond Harbour Memorial Gardens Cemetery	Waipapa Avenue	Open	2002	N/A
Duvauchelle Cemetery	Okains Bay Road	Open	1881	N/A
Kaituna Valley Cemetery	Kaituna Valley Road	Open	1940	N/A
Le Bons Bay Cemetery	Le Bons Bay Cemetery Road	Open	1862	N/A
Linwood Cemetery	Butterfield Avenue	Open	1884	N/A
Little River Cemetery	Upper Church Road	Open	1878	N/A
Lyttelton Anglican Cemetery	Canterbury Street	Open	1851	N/A
Lyttelton Catholic and Public Cemetery	Reserve Terrace	Open	1873	N/A
Memorial Park Cemetery	Ruru Road	Open	1956	N/A
Mount Magdala Cemetery Of The Good Shepherd Sisters	Aidenfield Drive	Closed	1888	1972
Pigeon Bay Cemetery	Wilsons Road	Open	1871	N/A
Ruru Lawn Cemetery	Ruru Road	Open	1941	N/A
Rutherford Cemetery	Rutherford Street	Closed	1866	1989

Cemetery Name	Cemetery Location*	Status	First Burial	Year Closed
Sydenham Cemetery	Roker Street	Open	1896	N/A
Waimairi Cemetery	Grahams Road	Open	1911	N/A
Wainui Cemetery	Cemetery Road	Open	1890	N/A
Yaldhurst Cemetery	Buchanans Road	Open	1887	N/A

* The location noted is the street where the main entranceway into each cemetery is located.

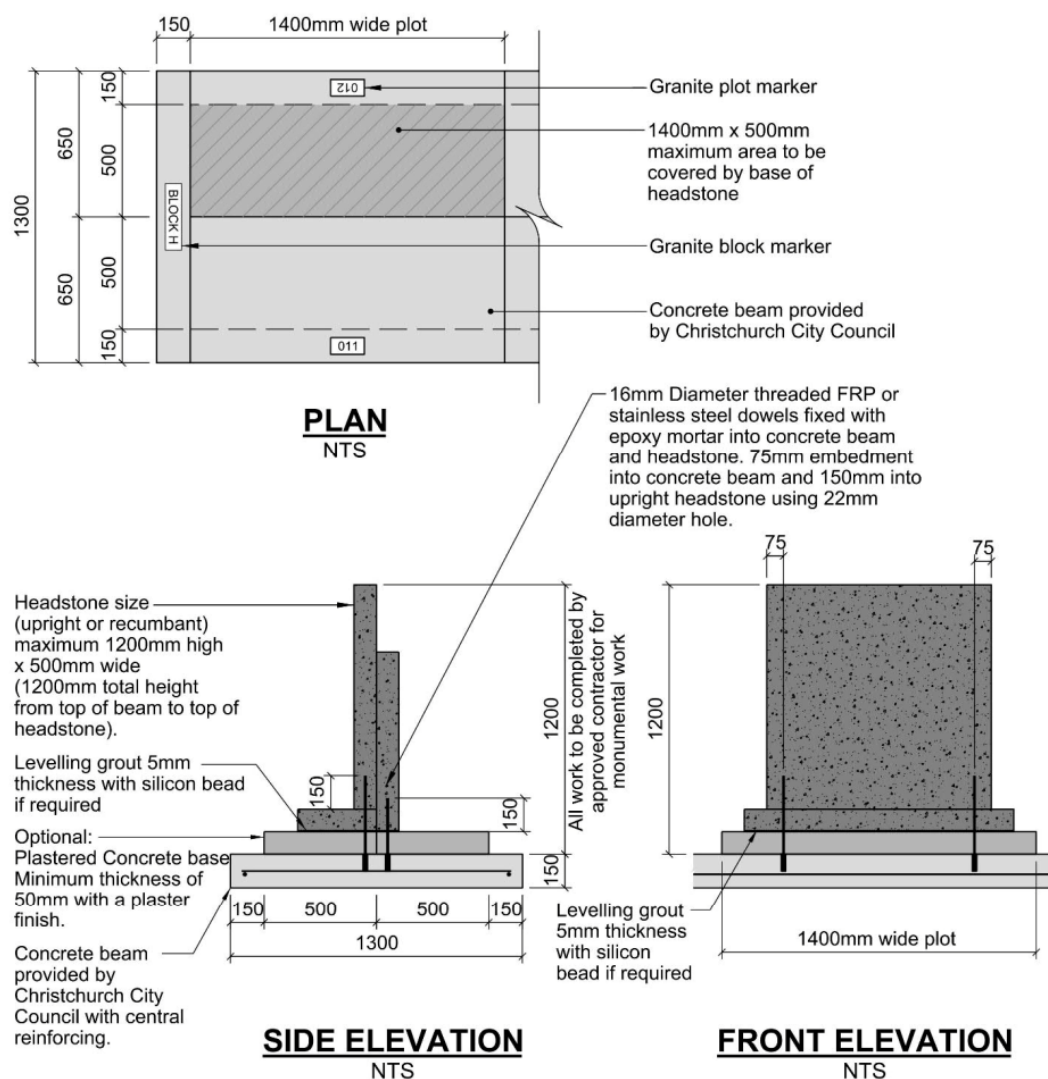
Appendix B: Monument Specifications: 1200mm wide full burial plot



Notes:

1. Concrete mix for bases to achieve 25MPa strength.
Proportions volume (damp) = 1 Cement: 4.75 Builders Mix: 0.55 Water
2. Headstones to be placed on 5mm thick levelling grout.
Proportions volume = 2 Cement: 7 Sand: Water added to achieve consistency.
3. Monuments which exceed 1200mm height shall be designed by an Engineer and the details submitted to Council for review.
4. Install a minimum of 2 fixing dowels per plot width. Embed dowels 150mm into headstone
5. Existing concrete beam surface shall be cleaned prior to placing concrete or grout.
6. Dowels shall be placed centrally to the headstone thickness.
7. Headstones shall be placed so that they are both vertical and level horizontally.

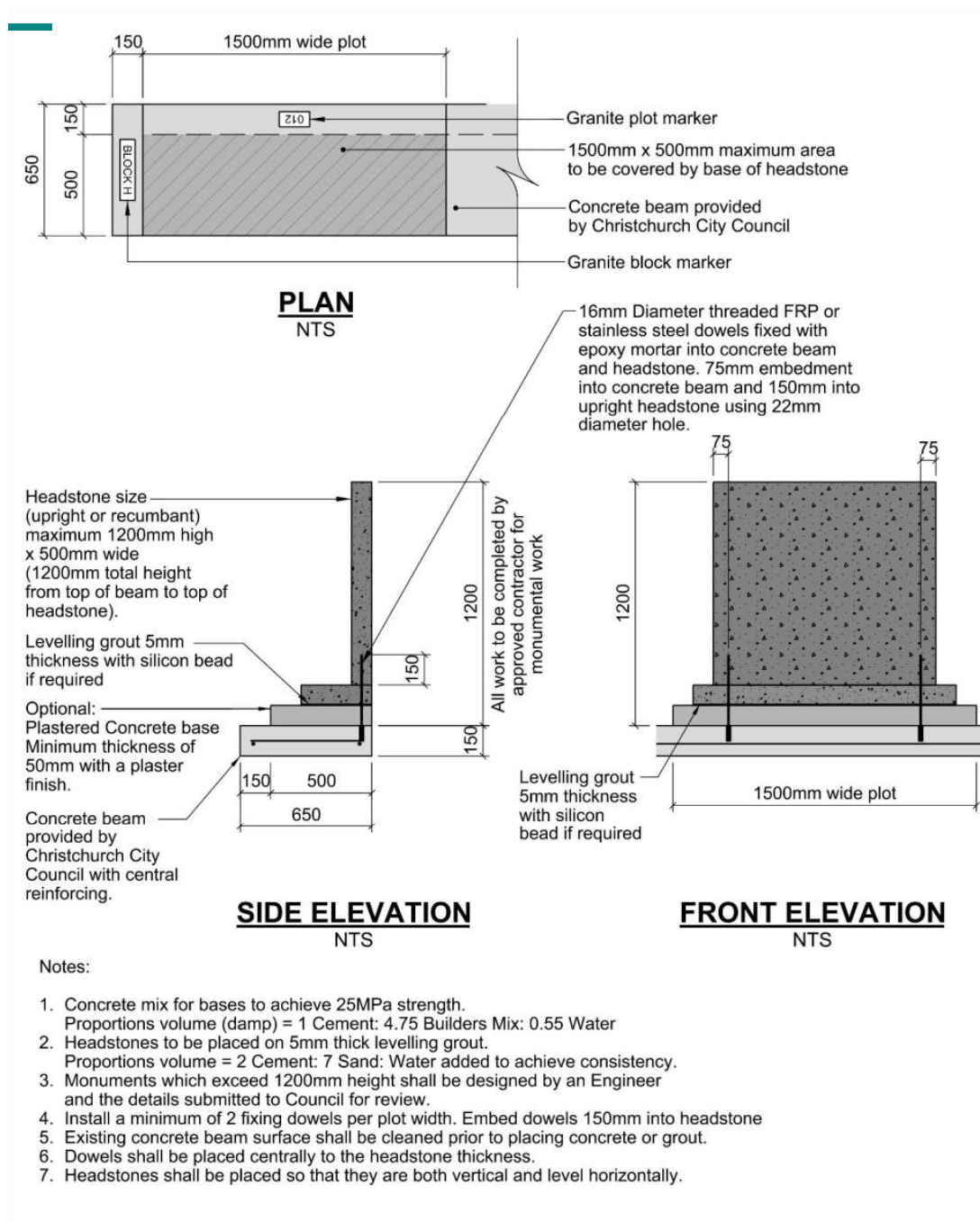
Appendix C: Monument Specifications: 1400mm wide full burial plot



Notes:

1. Concrete mix for bases to achieve 25MPa strength.
Proportions volume (damp) = 1 Cement: 4.75 Builders Mix: 0.55 Water
2. Headstones to be placed on 5mm thick levelling grout.
Proportions volume = 2 Cement: 7 Sand: Water added to achieve consistency.
3. Monuments which exceed 1200mm height shall be designed by an Engineer and the details submitted to Council for review.
4. Install a minimum of 2 fixing dowels per plot width. Embed dowels 150mm into headstone
5. Existing concrete beam surface shall be cleaned prior to placing concrete or grout.
6. Dowels shall be placed centrally to the headstone thickness.
7. Headstones shall be placed so that they are both vertical and level horizontally.

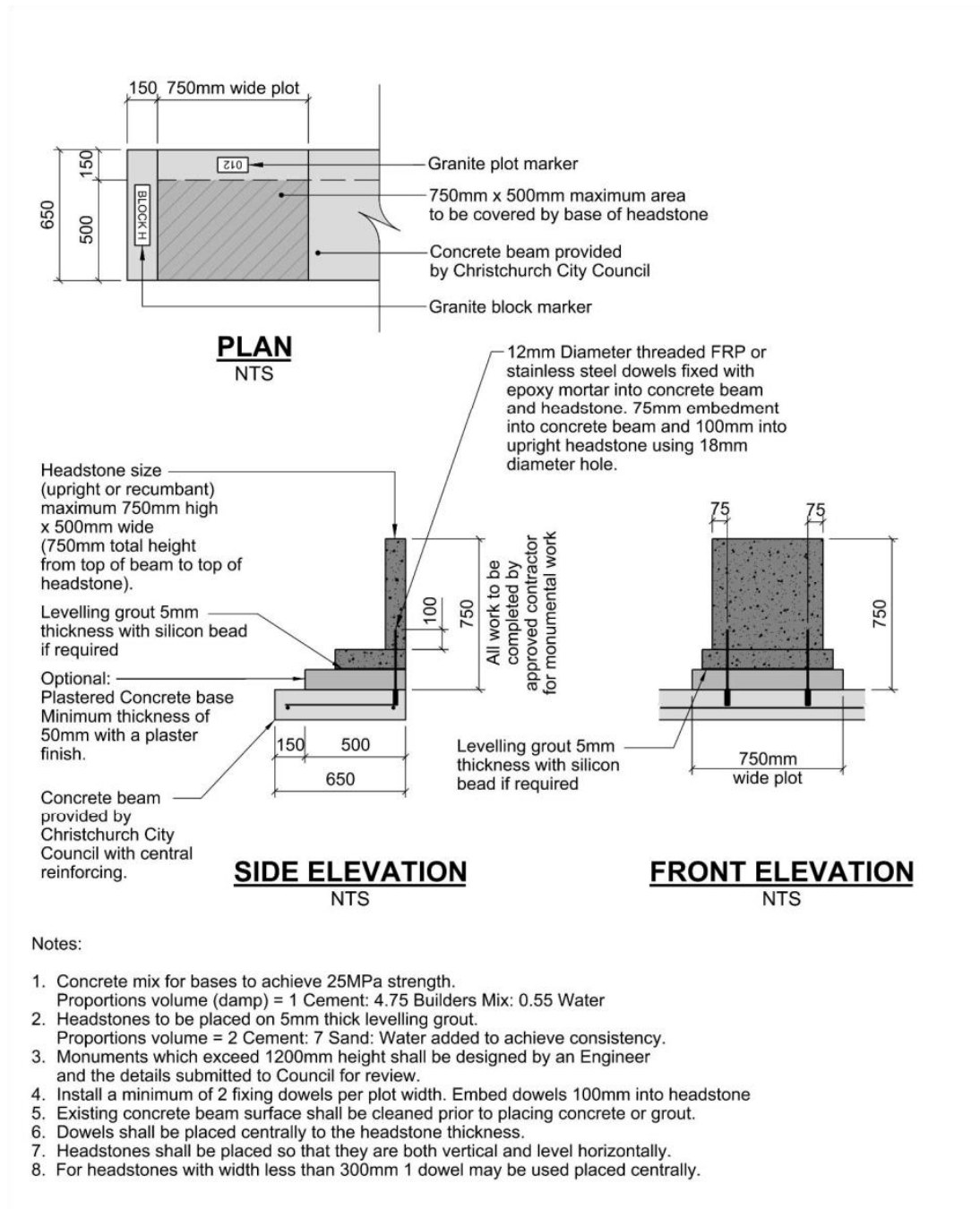
Appendix D: Monument Specifications: 1500mm wide Muslim full burial plot



Appendix E: Monument Specifications: 750mm wide Muslim infant burial plot

Item 14

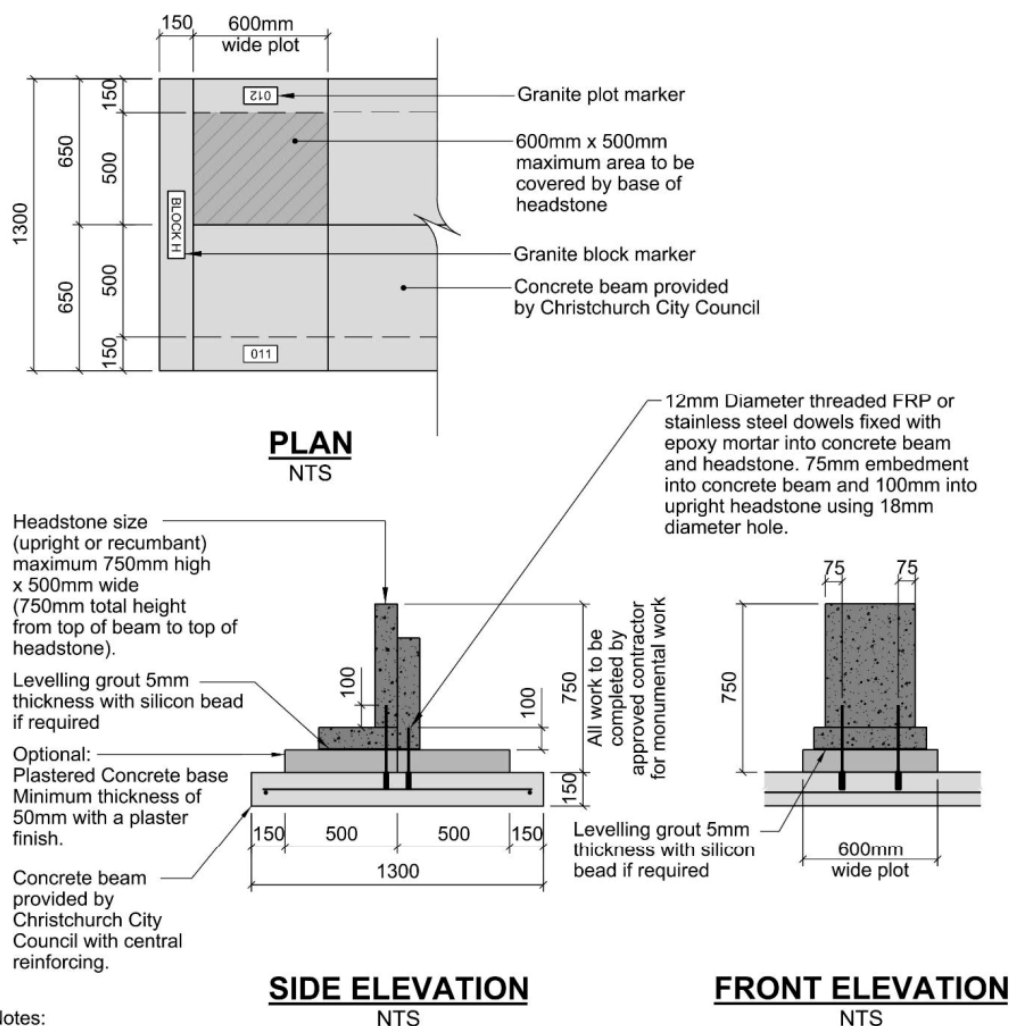
Attachment A



Appendix F: Monument Specifications: 600mm wide ash plot, infant plot or quarter plot

Item 14

Attachment A



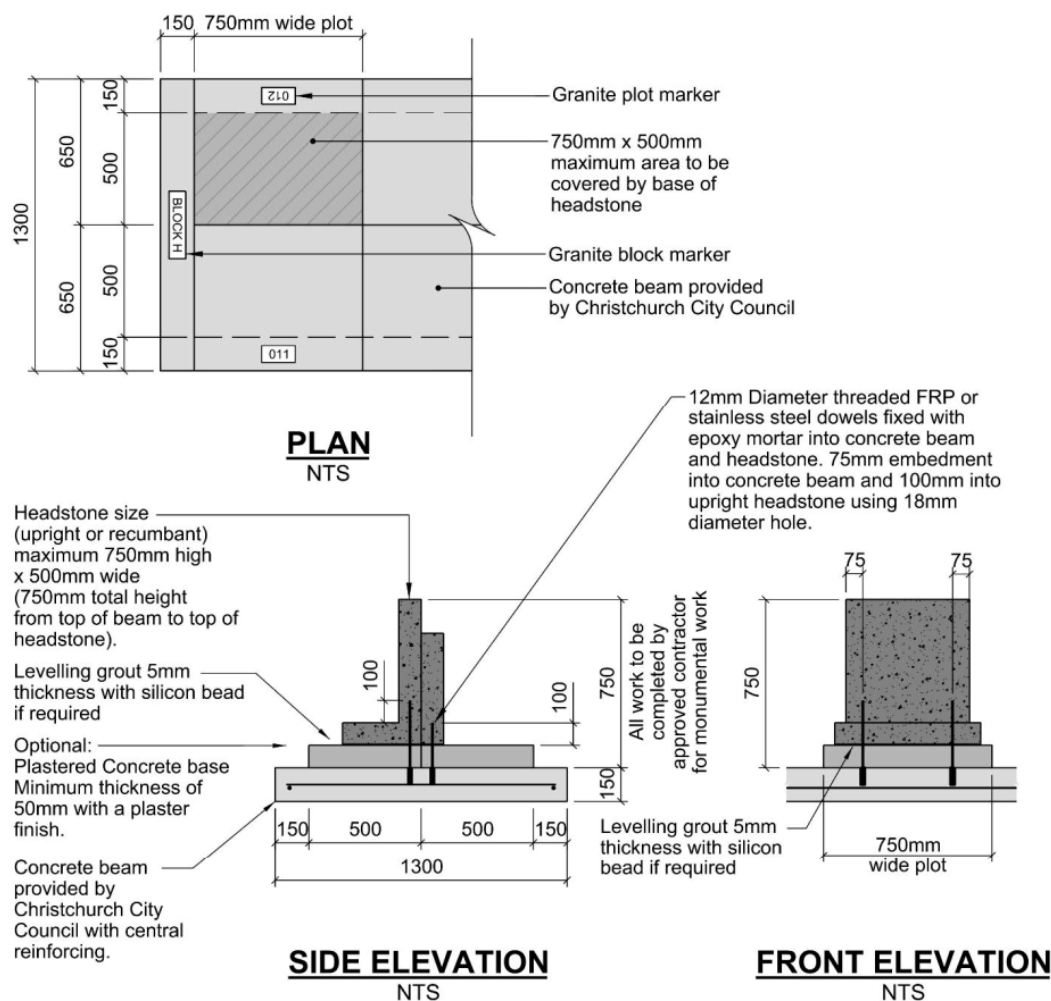
Notes:

1. Concrete mix for bases to achieve 25MPa strength.
Proportions volume (damp) = 1 Cement: 4.75 Builders Mix: 0.55 Water
2. Headstones to be placed on 5mm thick levelling grout.
Proportions volume = 2 Cement: 7 Sand: Water added to achieve consistency.
3. Monuments which exceed 1200mm height shall be designed by an Engineer and the details submitted to Council for review.
4. Install a minimum of 2 fixing dowels per plot width. Embed dowels 100mm into headstone
5. Existing concrete beam surface shall be cleaned prior to placing concrete or grout.
6. Dowels shall be placed centrally to the headstone thickness.
7. Headstones shall be placed so that they are both vertical and level horizontally.
8. For headstones with width less than 300mm 1 dowel may be used placed centrally.

Appendix G: Monument Specifications: 750mm wide infant burial plot

Item 14

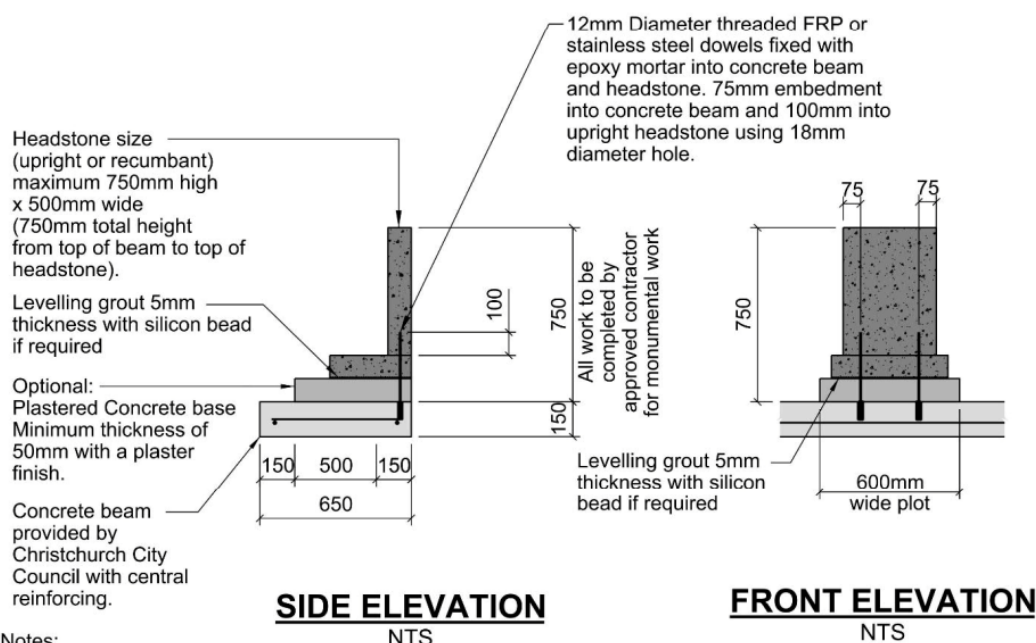
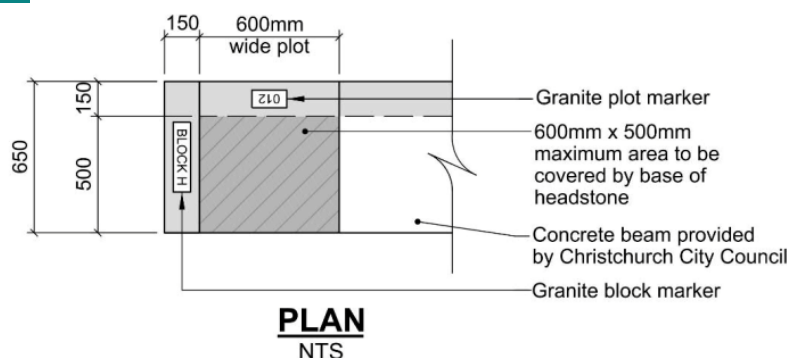
Attachment A



Notes:

1. Concrete mix for bases to achieve 25MPa strength.
Proportions volume (damp) = 1 Cement: 4.75 Builders Mix: 0.55 Water
2. Headstones to be placed on 5mm thick levelling grout.
Proportions volume = 2 Cement: 7 Sand: Water added to achieve consistency.
3. Monuments which exceed 1200mm height shall be designed by an Engineer and the details submitted to Council for review.
4. Install a minimum of 2 fixing dowels per plot width. Embed dowels 100mm into headstone
5. Existing concrete beam surface shall be cleaned prior to placing concrete or grout.
6. Dowels shall be placed centrally to the headstone thickness.
7. Headstones shall be placed so that they are both vertical and level horizontally.
8. For headstones with width less than 300mm 1 dowel may be used placed centrally.


Appendix H: Monument Specifications: 600mm wide baby loss plot



- NTS**
- Notes:**
1. Concrete mix for bases to achieve 25MPa strength.
Proportions volume (damp) = 1 Cement: 4.75 Builders Mix: 0.55 Water
 2. Headstones to be placed on 5mm thick levelling grout.
Proportions volume = 2 Cement: 7 Sand: Water added to achieve consistency.
 3. Monuments which exceed 1200mm height shall be designed by an Engineer and the details submitted to Council for review.
 4. Install a minimum of 2 fixing dowels per plot width. Embed dowels 100mm into headstone
 5. Existing concrete beam surface shall be cleaned prior to placing concrete or grout.
 6. Dowels shall be placed centrally to the headstone thickness.
 7. Headstones shall be placed so that they are both vertical and level horizontally.
 8. For headstones with width less than 300mm 1 dowel may be used placed centrally.

Christchurch City Council Cemeteries

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Proposed Changes to the Cemeteries Handbook 2018

Changes to definitions

Section	Current wording	Proposed change	Reason
Definition of Burial or Interment (page 6)	Burial or Interment – The burial or depositing of a human body, or urn of ashes resulting from the cremation of a human body, in a plot or in a vault.	Burial or Interment – The burial or depositing of a human body, or urn of ashes, in a plot or in a vault.	To provide a more encompassing definition of the burial or interment of the dead.
Definition of Cremated remains or ashes (page 6)	Cremated remains or ashes – The term used to describe the cremated remains of a human body or animal.	Ash or ashes – Means the remains or ashes of the dead.	To broaden the definition of ‘ash/ashes’ to include all ‘ash-like’ remains, regardless of the method used to produce the ashes. ‘Ashes of the dead’ aligns with section 16(f) of the Burial and Cremation Act 1964.
Definition of Cremation (page 6)	Cremation – The reduction to ashes of a dead body by burning.	<i>To be removed</i>	No need to define the term as it is no longer used in the Handbook.
Definition of Funeral Director (page 6)	Funeral director – A person who supervises and conducts the preparation of the deceased for burial or cremation and directs or arranges the funeral.	Funeral director – Means a person whose business is or includes disposing of bodies.	To broaden definition and to align it with the definition in the Act.
Definition of Vault (page 7)	Vault – A structure for the deposit of specially sealed coffins containing a human body, or containers of ashes resulting from the cremation of a human body.	Vault – A structure for the deposit of specially sealed coffins containing a human body or containers of ashes.	To broaden application to include all ash-like remains.

Guidance on the number of ash urns that may be interred

We're aware that other methods may produce a larger volume of ash remains than traditional flame cremation and therefore may require larger urns. The Handbook specifies how many ash urns may be interred in a plot, but the numbers are based on standard sized urns.

We're proposing the following changes to clarify the meaning of "standard sized urn" and to indicate interment of non-standard sized ash urns could impact on the number of interments available in each plot:

- Add new definition on page 7: *Standard sized urn – Means an ashes urn measuring 270mm x 170mm.*
- Add new note to Table 1 on pp. 14-15: *The number of ash urns indicated above is based on a standard sized urn. If a non-standard sized urn is used, the Cemeteries team should be contacted for guidance on the number of interments that can be made into a specified plot.*
- Consequential wording changes in Section 2.7 (p.13) and in Table 1 (pp. 14-15) to indicate where references to urns are standard sized urns

Memos



Memo

Date: 18 July 2025
From: Jenna Marsden, Senior Policy Analyst
To: Mayor and Councillors; Community Board Members
Cc: Executive Leadership Team
Reference: 25/1368104

Cemeteries Handbook Amendment - Water Cremation Ashes

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this memo is to inform elected members of a proposed procedural amendment to the Cemeteries Handbook to meet the Council's obligation to provide for the burial of the dead in its cemeteries.
- 1.2 The proposed amendment is a result of a new method of body disposal (water cremation) becoming available in Christchurch. The Council's current regulatory framework does not anticipate, or provide for, interment of remains from alternate methods other than burials, or ashes from flame cremation. The proposal is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
- 1.3 The information in this memo is not confidential and can be made public.

2. Update He Pānui

- 2.1 Funeral Directors Bell, Lamb and Trotter, in conjunction with Christchurch Water Crematorium, are now offering water cremation services in Christchurch. They are the first to provide this service in New Zealand and commenced water cremation services in June 2025.
- 2.2 The Council granted a resource consent for the land use of the facility, and a conditional trade waste consent for the discharge of the liquid waste from the process to the Council network.
- 2.3 Water cremation (also known as aquamation, resomation or alkaline hydrolysis) is a method of disposal of human remains and is an alternative to traditional flame cremation. Water cremation is not provided for in the Burial and Cremation Act 1964 (the Act). The Act specifically defines cremation as "by burning", thus excluding water cremation and any other future new methods of disposal. Although these methods are not specifically regulated, the Act does not prevent the method either.

The issue

- 2.4 In addition to the Burial and Cremation Act 1964, the Council's Cemeteries Bylaw 2013 and its associated Cemeteries Handbook (2018) regulate activities in Council cemeteries.
- 2.5 Families of the deceased who have chosen water cremation for their loved ones may wish to inter the remains in a Council cemetery. The Handbook is restrictive as it does not provide for the burial or interment of water cremation 'ashes' and specifically links ashes to flame

Memos



- cremation. At the time the Handbook was last reviewed, this was a logical link to the definition of cremation in the Act¹, and did not envisage alternate methods of body disposal.
- 2.6 Despite the method being unregulated, the Council has an obligation to provide for burial of the dead in its cemeteries under the Act, and the Act does not prevent the Council from accepting remains that have been through a water cremation process for interment.
- 2.7 To date, there has been one request to inter remains following water cremation in a Council cemetery². The Council, under staff delegation, accepted this interment using its discretion under clause 5(3) of the Cemeteries Bylaw 2013. This discretion can be used in the interim, however it is only a temporary approach.

Proposed procedural amendment to the Handbook

- 2.8 Staff are proposing to change the definition of “cremated remains or ashes” in the Handbook so that it is not restricted to flame cremation and will instead refer to ‘remains or ashes of the dead’. This will mean that references to ‘ashes’ throughout the Handbook also apply to ‘ashes’ from water cremation and any other future method that results in ‘ash-like’ remains.
- 2.9 The scope of the proposed amendment to the Handbook is limited to widening the definition of ashes and some minor associated amendments to give effect to this change. As the Council has an obligation to provide for the burial of the dead under the Act, the proposed change to provide for the interment of ashes resulting from methods other than flame cremation is considered a procedural amendment to fulfil that obligation.
- 2.10 A comprehensive review of the Cemeteries Handbook is scheduled to be undertaken in 2027-28, alongside a review of the Cemeteries Bylaw 2013.

3. Next Steps

- 3.1 Staff have engaged with the Ministry of Health and the Department of Internal Affairs throughout this process. The Ministry staff have asked to be kept informed of the Council’s approach.
- 3.2 Targeted consultation on the proposed amendment will be undertaken with stakeholders, including the funeral industry. The consultation will also be available for wider public feedback on our Kōrero Mai Let’s Talk Page, scheduled for the end of July.
- 3.3 Staff will bring the amendment proposal to Council for decision, along with the results of consultation, in early September 2025.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Authors	Jenna Marsden - Senior Policy Analyst Libby Elvidge - Principal Advisor Citizens & Community Naomi Soper - Senior Legal Counsel
Approved By	David Griffiths - Head of Strategic Policy & Resilience Rupert Bool - Head of Parks

¹ The Burial and Cremation Act 1964 definition: “**cremation** means the reduction to ashes of dead bodies by burning.”

² The request was to inter remains into an existing family grave, where the family of the deceased already held an exclusive right of burial.

15. Capital Endowment Fund Applications - 2025/26

Reference Te Tohutoro: 25/1255224

Responsible Officer(s) Te Pou Matua: Joshua Wharton - Community Funding Team Leader

Accountable ELT Member Pouwhakarae: Andrew Rutledge, General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to consider six (6) applications to its Capital Endowment Fund (CEF) for the 2025/26 financial year.
- 1.2 This is a staff generated report as a result of applications to the CEF.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in Capital Endowment Fund Applications - 2025/26 Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Agrees to make the following grants from the Capital Endowment Fund:
 - a. \$50,000 to Banks Peninsula Sports and Recreation Incorporated towards the Akaroa Multipurpose Court.
 - b. \$150,000 to Te Hapū o Ngāti Wheke for Conference Facility and Area Extension.
 - c. \$100,000 to Heathcote Valley Community Association for Ferrymead Park Community Pumptrack.
 - d. \$75,333 to Te Whatu Manawa Maori-Tanga o Rehua Trust Board for Marae Upgrades.
 - e. \$313,000 to Isaac Theatre Royal for Major Building Repair Work.
 - f. \$400,000 to St John - Banks Peninsula Area Committee for Akaroa St John Ambulance Station Build.
4. Notes that all grants are subject to confirmation from each organisation that they have sufficient resources and a robust project plan in place to complete the project.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Capital Endowment Fund is administered through positive working relationships with community development, sport & recreation, and arts advisors. The projects recommended for funding have been assessed against the criteria and graded to ensure alignment with the fund objectives and broader Council strategic direction (**Attachment A**). This report deals with proposals in the Civic and Community category of the CEF.
- 3.2 This round of CEF recommends granting \$1,088,333 to Civic and Community organisations, the projects being:

- 3.2.1 \$50,000 to Banks Peninsula Sports and Recreation Incorporated for the Akaroa Multipurpose Court
- 3.2.2 \$150,000 to Te Hapū o Ngāti Wheke for Conference Facility and Area Extension
- 3.2.3 \$100,000 to Heathcote Valley Community Association for Ferrymead Park Community Pumptrack
- 3.2.4 \$75,333 to Te Whatu Manawa Māori-Tanga o Rehua Trust Board for Marae Upgrades
- 3.2.5 \$313,000 to Isaac Theatre Royal for Major Building Repair Work
- 3.2.6 \$400,000 to St John - Banks Peninsula Area Committee for Akaroa St John Ambulance Station Build.

4. Background/Context Te Horopaki

- 4.1 The Capital Endowment Fund is administered through positive working relationships with community development, sport & recreation, and arts advisors. The projects recommended for funding have all undergone significant collaboration with these advisors to ensure alignment with the fund objectives and broader Council strategic direction, with detailed assessment matrices (included as **Attachment A**) examining the broader community benefit.
- 4.2 In addition to a recommended amount, all applications have been graded by assessors as Priority 1, 2, 3, or 4. The grading criteria used by staff is as follows:
 - 4.2.1 **Priority 1** - Meets all eligibility criteria and contributes **significantly** to funding outcomes and priorities. **Highly recommended for funding.**
 - 4.2.2 **Priority 2** - Meets all eligibility criteria and contributes to funding outcomes and priorities. **Recommended for funding.**
 - 4.2.3 **Priority 3** - Meets eligibility criteria and contributes to funding outcomes and priorities but to a lesser extent than Priority 2 applications. If funding was available, then would likely support. **Not recommended for funding.**
 - 4.2.4 **Priority 4** - Has a low contribution to funding outcomes and priorities and/or insufficient information provided by applicant and/or other sources of funding are more appropriate. **Not recommended for funding.**
- 4.3 The allocations from the Fund are split 40% to 'Civic and Community', and 60% to 'Innovation, Economic Development and Environment'. This split is to be reviewed three-yearly in line with the Long-Term Plan or if the Fund's income changes significantly in between.
 - The value of the application is greater than \$50,000.
 - The project is not otherwise provided for through rates revenue or other funding sources available to the Council.
 - This discrete project has not received partial funding or has been refused under the SCF or Events and Festivals Fund.
 - The project is not already underway but has run out of funding.
 - The application is for something specific and new.
 - There will not be ongoing Council operational investment required.
 - The project is a one-off with no expectation of future Council funding.
 - Benefits will be experienced now and in the future.

- Demonstrates a benefit for the City of Christchurch, its citizens, or for a community of people living in Christchurch.
- 4.4 Staff assessments first consider the criteria above; all the applications being considered in this report are deemed eligible for funding. The detailed staff assessments (**Attachment A**) look at the value-for-money of these projects for the residents of Christchurch and Banks Peninsula and make recommendations based on technical understanding of both the project and the communities that would be positively benefited.
- 4.5 The recommendations to award CEF allocations for the 2025/26 application round are summarised below. Further detail about the assessment is in **Attachment A**.

Organisation name	Project	Recommended amount	Rationale
Banks Peninsula Sports and Recreation Incorporated	Akaroa Multipurpose Court	\$50,000	This is a highly visible space for both locals and visitors to the area. The multipurpose court is nestled amongst other key attractions in the Akaroa township, which means it will be well used. This is a positive example of community and Council working together to improve and activate under-utilised spaces. The project has the potential to improve the health and wellbeing of residents of rural communities by providing a quality sport and recreation space.
Te Whatu Manawa Māori – Tanga o Rehua Marae	Marae Upgrades	\$75,333	The fencing required will provide safety and security for staff and visitors to the site. Safe pathways will ensure the Marae is accessible to those with mobility issues. Securing aspects of the building means that staff will be protected if disruptive visitors come on site. This has been an issue in the past. The Marae is a key site within the city.
Isaac Theatre Royal	Major Building Repair Work	\$313,000	The grant will ensure the Theatre remains open, safe, and accessible to residents and visitors. The addition of long-term cladding will minimise future repair work, as well as reduce the noise and visual impact on neighbouring businesses and residents.
St John - Banks Peninsula Area Committee	Akaroa St John Ambulance Station Build	\$400,000	The services provided will support the southern bays of Banks Peninsula, a large geographic area. The Akaroa ambulance station build will provide a more central location for volunteers to improve the health and wellbeing of several remote communities, as well as visitors to the region. The ambulance station will service a significant area in Banks Peninsula, providing a safe space for volunteers to train, recharge

Organisation name	Project	Recommended amount	Rationale
			after tough call outs & base themselves during overnight shifts. As volunteers come to participate in ambulance training and service delivery, the station will be a key facility for delivery, and to function as a base for overnight shifts.
Heathcote Valley Community Association	Ferrymead Park Community Pumptrack	\$100,000	There is currently no facility of this kind in the Waihoru Spreydon-Cashmere-Heathcote Ward. The Ferrymead Pump Track will provide a durable, low-maintenance space that promotes active lifestyles, inclusion, and social connection.
Te Hapū o Ngāti Wheke	Conference Facility and Area Extension	\$150,000	The upgraded conference/meeting facility will provide an enhanced visitor experience and more space for hosting community groups and other guests at the Marae.

4.6 The drawdown for all these projects is subject to confirmation from each organisation that they have sufficient resources and a robust project plan in place to complete the project.

- The following technical specialists have also been consulted, and are supportive of the proposed projects, with their comments included on the relevant applications: Building Consultants & Community Arts Team– Isaac Theatre Royal Building Repair Work
- Parks Recreation Planning – Akaroa Multipurpose Court
- Project Management - Akaroa Multipurpose Court
- Ambulance Emergency Preparedness – St John Ambulance Station Build
- CCC Civil Defence Emergency Management – St John Ambulance Station Build
- Te Tiriti Team & Events Team – Ngāti Wheke Conference & Area Extension
- Parks Unit – Ferrymead Park Community Pumptrack
- Te Tiriti Team & Building & Construction Specialists - Rehua Marae upgrades

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.7 The following reasonably practicable options are available to councillors considering this report:

- 4.7.1 **Option 1** (preferred option): Agree to the recommendations for CEF grants to the organisations as discussed in the Background section and Attachment A of this report
- Recommendations reflect the results of the assessment of the application against the criteria of the CEF, the Council's strategic goals and discussion/moderation with experts in the field.
- 4.7.2 **Option 2:** Change the amount allocated and/or decline some or all the recommendations in this report.

- Councillor scrutiny is an important element of the grant allocation process often providing a wide-angle community lens over recommendations and a city-wide perspective.
 - Declining or changing the amount allocated either up or down can be used to better target grant funding.
- 4.7.3 **Option 3:** Requesting that an individual application is left on the table or withdrawn and re-presented.
- This allows Councillors to request further information and/or staff analysis to inform their decision making, avoiding the need to reject an application outright.
- 4.7.4 **Option 4:** A combination of the above three options.
- This flexible approach allows Councillors a number of options to ensure informed decision-making.

Analysis Criteria Ngā Paearu Wetekina

- 4.8 Analysis criteria include but are not limited to an assessment of the application against the criteria of the CEF, the Council's strategic goals and the availability of funds. There is often specialist or expert opinion sought, and the provisional recommendations are moderated. Analysis criteria are presented within the assessment of each application and attached to this report as **Attachment A**.

5. Financial Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

Organisation	Project Name	Amount Requested	Amount Recommended
Banks Peninsula Sports and Recreation Incorporated	Akaroa Multipurpose Court	\$50,000	\$50,000
Te Hapū o Ngāti Wheke	Conference Facility and Area Extension	\$150,000	\$150,000
Heathcote Valley Community Association	Ferrymead Park Community Pumptrack	\$100,000	\$100,000
Te Whatu Manawa Maori-Tanga o Rehua Trust Board	Marae Upgrades	\$75,333	\$75,333
Isaac Theatre Royal	Major Building Repair Work	\$313,000	\$313,000
St John - Banks Peninsula Area Committee	Akaroa St John Ambulance Station Build	\$400,000	\$400,000
Total		\$1,088,333	\$1,088,333

- 5.1 After accounting for all current commitments to the CEF, the unallocated portion for 2025/26 is **\$2,845,677**. If the recommendations in this report are accepted, the remaining available balance for this financial year will be \$1,757,344.
- 5.2 Anticipated applications to the CEF include St Albans Cricket Club & Te Tahi Youth.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 For the decisions in the report, there are the following risks and mitigations:
 - 6.1.1 Project Delivery Delays
 - This risk is mitigated by the fact that project plans have been reviewed by technical specialists; and that funding drawdowns may be delayed if projects are not prepared to begin works.
 - Council staff keep regular communication with applicants to monitor project progress.
 - 6.1.2 Cost Overruns
 - The one-off nature of CEF grants limits any future financial liability to the Council.
 - Applicants are expected to have contingency plans and secure co-funding for projects where appropriate.
 - Many of these groups have access to additional fundraising opportunities, should a project scope expand between the time of applying for funds, and delivery of their project.
 - The drawdown of approved funding is often conditional on the applicant confirming the funding targets have been reached and the production of a robust project plan demonstrating how the project will be delivered.
 - 6.1.3 Underspend of Funding
 - This risk is mitigated by the condition in the funding agreement that any unspent funds should be returned to the Council.
 - 6.1.4 Reputational Risk
 - Applications have been assessed transparently against Council-approved criteria, with detailed staff assessments available as **Attachment A**.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
 - 6.2.1 The authority to make decisions relating to the allocation of the CEF sits with the Council.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.3 The required decision:
 - 6.3.1 Aligns with the [Christchurch City Council's Strategic Framework](#). Particularly the Strategic Priority to manage ratepayers' money wisely.
 - 6.3.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by considering the fact that the CEF is a recently consulted level of service in the 2024/34 LTP. The

application is eligible under both the community and economic focus of the CEF and has a strategic alignment.

- 6.3.3 Is consistent with the Council's Plans and Policies. Specifically, the Strengthening Communities Together Strategy and the strategic pillar of Place.
- 6.4 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.5 Citizens and communities
- 6.5.1 Activity: Community Development and Facilities
- Level of Service: 2.3.1.1 Provide funding for projects and initiatives that build partnerships; resilient, engaged and stronger communities, empowered at a local or community of interest level - 100% of funding assessments detail rationale and demonstrate benefits aligned to Council's strategic priorities, and where appropriate, Community Board Plans
 - Level of Service: 2.3.1.2 Build volunteer participation through the effective administration of the community grant schemes - Strengthening Communities Fund supports 2,185,000 volunteer hours annually, subject to eligible applications

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.6 The CEF is a recently consulted level of service in the 2024/34 LTP. The application is eligible under the community focus of the CEF and has good strategic alignment.
- 6.7 For the applications from: Banks Peninsula Sports and Recreation Incorporated, Te Hapū o Ngāti Wheke, the Heathcote Valley Community Association and St John - Banks Peninsula Area Committee, the Local Community Boards have been made aware of these projects by staff or the applicants directly (by way of past public participation) and are supportive of the projects to proceed.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.8 The recommendations in this report are expected to have a positive impact on Mana Whenua.
- 6.9 Specifically in relation to two of the proposed grant recipients which have been discussed with, and are supported by, Te Tiriti Team:
- Rehua Marae, and
 - Ngāti Wheke.
- 6.10 These projects are ones that will strengthen cultural infrastructure, enhance safety and accessibility, and improve the capacity of marae to serve whānau and the wider community.
- 6.11 The investments will contribute to the wellbeing of tangata whenua and uphold the Council's commitment to working in partnership with Mana Whenua, consistent with the principle of Partnership in Te Tiriti o Waitangi.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.12 The decisions in this report are unlikely to contribute significantly to the impacts of climate change or emissions reductions.


7. Next Steps Ngā Mahinga ā-muri

- 7.1 All applicants will be contacted shortly after the publishing of the minutes of the decisions in this report. With grant funding distributed thereafter as per the final allocations agreed by the Council.



- 7.2 Once the respective projects are completed, the community organisations will be required to complete an accountability report back to the Council on the success of the projects and how the granted funds were spent.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	2025/26 Capital Endowment Fund Decision Matrices	25/1440097	329

In addition to the attached documents, the following background information is available:

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Josh Wharton - Team Leader Community Funding Jacqui Jeffrey - Community Funding Advisor
Approved By	John Filsell - Head of Community Support and Partnerships Andrew Rutledge - General Manager Citizens and Community

25/26 CAPITAL ENDOWMENT FUND DECISION MATRIX

Organisation Name	Project	Request Budget	Recommendation	1
<p>Theatre Royal Charitable Foundation (Isaac Theatre Royal)</p> <p>Funding History</p> <p>2024/25 - \$12,000 (Festival of New Writing) DRF M 2022/23 - \$5,000 (Made in Canterbury (MIC) 2023) Events & Festivals Sponsorship Fund 2021/22 - \$49,945 (Community Arts Programme) CCS Rd 1 2021/22 - \$5,000 (Made in Canterbury Festival 2022) Events & Festivals Sponsorship Fund</p>	<p>Major Building Repair Work</p> <p>This project involves essential repairs to the western and northern exterior concrete walls of the Isaac Theatre Royal’s Stage House to prevent ongoing water ingress.</p> <p>Built in 2004/05, this section was not part of the post-earthquake rebuild. Cracking has developed, allowing water to enter the building.</p> <p>While engineers have confirmed there is currently no structural degradation, prolonged water exposure significantly increases the risk of future damage. Addressing these issues now is critical to avoid costly repairs and to ensure the long-term integrity and safety of the Theatre.</p> <p>Specialists Consulted</p> <p>Principal Advisor - Building Consenting Unit: "The principal of over-cladding rather than crack repair/sealing is likely to be a sound and robust solution. It should keep moisture away from vulnerable areas and will not be so reliant on sealants that may require maintenance.</p> <p>Flashing and installation remain important, but the consequences of failure may well be less since the underlying building will still be there"</p> <p>Community Arts Team The Community Arts Team have been closely connected with the operations of the Isaac Theatre Royal for a number of years, and were the primary assessors of this application.</p>	<p>Total Cost: \$313,000</p> <p>Requested Amount: \$313,000</p> <p>100% percentage requested</p> <p>Other Sources of Funding</p> <p>Preferential pricing with contractors (Graham Hill Roofing & Naylor Love)</p> <p>Contribution Sought Towards: <i>(Naylor Love estimates)</i></p> <p>Cost of works (Exterior Waterproofing – Metal cladding Option) - \$272,000 Consulting work - \$10,000 Inflation Adjustment - \$6,000 Contingency - \$25,000</p>	<p>Recommended Amount</p> <p>\$313,000</p> <p>That the Council makes a grant of \$313,000 from its 25/26 Capital Endowment Fund to the Theatre Royal Charitable Foundation (Isaac Theatre Royal) towards Major Building Repair Work.</p> <p>The drawdown of which is subject to confirmation from the Isaac Theatre Royal that they have sufficient resources and a robust project plan in place to complete the project.</p>	
<p>Outcomes</p> <p>This project aims to deliver three key outcomes that will benefit the Isaac Theatre Royal’s community of users, staff, and neighbours.</p> <p>Firstly, it will ensure the Theatre remains open, safe, and accessible to all. As a heritage venue and cornerstone of the Canterbury arts scene, the Theatre supports hundreds of events annually. Repairing the Stage House exterior will prevent escalating damage, protecting this critical cultural space for performers, audiences, and community groups alike.</p> <p>Secondly, the project safeguards employment. The Isaac Theatre Royal employs a passionate team across technical, front of house, administrative, and hospitality roles. By addressing the structural risk, we secure their workplace and contribute to job stability in the arts and events sector, which remains vulnerable in the post-COVID environment.</p> <p>Lastly, the use of the preferred long-term cladding repair strategy, rather than a temporary crack-repair-and-paint approach, will reduce the need for disruptive ongoing maintenance. This solution minimises future repair work, reducing noise and visual impact on neighbouring businesses and residents, while offering a more sustainable, cost-effective outcome for the Theatre in the long term.</p> <p>In summary, the project will protect place, people, and neighbours to the Theatre, securing the future of this community asset.</p>				
<p>Staff Assessment</p> <p>This project is considered priority one because The Isaac Theatre Royal (ITR) is a significant local independent theatre, managed by a charitable foundation.</p> <p>The theatre is a heritage building registered with Heritage New Zealand Pouhere Taonga and Christchurch City Council as a Category 1 place of special and outstanding historical and cultural significance. This repair work will ensure the ITR is able to continue serving the creatives and audiences Ōtautahi by future-proofing integrity of the building.</p> <p>The ITR provides space for national, international, and local performers and is primarily a venue for touring events including concerts, comedy, musicals, plays, ballet, opera (the ITR is the preferred Ōtautahi venue for both the Royal New Zealand Ballet and New Zealand Opera), functions, presentations and conferences. Demand for the theatre has increased consistently over the last three years; in 2024 the theatre was booked for 285 days, up from 173 days in 2022, and 201 days in 2023. In parallel to its touring capacity, the ITR has initiated its own programming in recent years with the Made in Canterbury Festival serving local creative communities in the immediate aftermath of COVID and the Festival of Writing providing opportunities for the development of new theatrical work.</p> <p>Providing appropriate space for different levels of productions is crucial in a metropolitan city, and the ITR is a cornerstone of Ōtautahi Christchurch’s suite of venues. This application strongly aligns with the city’s art strategy, Toi Ōtautahi, particularly the strategic action area: Create and Encounter, by providing access to a range of spaces to present and develop work, as well as Objective 1.5 of the Strengthening Communities Strategy; increasing opportunities for the city’s various communities to engage with arts, culture, heritage, and recreation.</p> <p>Theatres and their events are important to the liveability of cities and the quality of life of their communities. In addition to the direct benefits for those attending and performing in the ITR, indirect benefits include increased social and economic activity in the central city and its hospitality and accommodation operators. The ITR plays a key role in the Performing Arts Precinct alongside the Court Theatre and The Piano, providing a diverse and accessible range of cultural and creative offerings.</p> <p>The Isaac Theatre Royal has raised significant funds through various means (ticket sales, sponsorship, grants, gifts, donations, etc.), all of which are primarily applied to the operations of the Theatre and other long-term projects. The recommendation to recommend 100% of the requested amount is because the Theatre intends to begin this work in the Summer of 2025/26 while risk of weather damage is minimal. To recommend less would require the Theatre to fundraise the difference, and depending on the success of these efforts, may delay the remediation efforts and risk further damage.</p> <p>Rationale for staff recommendation:</p> <p>- The Isaac Theatre Royal is a crucial piece of the city’s arts and culture venue ecology, providing a unique space for local, national, and international performers and companies. This proposal strongly aligns with both the city’s art strategy, Toi Ōtautahi and the Strengthening Communities Strategy.</p> <p>- The ITR has seen consistent and increased demand for its venue and services, and this work will ensure it is able to continue providing this to the people of Ōtautahi. The organisation has shown resilience over the last decade and is now experiencing a period of growth, receiving increased donations, grants, and sponsorship, as well as expanding their operational team.</p>				

Request Number: CEF0002

24/25 CAPITAL ENDOWMENT FUND DECISION MATRIX

Organisation Name	Project	Request Budget	Recommendation	2
<p>Banks Peninsula Sports and Recreation Incorporated</p> <p>Funding History</p> <p>Nil</p>	<p>Akaroa Multipurpose Court</p> <p>Banks Peninsula Sports and Recreation Inc. are developing a multipurpose court on land leased by the Council. This project is intended to provide a fit for purpose recreational space to the isolated community. The courts will be available for public use.</p> <p>Specialists Consulted</p> <p>Megan Carpenter - Team Leader Parks Recreation Planning: Council has a project in their Long-Term Plan (<i>ID 65127</i>), to renew the three courts tennis/netball courts at Akaroa Recreation Ground.</p> <p>Banks Peninsula Sports & Recreation (BPSR) have a lease for half of the sport pavilion and one court, adjacent to the pavilion. Councils project will complete the groundworks and improve the base course for all three courts and the final surface for the two courts that are not part of the lease area.</p> <p>The BPSR group are responsible for the improvements to the court within their lease area and ongoing maintenance which is a term of their lease. They are proposing to have this court available for community use outside of bookings, including equipment such as nets and hoops.</p> <p>Ian Davidson (Project Manager): Confirmed that across the three courts there is a budget for \$405,288 on budget to spend FY26 (starting 1 July 2025) with a current shortfall of \$150,000. These figures exclude the costs the community are expected to raise.</p>	<p>Total Cost: \$89,441.18</p> <p>Requested Amount: \$50,000</p> <p>55.9% percentage requested</p> <p>Other Sources of Funding</p> <p>Bank account \$42,809.96 Lotteries grant to come in \$30,000</p> <p>Contribution Sought Towards:</p> <p>Court Resurfacing - \$39,000 Pavilion upgrade - \$6,200 Netball & Tennis Equipment - \$4,000 Insurance - \$800</p>	<p>Recommended Amount \$50,000</p> <p>That the Council Makes a grant of \$50,000 from the Capital Endowment Fund to the Banks Peninsula Sports & Recreation Incorporated towards the Akaroa Multipurpose Court, drawdown of which is conditional on:</p> <p>Approvals secured from Council's Parks Recreation Planning team for the groundworks improvements.</p> <p>confirmation from the applicant that they have sufficient resources in place and are in a position to complete the project.</p>	
<p>Outcomes</p> <p>Banks Peninsula Sports and Recreation Inc. want to provide for the community (residents, local iwi, school children, older folk, Bach owners and visitors to the Peninsula) an all-weather, multipurpose facility that is safe, affordable and fun to use.</p> <p>The primary outcome will be installing an artificial astroturf surface and general upgrades to the amenities of one of the courts. This will be available to a wide number of users for a wide range of sporting and recreational activities.</p> <p>We hope that such a facility encourages people to participate in more physical activity which in turn will help contribute directly to the well-being of those in our community.</p>		<p>Staff Assessment</p> <p>Banks Peninsula Sport and Recreation Incorporated formed around the need to improve the quality of the recreation facilities available to the Akaroa and the Bays community. The group have partnered with Council to achieve this and have worked collaboratively with a number of stakeholders in the Akaroa and the Bays communities.</p> <p>The Council are responsible for funding the upgrade of two tennis courts while the community will lease the third court, a multipurpose court. The community a responsible for fundraising the surface costs associated with this court. All three courts are easy for the public to access and free to use. The multipurpose court is important because it enables Akaroa residents and visitors to participate in a greater range of sports than is otherwise possible. The multipurpose court has the potential to enhance health outcomes for wider a cross-section of residents.</p> <p>Banks Peninsula Sport and Recreation Incorporated are seeking a contribution of \$10,000 toward sporting equipment and \$40,000 toward the supply and installation of the multipurpose court. The group have been proactive about fundraising for this project however, this is a significant undertaking for a small community.</p> <p>Council and the wider community will benefit from the completion of this project, which has been advocated for since 2018.</p> <p>Rationale for staff recommendation:</p> <ul style="list-style-type: none">- Strong alignment with the objectives of the Strengthening Communities Together Strategy, particularly People and Place.- The project is a positive example of community and Council working together to improve and activate under-utilised spaces.- The project has the potential to improve the health and wellbeing of residents of rural communities by providing a quality sport and recreation space.		

Request Number: CEF0003

25/26 CAPITAL ENDOWMENT FUND DECISION MATRIX

Organisation Name	Project	Request Budget	Recommendation	2
<p>St John - Banks Peninsula Area Committee</p> <p>Funding History</p> <p>Nil</p>	<p>Akaroa St John Ambulance Station Build</p> <p>Construction of a dedicated ambulance station in Akaroa. Currently, the local ambulance crew operates from a small room at the rear of the local police station, with the ambulance parked outside.</p> <p>St John needs a fit-for-purpose facility to support the current volunteer crew and the wider community for years to come.</p> <p>Specialists Consulted</p> <p>Ambulance Services Emergency Preparedness: Over the past decade, demand for ambulance services has increased nearly 90%, with particular emphasis from rural communities such as Akaroa & the southern bays, where fast access to central Hospital services is less feasible.</p> <p>CDEM Welfare Coordinator: Given the demographic and remoteness of the southern bays, these types of stations often become de facto emergency hubs that affected individuals may visit for support and are useful locations for CDEM Welfare to connect with the community members, while conducting needs assessment during an event.</p> <p>Community Development Staff: Staff from Te Pātaka o Rākaihautū community board have been very involved with this project. They are highly supportive of and have assessed this application.</p>	<p>Total Cost: \$1,700,000</p> <p>Requested Amount: \$400,000</p> <p>24% percentage requested</p> <p>Other Sources of Funding</p> <p>\$1.2million of this project has been raised through community fundraising, philanthropic grants and bequests.</p> <p>Community based fundraising is continuing, and St John expects to be able to raise a further \$100,000.</p> <p>Contribution Sought Towards:</p> <p>\$400,000 – Construction Costs of the Akaroa St John Ambulance Station Build.</p>	<p>Recommended Amount</p> <p>\$400,000</p> <p>That the Council makes a grant of \$400,000 from its 2025/26 Capital Endowment Fund to St John - Banks Peninsula Area Committee towards Akaroa St John Ambulance Station Build.</p> <p>The drawdown of which is subject to confirmation from St John that they have sufficient resources and a robust project plan in place to complete the project.</p>	

<p>Outcomes</p> <p>Provide a fit-for-purpose ambulance station for our front-line Akaroa ambulance volunteers, supporting their wellbeing by providing a space to reset, restock, and recharge after challenging callouts.</p> <p>Create a safe, dry, and hygienic environment for cleaning and restocking the ambulance, especially critical during night-time or adverse weather callouts.</p> <p>Strengthen community resilience and emergency preparedness for Akaroa and surrounding areas, by having another IL4 (importance level 4) structure within the township designed to be operational after a disaster, enabling the continuation of essential services for the community, which in turn will aid existing Community Emergency Response plans.</p> <p>Encourage more community involvement by creating a central hub for training and volunteer engagement.</p>	<p>Staff Assessment</p> <p>This project is towards the construction of a dedicated ambulance station in Akaroa. St John has raised the majority of the funds needed to complete this project.</p> <p>St John Akaroa is staffed by volunteers. The national body of St John are unable to provide funding for the construction of ambulance stations. Remote stations are not covered by health sector funding.</p> <p>Currently St John Akaroa operate from a small room in the rear of the Police Station. Volunteers restock their ambulance outdoors. This is not ideal in adverse weather conditions or during night-time call outs.</p> <p>The current arrangement can make it difficult to recruit volunteers. Volunteers from neighbouring towns are often excluded as they would not be able to get to Akaroa quickly enough in a call out. The inclusion of a training space and bedrooms supports the provision of training for new volunteers, provides a safe space to recharge after challenging callouts and provides a place to stay for volunteers from neighbouring towns.</p> <p>It is important that local services are set up well to respond to emergencies during adverse weather events. Flooding and road damage can restrict to Akaroa and the Bays communities. In these situations, local services such as St John are especially crucial.</p> <p>The wider Christchurch community also benefits from this service as many Christchurch based holiday makers spend time in Banks Peninsula engaging in outdoor activities that could result in a St John callout. The enhancement of facilities in Akaroa also has the potential to reduce reliance on Christchurch based services.</p> <p>St John contributes positively to the community not only providing an essential ambulance service but also providing additional services in Akaroa such as a First Aid course. This course is well attended and often fully booked.</p> <p>Rationale for staff recommendation:</p> <ul style="list-style-type: none">- Strong alignment with the objectives of the Strengthening Communities Together Strategy, particularly Preparedness and Place.- The project has the potential to improve the health and wellbeing of residents of several remote communities as well as visitors to Akaroa by, enabling a safe space for St John Akaroa to operate from and providing a space for volunteer development and education.- This project will support emergency preparedness in the Southern Bays of Banks Peninsula, and the ability of these bays to plan for, and respond in emergency situations.- Local Resilience Groups are aware of the project also and feel that the instillation of this permanent station is very important for the resilience of the Southern Bays in emergency situations.
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Request Number: CEF0006

24/25 CAPITAL ENDOWMENT FUND DECISION MATRIX

Organisation Name	Project	Request Budget	Recommendation
<p>Te Hapū o Ngāti Wheke</p> <p>Funding History</p> <p>2020/21 - \$3,616 (Public Access Defibrillator) DRF BP</p>	<p>Conference Facility and Atea Extension</p> <p>The marae is often booked six months in advance, leaving limited space for whānau and hapori to gather.</p> <p>The current office has reached the end of its life and will be replaced with a purpose-built office and multipurpose meeting/conference space for whānau, manuhiri and community use.</p> <p>Access to the marae currently raises health, safety, and tikanga concerns, with gatherings occurring roadside and a shortened atea affecting pōwhiri, especially the kaikaranga.</p> <p>A new waharoa, dedicated gathering space, and atea extension will improve safety and uphold cultural protocols. This project responds directly to ongoing kōrero with whānau and community groups as evidenced by the attached letters of support.</p> <p>Specialists Consulted</p> <p>Events Team:</p> <p>“Council likely wouldn’t utilise this extension regularly for our own activities – but the availability for community to utilise the space for larger it is great, as there is a general need for quality events spaces across the City and Banks Peninsula.</p> <p>The utilisation of this space is likely to be of greatest benefit to communities with an interest in engaging with Māori culture, as well as the community around the Marae.”</p> <p>Tiriti Team:</p> <p>Ngāti Wheke work very closely with the local community. They’re very open and engaged. This project will allow greater amounts of the community to engage with tikanga and Māori worldview, which is seen as a strong positive impact, and the Tiriti team are very supportive.</p>	<p>Total Cost: \$3,600,000</p> <p>Requested Amount: \$150,000</p> <p>4% percentage requested</p> <p>Other Sources of Funding</p> <p>Ngai Tahu Marae Development Fund - \$461,000 Ngai Tahu Regional Investment - \$1,600,000 Ngāti Wheke Contribution - \$400,000</p> <p>Contribution Sought Towards:</p> <p>Cost towards the multipurpose conference/meeting facility - \$150,000</p>	<p>Recommended Amount</p> <p>\$150,000</p> <p>That the Council makes a grant of \$150,000 from its 24/25 Capital Endowment Fund to Te Hapū o Ngāti Wheke towards the Conference Facility and Atea Extension.</p> <p>The drawdown of which is subject to confirmation from Ngāti Wheke that they have sufficient resources and a robust project plan in place to complete the project.</p>

<p>Outcomes</p> <p>The project will deliver a purpose-built Office space and a multipurpose conference/meeting space that will be used by whānau, manuhiri and hapori, government and commercial entities. Feedback tells us many will want to use a conference/meeting space separate from the marae. In other cases, it will be used by those hiring the marae who are wanting more space than the marae can provide.</p> <p>The setting will provide a range of other benefits in particular the serene and culturally rich setting and the range of associated benefits available such as waka ama activities, cultural tours and volunteering activities associated with our various environmental projects.</p> <p>The extended atea and waharoa will improve access to the marae, eliminating the health and safety risks that come with manuhiri gathering in the carpark and standing on the road before coming onto the marae.</p> <p>The conference facility will provide flexible meeting room spaces to cater for up to 66 and 63 people respectively for the two large spaces which can both be split into 2 smaller spaces to meet a range of meeting needs. Modern facilities will ensure the conference/meeting spaces are fit for purpose for conference and meeting needs.</p> <p>The Office space as well as enabling all our community facing, environmental work and whānau and hapū support will also enable Ngāti Wheke to continue to play its role as a key community cog in Civil Defence and Emergency Management working closely with communities around Whakaraupō, marae around Te Pātaka o Rākaihautū, and with CCC and other CDEM agencies in the city</p> <p>Our cultural design team led by renowned weaver Reihana Parata and kaiwhakairo Caine Tauwhare are overseeing the cultural design elements to ensure that our cultural narrative is incorporated into the interior design and fitout and across the grounds in a cohesive way.</p>	<p>Staff Assessment</p> <p>Rāpaki Marae is a highly sought-after venue, often booked up to six months in advance. To meet the increasing demand from whānau, manuhiri, and the wider hapori, a new multipurpose facility is being developed. This space will include modern conference and meeting areas, along with office accommodation, offering greater accessibility for diverse groups and easing pressure on existing marae resources. In doing so, it will foster stronger community engagement and participation.</p> <p>The new facility will benefit not only the local hapū but the wider Christchurch community. It will serve as a vibrant hub for cultural, educational, and social activities, promoting inclusivity and cohesion. The integration of flexible, multi-use spaces responds to a growing need that current marae infrastructure can no longer meet. Designed to host up to 130 people, these adaptable meeting areas will cater to whānau, community groups, organisations, and government agencies alike.</p> <p>A purpose-built conference venue will further support cultural events, workshops, and gatherings—enhancing the social and cultural fabric of both Christchurch and Banks Peninsula.</p> <p>Te Hapū o Ngāti Wheke have a proven history of successful project delivery, including the restoration and relocation of Rāpaki School and the expansion of the marae dining room.</p> <p>Investing in this new facility represents a strategic commitment to social, cultural, economic, and safety outcomes. It aligns with Christchurch City Council's goals around community wellbeing, cultural heritage preservation, economic development, and environmental sustainability.</p> <p>Funding support has already been approved in principle by the Ngāi Tahu Regional Investment Fund and the Ngāi Tahu Marae Development Fund, with underwriting by Te Hapū o Ngāti Wheke. Additional contributions are now being sought from the Rātā Foundation, the Lottery Community Facilities Fund, and Christchurch City Council.</p> <p>Rationale for staff recommendation:</p> <ul style="list-style-type: none">- Strategic Alignment: The project advances Christchurch City Council's goals for resilient, inclusive communities and enhanced cultural infrastructure.- Broad Community Impact: New multi-use spaces will meet rising demand, supporting diverse groups through modern, adaptable facilities and a dedicated conference venue.- Enduring Civic Value: The proposal delivers long-term benefits in cultural integrity, wellbeing, and public safety, enriching civic life across Christchurch and Banks Peninsula.
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Request Number: CEF0019

24/25 CAPITAL ENDOWMENT FUND DECISION MATRIX

Organisation Name	Project	Request Budget	Recommendation	
<p>Heathcote Valley Community Association</p> <p>Funding History</p> <p>2024/25 - \$4,000 (Community Magazine) DRF SCH 2024/25 - \$18,000 (Community Wellbeing & Resilience) SCF SCH 2023/24 - \$8,000 (Funding for wages for Community Connector and Community Centre Activator) SCF SCH 2022/23 - \$10,000 (Funding for wages for Community Activator and Community Connector) SCF LCH 2021/22 - \$900 (Heathcote Valley Food Forest) DRF LCH</p>	<p>Ferrymead Park Community Pumptrack</p> <p>Funding is requested for a proposal to build an 800m² asphalt community pump track in Ferrymead Park.</p> <p>Asphalt pumptracks are a low maintenance, fun, inclusive way to get communities outdoors participating in action-based sports.</p> <p>The facility will be open to the public and will be designed to be enjoyed by riders of all ages and all abilities, on bikes, scooters, skateboards and skates.</p> <p>It will become an active gathering place for friends and whanau from the local community and beyond to gather and play and a space where fun events can be hosted.</p> <p>Specialists Consulted</p> <p>Both the Parks Department and the Local Community Board (Waihoru) have approved the construction of this pumptrack and are supportive of the project.</p>	<p>Total Cost: \$250,387.3</p> <p>Requested Amount: \$100,000</p> <p>40% percentage requested</p> <p>Other Sources of Funding</p> <p>HVCA intend to apply to the following funds:</p> <ul style="list-style-type: none">Sumner-Ferrymead Foundation - \$10,000Kiwi Gaming Trust - \$10,000NZCT - \$20,000Pub Charity - \$20,000Crowd Funding -\$7,500 Rata Foundation - 50,000Lotteries Commission - 32,887.30 <p>Contribution Sought Towards:</p> <p>Design & Construction of Asphalt Community Pumptrack - \$100,000</p>	<p>Recommended Amount</p> <p>\$100,000</p> <p>That the Council makes a grant of \$100,000 from its 24/25 Capital Endowment Fund to the Heathcote Valley Community Association towards the Ferrymead Park Community Pumptrack.</p> <p>The drawdown of which is subject to confirmation from the Heathcote Association that they have sufficient resources and a robust project plan in place to complete the project.</p>	1
<p>Outcomes</p> <p>The main expected outcome of the provision of a quality asphalt community pumptrack in Ferrymead Park is the creation a space that will become a hive of community activity in an outdoor space.</p> <p>It is expected that, like others of its kind, this proposed facility will become a place where whanau and friends from all over Canterbury, and very likely further afield, will meet and hang out on bikes, scooters, skates and skateboards.</p> <p>The Heathcote Valley Community Association (HVCA) anticipates that the proposed pumptrack will become a popular, action based outdoor sports facility that is in line with what the wider community expects, especially our youth, as influenced by popular media activity generated in similar cool spaces all over the world.</p> <p>Another positive effect of introducing a popular facility like the proposed pumptrack in Ferrymead Park is the provision of passive surveillance in this public space.</p> <p>The Bexley Reserve - Nigel Mahan Pumtrack project is evidence of this positive outcome. Organisations operating out of Bexley Reserve are often targeted by vandalism and other anti-social behaviours, but the incidence of these events have markedly reduced since pumptrack opening. The pumptrack facility and associated car park are now utilised by visitors engaging in positive recreational pursuits and as they are often present in numbers, the antisocial behaviours often associated with Bexley Reserve have declined.</p>	<p>Staff Assessment</p> <p>This project is considered a priority one application because The Ferrymead Pump Track Project is a well-designed, low-maintenance, all-ages facility.</p> <p>The current asset is virtually unusable, whereas the new asset will be longer lasting being asphalt and will be open to the public, providing a fun, inclusive space for local residents and wider community to enjoy biking, scootering, skateboarding, and skating. It aims to encourage active lifestyles and outdoor activity, support action sports, and serve as a vibrant gathering place for friends and whānau. The track will also provide a space suitable for training and hosting national or international pump track events.</p> <p>The project proposal includes relocating the Ferrymead Pump Track to the opposite side of the driveway at 81 Ferrymead Park Drive, to upgrade from a dirt track to an asphalt 'Velosolutions' NZ pump track with surrounding landscaping. The site is a Council-owned Park, with the pump track area managed by the Parks Operations Team and the surrounding land overseen by the Regional Parks Team.</p> <p>There is currently no facility of this kind within the South-Eastern and Bay areas. The Waihoru Community Board have expressed their support for this project, along with Council Park asset owners who are in support and will manage the pump track maintenance.</p> <p>There is strong community support for the proposed upgrade and letters of support have been received from local groups including: Ferrymead Bays Football Club, Heathcote Valley Community Association, Sumner Running Club, and Avon-Heathcote Estuary Ihutai Trust.</p> <p>Huxster MTB Trust (Huxster) will lead the project management and cover construction costs for the pump track, with ongoing planning support from Council staff. Huxster will also undertake fundraising and seek funding to support the project delivery. Any associated Resource Consents will be covered within existing budgets, as the asset will become Council-owned after completion.</p> <p>Rationale for staff recommendation:</p> <ul style="list-style-type: none">- Funding is recommended for this project as there is currently no facility of this kind within the South-Eastern and Bay areas.- The Ferrymead Pump Track will provide a durable, low-maintenance space that promotes active lifestyles, inclusion, and social connection.- Open public access and a design that caters to all ages and abilities, the track will become a valued asset for the local community.			

Request Number: CEF0021

24/25 CAPITAL ENDOWMENT FUND DECISION MATRIX

Organisation Name	Project	Request Budget	Recommendation	1
<p>Te Whatu Manawa Maori-Tanga o Rehua Trust Board</p> <p>Funding History</p> <p>2024/25 - \$2,600 (Carols in the Pa) CCS Rd 1 2024/25 - \$40,000 (Rehua Marae staff salaries/wages) SCF M 2023/24 - \$40,000 (Manaaki o Te Rehua Marae) Yr 3 of 3 SCF M 2022/23 - \$40,000 (Manaaki o Te Rehua Marae) Yr 2 of 3 SCF M 2021/22 - \$40,000 (Manaaki o Te Rehua Marae) Yr 1 of 3 SCF M</p>	<p>Marae upgrades</p> <p>Rehua Marae, located in St Albans, is a significant urban marae established in the 1960s to support Māori in Christchurch City.</p> <p>It has long served as a cultural, educational, and spiritual hub. The marae hosts community events, tangihanga, educational programmes, and cross-cultural initiatives, welcoming people from all backgrounds.</p> <p>This application seeks funding for essential upgrades to improve safety, structural resilience, and accessibility for all visitors, including kaumātua and disabled guests. These improvements will ensure Rehua continues to thrive as a vital, inclusive space for whānau and the wider Christchurch community.</p> <p>Specialists Consulted</p> <p>The proposed upgrades have been discussed with relevant building and construction specialists. All are supportive of the project and see no issues with the proposed works.</p> <p>Tiriti Team: There are similar issues at most Mārae, particularly Ngā Hau e Whā (<i>as both are Tangata Whenua Marae</i>). The team are very supportive of this type of work, and see no problems, especially if the fund is also available for other Marae to apply, should they have a similar project. In general, they are absolutely supportive.</p>	<p>Total Cost: \$75,333</p> <p>Requested Amount: \$75,333</p> <p>100% percentage requested</p> <p>Other Sources of Funding</p> <p>Rehua Contribution - \$5,333</p> <p>Contribution Sought Towards:</p> <p>New pergola to Kohanga - \$8,670 Pathways for Kaumatua flats - \$39,114 Security window to office - \$12,059 Security fencing to kaumatua flats - \$15,490</p>	<p>Recommended Amount</p> <p>\$75,333</p> <p>That the Council makes a grant of \$75,333 from its 24/25 Capital Endowment Fund to Te Whatu Manawa Maori-Tanga o Rehua Trust Board towards Marae security upgrades.</p> <p>The drawdown of which is subject to confirmation from Rehua that they have sufficient resources and a robust project plan in place to complete the project.</p>	

<p>Outcomes</p> <p>The primary outcome is for visitors and kaumatua who visit and live at Rehua marae to feel safe and secure.</p> <p>The project would also create wider pathways and replace the parking area for Kaumatua. The current parking area for the marae is degraded, it is cracked and broken and has become a tripping hazard.</p> <p>The pathways are narrow, which has led to a few kaumatua tripping over and spraining their ankles. The pathways are currently inadequate for the use of walking frames.</p> <p>The project also seeks to insert a security window to the office. There have been a few incidents which involving the safety of staff with people coming onto the marae and into the office with mental health issues or intoxicated which has led to trespass orders being placed.</p> <p>Inserting a security window in the office would prevent public access into the office, keeping staff safe.</p> <p>Finally, the structure of the pergola outside the kohanga is unsafe and needs replacing. Recently, an electrician was called to disconnect lights as they were smoking, which was a fire hazard for the whole marae site.</p>	<p>Staff Assessment</p> <p>This project is considered priority one because Rehua Marae, located in St Albans, is a significant urban marae established in the 1960s to support Māori in Christchurch City. It has long served as a cultural, educational, and spiritual hub. The marae hosts community events, tangihanga, educational programmes, and cross-cultural initiatives, welcoming people from all backgrounds.</p> <p>There are four kaumatua flats based at Rehua marae which are fully tenanted. The Marae have have been getting unwanted visitors at the marae, especially after hours, who make these tenants feel unsafe.</p> <p>Some members of the public feel that it is their <i>right</i> to knock on our kaumatua doors and windows requesting information about the marae, and many are ignoring existing signs which are attached to fences. With proper fencing to prevent public access, the kaumatua flats would have much more security and safety.</p> <p>This application seeks funding for upgrades to ensure safety and accessibility for staff, visitors, and residents at Rehua Marae. This funding will ensure Rehua continues to thrive as a vital, inclusive space for whānau and the wider Christchurch community</p> <p>The recommendation to award 100% of the request is because the Marae has limited revenue generation opportunities over and above their core services, as a non-mana whenua entity. A majority of their income requirements are met by contestable grant applications at the local and national level, general donations and revenue from facility bookings (venue hire).</p> <p>Rationale for staff recommendation:</p> <ul style="list-style-type: none">- Rehua Marae meets all of the eligibility criteria and aligns very strongly with the Funding Outcomes and Priorities.- Furthermore, Rehua Marae is an institution in Ōtautahi and has provided a cultural hub for thousands of Māori and non-Māori over the last 60 years.
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Request Number: CEF0023

16. Extension of Hagley Avenue Clearway Trial Period

Reference Te Tohutoro: 25/752571

Responsible Officer(s) Te Kathy Graham, Team Leader Traffic Operations

Pou Matua: Gautham Praburam, Traffic Engineer

Accountable ELT

Member Pouwhakarae: Brent Smith, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to request the Council's approval to extend the trial period of the time-restricted clearway, which is currently in operation on the north side of Hagley Avenue (from 7:30 AM to 7:30 PM), for a further six months.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Extension of Hagley Avenue Clearway Trial Period Report.
2. Notes that the decision outlined in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the extension of the trial period of the time-restricted clearway, which is currently in operation on the north side of Hagley Avenue, between its intersections with Riccarton Avenue and St Asaph Street (from 7:30 AM to 7:30 PM), for a further six months.
4. Notes that should the recommendation for the extension be approved, staff will undertake public consultation before returning to the Council for a decision as to permanence of the clearway.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Since November 2022, several Notices of Motion have called for reinstating on-street parking on the Hagley Park side at Hospital Corner.
- 3.2 In response, staff considered options to improve parking near Christchurch Hospital, including a late-2023 trial on Hagley and Riccarton Avenues to test removing a traffic lane for on-street parking.
- 3.3 Based on observations and stakeholder feedback, staff recommended retaining the existing road layout due to potential delays for all road users, particularly emergency services.
- 3.4 Staff also presented an alternative option to allow night-time parking in the kerbside lanes while retaining a daytime clearway. While this could provide additional parking options, it raised several operational challenges including safety and congestion risks due to non-compliant vehicles, ongoing enforcement requirements, and the need for new supporting infrastructure.
- 3.5 In December 2024, the Finance and Performance Committee approved a six-month trial of a time-restricted clearway on the north side of Hagley Avenue alone, operating 7:30 AM–7:30 PM, thereby allowing parking during the evening and overnight hours, for approximately 18 vehicles.

- 3.6 The trial commenced on 10th March 2025 and is scheduled to end on 9th September 2025. The key stakeholders were informed via email before the trial.
- 3.7 Initial utilisation was low, prompting Council staff to re-engage with the hospital's operations manager to reinforce internal communication about the trial. Following this engagement and additional media coverage, occupancy peaked at 14 vehicles in late June before declining and stabilising at between 5 and 10 vehicles parking per night.
- 3.8 The nearby Parakiore Metro Sports Facility, scheduled to open in October 2025, is expected to increase traffic volumes in the area. A recent Notice of Motion has also requested that staff investigate the feasibility of using the facility's parking for Christchurch Hospital night-shift staff.
- 3.9 Given the potential impact of Parakiore Metro Sports opening, staff recommend extending the current trial for another six months to continue monitoring usage, assess future demand, and evaluate the impacts of the new sports facility and any alternative parking options.
- 3.10 Staff will seek public feedback towards the end of the extended trial, should this extension be approved. Views from stakeholders around the intersection, as well as people who have made use of the free parking will be sought. This feedback will be compiled, analysed and reported to the Council for its decision.

4. Background/Context Te Horopaki

- 4.1 Since November 2022, several Notices of Motion have requested the reinstatement of on-street parking on the Hagley Park side of the road at Hospital Corner as soon as practically possible.
- 4.2 In response, staff investigated a range of potential options to improve on-street parking opportunities near Christchurch Hospital, evaluating each option's advantages and disadvantages.
- 4.3 In October and November 2023, a temporary lane closure trial was conducted on the kerbside lanes of both Hagley Avenue and Riccarton Avenue. The purpose of the trial was to evaluate the potential impacts of permanently removing a traffic lane to enable on-street parking along these corridors.
- 4.4 Following the trial, and based on observations and feedback from key stakeholders, staff recommended maintaining the current road layout. This recommendation was primarily due to the potential for increased delays for all road users, particularly emergency services, if a traffic lane were removed at this location.
- 4.5 As an alternative, staff also presented an option that would permit night-time parking in the kerbside lanes of Hagley Avenue and Riccarton Avenue, while maintaining a clearway during the day to ensure traffic efficiency.
- 4.6 While this type of clearway arrangement could provide additional parking opportunities, it also presented some operational challenges, including:
 - 4.6.1 Increased congestion and safety risks during morning peak hours, resulting from non-compliant vehicles remaining in the clearway.
 - 4.6.2 Ongoing operational costs associated with enforcing the clearway and removing non-compliant vehicles.
 - 4.6.3 The requirement to construct a new footpath along the Hagley Park side of Riccarton Avenue to enable safe pedestrian access to existing signalised crossings at Hagley

Avenue / Riccarton Avenue / Oxford Terrace / Tuam Street and the Hospital Entrance / Riccarton Avenue intersections. This would require additional funding.

- 4.7 Taking these challenges into account, staff maintained their recommendation to retain the status quo at that time.
- 4.8 At its meeting on 18 December 2024, the Council's Finance and Performance Committee approved a six-month trial for a time-restricted clearway on the north side of Hagley Avenue alone, operating from 7:30 AM to 7:30 PM.
- 4.9 This arrangement allowed for approximately 18 new on-street parking spaces in close proximity to Christchurch Hospital during the evening and overnight hours (7:30 PM to 7:30 AM), without the need for significant additional infrastructure.
- 4.10 The purpose of the trial was to assess safety impacts on other road users and the broader operational impacts of permitting parked vehicles in this location.
- 4.11 The trial commenced on 10th March 2025 and is scheduled to end on 9th September 2025.
- 4.12 Clearway signage and markings were installed in accordance with Waka Kotahi NZ Transport Agency guidelines and standard city-wide practice. Four clearway signs were added—one at each end and two repeater signs in between. Parking ticks were marked at the start and end to indicate the clearway extent. Existing yellow "no stopping" lines were temporarily covered (not removed) to preserve the road surface during the six-month trial. These can be permanently removed if the clearway is made permanent.
- 4.13 In the week prior to the trial, staff undertook the following communications and engagement actions to inform elected members, primary stakeholders, and members of the public about the trial:
 - 4.13.1 A memo was sent to the Mayor, Councillors and the Waipapa Papanui-Innes-Central Community Board (6 March 2025).
 - 4.13.2 A stakeholder email was sent to seven primary stakeholder groups. This included pre-packaged messaging about the trial, to facilitate their own communication with their stakeholders (6 March 2025):
 - Health New Zealand Te Whatu Ora | Waitaha staff (operations, parking and communications)
 - Hato Hone St John staff (both operations and communications)
 - Canterbury Health Laboratories (operations)
 - Fire and Emergency NZ (operations)
 - New Zealand Police (operations)
 - Hagley College (management and communications)
 - Otago School of Medicine (operations/facilities)
 - 4.13.3 A Newsline story was published (6 March 2025)
 - 4.13.4 A post was shared on the Christchurch City Council Facebook page (6 March 2025)
 - 4.13.5 A courtesy flyer was developed to remind people to vacate the lane by 7:30am daily (to be issued to overstaying vehicles during the first two weeks of the trial).
- 4.14 When compared to a typical introduction of parking restrictions, Council staff communicated this parking trial more extensively than would normally be done. This was due to the significant location of this clearway, and its proximity to Christchurch Hospital.

- 4.15 Utilisation of the clearway / parking area was monitored through traffic cameras. During the first two months of the trial, demand was low, with most nights recording no parked vehicles and only occasional use by one or two vehicles.
- 4.16 Upon observing the low patronage, Council staff met with a senior operations staff member at Te Whatu Ora to discuss ways to raise awareness of the clearway trial. As part of this meeting, the Te Whatu Ora staff member offered to reinforce the messaging through internal channels.
- 4.17 Following this engagement, and increased media coverage at that time, a noticeable increase in patronage was observed in the second half of June, with nightly occupancy reaching up to 14 vehicles.
- 4.18 Subsequently, demand slightly declined and stabilised, with most nights showing between five and ten vehicles parked along the clearway.
- 4.19 During the trial, one vehicle overstayed during the initial two-week grace period and departed shortly after 8:00 AM. A reminder notice was provided. Following this period, there were 16 instances of non-compliance, including two longer overstayers that required towing. The remaining vehicles vacated before 8:00 AM. Additionally, there were three instances of vehicles arriving before clearway hours, including one as early as 6:00 PM.
- 4.20 The Parakiore Metro Sports Facility, currently under construction approximately 300 metres from the clearway location, is scheduled to open in October 2025. Once operational, the facility is expected to generate additional traffic volumes into the surrounding road network.
- 4.21 Given the anticipated changes in traffic patterns, it is important to further assess how night-time parking along Hagley Avenue may affect overall network performance before determining the long-term suitability of any permanent arrangement.
- 4.22 Additionally, a recent Notice of Motion has requested that staff investigate the possibility of using parking facilities at the Parakiore Metro Sports Facility for Christchurch Hospital night-shift staff.
- 4.23 If this arrangement is found to be feasible, it may reduce demand for on-street parking along Hagley Avenue during the night-time period, particularly due to the existing time restrictions.
- 4.24 Taking these factors into account, staff consider it appropriate to continue monitoring usage of the night-time parking spaces. Extending the trial will allow time to evaluate future demand, consider the operational impact of the new sports facility, and assess the effect of any alternative parking arrangements.
- 4.25 Therefore, staff recommend extending the trial period of the current time-restricted clearway for an additional six months.
- 4.26 The following information regarding parking near Christchurch Hospital has been provided in the past to the Elected Members.

Date	Subject
18/07/2023	Memo - Options for increasing on-street parking around Christchurch Hospital
18/07/2023	Briefing – Options for increasing on street parking around Christchurch hospital
23/01/2024	Memo - Parking near Christchurch Hospital – Road closure trial results and recommendations
23/01/2024	Briefing - Parking near Christchurch Hospital – Road closure trial results and recommendations
06/03/2025	Memo - Parking near Christchurch Hospital - Clearway trial along Hagley Avenue (Attachment A)

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.27 The following reasonably practicable options were considered and are assessed in this report:

- 4.27.1 Extend the trial period of the current time-restricted clearway for an additional six months.
- 4.27.2 Stop the trial and reinstate the previous traffic lane arrangements.

Options Descriptions Ngā Kōwhiringa

4.28 **Preferred Option:** Extend the trial period of the current time-restricted clearway for an additional six months.

4.28.1 **Option Description:** This option involves continuing the existing night-time parking trial on the north side of Hagley Avenue for another six months to allow further monitoring of usage patterns, assess impacts from the nearby Metro Sports Facility once it opens, and evaluate any alternative parking arrangements that may emerge.

4.28.2 Option Advantages

- On-street parking continues to be available along the kerb side lane along Hagley Avenue.
- Allows more time to gather data and observe changes in demand, ensuring that any long-term decision is based on a more complete understanding of network impacts and parking needs.
- No additional cost as no infrastructure changes are needed.

4.28.3 Option Disadvantages

- None.

4.29 **Option 2:** Stop the trial and reinstate the previous traffic lane arrangements.

4.29.1 **Option Description:** Cease the current clearway trial and revert to the previous road layout, removing any temporary night-time parking spaces along Hagley Avenue.

4.29.2 Option Advantages

- Restores full traffic capacity at all times, reducing risk of delays for general traffic and emergency vehicles.
- Eliminates the need for ongoing monitoring, enforcement, and communication related to the trial.

4.29.3 Option Disadvantages

- Reduces the number of available on-street parking spaces near the hospital during night-time hours.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2
Cost to Implement	\$0	\$5000
Maintenance/Ongoing Costs	Covered by the existing maintenance contract	Covered by the existing maintenance contract
Funding Source	Traffic Operations Team traffic signs and markings budget	Traffic Operations Team traffic signs and markings budget

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 None identified.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.2.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.
 - 6.2.2 Any proposal that increases on-street car parking on Hagley Avenue (north of St Asaph Street) or on Riccarton Avenue is deemed to be of metropolitan significance as it is within the Part A area. So, the authority to make decisions on this matter rests with the Council.
- 6.3 Other Legal Implications:
- 6.3.1 There is no other legal context, issue or implication relevant to this decision.
 - 6.3.2 This specific report has not been reviewed and approved by Legal Services. However, the report has been written using a general approach previously approved by Legal Services.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.4 The Council's strategic priorities have been considered in formulating the recommendations in this report. However, this area of work is not specifically covered by an identified priority.
- 6.5 The required decision:
- 6.5.1 Aligns with the [Christchurch City Council's Strategic Framework](#).
 - 6.5.2 Is of low significance, given the minimal cost implications for the Council and the relative ease with which the decision could be reversed if required.
 - 6.5.3 As approved at the Council meeting on 2 August 2023, parking near the hospital is considered of metropolitan significance, and the decisions are to be exercised by the Council.
 - 6.5.4 Are consistent with Council's Plans and Policies.
- 6.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.7 Transport
- 6.7.1 Activity: Transport
 - Level of Service: 10.3.1 Provide an optimised balance of Council operated parking spaces in the central city - <=85% average occupancy

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.8 The decision affects the following wards/Community Board areas:
- 6.8.1 Waipapa Papanui-Innes-Central Community Board.
 - 6.8.2 Any proposed changes that increase on-street car parking on Hagley Avenue (north of St Asaph Street) and Riccarton Avenue are considered to be of metropolitan significance. Decisions on these matters are therefore exercised by the Council. For this reason, the proposal is being brought to the Council for approval.

- 6.9 If the proposed extension is approved, staff will undertake public consultation towards the end of the extended trial. This will include seeking feedback from stakeholders in the vicinity of the intersection, as well as from people who have used the free parking spaces during the trial period. The Waipapa Papanui-Innes-Central Community Board will also be informed of this consultation process. The feedback received will be compiled and analysed, and the results will be presented to the Council to inform its decision.
- 6.10 Key stakeholders will be informed about the outcome of the decision whether the clearway trial will be further extended or concluded.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.11 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture or traditions.
- 6.12 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.


Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.15 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 The results and feedback collected during the trial will be compiled and presented to the Council to determine the appropriate course of action.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Internal or External Memos Parking near Christchurch Hospital - Clearway trial along Hagley Avenue 28 February 2025 Report	25/115207	342

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Gautham Praburam - Traffic Engineer Kathy Graham - Acting Team Leader Traffic Operations
Approved By	Stephen Wright - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management Brent Smith - General Manager City Infrastructure

Memos



Memo

Date: 6 March 2025
From: Gautham Praburam, Traffic Engineer
Katie Smith, Project Manager
To: The Mayor; Councillors
Cc: Waipapa Papanui-Innes-Central Community Board Members; Executive Leadership Team
Reference: 25/115207

Parking near Christchurch Hospital - Clearway trial along Hagley Avenue

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 At its meeting on 18 December 2024, the Council's Finance and Performance Committee approved a six-month trial for a time-restricted clearway on the north side of Hagley Avenue, operating from 7:30 AM to 7:30 PM. This trial aims to study the impacts of allowing nighttime only parking in the section of Hagley Avenue, near Christchurch Hospital, between its intersections with St Asaph Street and Riccarton Avenue.
- 1.2 This memo outlines the steps staff will undertake before and during the trial.
- 1.3 The information in this memo is not confidential and can be made public.

2. Clearway Trial

- 2.1 The trial is scheduled to begin on 10 March 2025.
- 2.2 A plan showing the proposed works can be seen in **Attachment A**.

Before the Trial:

- 2.3 Staff have engaged HEB to carry out the works. They previously supported the lane closure trial on Riccarton Avenue and Hagley Avenue in 2023.
- 2.4 Key stakeholders will be notified to inform their staff and visitors that parking is permitted only between 7:30PM – 7:30AM. Key stakeholders include:
 - Hato Hone St John Ambulance
 - Health NZ / Te Whatu Ora
 - Fire and Emergency New Zealand
 - Canterbury Health Laboratories
 - NZ Police
 - Hagley College
- 2.5 A media release has been prepared for Newsline, social media, and other platforms to inform the public about the trial. It can be seen in **Attachment B** of this memo.

Memos



During the Trial:

2.6 Initial Process for Managing Compliance

- 2.6.1 A gentle approach will be implemented during the first two weeks. Vehicles parked after 7:30 AM will receive a reminder leaflet, while those still parked after 02:00 PM will be towed and relocated to a nearby location. No infringement fees will be issued during this period, even if a vehicle is towed.
- 2.6.2 Following the initial two-week period, any vehicle parked during clearway hours will be towed, and an infringement notice will be issued to the offending vehicles.

2.7 Monitoring

- The occupancy levels of the parking area during the night will be monitored through traffic cameras.
- The impact of overstaying vehicles on traffic flow will be monitored using traffic cameras and periodic site visits. Currently, site visits are planned once a week, while traffic behaviour will be observed through cameras on other days.
- Data on number of infringement notices will be collected from the parking enforcement team.

2.8 Timeline

Trial commencement	10 March 2025
End of warning period	23 March 2025
End of Trial	10 September 2025
Consultation	July 2025
Report to Council	20 August 2025

- 2.9 Public feedback will be collected towards the end of the trial, with input gathered separately from parking users and other road users.
- 2.10 Any ongoing feedback received during the trial will also be analysed and reviewed.
- 2.11 The trial has been approved for a six-month period. A report recommending the next steps will be presented to the Council for a decision before the trial concludes, so that any new traffic and parking restrictions can be implemented smoothly without significant delays.
- 2.12 Parameters for Stopping the Trial

2.12.1 Immediate Termination - Staff may decide to terminate the trial immediately if:

- A serious accident occurs due to vehicles parked in the lane.
- Emergency vehicle access is significantly delayed.

2.12.2 Operational Termination - The trial may need to end in advance if:

- Persistent traffic congestion occurs due to parked vehicles.
- Multiple vehicles are required to be towed every day.

2.12.3 In addition to the points mentioned above, there may be potential operational challenges that could necessitate further discussions on the feasibility and continuation of the trial. These challenges may include:

- Limited tow truck availability.

Memos



- Limited alternative on street parking options near the CBD, where towed vehicles can be left. This could increase inconvenience and response times.
- Additional costs.

2.12.4 Elected Members will be notified in advance through a memo if the trial needs to be stopped for operational reasons.

3. Conclusion Whakakapinga

- 3.1 As approved by the Council, the six-month clearway trial will commence along Hagley Avenue on 10 March 2025.
- 3.2 The results and feedback collected during the trial will be compiled and presented to the Council to determine the appropriate course of action.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Hagley Avenue - Clearway Trial	25/119082
B	Parking near Christchurch Hospital - Communication to stakeholders and general public	25/350547

Signatories Ngā Kaiwaitohu

Authors	Gautham Praburam - Traffic Engineer Katie Smith - Project Manager
Approved By	Stephen Wright - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management Brent Smith - Acting General Manager City Infrastructure

17. Wheels to Wings Section 1 - Harewood Road (Matsons Avenue to 27 Harewood Road)- Detailed Traffic Resolutions

Reference Te Tohutoro: 25/1506025

Responsible Officer(s) Te Pou Matua: Jennifer Rankin, Senior Project Manager

Accountable ELT Member Pouwhakarae: Brent Smith, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to approve the detailed traffic resolutions for the Harewood Road section of the Wheels to Wings Major Cycle Route, between Matsons Avenue and 27 Harewood Avenue.
- 1.2 The resolutions in Section 2 of this report are required to ensure legal operation of the traffic signals and associated cycleway.
- 1.3 This is a staff-generated report.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Wheels to Wings Section 1 - Harewood Road (Matsons Avenue to 27 Harewood Road)- Detailed Traffic Resolutions Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Makes the following Resolutions required for the implementation of the Wheels to Wings Section 1 project, including any traffic controls and /or Parking & Stopping Restrictions, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017, Part 21, Section 319 of the Local Government Act 1974 and the Land Transport Rules - Traffic Control Devices Rule: 2004 and the Road User Rule: 2004.

Harewood Road

4. Approves that any previously approved resolutions be revoked, in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, on Harewood Road from 27 metres northwest of its intersection with Chapel Street, and extending in a south easterly direction for a distance of 284 metres, pertaining to Traffic Controls (excluding speed limits), Parking and /or Stopping Restrictions, made pursuant to any Bylaw, Local Government Act, or any Land Transport Act or Rule, to the extent that they are in conflict with, or recommended to be removed in regard to the Traffic Controls, Parking and /or Stopping Restrictions described in recommendations 5-26 below.
5. Approves the new and remaining road markings, kerb alignments, path alignments, roadway alignment and any road surface changes on Harewood Road from 27 metres northwest of its intersection with Chapel Street, and extending in a south easterly direction for a distance of 284 metres, as detailed on **Attachment A** to this report.
6. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of south-eastbound road users as defined in

- Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the northeast side of Harewood Road, commencing 27 metres northwest of its intersection with Chapel Street and extending in a south-easterly direction for a distance of 40 metres, as detailed on **Attachment A** to this report.
7. Approves that, in accordance with Section 1.6 of the Land Transport (Road User) Rule 2004, that a uni-directional Cycle Path be established on the northeast side of Harewood Road, commencing at its intersection with Chapel Street and extending in a south-easterly direction for a distance of 175 metres, as detailed on **Attachment A** to this report. This Cycle Path is for use by road users as defined in Section 11.1A of the Land Transport (Road User) Rule 2004 only but excepting pedestrians and riders of mobility devices, who can use the adjacent footpath.
 8. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the northeast side of Harewood Road, commencing 175 metres southeast of its intersection with Chapel Street, and extending in a south-easterly direction for a distance of 71 metres, as detailed on **Attachment A** to this report be resolved as a Shared Path. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
 9. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of south-eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the northeast side of Harewood Road, commencing 284 metres southeast of its intersection with Chapel Street and extending in a south-easterly direction for a distance of 10 metres, as detailed on **Attachment A** to this report.
 10. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, the stopping of all vehicles be prohibited at any time on the northeast side of Harewood Road, commencing 27 metres northwest of its intersection with Chapel Street and extending in a south-easterly direction to its intersection with Chapel Street, as detailed on **Attachment A** to this report.
 11. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, the stopping of all vehicles be prohibited at any time on the northeast side of Harewood Road, commencing at its intersection with Chapel Street and extending in a south-easterly direction for a distance of 192 metres, as detailed on **Attachment A** to this report.
 12. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, the northeast side of Harewood Road, commencing at a point 192 metres southeast from its intersection with Chapel Street, and extending in a south-easterly direction for a distance of 15 metres, be reserved for Large Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of a Bus Service as defined in the Land Transport Management Act 2003, Section 5, - Bus Service, (a) (i), only, as detailed on **Attachment A** to this report.
 13. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, the stopping of all vehicles be prohibited at any time on the northeast side of Harewood Road, commencing 207 metres southeast of its intersection with Chapel Street and extending in a south-easterly direction for a distance of 35 metres, as detailed on **Attachment A** to this report.
 14. Approves that, in accordance with Section 6 of the Land Transport Rule – Traffic Control Devices: 2004 that a signalised roadway crossing be installed on Harewood Road, located at a point 48 metres southeast of its intersection with Chapel Street, and as detailed on **Attachment A** to this report. This signalised crossing is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

15. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of north-westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the southwest side of Harewood Road, commencing 54 metres southeast of its intersection with Saint James Avenue and extending in a north-westerly direction for a distance of 6 metres, as detailed on **Attachment A** to this report.
16. Approves that, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the southwest side of Harewood Road, commencing 54 metres southeast of its intersection with Saint James Avenue and extending in a north-westerly direction for a distance of 23 metres, as detailed on **Attachment A** to this report, be resolved as a bi-directional Shared Path. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
17. Approves that, in accordance with Section 1.6 of the Land Transport (Road User) Rule 2004, a uni-directional Cycle Path be established on the southwest side of Harewood Road, commencing 38 metres southeast of its intersection with Saint James Avenue and extending in a north-westerly direction for a distance of 161 metres, as detailed on **Attachment A** to this report. This Cycle Path is for use by road users as defined in Section 11.1A of the Land Transport (Road User) Rule 2004 only but excepting pedestrians and rides of mobility devices, who can use the adjacent footpath.
18. Approves that, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, the path on the southwest side of Harewood Road, commencing 10 metres southeast of its intersection with Matsons Avenue and extending in a north-westerly direction to its intersection with Matsons Avenue, as detailed on **Attachment A**, be resolved as a bi-directional Shared Path. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
19. Approves that, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, the path on the southwest side of Harewood Road, commencing at its intersection with Matsons Avenue and extending in a north-westerly direction for a distance of 31 metres, as detailed on **Attachment A**, be resolved as a bi-directional Shared Path. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
20. Approves that, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, a Special Vehicle Lane for the use of north-westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the southwest side of Harewood Road, commencing 31 metres northwest of its intersection with Matsons Avenue and extending in a north-westerly direction for a distance of 9 metres, as detailed on **Attachment A** to this report.
21. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, the stopping of all vehicles be prohibited at any time, on the southwest side of Harewood Road, commencing 56 metres southeast of its intersection with Saint James Avenue and extending in a north-westerly direction to its intersection with Saint James Avenue, as detailed on **Attachment A** to this report.
22. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, the stopping of all vehicles be prohibited at any time, on the southwest side of Harewood Road, commencing at its intersection with Saint James Avenue and extending in a north-westerly direction to its intersection with Matsons Avenue, as detailed on **Attachment A** to this report.

23. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, the stopping of all vehicles be prohibited at any time, on the southwest side of Harewood Road, commencing at its intersection with Matsons Avenue and extending in a north-westerly direction for a distance of 40 metres, as detailed on **Attachment A** to this report.
24. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, the southwest side of Harewood Road, commencing at a point 40 metres northwest from its intersection with Matsons Avenue, and extending in a north-westerly direction for a distance of 15 metres, be reserved for Large Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of a Bus Service as defined in the Land Transport Management Act 2003, Section 5, - Bus Service, (a) (i), only, as detailed on **Attachment A** to this report.
25. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, the parking of all vehicles be restricted to a maximum period of five minutes, on the south-western side of Harewood Road commencing at a point 69 metres northwest of its intersection with Matsons Avenue and extending in a north westerly direction for a distance of 5 metres, as detailed on **Attachment A** to this report.
26. Approves that, the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Harewood Road, commencing 74 metres northwest of its intersection with Matsons Avenue and extending in a north-westerly direction for a distance of 31 metres, as detailed on **Attachment A** to this report.

Chapel Street

27. Approves that any previously approved resolutions be revoked, in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, on Chapel Street from its intersection with Harewood Road, and extending in a north-easterly direction for a distance of 9 metres, pertaining to Traffic Controls (excluding speed limits) made pursuant to any Bylaw, Local Government Act, or any Land Transport Act or Rule, to the extent that they are in conflict with, or recommended to be removed in regard to the Traffic Controls described in recommendations 28-29 below.
28. Approves the new and remaining road markings, kerb alignments, path alignments, roadway alignment and any road surface changes on Chapel Street from its intersection with Harewood Road, and extending in a north-easterly direction for a distance of 9 metres, as detailed on **Attachment A** to this report.
29. Approves that, in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices: 2004, the Chapel Street approach at its intersection with Harewood Road, be controlled by a Stop control, as detailed on **Attachment A** to this report.

Matsons Avenue

30. Approves that any previously approved resolutions be revoked, in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, on Matsons Avenue from its intersection with Harewood Road, and extending in a south-westerly direction for a distance of 9 metres, pertaining to Traffic Controls (excluding speed limits) made pursuant to any Bylaw, Local Government Act, or any Land Transport Act or Rule, to the extent that they are in

conflict with, or recommended to be removed in regard to the Traffic Controls described in recommendations 31-32 below.

31. Approves the new and remaining road markings, kerb alignments, path alignments, roadway alignment and any road surface changes on Matsons Avenue from its intersection with Harewood Road, and extending in a south-westerly direction for a distance of 9 metres, as detailed on **Attachment A**.
32. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices: 2004, that the Matsons Avenue approach at its intersection with Harewood Road, be controlled by a Stop control, as detailed on **Attachment A**.

Saint James Avenue

33. Approves that any previously approved resolutions be revoked, in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, on Matsons Avenue from its intersection with Harewood Road, and extending in a south-westerly direction for a distance of 8 metres, pertaining to Traffic Controls (excluding speed limits) made pursuant to any Bylaw, Local Government Act, or any Land Transport Act or Rule, to the extent that they are in conflict with, or recommended to be removed in regard to the Traffic Controls described in recommendations 34-35 below.
34. Approves the new and remaining road markings, kerb alignments, path alignments, roadway alignment and any road surface changes on Matsons Avenue from its intersection with Harewood Road, and extending in a south-westerly direction for a distance of 8 metres, as detailed on **Attachment A**.

Approves that, in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices: 2004, the Matsons Avenue approach at its intersection with Harewood Road, be controlled by a Stop control, as detailed on **Attachment A**.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 In the final FY26 Annual Plan, the Council approved the construction of the section of the Wheels to Wings MCR that links the Nor'West Arc and Northern Line MCR's.
 - 3.1.1 The Council also approved the installation of traffic signals at the Harewood/Gardiners/Breens intersection and at Harewood School, plus minor safety improvements. The resolutions for these sections were presented to the Council in a separate report in August 2025.
 - 3.1.2 All remaining sections of the MCR have been deferred to later years in the Long-Term Plan (LTP).
- 3.2 The designs for this section had been approved by the Council on 28 July 2022, as part of the wider Wheels to Wings MCR scheme.
 - 3.2.1 This also included resolutions that the detailed traffic resolutions required for the implementation of the project be brought back to the Council or relevant Committee for approval at the end of the detailed design phase, prior to the beginning of construction.
- 3.3 The links to all of the previous decision reports and minutes associated with the Wheels to Wings MCR, and the Annual Plan 2025/26 consultation document wording and submissions are included in **Attachment B**.

- 3.4 This report is purely for the approval of the Detailed Traffic Resolutions to allow the operational and enforcement of the previously approved design. Therefore, only one option is provided.

4. Background/Context Te Horopaki

Council Approval

- 4.1 As part of the FY26 Annual Plan the Council approved the following:
- 4.1.1 To stage the delivery of the Papanui ki Waiwhetū Wheels to Wings MCR, delaying some of the works to later years in the LTP, and continuing in FY26 with the delivery of:
- Linking the Te Ara O-Rakipaoa Nor'West Arc and Puari ki Pū-harakeke-nui Northern Line major cycle routes, which includes installing a signalised pedestrian crossing on Harewood Road between Matsons Avenue and Chapel Street;
 - Installing traffic lights at the Harewood Road, Gardiners Road and Breens Road intersection; and
 - Installing a signalised pedestrian crossing on Harewood Road at Harewood School which includes a safe speed platform, and minor safety improvements nearby.
- 4.1.2 The detailed traffic resolutions in Section 2 of this report relate only to the delivery of the linking of the Te Ara O-Rakipaoa Nor'West Arc and Puari ki Pū-harakeke-nui Northern Line major cycle routes along Harewood Road.
- 4.2 The scheme designs for the linking of the Te Ara O-Rakipaoa Nor'West Arc and Puari ki Pū-harakeke-nui Northern Line major cycle routes were discussed between February and April 2022 when a Hearings Panel consisting of five Elected Members heard verbal submissions from 70 submitters. These included a mix of groups and organisations, local businesses and residents, individuals and the two affected Community Boards.
- 4.2.1 Following the hearing, the Council approved the design in line with the Hearings Panel recommendation and resolved that the detailed traffic resolutions required for the implementation of the project be brought back to the Council or relevant Committee for approval at the end of the detailed design phase, prior to the beginning of construction.
- 4.3 To reflect the Council's decisions relating to delivery of the cycleway during Annual Plan FY26, the scope and budget within each section of the cycleway has been amended:
- 4.3.1 #26611 Major Cycleway - Wheels to Wings Route (Section 1) Linking Nor'West Arc and Northern Line MCRs: this includes the link along Harewood Road between cycleways along Matsons Ave and Restell Street, including a signalised crossing of Harewood Road. This has funding in FY26 & FY27.
- 4.3.2 #41663 Harewood Road Traffic Signals - Harewood/Gardiners/Breens Intersection: this includes the delivery of the traffic lights at the Harewood Road, Gardiners Road and Breens Road intersection, and the safe speed platform and signalised pedestrian crossing on Harewood Road at Harewood School, as well as minor safety improvements nearby. The Traffic Resolutions relating to this were presented to Council in separate report.
- 4.3.3 #26612 and #26613 are for the remaining sections of the Major Cycle Route. These projects have available funding in FY29-31, so there is currently no further work underway.



Update on previous recommendations

- 4.4 When the Council approved the Wheels to Wings MCR scheme to proceed to detailed design and construction on 28 July 2022, they provided further recommendations and noting provisions, which they asked staff to investigate through the detailed design process.
- 4.5 Below are the specific recommendations relevant to the delivery of this section of the Harewood Road traffic signals project, and how they have been addressed in the detailed design process:
- 4.5.1 For staff to investigate if a raised safety platform to be built for a 50km/h speed limit can be installed at the signalised pedestrian/cycle crossing between Matsons Avenue and Chapel Street, and report to the Council in time for consideration of the Hearings Panel report.
- The raised crossing has been investigated and included in the design.*
- 4.5.2 Notes the following will be undertaken through the detailed design process:
- Mitre 10 access - Staff to investigate treatment details around the Mitre 10 vehicle access to optimise rider safety at this location, in consultation with Mitre10. This will include options to make changes to the cycleway design, such as raising it past the access, along with finer design details such as active/more signage and speed bumps and measures to prevent encroachment of exiting vehicles into the cycleways when looking for gaps in traffic.
- Potential treatments have been discussed and agreed with the owners of Mitre 10. These include warning signs, line markings and coloured surfacing across the Mitre 10 driveway to alert drivers entering and exiting to be aware of cyclists*
- 4.5.3 Staff to look at other options for a high visibility alert system at the Mitre10 entrance/exit and, if necessary, consider a trial.
- Alert systems that are being used both in New Zealand and internationally have been investigated, but no treatment was found that would reliably and effectively address the visibility concerns. The measures outlined above are consistent with the latest New Zealand design guidance for commercial accessways.*
- 4.5.4 Notes that red surfacing and high friction surfacing requirements will be investigated for all crossings and raised crossings along the route.
- High friction and red surfacing has been investigated for the new signalised crossing between Matsons Ave and Chapel Street. High friction asphalt surfacing has been included in the design. Red surfacing is generally only used on unsignalised crossings so has not been included in the design.*

Other design considerations

- 4.6 The delivery of the project will seek to co-ordinate with the renewal of the watermain during construction of the Nor’West Arc MCR around this location, to reduce future disruption in the area.
- 4.7 The following related memos/information were circulated to the meeting members:

Date	Subject
11 October 2024	Wheels to Wings MCR October 2024 Options Memo – Attachment C

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.8 The following reasonably practicable options were considered and are assessed in this report:

4.8.1 Option 1 (Staff recommended option) – Approve Detailed Traffic Resolutions

4.9 The following options were considered but ruled out:

4.9.1 Option 2 – Do not approve the Detailed Traffic Resolutions – The Council has resolved to continue with the installation of this section. Therefore, this has been ruled out as it will not allow the Council to operate the signalised crossing, nor enforce the road markings and signage, that have previously been approved by Council.

Options Descriptions Ngā Kōwhiringa

4.10 Staff recommended option- Option 1 – Approve Detailed Traffic Resolutions

4.10.1 Option Description:

The design has previously been approved by the Council, so this refers to the approval of Detailed Traffic Resolutions for the Harewood Road section of the Wheels to Wings Major Cycle Route between Matsons Avenue and 27 Harewood Avenue. This will allow the safe and legal operation of this section.

4.10.2 Option Advantages

- Allows for the operation of the signalised crossing
- Allows for enforcement of the road markings and signage

4.10.3 Option Disadvantages

- None

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option
Cost to Implement	\$2.2 Million
Maintenance/Ongoing Costs	Covered by existing maintenance budgets
Funding Source	LTP: CPMS #26611
Funding Availability	\$2.25 Million
Impact on Rates	Nil

5.1 The cost to implement Option 1 is based on the 85% detailed design.

5.1.1 The final contract price will be informed through the procurement process and completion of the detailed design process, which will include refinement of the remaining risks.

5.1.2 The construction contingency included in the cost to implement is 20%.

5.1.3 Should the estimate be above the project budget at the point when a contract is to be awarded, further budget will be moved from Section 2 (26612) and Section 3 (26613) of Wheels to Wings. Noting this has \$22.4m of budget, spread across years FY29-31.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 The risk is that the construction will cause disruption to the surrounding businesses, schools and residents, and those travelling around the construction area.
 - 6.1.1 The mitigation is that the importance of minimising disruption to the surrounding businesses and schools to accommodate their busy periods is included in the contractor tender information and is part of the tender evaluation.
 - 6.1.2 There will be clear and timely information available across a variety of media platforms advising of the construction work, the likely disruption and detour information.

Legal Considerations Ngā Hiraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
 - 6.2.1 The Council has the delegated authority to approve the detailed traffic resolution in Section 2 of this report, as they are delivering sections of the Wheels to Wings MCR which has been assessed as having metropolitan significance.
- 6.3 Other Legal Implications:
 - 6.3.1 There is no legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.4 The required decisions:
 - 6.4.1 Align with the [Christchurch City Council's Strategic Framework](#). Improving the safety of our roads aligns with the Strategic Priorities and Community Outcomes, in particular:
 - Be an Inclusive and Equitable City
 - Build Trust and Confidence in the Council - the public consultation undertaken throughout this project has shown the Council listening to and working with residents
 - A Green, Liveable City – providing safe crossing points and facilities for people who walk and cycle will improve the accessibility and connectivity of our neighbourhoods and communities
 - 6.4.2 Is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the level of community interest in the Wheels to Wings MCR.
 - 6.4.3 Is consistent with Council's Plans and Policies.
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.6 Transport
 - 6.6.1 Activity: Transport
 - Level of Service: 10.5.2 Improve the perception (resident satisfaction) that Christchurch is a cycling friendly city - >=67%
 - Level of Service: 10.5.3 More people are choosing to travel by cycling - >=13,000 average daily cyclist detections
 - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY

- Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - $\geq 85\%$ resident satisfaction
- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - $\geq 37\%$ of trips undertaken by non-car modes
- Level of Service: 10.0.6.2 Reduce the number of death and serious injury crashes on the local road network - Five year rolling average < 100 crashes per year
- Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes - ≥ 625 kilometres (total combined length)

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 The scheme designs for the linking of the Te Ara O-Rakipaoa Nor'West Arc and Puari ki Pū-harakeke-nui Northern Line major cycle routes were discussed between February and April 2022 when a Hearings Panel consisting of five Elected Members heard verbal submissions from 70 submitters. These included a mix of groups and organisations, local businesses and residents, individuals and the two affected Community Boards.
- 6.8 The decision affects the following wards/Community Board areas:
- 6.8.1 Waipapa Papanui-Innes-Central Community Board.
- 6.8.2 The Waipapa Papanui-Innes-Central Community Board did not provide any feedback directly related to this report.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.9 The decision does not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 6.10 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi







- 6.11 The decisions in this report are likely to:
- 6.11.1 Contribute neutrally to adaptation to the impacts of climate change.
- 6.11.2 Contribute positively to emissions reductions.
- 6.12 The provision of a safe cycle facility along Harewood Road in the vicinity of local residential areas, schools and businesses is likely to increase the number of students walking or cycling to school.
- 6.13 For each tree removed, two replacement trees will be planted within the project site as per Council's Tree Policy.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 The design will be packaged together with the MCR Nor West Arc (Matsons Avenue – Condell to Harewood) for construction. This is aimed to be tendered before Christmas 2025, with a contractor appointed and construction commenced in early 2026.



Attachments Ngā Tāpirihanga

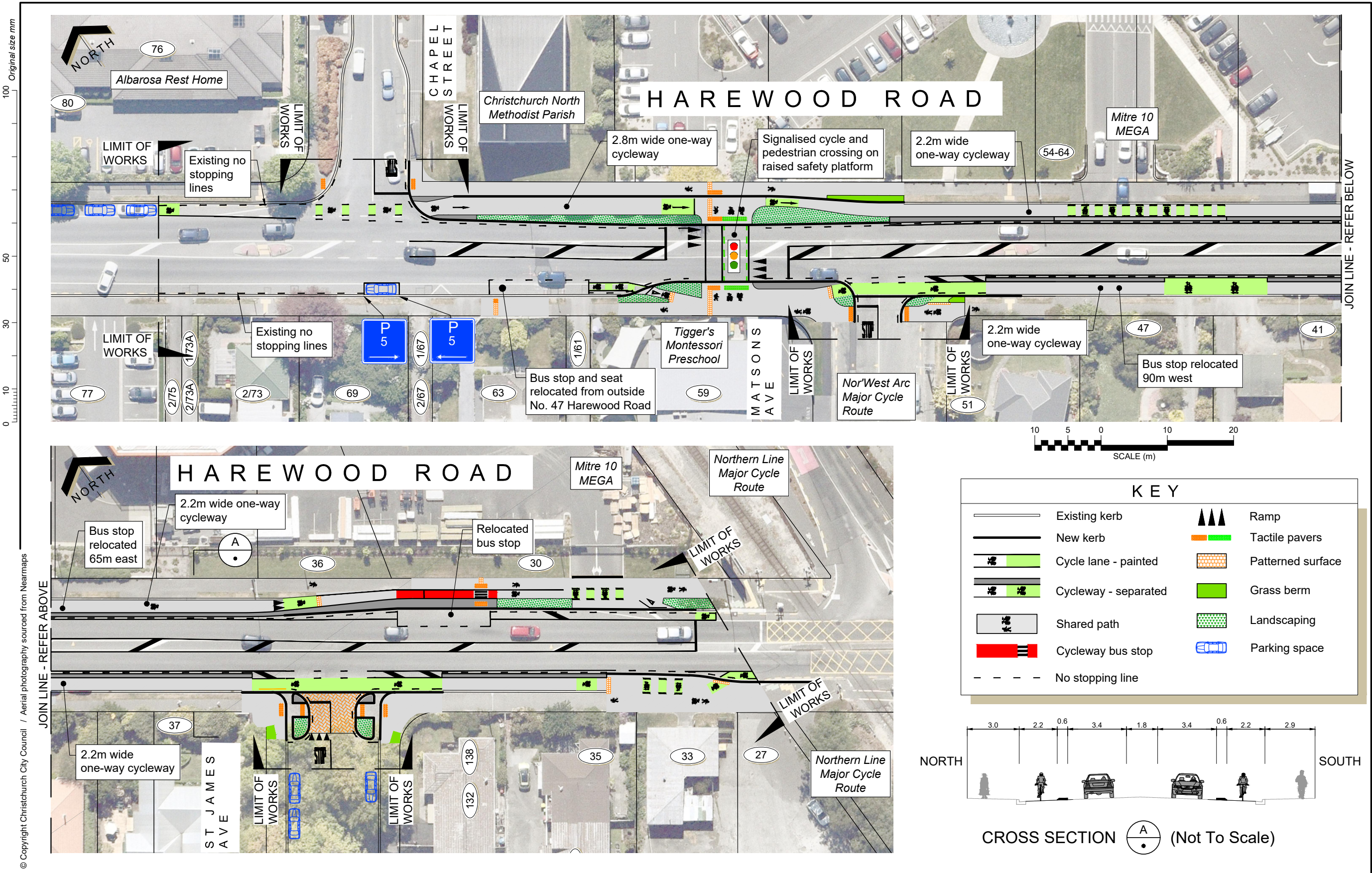
No.	Title	Reference	Page
A  	Resolution Plan	25/1584773	356
B  	Background Information	25/1506908	357
C  	Wheels to Wings MCR October 2024 options memo	24/1679264	358

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Jenny Rankin - Senior Project Manager Matt Goldring - Transport Team Leader Project Management
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management Brent Smith - General Manager City Infrastructure



**Supporting Information for Harewood Road - Matsons Avenue to 27 Harewood Road
- Detailed Traffic Resolutions report**

- [Here is the link](#) to the 28 July 2022 Wheels to Wings Major Cycle Route (MCR) decision report.
- [Here is the link](#) to the 28 July 2022 Wheels to Wings MCR decision meeting minutes.
- [Here is the link](#) to the 10 December 2024 Wheels to Wings MCR Draft Annual Plan 2025/26 decision meeting minutes.
- [Here is the link](#) to the 12 February 2025 Draft Annual Plan 2025/26 confirmation and consultation document decision meeting minutes.
- Below is the 12 February 2025 Wheels to Wings MCR Draft Annual Plan 2025/26 consultation document wording:

BREAKOUT BOX: Papanui ki Waiwhetū Wheels to Wings major cycle route

Due to escalating project costs and confirmation from New Zealand Transport Agency Waka Kotahi that a government funding contribution is unlikely to be provided for Wheels to Wings, the Council has had to reconsider how it delivers the cycleway. This cycleway would provide a connection from Papanui to the airport via Bishopdale and Harewood.

The proposal is now to take a staged approach to construction:

* Linking the Te Ara O-Rakipaoa Nor'West Arc and Puari ki Pū-harakeke-nui Northern Line major cycle routes, and installing a signalised pedestrian crossing on Harewood Road, between Matsons Avenue and Chapel Street (\$4.2 million).

* Installing traffic lights at the Harewood Road, Gardiners Road and Breens Road intersection, and installing a signalised pedestrian crossing on Harewood Road at Harewood School Te Kura o Tāwera (\$5.5 million).

The construction of the remainder of the route is yet to be finalised and will be confirmed through future Annual Plan or Long Term Plan processes.

- [Here is the link](#) to the 24 June 2025 Annual Plan 2025/26 confirmation meeting minutes.
- [Here is the link](#) to the to the Annual Plan 2025/26 webpage which contains the Wheels to Wings MCR submissions to the Annual Plan consultation.

Memos



Memo

Date: 11 October 2024
From: Kelly Griffiths – Senior Project Manager
To: Mayor & Councillors
Waipapa Papanui-Innes-Central Community Board
Waimaero Fendalton-Waimairi-Harewood Community Board
Executive leadership team
Cc: Lynette Ellis – Head of Transport and Waste
Brent Smith – General Manager City Infrastructure
Reference: 24/1679264

Wheels to Wings - Papanui ki Waiwhetū Major Cycle Route - project update and options

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of the memo is to provide an update on the Wheels to Wings - Papanui ki Waiwhetū Major Cycle Route (MCR).
- 1.1.1 This information is being provided prior to the FY25 – 26 Annual Plan briefings being held on 15, 22, and 29 October 2024, to assist Councillors in providing guidance on how the project should proceed as part of the Annual Plan October briefings.
- 1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

Funding, Budget and Costs

- 2.1 At the 25 June 2024 Long Term Plan 2025 – 2034 adoption meeting Council resolved to defer the decision on proposed Capital Programme funding for the construction of the Wheels to Wings MCR until the New Zealand Transport Agency (NZTA) had advised the Council of its final funding outcomes later in 2024, and that staff would report back to Council at this time. This affected the following projects:
- 26611 Major Cycleway - Wheels to Wings Route (Section 1) Harewood to Greers
 - 26612 Major Cycleway - Wheels to Wings Route (Section 2) Greers to Wooldridge
 - 26613 Major Cycleway - Wheels to Wings Route (Section 3) Wooldridge to Johns Road Underpass
- 2.1.2 The release of the National Land Transport Programme (NLTP) in September 2024 confirmed there is no funding contribution for the Wheels to Wings MCR in the 2024 – 2027 NLTP.
- 2.1.3 Therefore, all costs identified in this memo assume 100% Council funding.
- 2.2 The total project budget for the three sections of the cycleway is \$22.7 million.

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- 2.2.1 \$6.2 million has been spent to date, therefore, the remaining budget across the three sections of the MCR is \$16.5 million.
- 2.2.2 Council has also allocated \$2 million funding to the signalisation of the Breens/Gardiners/Harewood intersection as a standalone project in the 24–34 Long Term Plan.
- 2.2.3 If the cycleway is constructed, the assumption is being made that the \$2 million budget for the intersection upgrade will be included in the available funds to deliver Wheels to Wings, including the intersection upgrade, effectively bringing the total budget for the project to \$24.7 million.
- 2.2.4 Therefore, the remaining available budget is **\$18.5 million**, spread across FY25, FY26 and FY27.
- 2.3 During the LTP discussions, staff informed Council that the cost estimate was in the range of \$27 - \$34 million, with further investigation works being undertaken and analysed to refine the estimate.
 - 2.3.1 Staff have developed a number of design options for Council to consider, which are shown below: the forecast cost to complete each of these is included with each option. Note that these should be compared against the remaining available budget (\$18.5 million), and this information is shown in the comparison table on page 15.
 - 2.3.2 The current forecast for the project is shown in monthly reporting as being within budget, as options – such as scope reduction - are possibilities and are included in the memo. The risk status in the watchlist report reflects the cost and scope risk.
 - 2.3.3 Staff do not have delegation to proceed with the project without sufficient budget.

Current project status

- 2.4 Following a Hearings Panel process, Council approved the project to proceed to design and construction on 28 July 2022.
- 2.5 Since then, work has continued on the detailed design for the whole route, which is now approximately 80% complete. Staff have continued to work with residents to resolve localised design issues, detailed infrastructure investigations have been completed for the eastern half of the cycleway route, and the contractor procurement options are being discussed.
- 2.6 Alternative cycleway delivery options to reduce cost have been explored, and details of these are included below.

Detailed infrastructure investigations and impact on cost estimates

- 2.7 Detailed below ground infrastructure investigations, which provide information on coal tar levels, pavement structure and underground service locations have been carried out for the eastern half of the cycleway route, from the Harewood railway crossing to Leacroft Street.
 - 2.7.1 The investigation results are informing the final design of the Wheels to Wings cycleway, and the Harewood Road watermain renewal project.
 - 2.7.2 The final investigation results showed an overall lower level of coal tar in this section of Harewood Road than initial test results indicated, and good quality pavement and road shoulder structure. This has led to approximately \$1.2 million of savings identified in the construction methodology for the cycleway.
- 2.8 Investigations for the western half of the route have not yet been completed. The construction in this half is expected to be less complex, so carry a lower level of risk.

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- 2.8.1 Once Council confirms the status of the project phasing as part of the Annual Plan process, this can be progressed. Ideally the remaining investigations would be completed by the contractor that will complete the construction.
- 2.9 The updated project cost estimates provided below include 25% contingency, which adds \$5.1 million on the construction and ancillary items.
- 2.9.1 This is to allow for the unknown pavement and road shoulder structure, and unknown coal tar levels and service locations in the western half of the route, and other unknowns until the detailed design is complete. Changes to design and methodology may still be needed, and the 25% contingency allows for this.
- 2.10 Staff have been working with one of the MCR Tier One contractors who was engaged to carry out the Papanui and Bishopdale investigations work to validate cost estimates. A number of construction methodology cost savings for the route have been identified, which are likely to total approximately \$1.7 million, this includes the \$1.2 million indicated above in 2.7.2.

Background for alternative cycleway delivery options

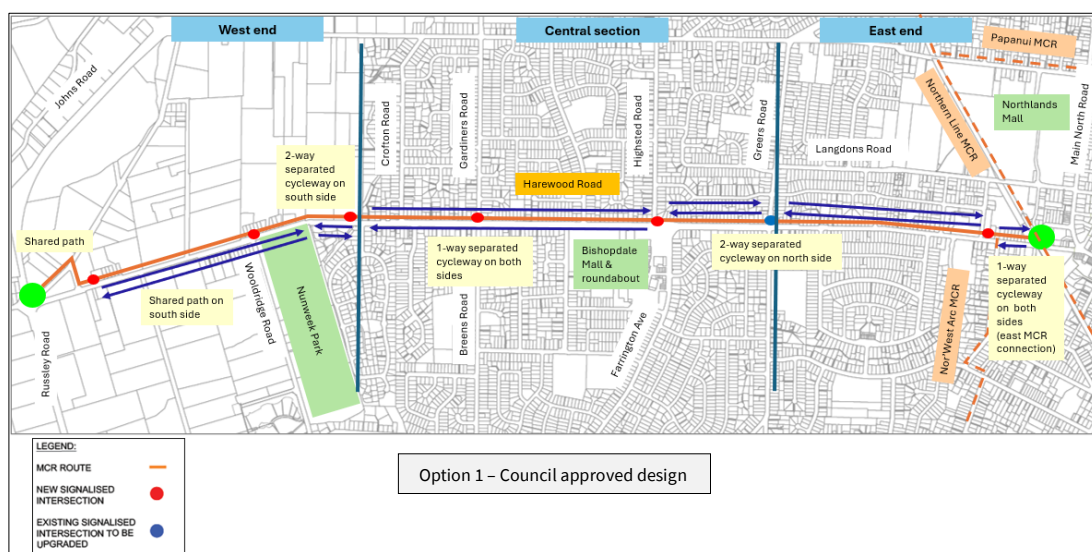
- 2.11 Staff have been working on a number of alternative Wheels to Wings cycleway design options which can be delivered at a lower cost than the approved design, and these are presented below to provide Council with options to consider as part of the Annual Plan process.
- 2.11.1 With the exception of the approved design, these options have only been developed to a scheme concept level, in order to determine feasibility. The information provided is at a high level and is all the information available at this time. It is intended to provide enough information for Councillors to be able to provide guidance on how to proceed with the project.
- 2.11.2 All of the alternative cycleway designs presented include:
- The section of cycleway between Papanui Road and the approved new pedestrian crossing west of Matsons Avenue (referred to as the east MCR connection). Regardless of the delivery of Wheels to Wings, this section provides an important link between the Northern Line and Nor'West Arc MCR's.
 - The signalisation of the Breens/Gardiners/Harewood intersection.
 - The lane reduction in the central section from four lanes to two lanes.

Alternative cycleway design options

- 2.12 Alternative cycleway design options to reduce cost and deliver the cycleway within budget have been explored and details of these are included below, along with the Council approved design option.
- 2.13 **Attachment A** includes an A3 copy of the option plans included in the report for printing at a larger scale.
- 2.13.1 Option 1 - Council approved design
- Following a Hearings Panel process, Council approved the preferred option to proceed to design and construction on 28 July 2022.
 - The approved design meets the objectives of the MCR Programme. It provides a separated cycle facility from the eastern end of the route to Nunweek Park, then a shared path to the western end of the route that varies in width from two metres to four metres (three metres and four metres on Harewood Road, two metres on the Whitchurch Place approach to the Johns Road underpass).

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- The approved design includes two new signalised intersections at Breens/Gardiners/Harewood and Wooldridge/Harewood, three new signalised pedestrian crossings at Matsons Avenue, Nunweek Boulevard and Harewood School, the signalisation of the Bishopdale roundabout and safety improvements to the existing signalised intersection at Greers/Harewood.
- The estimated cost to complete the approved design is expected to be approximately \$28.5 million. This includes construction methodology savings of approximately \$1.7 million.
- The construction duration for the approved design is estimated to be approximately 15 months. If the Harewood Road watermain renewal project is included in the construction, the additional duration for this will be approximately five months.
- Further community consultation or a new decision report would not be required for the approved design if additional budget is made available through the Annual Plan.
- Approved design benefits:
 - Meets the MCR design guidelines, works towards completing Council's MCR programme
 - The safest cycleway option for riders which provides a safe alternative travel mode, has the highest number of expected riders, would attract the 'interested but concerned' MCR target group
 - Utilises the detailed design and investigations completed
 - Delivers all features included in the community consultations
 - Does not require further community consultation or decision report
- Approved design disadvantages:
 - The cost to complete is over the remaining available budget
 - Removes 336 car parks (41%)



Memos

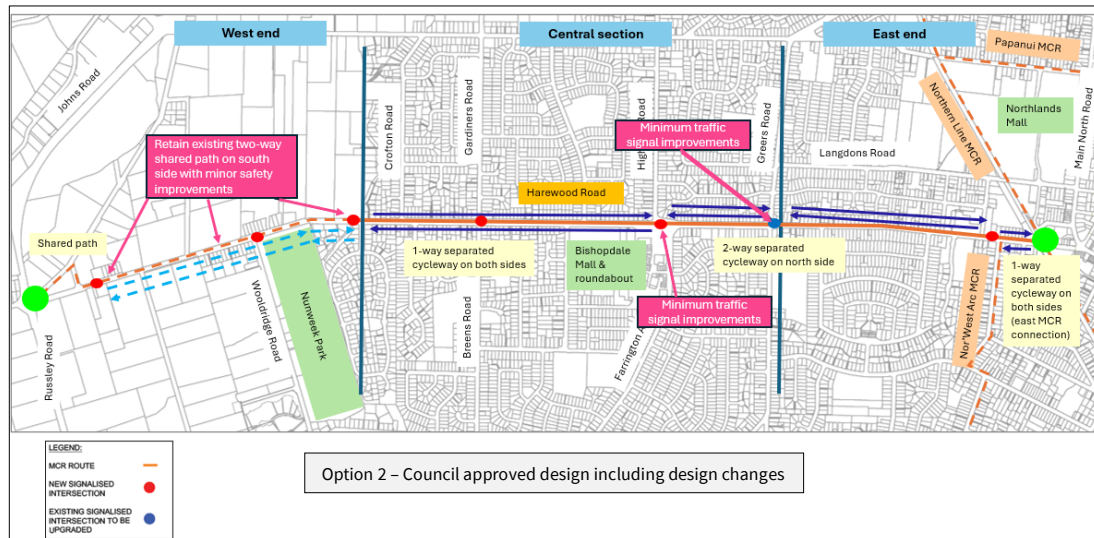


2.13.2 Option 2 - Council approved design including design changes

- Option 2 is the Council approved design from the eastern end to Nunweek Boulevard, with design changes further west to reduce the cost.
- This option focuses the spend on the sections that are currently the most unsafe and uncomfortable for cyclists, and where the greatest cyclist uptake is expected.
- From Nunweek Boulevard (west section), Option 2 utilises the existing shared path on the south side of the road that varies in width from 1 metre to 2.6 metres on Harewood Road. It includes some minor safety improvements in this section to improve crossing points and widen the existing shared path to approximately 1.5 metres and at pinch points.
- This existing path on the south side of the road in the west section has historically been operating as a shared path and is currently shown on the [NZTA New Zealand Cycling Network Map](#) as the Harewood shared path.
- Option 2 includes new traffic signals/improvements at the same locations as the Council approved option. Construction work at the signalisation of the Bishopdale roundabout is reduced, and the improvements to the existing signalised intersection at Greers/Harewood are reduced to provide only the upgrade required for the safe operation of the MCR.
- Option 2 includes a number of small design changes on Waimakariri Road and Whitchurch Place, that increase rider delays compared to the Council approved design.
- The estimated cost to complete Option 2 is approximately \$25.5 million. This includes design change savings of approximately \$3 million and construction methodology savings of approximately \$1.7 million.
- Additional funding could be allocated in future years to deliver the remainder of the MCR route to the approved design.
- The construction duration for Option 2 is expected to be approximately 12 months. If the Harewood Road watermain renewal project is included in the construction, the additional duration for this will be approximately five months.
- A new decision report and limited community consultation would be required for Option 2. The consultation would include contacting submitters from the previous consultations, key stakeholders and those who live in the west section to seek their feedback on the changes.
- Option 2 benefits:
 - Generally aligns with the MCR design guidelines, works towards completing Council's MCR programme
 - A safe cycleway option for riders which provides an alternative travel mode, has a high number of expected riders, would attract the 'interested but concerned' MCR target group
 - Provides a separated cycle facility in the busiest and highest risk sections of the route and improves the existing cycle facility in the west section
 - Utilises most of the detailed design and investigations completed
 - Delivers most of the features included in the community consultations
- Option 2 disadvantages:

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- The shared paths in the west section are below MCR guidelines which may affect rider-uptake in this section
- The cost to complete is over the remaining available budget
- A new decision report and limited community consultation would be required
- Removes 336 car parks (41%)



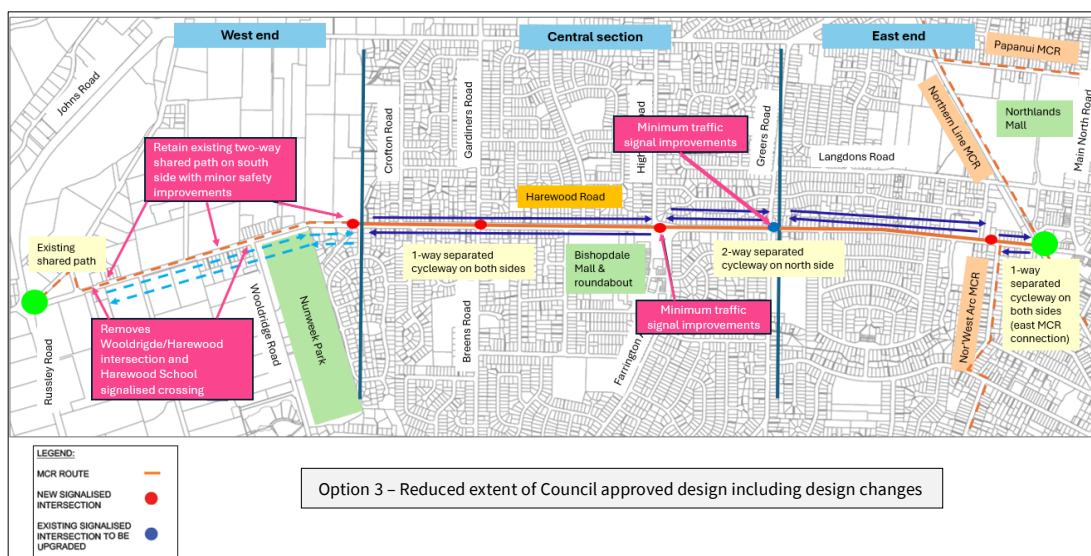
2.13.3 Option 3 – Reduced extent of Council approved design including design changes

- Option 3 is the same as Option 2 from the eastern end to Nunweek Boulevard, see Option 2 for details.
- Option 3 differs from Option 2 as it does not include the signalisation of the Wooldridge/Harewood intersection or the signalised pedestrian crossing at Harewood School.
- The estimated cost to complete Option 3 is approximately \$20.5 million. This includes design change and reduced extent savings of approximately \$8 million and construction methodology savings of approximately \$1.7 million.
- Additional funding could be allocated in future years to deliver the remainder of the MCR route to the approved design.
- The construction duration for Option 3 is expected to be approximately 10 months. If the Harewood Road watermain renewal project is included in the construction, the additional duration for this will be approximately five months.
- A new decision report and limited community consultation would be required for Option 3. The consultation would include contacting submitters from the previous consultations, key stakeholders and those who live in the west section, and direct contact with Harewood School to seek their feedback on the new design.
- Option 3 benefits:

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- Generally aligns with the MCR design guidelines, works towards completing Council's MCR programme
- A safe cycleway option for riders which provides an alternative travel mode, has a high number of expected riders, would attract the 'interested but concerned' MCR target group
- Provides a separated cycle facility in the busiest and highest risk sections of the route and improves the existing cycle facility in the west section
- At the western end there are sections of off-road paths available, although they are below MCR design guide widths.
- Utilises some of the detailed design and investigations completed
- Delivers some of the features included in the community consultations
- Option 3 disadvantages:
 - Does not include the signalisation of the Wooldridge/Harewood intersection or the signalised pedestrian crossing at Harewood School, which were included in the community consultations - noting that the Harewood School signalised crossing was well supported in the community consultations
 - Shared paths in the west section are below MCR guidelines and the removal of the Wooldridge/Harewood and Harewood School signals may affect rider-uptake
 - The cost to complete is over the remaining available budget by approximately \$2 million
 - Removes 315 car parks (38%)
 - A new decision report and limited community consultation would be required



Memos

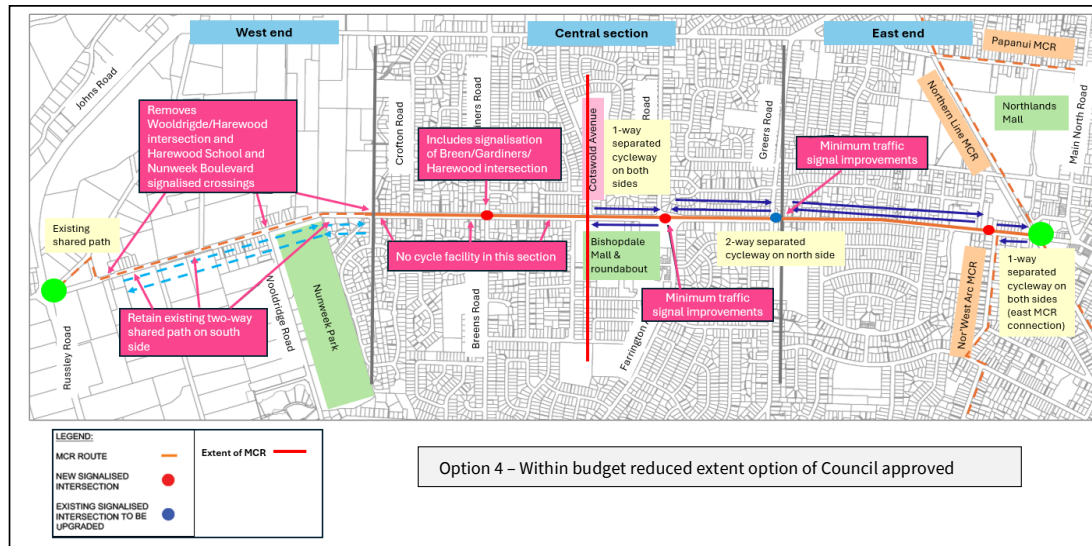


2.13.4 Option 4 – Within budget reduced extent option of Council approved design

- Option 4 is the Council approved design starting from the eastern end and stopping at Cotswold Avenue and includes the signalisation of the Breens/Gardiners/Harewood intersection.
- The remainder of the MCR to the west of Cotswold Avenue or any cycle improvements would not be completed.
- From Nunweek Boulevard (west section), Option 4 utilises the existing shared path on the south side of the road that varies in width from 1 metre to 2.6 metres on Harewood Road.
- The estimated cost to complete Option 4 is approximately \$18 million and is able to be completed within the remaining available budget.
- From Cotswold Avenue, if there is remaining budget to complete sections of the cycleway, these could be completed until the budget is exhausted.
- Additional funding could be allocated in future years to deliver the remainder of the MCR route to the approved design.
- The construction duration for Option 4 is approximately 9 months. If the Harewood Road watermain renewal project is included in the construction, the additional duration for this will be approximately five months.
- A new decision report and limited community consultation would be required for Option 4. The consultation would include contacting submitters from the previous consultations, key stakeholders and those who live in the sections with changes to the approved design, and direct contact with Harewood School to seek their feedback on the new design.
- Option 4 benefits:
 - Completes half of the route to the MCR design guidelines aimed at attracting the interested but concerned target group
 - At the western end there are sections of off-road paths available, although they are below MCR design guide widths
 - Utilises some of the detailed design and investigations completed
 - Delivers some of the features included in the community consultations
 - Is able to be completed within the remaining available budget
- Option 4 disadvantages:
 - Does not provide a cycle facility west of Cotswold Avenue, and through the majority of the four-laned section of Harewood Road, which is most unsafe and uncomfortable section for cyclists
 - Does not include the signalisation of the Wooldridge/Harewood intersection or the signalised pedestrian crossings at Harewood School and Nunweek Boulevard, which were included in the community consultations
 - Shared paths in the west section are below MCR guidelines
 - Removes 152 car parks (19%)

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- A new decision report and limited community consultation would be required



2.13.5 Option 5 – Staged construction of the Council approved design

- Option 5 is the Council approved design, delivered in stages to utilise the current project budget, with additional funding for future stages added in future Long Term Plans or Annual Plans.
- Opportunities for co-ordinating construction of the Wheels to Wings MCR and the Harewood Road watermain renewal are still being investigated and will likely be determined by the construction timing of the cycleway.
- The estimated cost to complete the approved design is approximately \$28.5 million.
- Depending on the length of the delay in completing the remaining sections of the cycleway, further community consultation and decision report may be required.
- Approved design benefits:
 - All the benefits of the Council approved option
 - By staging the construction there would be the opportunity to apply for funding in future NLTP's
 - Riders would benefit from some of the cycleway sections being completed
- Approved design disadvantages:
 - All the disadvantages of the Council approved option
 - The cost to complete if some of the cycleway was delivered in future years is subject to supply risks, and therefore likely to be more variable
 - Rider uptake of the cycleway would be slower

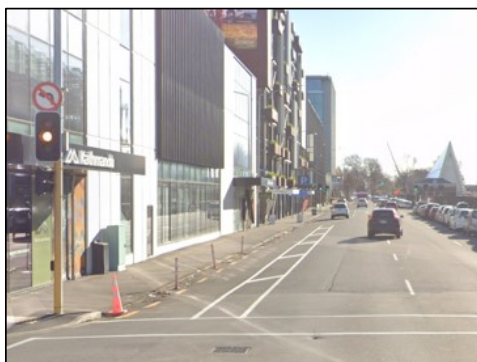
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2.13.6 Option 6 – Buffered painted cycle lanes and new signals

- Option 6 includes:
 - The approved design for the east MCR connection: the section of cycleway between the Nor'West Arc and Northern Line MCR's
 - Painted cycle lanes, with a painted 'buffer' separation that varies in width from 400 mm to 1 metre: from the Nor'West Arc connection to Nunweek Boulevard.
 - From Nunweek Boulevard (west section), Option 2 utilises the existing shared path on the south side of the road that varies in width from 1 metre to 2.6 metres on Harewood Road. It includes some minor safety improvements in this section to improve crossing points and widen the existing shared path to approximately 1.5 metres and at pinch points.
- Option 6 is a different cycle facility to the Council approved option and would not be classified as an MCR because it does not meet MCR guidelines of providing physical protection alongside traffic.
- The majority of the buffered painted lane is against car parking, see below photo examples.



- Three lengths of the buffered painted cycle lane are against the kerb, see below photo example.



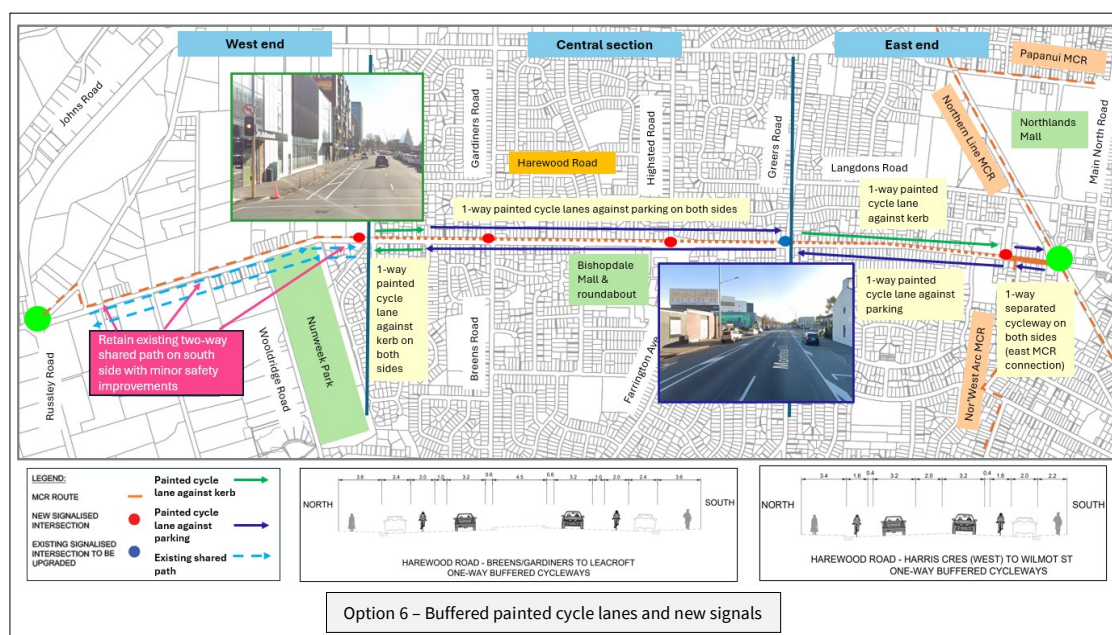
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- When considering the target cycleway users, Option 6 has significant safety concerns including interactions with a high number of fast-moving vehicles including buses and trucks, and the risk of being struck by opening vehicle doors.
- From Nunweek Boulevard (west section), Option 6 utilises the existing shared path on the south side of the road that varies in width from 1 metre to 2.6 metres on Harewood Road. It includes some minor safety improvements in this section to improve crossing points and widen the existing shared path to approximately 1.5 metres and at pinch points.
- Option 6 includes all the signals in the east and central sections – the signalisation of the Breens/Gardiners/Harewood intersection, and two new signalised pedestrian crossings at Matsons Avenue and Nunweek Boulevard. Construction work at the signalisation of the Bishopdale roundabout is reduced, and the improvements to the existing signalised intersection at Greers/Harewood are reduced to provide only the upgrade required for the safe operation of the cycle route.
- Option 6 does not include the signalisation of the Wooldridge/Harewood intersection or the signalised pedestrian crossing at Harewood School.
- Option 6 includes a number of small design changes on Waimakariri Road and Whitchurch Place that increase rider delays compared to the Council approved design.
- The estimated cost to complete Option 6 is approximately \$10.5 million.
- The construction duration for Option 6 is estimated to be approximately seven months. If the Harewood Road watermain renewal project is included in the construction, the additional duration for this will be approximately five months.
- Full community consultation and a new decision report would be required for Option 6.
- It would be possible to install Option 6, which includes the painted buffered cycle lanes and the new signals now, then replace the painted cycle lanes with a separated cycleway at a later date. To do this, changes to the signalised intersections would need to be made, and the existing green surfacing and cycle lane markings would need to be removed.
- The use of bollards within the buffer to improve separation (similar to Park Terrace) has been considered and discounted in this location:
 - Bollards are a temporary solution and require regular maintenance with associated OPEX impacts
 - Using bollards where there is on-street parking adjacent to the cycleway prevents vehicles from entering the parking spaces.
 - The cycleway could be positioned next to the kerb, however, this would reduce parking. In the central section this would likely remove similar amounts of parking as the Council approved scheme, and in the east section would likely remove all parking.
- Option 6 includes the lane reduction in the central section from four lanes to two lanes. It would be possible to retain the four lanes and add the painted buffered cycle lane, but this would remove all on-street parking in this section. To provide indented parking would be extremely costly and would provide safety concerns due to reduced lane widths and visibility.

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- Option 6 benefits:
 - Provides the signals in the east and central sections
 - Can be delivered within the remaining available budget
 - Would provide a safer and more comfortable rider experience than the current situation for more confident riders
- Option 6 disadvantages:
 - Does not attract the 'interested but concerned' MCR target group, would not be classified as an MCR because it does not meet MCR guidelines, does not work towards completing Council's MCR programme
 - Does not provide a physical separation between cyclists and vehicles
 - For the target user group, it has significant safety concerns including interactions with a high number of fast-moving vehicles including buses and trucks, and the risk of being struck by opening vehicle doors
 - Removes approximately 264 carparks (32%), although this is lower than the above options.
 - Shared paths in the west section are below MCR guidelines
 - Does not utilise the detailed design and investigations completed
 - Full community consultation and a new decision report would be required

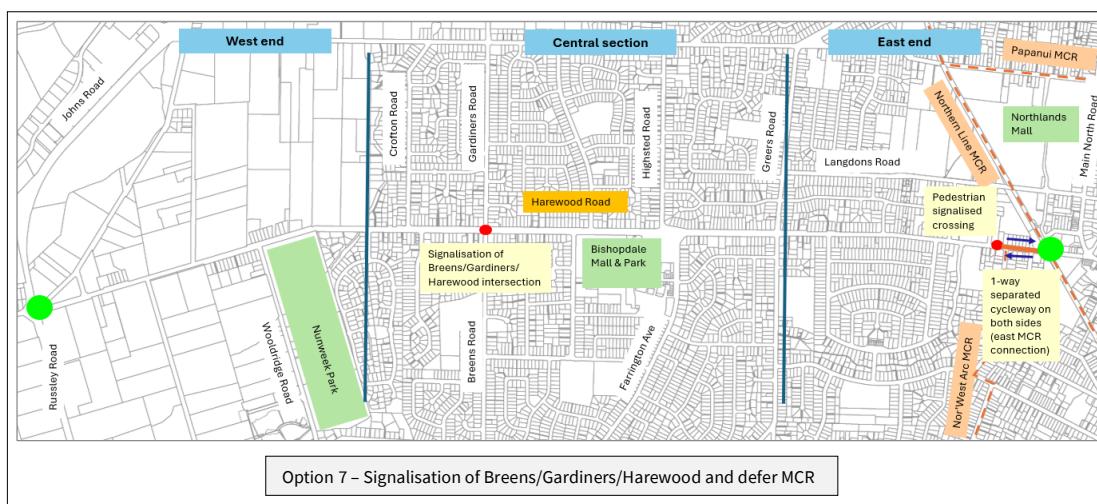


2.13.7 Option 7 - Signalisation of Breens/Gardiners/Harewood intersection, defer MCR

- Option 7 delivers the signalisation of the Breens/Gardiners/Harewood intersection with painted cycle lanes only on the approaches to the intersection; and delivers the east MCR connection between the Nor'West Arc and Northern Line cycleways.

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- The delivery of the cycleway is deferred until the funding contributions in the next NLTP are known.
- The estimated cost to complete Option 7 is approximately \$5 million.
- The construction duration for Option 7 is approximately four months.
- The Harewood Road watermain renewal construction would continue as a separate project.
- Depending on the length of the delay in completing the cycleway, further community consultation and decision report may be required.
- Option 7 benefits:
 - Only removes approximately 60 parking spaces
 - Can be delivered within the remaining available budget
 - Connects the Northern Line and Nor'West Arc MCR's
- Option 7 disadvantages:
 - Does not provide a cycle facility within the next three years
 - Further community consultation and decision report may be required



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Options comparison table

Option	Meets MCR guidelines	Additional budget required (\$18.5 million available)	Parking loss	Consultation & new decision report needed	Key features
Option 1 Council approved design	Yes	\$10 million (\$28.5 million cost to complete)	336 parks (41%)	No	<ul style="list-style-type: none"> * Construction of approved cycleway which is to MCR standard * A separated cycle facility from eastern end to Nunweek Boulevard, then a shared path to the John Road underpass * Includes seven sets of signals
Option 2 Council approved design with design changes	Partially	\$7 million (\$25.5 million cost to complete)	336 parks (41%)	Yes limited	<ul style="list-style-type: none"> * Construction of an MCR standard facility which includes a separated cycle facility from the eastern end to Nunweek Boulevard * Utilises existing paths from Nunweek Boulevard to the Johns Road underpass which are below MCR standard * Includes seven sets of signals, two with reduced features to those only needed for the MCR
Option 3 Reduced extent of Council approved design with design changes	Partially	\$2 million (\$20.5 million cost to complete)	315 parks (38%)	Yes Limited	<ul style="list-style-type: none"> * Construction of an MCR standard facility which includes a separated cycle facility from the eastern end to Nunweek Boulevard * Utilises existing paths from Nunweek Boulevard to the Johns Road underpass which are below MCR standard * Includes five sets of signals, two with reduced features to those only needed for the MCR
Option 4 Within budget reduced extent option of Council approved design	Partially	Within budget (\$18 million cost to complete)	152 parks (19%)	Yes limited	<ul style="list-style-type: none"> * Construction of an MCR standard facility which includes a separated cycle facility from the eastern end to Cotswold Avenue * No cycle facility from Cotswold Avenue to Nunweek Boulevard * Utilises existing paths from Nunweek Boulevard to the Johns Road underpass which are below MCR standard * Includes four sets of signals, two with reduced features to those only needed for the MCR
Option 5 Staged construction of Council approved design	Yes	\$10+ million (\$28.5+ million cost to complete)	336 parks (41%)	Possibly dependant on timing	<ul style="list-style-type: none"> * Same as Option 1, includes a staged construction approach
Option 6 Buffered painted cycle lanes and new signals	No	Within budget (\$10.5 million cost to complete)	264 parks (32%)	Yes	<ul style="list-style-type: none"> * East MCR connection * Painted buffered cycle lanes which are not MCR standard from Matsons Avenue to Nunweek Boulevard * Utilises existing paths from Nunweek Boulevard to the Johns Road underpass which are below MCR standard * Includes five sets of signals, two with reduced features to those only needed for the MCR
Option 7 Signalisation of Breens/ Gardiners/ Harewood, defer MCR	No	Within budget (\$5 million cost to complete)	Approx. 60 parks	Possibly dependant on timing	<ul style="list-style-type: none"> * East MCR connection * Signalisation of the Breens/Gardiners/Harewood intersection * Deferral of the MCR

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- 2.14 These options have been developed to a scheme concept level only in order to determine feasibility. The information provided is at a high level and is all the information available at this time. It is intended to provide enough information for Councillors to be able to provide guidance on how to proceed with the project in the Annual Plan October briefings.
- 2.15 Advice from the Manager of Democracy Services is that any significant community consultation on the alternative cycleway options would not be able to take place until the next Council term, due to timing of the Annual Plan consultation and 2025 Council elections.
- 2.16 Legal advice has been sought on the consultation and decision report requirements included in this memo.
- 2.17 Opportunities for co-ordinating construction of the Wheels to Wings MCR and the Harewood Road watermain renewal are still being investigated and will likely be determined by the construction timing of the cycleway.
- 2.18 The delivery of the Harewood Road watermain renewal is required regardless of the Wheels to Wings MCR being delivered.

Next steps

- 2.19 This information is being provided prior to the FY26 Annual Plan briefings being held on 15, 22, and 29 October 2024.
- 2.19.1 There will be a Wheels to Wings MCR Councillor drop-in session directly after the 15 October Annual Plan briefing: the Head of Transport and Waste, with key project staff, will be available to answer questions from Councillors. This will ensure information is available to allow Elected Members to consider how the project should proceed as part of the Annual Plan October briefings.
- 2.20 Staff will need to return to Council at a later date for approval of the detailed traffic resolutions and the procurement plan if an option is approved to progress.

3. Recommendation and Conclusion Whakakapinga

- 3.1 That the information be received regarding alternative cycle design options
- 3.2 That Councillors are aware of the opportunity to discuss these options in more detail at the drop-in after Annual Plan briefings on the 15th October 2024.
- 3.3 Councillors are able to consider funding options, and provide guidance on how to proceed with the project in the Annual Plan October briefings.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Wheels to Wings MCR - A3 Option plans for printing	24/1809070

Signatories Ngā Kaiwaitohu

Authors	Kelly Griffiths - Senior Project Manager Katy McRae - Head of Communications & Engagement
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport Brent Smith - Acting General Manager City Infrastructure

18. Surface Flooding Reduction Programme - First Projects

Reference Te Tohutoro: 25/1288350

Responsible Officer(s) Te Pou Matua: Tom Parsons – Stormwater and Waterways Engineer
Kate Dawkins – Senior Surface Water Planning Engineer
Sylvia Maclaren – Programme Manager

Accountable ELT Member Pouwhakarae: Brent Smith, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to set out the proposed first projects to be delivered under the Surface Flooding Reduction Programme, and to outline the process for initiating subsequent projects.
- 1.2 The report follows workshops in February and June which were used to develop programme prioritisation. At the 10 June workshop, staff noted the intention to bring a decision report to the Council with the first projects to commence.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Surface Flooding Reduction Programme - First Projects Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the initiation of the first projects proposed under the Surface Flooding Reduction Programme:
 - a. Flockton Street Area - Stormwater Pump Station
 - b. Bells Creek – Stormwater Pump Station and Overland Flow Controls
 - c. Greenpark – Stormwater Network Upgrades
 - d. Emmet Orcades - Stormwater Network Upgrades and Diversion
4. Notes that the initiation of further projects under the Programme will occur through Annual Plan and Long-Term Plan preparation.

Executive Summary Te Whakarāpopoto Matua

- 2.1 The Surface Flooding Reduction Programme commences in FY27. Two Councillor workshops in February and June 2025 established flood issues and priority of those issues. This has resulted in a ranked list of 158 flood issue areas.
- 2.2 Using the Delivery Programme Criteria established in the second workshop, fourteen 'quick wins' were progressed to optioneering. Of those, it is recommended to immediately initiate the following projects, with the remainder requiring further investigation:
 - 2.2.1 Flockton Street Area - Stormwater Pump Station

- 2.2.2 Bells Creek – Stormwater Pump Station and Overland Flow Controls
- 2.2.3 Greenpark – Stormwater Network Upgrades
- 2.2.4 Emmet Orcades - Stormwater Network Upgrades and Diversion
- 2.3 Two further tranches of investigations have been identified using the responsibility and alignment measures from the Delivery Programme Criteria. It is recommended to progress with those investigations in 2025/2026 to identify possible projects.
- 2.4 Further projects will be drawn down through the usual Annual Plan (AP) and Long-Term Plan (LTP) processes.

3. Background/Context Te Horopaki

- 3.1 The Council created the Surface Flooding Reduction Programme during the development of the 2024-2034 LTP with a resolution to:
Establish a new capital programme fund of \$20 million per year, starting in FY 27, for addressing and resolving regular surface flooding at sites identified against a priority matrix established by Council in FY 25 and FY 26.
- 3.2 Development of the priority issues matrix and sites has occurred in collaboration with the Council. This report is to identify the first projects to be delivered from the programme in FY27. Confirmation of the first projects is required for the necessary design work to occur in FY26 to meet the delivery expectation set in the LTP.
- 3.3 The following related Council information session/workshops have taken place:

Date	Subject
25 February 2025	Surface Flooding Reduction Programme Prioritisation - Workshop 1 https://christchurch.infocouncil.biz/Open/2025/02/COU_20250225_AGN_10651_AT.PDF
10 June 2025	Surface Flooding Reduction Programme Prioritisation - Workshop 2 https://christchurch.infocouncil.biz/Open/2025/06/ISCC_20250610_AGN_9973_AT.PDF

- 3.4 The February workshop established criteria for identifying surface flooding issues. Their relative priority was then determined through a survey of elected members. These priorities were then used by staff to map and rank areas where clusters of surface flooding issues occur. This analysis and the resulting area ranking of flood issues areas was presented to the Council at the June workshop.
- 3.5 Next steps from the June Workshop were to:
 - 3.5.1 Further investigate top issues and potential options
 - 3.5.2 Identify other Council projects or processes in each area
 - 3.5.3 Apply delivery programme criteria
 - 3.5.4 Develop a recommended programme of initial projects
 - 3.5.5 Prepare a decision report on the first projects to commence (this report).

Delivery Programme Criteria

- 3.6 The Delivery Programme Criteria presented in the June workshop were used to evaluate potential projects. These criteria were:
 - 3.6.1 **Responsibility:** Is the issue the Council's responsibility?
 - 3.6.2 **Cost:** Is the cost/benefit of the solution acceptable?

- 3.6.3 **Effectiveness:** Will the option effectively address risks and vulnerabilities of the area?
- 3.6.4 **Feasibility:** Are there legal, technical or other requirements that present significant implementation barriers?
- 3.6.5 **Environmental:** Are the environmental impacts acceptable?
- 3.6.6 **Alignment:** Does the project align with other Council initiatives?
- 3.7 Given the need to progress construction in FY27, staff undertook an initial screening of responsibility and alignment criteria for the highest ranked flood pockets, looking for alignment opportunities with other Council projects and areas where the Council is the sole decision maker. This screening established a first tranche of flood issue areas for consideration. This first tranche focused on 'quick wins' based on the existence of previous investigation and design work. This included three areas for which NZTA co-funding is available and transport projects have been initiated (Edgeware Village, Cygnet Street / Pacific Road and Clifton Terrace).
- 3.8 Following this, a high-level assessment was undertaken for the remaining top 60 ranked flood issue areas and this resulted in the recommendation of three tranches of preliminary investigations. Areas with significant prior investigation were considered more favourably for the early tranches to reduce delivery risks in the early years of the programme.
- 3.9 Flood issue areas selected for consideration in the first three tranches of assessment are:

Tranche 1	Rank	Tranche 2	Rank	Tranche 3	Rank
Sumner & Nayland Street	3&72	Southern Southshore	4	Moncks Bay	19
Flockton Street Area	5	North Linwood	6	Duvauchelle	23
Sockburn	14	Barrington	7	Tennyson Street	24
Lower Heathcote Valley	15	Hillsborough	8	Akaroa	27
Bells Creek	20	Linwood South	10	Beachville Road	31
Shirley	21	Riccarton	11	Redcliffs	40
Kruses Drain	22	Horotane Valley	13	Blighs Bellvue	44
Edgeware Village*	26	Rowses Road	18	Upper Dudley	46
Greenpark Street	30	Torlesse Street area	25		
Cygnet Street*	37	Inwoods Rd & Daytona Pl	28		
Emmet Orcades	42	Awatea Gardens area	29		
Pacific Road*	90	Vickerys Road	33		
Clifton*	130	Hay Street*	81		

*Potential alignment with transport works

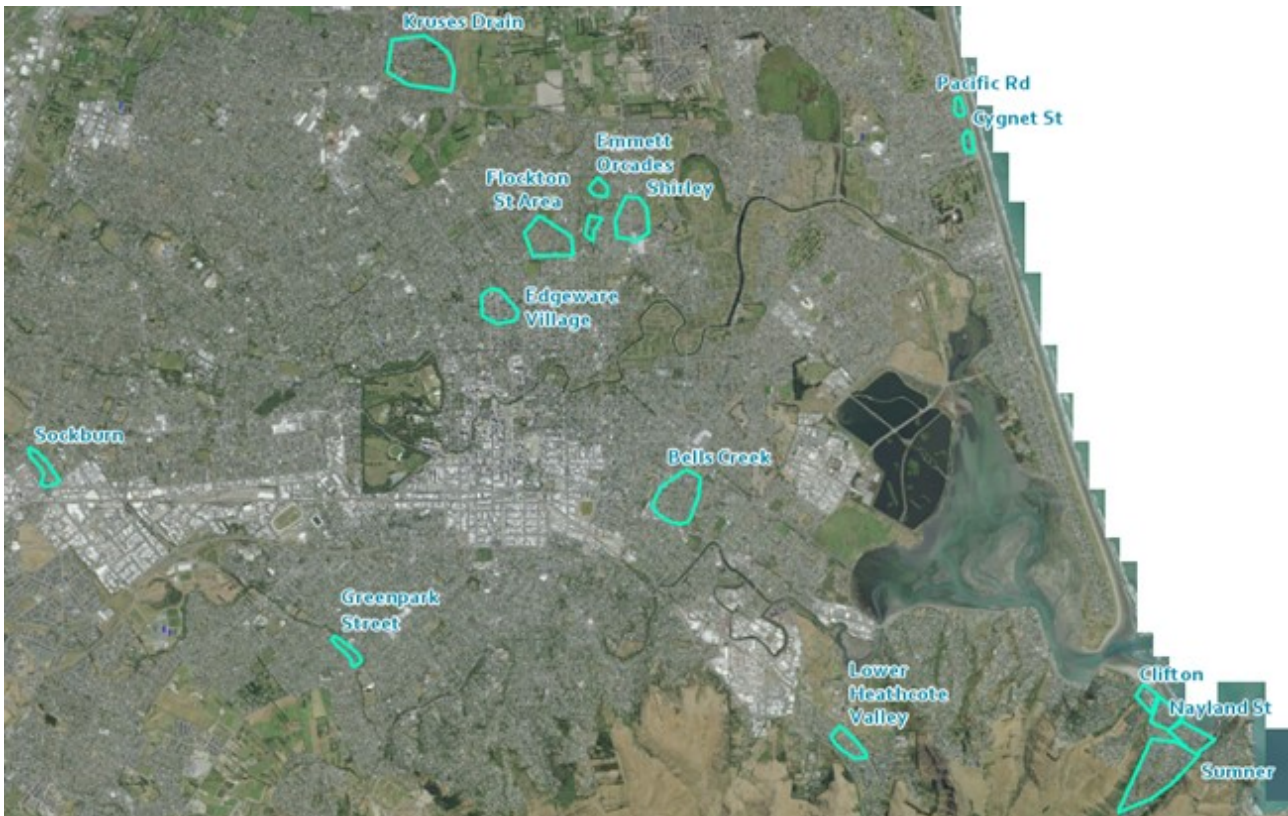


Figure 1 Flood Pockets assessed in Tranche 1

- 3.10 These tranches of projects are indicative only, and the programme will remain responsive to other opportunities that arise, such as new co-funding. Any new flood issue areas that join the list will be subjected to the same assessment against the Delivery Programme Criteria.
- 3.11 The tranches vary from projects in earlier LTP capital programmes as this programme identifies programme specific flood reduction objectives. Previous LTP projects focused primarily on above floor flood risk, in line with agreed levels of service.
- 3.12 In addition to work occurring under this programme, areas being considered through existing initiatives include:
- 3.12.1 Rank 1, Little River, which is being considered through the Little River Round Table group.
 - 3.12.2 Rank 12, Tenby Newport, which is already underway as project.
 - 3.12.3 Rank 32, Pa Road, which is subject to some ongoing works on the Koukourāata Stream Bridge and Oiri Stream culvert.
 - 3.12.4 Eight pockets will be considered through various Ōtākaro Avon River Corridor projects due to their proximity to the corridor:
 - Rank 6, Linwood North
 - Rank 10, Linwood South
 - Rank 25, Torlesse
 - Rank 68, Basset / Cossar
 - Rank 86, McBratneys
 - Rank 110, Landy Lovelock
 - Rank 140, Wildwood Ave

- Rank 124, Coopers Road
- 3.13 From the top 30 ranked projects, four flood issue areas are not recommended to be progressed in the first three tranches but will remain on the list to be considered later in the programme. These are:
 - 3.13.1 Ranks 2, 9 & 16: Richardson & Clarendon Terraces, Waimea Terrace and Ainsley Terrace. There was a previous Council decision not to progress with low stopbanks to address flooding in these areas and there has recently been significant investment in the upper Heathcote to reduce flooding. The worst affected properties were purchased under the Flood Intervention Policy.
 - 3.13.2 Rank 17: Aranui, which has been previously investigated without identifying viable remedial work.
- 3.14 The Surface Flooding Reduction Programme was established to reduce regular surface flooding issues experienced by communities, and as such the identification and prioritisation of flood pockets has been based on issues experienced to date. Future conditions, including urban intensification and climate change, have the potential to exacerbate flooding issues.
- 3.15 Design of surface flooding reduction projects will look to consider potential intensification in the next phase of design. Constraints within established urban areas can however mean it is not feasible to mitigate all impacts. The programme Urban Stormwater Detention and Treatment Retrofit Facilities was established within the LTP as the beginnings of a fund for additional infrastructure in response to intensification.
- 3.16 Significant inter-dependencies exist with the Surface Flood Reduction Programme and the Climate Hazards Adaptation Planning programme in coastal areas.

Inter-dependencies with the CHAP programme

- 3.17 The Climate Hazards Adaptation Planning (CHAP) programme are currently testing options to determine where adaptation planning should next be located. Options include:
 - 3.17.1 East Christchurch: Waimairi Beach to Southshore and inland along the lower Ōtākaro Avon River.
 - 3.17.2 Both the Lower Pūharakekenui Styx River and the remaining areas within Banks Peninsula.
 - 3.17.3 Taylors Mistake to Woolston and inland to Opawa.
- 3.18 Initial feedback indicates that the Waihoru Spreydon-Cashmere-Heathcote Community Board and the Te Pātaka o Rākaihautū Banks Peninsula Community Board both support adaptation planning progressing in their areas, with the Waitai Coastal-Burwood Community Board declining to indicate a preference. Further discussions with other stakeholders including the Coastal Hazards Working Group are required and options will be presented for a Council decision later this year.
- 3.19 Once a decision has been made, the CHAP team recommend integrating significant Surface Flood Reduction Programme options within the selected adaptation area, into the adaptation planning process. This will allow the Council to better understand community values and integrate these into a decision-making process. Additionally, a more fulsome options assessment process would be completed as part of local adaptation planning. Specifically, this means 1) assessing a broader range of adaptation options than what has been considered through the Surface Flood Reduction Programme initial investigation; 2) that options (such as coastal defences) required to complement stormwater management options would also be

assessed; and 3) that options would be considered within the wider geographic and financial context, enabling a more comprehensive range of adaptation options to be considered.

Tranche 1 Project Assessments

- 3.20 Basic assessment has now occurred for the Tranche 1 projects and a practicable option for each flood pocket was assessed against the Delivery Programme Criteria (see table on next page). This results in four projects being identified as candidates for immediate recommendation to proceed to design, consenting and construction. The remainder will continue to be investigated in preparation for future decisions on the programme.
- 3.21 In some cases, the benefit of the infrastructure in reducing surface flooding issues is yet to be verified through comparative hydraulic modelling. Options proposed are expected to achieve a reduction in flooding but will not necessarily resolve all issues experienced. Residual flood risk will remain after the works are completed.
- 3.22 High level costs estimates were prepared as part of these initial investigations. These estimates should be treated as indicative only, as the designs are at a very early stage and subject to significant refinement. Significant cost risk remains.
- 3.23 A decision is now required to progress or defer these four projects.

3.24 The following table summarises the assessment of Tranche 1 flood issue areas against Programme Delivery Criteria:

Flood Issue Area & Project Option	Council responsibility	High level cost estimate	Effectiveness	Feasibility	Environmental	Alignment	Recommended Project
Sumner New large diameter pipeline and pump station	Yes	\$44,700,000	Yet to be verified. Expect performance to be impacted over time with climate change.	Large scale project. Further design is required as well as consideration of alternative options.	Property and coastal environment interactions. Still to consider impacts and alternative options.	Requires alignment with Coastal Hazards Adaptation Planning process.	Not yet, further investigation work required on feasibility before recommendation is made.
Flockton Street Area New pump station to replace temporary arrangement	Yes	\$6,200,000	Formalises current operational response, which reduces (but does not remove) surface flooding between Flockton and Aylesford Streets.	Some infrastructure is expected to be feasible. Some wider works may be required to improve effectiveness.	Formalises current operation. Downstream impacts need to be mitigated through further design.	Reduction in Opex and maintenance team workload, as currently temporary pumps are deployed.	Yes
Sockburn Pipe capacity upgrades	Yes	n/a	No effective option was identified for the Sockburn area in this initial assessment.	n/a	n/a	n/a	Not yet, further investigation work required.
Lower Heathcote Valley New culverts beneath rail corridor	Yes - however requires work within rail corridor	\$300,000	Overlap of benefits of recent works in the area needs to be assessed before confirming the effectiveness of a solution.	Impacts on rail corridor need evaluation.	No environmental concerns.	Benefit of recent works to be assessed before confirming the residual surface flooding issue and effectiveness of a solution.	Not yet, further investigation work required on feasibility before recommendation is made.

Bells Creek Additional controls on existing pump station operation, and land raising	Yes	\$700,000	Yet to be verified. Expected to enhance the performance of existing pump station infrastructure to mitigate surface flooding, however will not resolve all flooding.	Improved controls on existing pump station to be feasible.		Land level changes require alignment with transport work.	Yes
Shirley New pipe network	Yes	\$12,100,000	Yet to be verified. Based on previous work, expected to reduce risk of floor level flooding.	Limited space for the construction of infrastructure means further investigation is required to confirm.			Not yet, further investigation work required.
Kruses Drain New pipe network and/or downstream storage and pumping	Yes	\$21,500,000	Yet to be verified. Local network upgrades expected to be limited in effectiveness without downstream pumping works.	Concept requires further development to confirm highway and land interfaces.	Potential to incorporate water quality treatment into a second stage.		Not yet, further investigation work required to isolate the benefits of portions of the wider project.
Edgware Village New pump station, rising main, pipe network and inlets	Yes	\$47,400,000	Yet to be verified. Based on previous work, expected to reduce risk of floor level flooding.	Significant infrastructure in a congested area. Land availability and service clashes still to be resolved in design.	No environmental concerns.	Transport led project to upgrade existing inlets.	Not yet, further investigation work required to support large capital investment.
Greenpark Street	Yes	\$700,000	Yet to be verified. Expected to reduce	Stormwater network upgrades	No environmental concerns.		Yes

Pipe upgrade, new inlets and valves			surface flooding within the street.	expected to be feasible.			
Cygnat Street New lift station, new pressure outfall and upgraded gravity outfall	Yes	\$1,900,000	Yet to be verified. Expect performance and infrastructure to be impacted over time with climate change.	Feasibility of works on existing outfall still to be confirmed.	Works within coastal dunes and beach environment. Associated consenting uncertainty.	Transport led project to upgrade existing inlets. Requires alignment with Coastal Hazards Adaptation Planning process.	Not yet, further investigation work required on outfall modifications and consenting.
Emmet Orcades Diversion structure upgrade and new pipe network	Yes	\$3,800,000	Earlier studies showed effectiveness.	Earlier studies showed feasibility.	No environmental concerns.		Yes
Pacific Road New pipeline, new pump station, new pressure outfall pipeline	Yes	\$9,300,000	Yet to be verified. Expect performance and infrastructure to be impacted over time with climate change.	Feasibility of coastal outfall construction still to be confirmed.	Works within coastal dunes and beach environment. Associated consenting uncertainty.	Transport led project to upgrade existing inlets. Requires alignment with Coastal Hazards Adaptation Planning process.	Not yet, further investigation work required.
Clifton New pressure pipeline	Yes	\$18,000,000	Existing planned outfall upgrades and transport sump upgrades expected to provide some benefit. Additional benefits of a new pipeline yet to be verified.	High cost, economic assessment required to support progressing. Alignment will have significant services and traffic impacts.	Works within coastal and beach environment.	Outfall upgrade project and transport led project to upgrade existing inlets. Requires alignment with Coastal Hazards Adaptation Planning process.	Not yet, further prioritisation work required.

3.25 The following figures provide indicative layouts of the four projects.

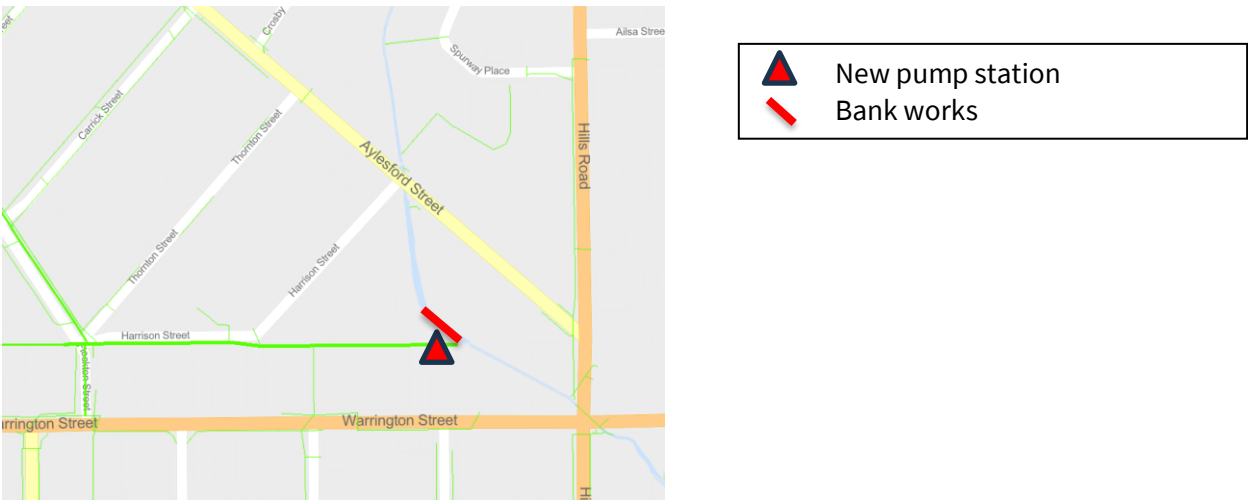


Figure 2 Flockton Street Area - Stormwater Pump Station

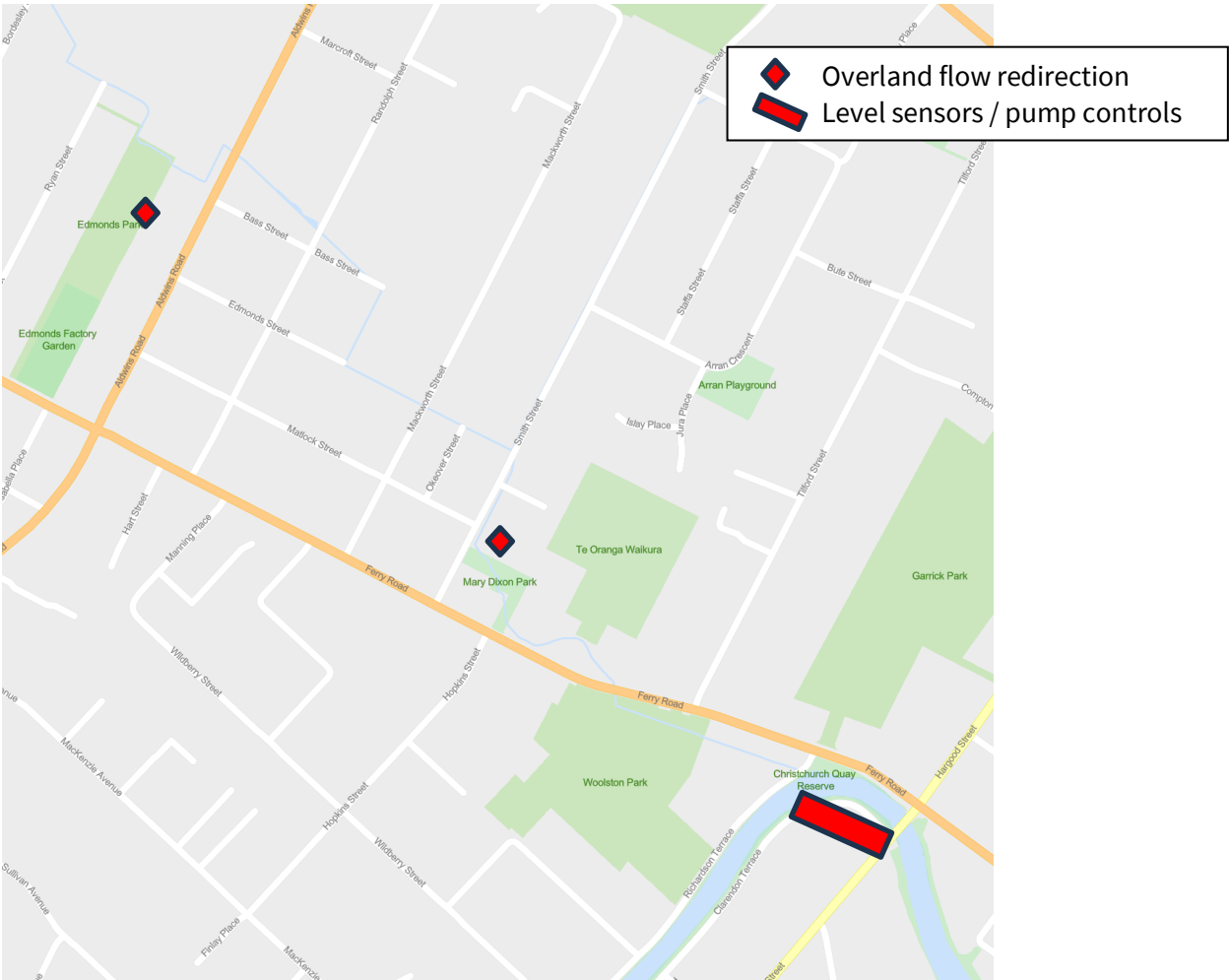


Figure 3 Bells Creek – Pump Station and Overland Flow Controls

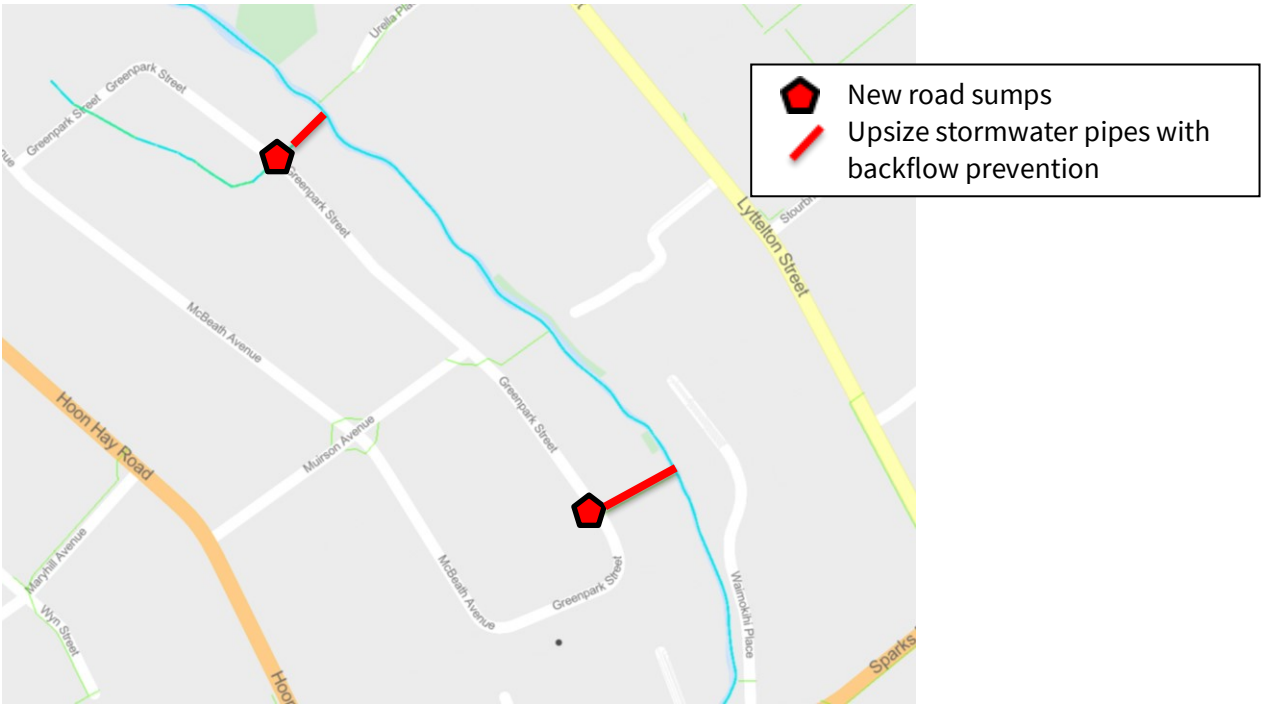


Figure 4 Greenpark - Network Upgrades

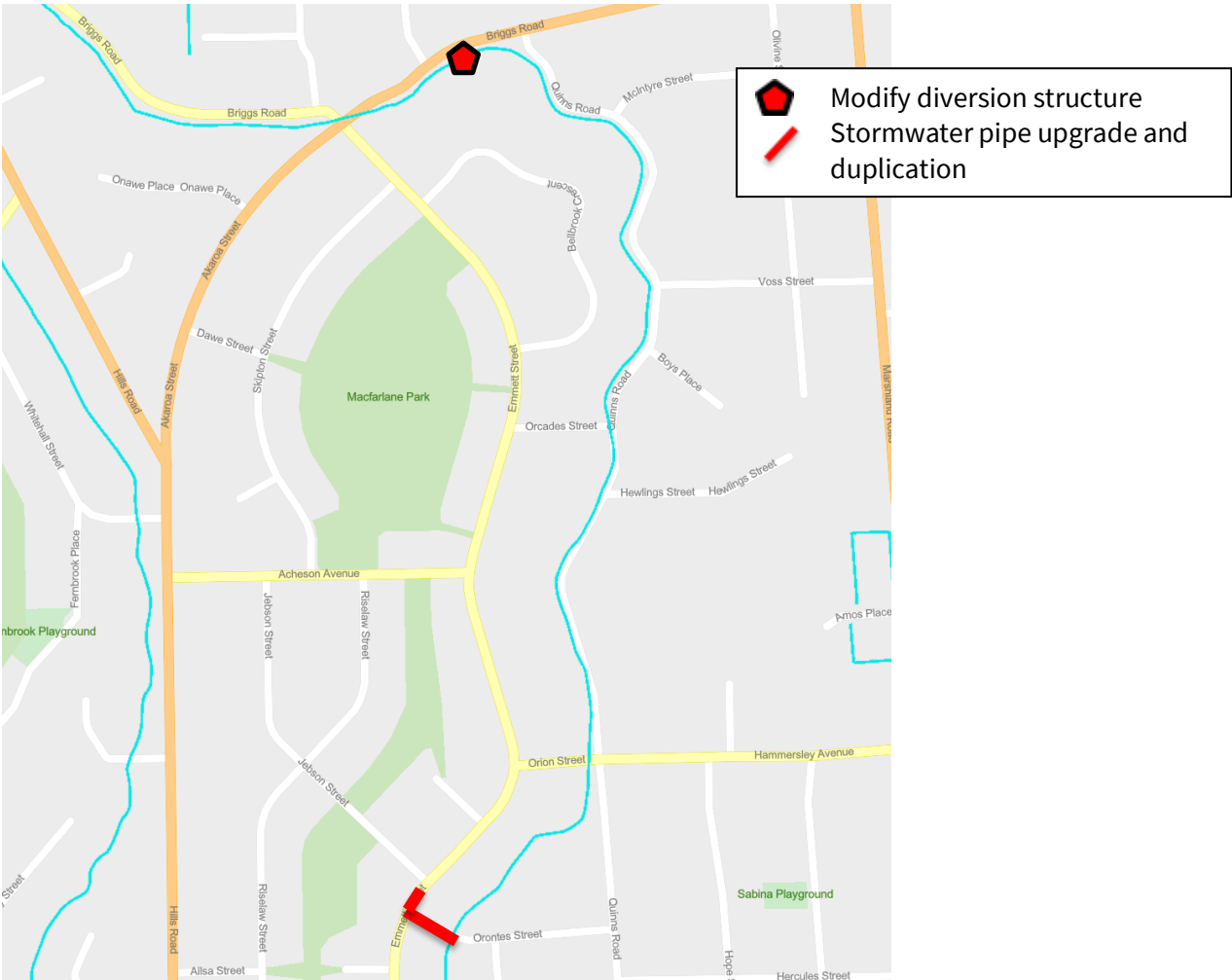


Figure 5 Emmet Orcades - Stormwater Network Upgrades and Diversion (minor bed and bank works upstream of Shirley Road not shown)

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 3.26 A range of reasonably practicable options were considered for progressing high priority projects for delivery within the programme. These included:
- 3.26.1 Option 1 (preferred) – Seek approval for delivery of the four ‘quick wins’ projects.
 - 3.26.2 Option 2 – Defer all 158 projects or all three tranches until further information is available across the programme to prioritise between all projects.
 - 3.26.3 Option 3 – Defer until the Annual Plan (AP) or Long-Term Plan (LTP).
- 3.27 The following options were considered but ruled out:
- 3.27.1 Progressing all projects equally – not feasible due to resource constraints and would not prioritise funding towards physical works.
 - 3.27.2 Progressing only high priority projects – this would prioritise the largest issue areas which require large projects, with the highest budgets. These projects may not be the most cost effective but would have the longest lead times. This would miss opportunities to align with other Council projects and to deliver projects that are highly effective in smaller areas.

Options Descriptions Ngā Kōwhiringa

- 3.28 The reasonably practicable options descriptions, advantages and disadvantages are set out below:

	Option	Description	Advantage	Disadvantage
1	Preferred: Approval for four quick win projects	Prioritising projects based on issue ranking, ease of implementation and alignment with other programmes	Most likely to achieve LTP expectations and aligns with other programmes. Focuses on projects of highest confidence	Some FY27 budget not allocated
2	Defer all projects	Defer all 158 projects until a uniform level of information is available so that they can be prioritised against each other	Focuses construction investment on the highest priority locations	Requires a long time and significant investment in design to allow ‘apples with apples’ comparison. Unlikely to meet LTP expectations
3	Defer until AP or LTP	Defer decision making until more information is available on other tranche 1 projects	Possibility of approving more projects in one process	Delays in dealing with some areas. Risk that delay may inhibit FY27 delivery

Analysis Criteria Ngā Paearu Wetekina

- 3.29 The three options were assessed against ability to deliver against the expectations set in the current LTP. To evaluate this staff had to consider if the deliverability of each option.
- 3.30 Option 1 was preferred as it provided the best balance of addressing issues immediately, whilst not unduly delaying work on other highly ranked issue areas. The four projects proposed for immediate initiation within Option 1 do not create significant alignment issues with CHAP.
- 3.31 Deferring a decision until information was available across all tranches or the entire 158 flood pockets (Option 2) would take considerable time and effort, at the expense of immediate needs. This would not meet the expectations set in the current LTP.

- 3.32 Deferring a decision until the AP or LTP (Option 3) could enable comparison of the first four quick wins against a broader range of projects, however, this would likely result in delay of commencement of the programme delivery until FY28 or later.
- 3.33 For all options, if the further investigations find other projects within the first tranches that meet the Delivery Programme Criteria, then they will be proposed as capital projects as part of the later AP or LTP preparation.

4. Financial Implications Ngā Hiraunga Rauemi

- 4.1 The Council has allocated capital funding to the Surface Flooding Reduction Programme through the LTP. This report does not introduce any new capital expenditure but proposes how the allocated funding will be spent. All three options will deliver within the budget, however, they will have differing outcomes. There is variation between the options in the timing of the expenditure:
 - 4.1.1 Option 1 – Provides the greatest opportunity to meet the current budget expectations set within the LTP. Additional projects will need to be identified in the upcoming AP to meet targets.
 - 4.1.2 Option 2 – Developing information across the programme will be costly and time consuming. This will likely result in later delivery of physical works and some budget being spent on design and investigation for projects that may not be constructed.
 - 4.1.3 Option 3 – Deferring a decision until the AP would risk some of the FY27 delivery. A carry forward is more likely with this option than Option 1.
- 4.2 As design understanding continues to develop, it is likely that the cost estimates for individual projects will vary from that provided in this report. These changes can be managed through existing financial delegated authorities, in the same way as other projects within the capital programme.
- 4.3 The following are the high-level estimated costs for the four projects recommended to commence immediately under the Surface Flooding Reduction Programme. The cost estimate for these projects totals \$11.4 million.

Capex/Opex Ngā Utu Whakahaere

	Flockton Street Area	Bells Creek	Greenpark	Emmet Orcades
Cost to Implement	\$6,200,000	\$700,000	\$700,000	\$3,800,000
Maintenance/Ongoing Costs	TBC	TBC	TBC	TBC
Funding Source	Surface Flooding Reduction Programme			
Funding Availability	Funded within LTP			
Impact on Rates	CAPEX already budgeted, consequential OPEX TBC			

- 4.4 Infrastructure creation will have consequential impacts on maintenance and operational costs. These have not yet been detailed for the proposed projects but will be established through the standard LTP process.

5. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 5.1 Each project progressed under this programme will have associated risks. Given the high-level nature of the initial assessment there remains uncertainty in the costs and effectiveness of

projects in mitigating surface flooding. These risks are proposed to be mitigated by progressing further investigation and design work on projects, with any changes resulting from new information to be managed through standard project and change management processes.

- 5.2 At a programme level, there is a risk of expectations not being met by the programme. Not all flood issue areas will be able to be addressed within the programme. For those areas which result in projects, surface flooding will be reduced but not necessarily removed completely. Residual flood risk will remain and will be managed by existing operational and regulatory processes. There remains a reputational risk to Council of dissatisfaction with the prioritisation process and the effectiveness of projects in reducing flooding.
- 5.3 Consenting requirements have not been evaluated. Securing approvals and consents could delay projects or increase project costs. Some projects may be deferred until later in the programme if consenting risks are high.

Legal Considerations Ngā Hīraunga ā-Ture

- 5.4 Statutory and/or delegated authority to undertake proposals in the report:
- 5.4.1 The Council does not have a legal responsibility to construct infrastructure to reduce surface flooding. The Council has power under various legislation to enact drainage works and provide stormwater services. This legislation empowers the Council to act but does not require it to do so. However, if the Council provides infrastructure, then it takes on liability for consequential damages arising from failure to maintain.
- 5.4.2 In creating the Surface Flooding Reduction Programme, the Council has chosen to fund works to reduce regular surface flooding at prioritised sites.

Strategy and Policy Considerations Te Whai Kaupapa here

- 5.5 The required decisions:
- 5.5.1 Align with the [Christchurch City Council's Strategic Framework](#).
- 5.5.2 Are assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the number of people who may have an interest in the decision and the broad geographical spread of the programme.
- 5.5.3 Are consistent with the Council's Plans and Policies.
- 5.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#) under Activity: Stormwater Drainage:
- Level of Service: 14.0.11.1 For each flooding event, the number of habitable floors affected. (Expressed per 1000 properties connected to the territorial authority's stormwater system) (DIA Sub-part 3, 1b) - <0.1 habitable floors per 1000 properties
 - Level of Service: 14.0.11.2 The number of flooding events that occur (DIA 1a) - <2 flooding events
 - Level of Service: 14.0.11.3 Number of complaints received by a territorial authority about the performance of its stormwater system (Expressed per 1000 properties connected to the territorial authority's stormwater system) (DIA 4) - < 9 complaints per 1000 properties

Community Impacts and Views Ngā Mariu ā-Hāpori

- 5.7 The decision affects all Community Board areas as it relates to implementation of a district-wide programme.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 5.8 The decisions involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does specifically impact Mana Whenua, their culture, and traditions.
- 5.9 The decision involves a matter of interest to Mana Whenua and could impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 5.10 As the proposed decisions relate to the management of water, they are of specific interest to Mana Whenua. Engagement on the projects will be undertaken during design development so that views of Mana Whenua can be understood and opportunities to align with Mana Whenua objectives can be explored.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 5.11 The decisions in this report are likely to:
 - 5.11.1 Contribute positively to adaptation to the impacts of climate change.
 - 5.11.2 Contribute negatively or positively to emissions reductions.
- 5.12 Flood issue areas have been identified based on flooding issues experienced to date. Within projects to reduce surface flooding there is opportunity to mitigate not just current issues but the impacts of increased rainfall due to climate change, where feasible.
- 5.13 Construction of infrastructure, as proposed in this programme and report, generates emissions. In developing the programme of projects, opportunities will continue to be investigated for nature-based solutions which can be sources of carbon sequestration. Avoiding flood damages avoids the carbon cost of repair, which will balance, to some degree the carbon investment in the infrastructure.

6. Next Steps Ngā Mahinga ā-muri

- 6.1 It is proposed to immediately initiate the following projects:
 - 6.1.1 Flockton Street Area Stormwater Pump Station
 - 6.1.2 Bells Creek – Pump Station and Overland Flow Controls
 - 6.1.3 Greenpark – Network Upgrades
 - 6.1.4 Emmet Orcades – Stormwater Network Upgrades and Diversion
- 6.2 Following this immediate work, investigations will continue for those less immediate projects in Tranche 1, and will commence for the Tranche 2, and then Tranche 3 projects.
- 6.3 As areas are assessed against the Delivery Programme Criteria, those that pass will be put forward for initiation through standard Council AP and LTP processes. The next update is expected to occur in early 2026 as part of Annual Plan preparation.
- 6.4 Future projects delivered within the programme will be managed through standard Council AP and LTP processes and reported on through quarterly Three Waters reporting to elected members.
- 6.5 It is not yet clear how far the programme budget will extend, as project options and therefore costs are still to be determined. Therefore, once the first three tranches are assessed the programme budget will be reviewed, and if there is still headroom, then further projects from further down the priority ranking will also be investigated.

Attachments Ngā Tāpirihanga

There are no attachments to this report.

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Sylvia MacLaren - Programme Manager Tom Parsons - Surface Water Engineer Kate Dawkins - Surface Water Planning Engineer
Approved By	Gavin Hutchison - Head of Three Waters Brent Smith - General Manager City Infrastructure

19. Hearings Panel Report to the Council on the Dog Control Policy and Dog Control Bylaw 2025

Reference Te Tohutoro: 25/557781

Presenter Te Kaipāhō: Councillor Victoria Henstock, Hearings Panel Chairperson

Accountable ELT John Higgins, General Manager Strategy, Planning & Regulatory

Member Pouwhakarae: Services

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to present to the Council the Hearings Panel recommendations following the consultation and hearings process of the Dog Control Policy and Dog Control Bylaw 2025.
- 1.2 The Hearings Panel has no decision-making powers but, per its delegation, has considered the written and verbal submissions received on the proposal and is now making recommendations to the Council.
- 1.3 The Council can then accept, reject or amend the recommendations, subject to receiving officer advice confirming that the proposed changes are within the scope of the matter and comply with decision-making requirements under the Local Government Act 2002.
- 1.4 The Council, as the final decision-maker, should put itself in as good a position as the Hearings Panel having heard all the parties. It can do so by considering:
 - The 1,560 written submissions (in the Volume of Submissions attached to the [Hearings Agenda](#) and in the [Attachments Under Separate Cover](#) document);
 - The summary of submissions report to the Hearings Panel (included in the [Hearings Agenda](#));
 - The staff advice to support deliberations report to the Hearings Panel (included in the [Hearings Agenda](#));
 - This report, which includes a high-level summary of the written and verbal submissions that were presented to the Hearings Panel and summarises the considerations and deliberations; and
 - Additional information supplied to the Panel during the Hearing (attached to the [Hearings Panel Minutes](#)).
- 1.5 The decision to consult on proposed changes was made by Council on 16 October 2024, as a result of a review of the Dog Control Policy 2016 and Dog Control Bylaw 2016 ([Council agenda, 16 October 2024, agenda item 9](#)). The 16 October 2024 Council report provides background context for the proposed changes.

2. Hearings Panel Recommendations Ngā Tūtohu o Te Tira Taute

That the Council:

1. Receives the information in the Hearings Panel Report to the Council on the Dog Control Policy and Dog Control Bylaw 2025 Report.
2. Adopts the Dog Control Policy 2025 at **Attachment A**, including the following changes made as a result of submissions and staff advice:

- a. Adding a date when the policy comes into force (3 November 2025);
- b. Amending section 3.1.1 to align with the bylaw and make it clear that if a dog is unable to consistently and quickly respond to commands, it must be leashed in public places, whether a leash is required or not;
- c. Adding an explanatory note to section 6.1.3, to note that the prohibition does not apply to organised Council events designed for dogs at Council swimming or paddling pools;
- d. Amending the summary of general leashed areas in section 6.2 to reflect a title change;
- e. Amending section 6.2.2 so that the title is “On all paths in greenspace areas” and replacing the text to align with the bylaw wording;
- f. Amending 6.2.6 to explain that leashing on sports fields applies to the active playing area (and within five metres of it), but does not apply in other areas or at other times;
- g. Adding a new section (9.7) to provide advice on protecting dog paws during the heat;
- h. Adding an explanatory note to section 9.8 to enable the Animal Services Manager to waive certain requirements for approved events designed for dogs or the inclusion of dogs; and
- i. Amending entries in Schedule 1 of the Dog Control Policy 2025 in the following ways:
 - i. Amending the dog control status of HMNZS Steadfast (Lyttelton) from “Leashed” to “Leashed/Under effective control” and amending the description in relation to required dog controls to require leashing only during events;
 - ii. Adding a dog control status and definition for Hoon Hay Scenic Reserve (Governor’s Bay) requiring that dogs are leashed in the eastern area to protect grazing stock;
 - iii. Amending the dog control status of The Groynes from “leashed” to “leashed/under effective control” and amending the description in relation to required dog controls to enable dogs unleashed access to the river and track alongside the dog park;
 - iv. Amending the description of Kaputone Confluence Conservation Park to Kaputahi Confluence Conservation Park;
 - v. Amending the comments of the description of Styx Mill Conservation Reserve (excluding the west end and dog park) to enable leashed dogs access on specified paths;
 - vi. Amending the dog control status of the Styx Mill Conservation Reserve - west end to allow dogs to be off leash on the open field area near the dog park;
 - vii. Amending the comment of the description of the Te Ihutai Avon Heathcote Estuary by including the words “roost” and “moult”;
 - viii. Amending the dog control status of the Ōtākaro Avon River Corridor from “prohibited / leashed / under effective control” to “leashed / under effective control”, and amending the comment to require leashing everywhere except in mown grass areas, other than former roads closed to motor vehicles and to add clarifications about former roads and access to the river from mown areas;
 - ix. Simplifying the entry title for the Central City and amending the comment of the description by deleting the proposed removal of the leashing requirement for Latimer Square and Rauora Park (to retain leashing), and excluding the Avon Loop from the Central City entry so that it is covered by the Ōtākaro Avon River Corridor

- entry (meaning dogs may be under effective control in mown areas, but must be leashed elsewhere);
- x. Amending the entry title of Te Kuru Wetlands by adding the words “including Milns, Eastman, Sutherlands and Hoon Hay basins”; and
 - xi. Adding a new section to clarify that dogs are prohibited in specified reserves managed by the Council but not within the Council’s district.
3. Adopts the Dog Control Bylaw 2025 at **Attachment B**, including the following changes made as a result of submissions and staff advice:
- a. Amending **clause 1** to specify the date the bylaw comes into force (3 November 2025);
 - b. Adding definitions to **clause 4** for “formed track”, “greenspace areas” and “path” to support the clause requiring leashing on paths in greenspace areas;
 - c. Adding an explanatory note after **clause 5(4)** to clarify that the maximum limit on the number of dogs a person can take into a public place also applies at dog parks and in dog exercise areas;
 - d. Adding an explanatory note after **clause 8(C)** so that the prohibition does not apply to organised Council events designed for dogs at Council swimming or paddling pools;
 - e. Amending the title of **clause 9(B)** to “All paths in greenspace areas”, and amending the clause to remove the reference to “short leash” and replace “footpaths, shared paths, and formed tracks” with “all paths” to simplify the clause;
 - f. Replacing the explanatory note to **clause 9(B)** to provide clarification about the application of the clause; and
 - g. Amending clause 9(F) so that the requirement to leash dogs on sports fields applies only to the active playing area (and within five metres of it) while games or practice sessions are underway, and clarifying that dogs may be under effective control outside of the area and at other times.
4. Determines that the Dog Control Bylaw is the most appropriate way of addressing the issue of dog control, is the most appropriate form of bylaw and does not give rise to any New Zealand Bill of Rights Act 1990 implications, pursuant to section 155 of the Local Government Act 2002.
5. Approves that staff are authorised to correct any typographical errors and to make minor changes to the policy and bylaw, including but not limited to updating policy numbers and ensuring consistency between the policy and bylaw.
6. Approves the following recommendations from the Hearings Panel, provided in addition to the proposed policy and bylaw:
- a. That staff review animal management services to ensure alignment with the revised policy and bylaw so that dog registration fees are adequate to respond to the new regulations (including compliance monitoring, education and enforcement activities) ahead of the next annual plan process;
 - b. That staff update or install new signage to support the implementation of the replacement policy and bylaw;
 - c. That staff update and improve the online map that reflects the dog controls in schedule 1 of the Dog Control Policy so that it is up-to-date and clear;
 - d. That staff explore opportunities to encourage dog owners to undertake training for their dogs to better improve dog control in public places;

- e. That information about the replacement Dog Control Policy and Bylaw and other helpful online information is sent to dog owners as part of the dog registration process;
- f. That staff develop an online application for the dog limit exemption process;
- g. That staff explore whether there are any opportunities to install rubbish bins in key locations to support dog owners picking up after their dogs;
- h. That staff investigate options for a dog park, dog exercise area or other fenced area where dogs can be exercised off-leash in the Central City, to encourage and support inner-city living;
- i. That staff investigate options for a dog exercise area in Diamond Harbour;
- j. That staff investigate implementing an innovative communications pilot programme (including signage) to support behaviour change and education for dog owners; and
- k. That staff investigate ways to improve education and owner responsibility around dog fouling.

3. Background / Context Te Horopaki

- 3.1 All local authorities are required to have a policy on dogs and a bylaw to enforce it. The Council's Dog Control Policy and Dog Control Bylaw were last reviewed in 2016. Legislation requires that bylaws are reviewed at least once every 10 years. A dog control policy must be reviewed when a dog control bylaw is reviewed. By reviewing the policy and bylaw, the Council can respond to changes in the district and meet legislative obligations.
- 3.2 The policy and bylaw work together to impose reasonable regulatory controls on dogs and their owners to minimise the danger, distress or nuisance that may be caused by dogs, and to balance this by enabling appropriate recreational access for dogs and their owners. The policy sets out how the Council will meet its regulatory obligations under the Dog Control Act.
- 3.3 The legal considerations section of this report sets out important detail about the Council's use of regulatory power in making this kind of policy and bylaw. The key legislation requiring the council to have a policy and bylaw, setting the scope of regulation, requiring the review, setting out the nature of the review, and the consultation requirements after a review, are:
 - The [Dog Control Act 1996](#) (the Act)
 - The [Local Government Act 2002](#) (the LGA).
- 3.4 The Act places obligations on dog owners and on councils. It requires that when a council is considering a dog control policy, it "must have regard to" the following:
 - The need to minimise danger, distress, and nuisance to the community generally; and
 - The need to avoid the inherent danger in allowing dogs to have uncontrolled access to public places that are frequented by children, whether or not the children are accompanied by adults;
 - The importance of enabling, to the extent that is practicable, the public (including families) to use streets and public amenities without fear of attack or intimidation by dogs; and
 - The exercise and recreational needs of dogs and their owners.⁸
- 3.5 The bylaw then must give effect to the policy, making the dog controls enforceable. A breach of a dog control bylaw can result in a \$300 infringement fine (an amount set in the Act).

⁸ Section 10(4) of the Dog Control Act 1996

- 3.6 Christchurch has one of the highest dog ownership rates in New Zealand, with over 37,000 registered dog owners and almost 45,000 registered dogs.
- 3.7 The policy does several things, but of highest interest to the public (including dog owners) are the leashed and prohibited rules. The policy and bylaw work together to set out where dogs must be leashed or where they are prohibited in public places in the district, via a combination of specified areas and general rules.
- 3.8 Leashed or prohibited rules (and reasons for them) are set out in the policy and bylaw and may apply for the following reasons: to protect health and safety; due to high visitor numbers or high recreational use; to protect wildlife; to protect ecological, conservation or habitat values; to protect grazing stock; to protect rare or heritage plantings; to protect swimming and beach recreation areas; to protect spaces used by children; and for cultural reasons.

4. Consultation Process and Submissions Te Tukanga Kōrerorero Ngā Tāpaetanga

Community engagement and early feedback

- 4.1 In June 2024, a [survey](#) gathered early feedback from 6,245 participants (84% indicated they were dog owners) on dog control issues such as leashing, wildlife protection, and shared space use. A Newsline story '[Dog survey highlights protection for the environment](#)' highlighted some of the key results. The Council was briefed on the results of the survey on 3 September 2024 and the report is available [here](#).
- 4.2 This input helped to shape the proposed changes to the policy and bylaw.

Public consultation

- 4.3 Consultation on the Draft Dog Control Bylaw and Policy 2024 ran from 11 November to 15 December 2024. [The Dog Control Act 1996](#) requires local authorities to undertake a special consultative procedure⁹ to consult the public and to notify registered dog owners of changes to a dog control policy.
- 4.4 Outreach included emails to nearly 40,000 stakeholders, a dedicated consultation webpage, social media, printed materials, and a public webinar.
- 4.5 1,560 valid submissions were received (80% from dog owners), including 26 from organisations and businesses. Submissions came from a wide range of groups, including dog service providers, veterinary associations, animal welfare and environmental NGOs, community boards, residents' groups, and others.
- 4.6 Submissions generally supported the proposed changes, but also highlighted misunderstanding, disagreement, and suggestions for alternatives. Notably, in locations such as the Groynes, Diamond Harbour, and the Port Hills, some submitters perceived the changes as introducing new restrictions—even though, in some cases, they actually represented a relaxation of existing rules.
- 4.7 The need for alignment between the bylaw and policy results in duplication and complexity, which can hinder public understanding.
- 4.8 The consultation material asked six key questions, highlighted ten other areas of change, and noted that the proposed changes were wider than these highlighted areas. Copies of the policy and bylaw with all changes shown (and the reasons for the changes) were included on

⁹ Section 10(1) of the Dog Control Act 1996, as set out in section 83 of the Local Government Act 2002. Section 86 of the Local Government Act contains a modified version of the special consultative procedure for bylaws

the [consultation page](#), as well as in the formal statement of proposal required by the special consultative procedure. The full review report, including the section 155 assessment, was included on the consultation page.¹⁰ Feedback was welcomed on any aspect of the policy or bylaw.

Responses to key questions

4.9 The consultation asked six questions on key proposals. Below is a summary of the responses:

Question	Yes	No	Don't know
<i>Do you support the proposal to require dogs to be on a short leash on footpaths, shared paths and formed tracks in greenspace areas where dogs are allowed?</i>	656 submitters 43%	824 submitters 54%	61 submitters 4%
<i>Do you support the proposal to require dogs to be on a short leash on shared paths and pedestrian areas on or near roads?</i>	1,070 submitters 70%	401 submitters 26%	67 submitters 4%
<i>Do you support the proposal for the Ōtākaro Avon River Corridor?</i>	833 submitters 56%	480 submitters 31%	168 submitters 11%
<i>Do you support the proposal for Te Ihutai Avon Heathcote Estuary?</i>	1,042 submitters 70%	265 submitters 18%	185 submitters 12%
<i>Do you support the proposal to regulate stormwater basins?</i>	907 submitters 61%	374 submitters 25%	195 submitters 13%
<i>Do you support the proposal to limit the number of dogs one person can be in control of in a public place?</i>	1,051 submitters 69%	329 submitters 22%	150 submitters 10%

4.10 Most of the proposals received majority support. The only proposal with majority opposition was requiring dogs to be on a short leash on footpaths, shared paths and formed tracks in greenspace areas where dogs are allowed.

High-level themes from submissions

4.11 Community feedback revealed a wide spectrum of opinions on dog-related issues, often directly conflicting. These differences were not simply between dog owners and non-owners—even among dog owners, views varied significantly.

4.12 Some key themes included:

4.12.1 Public safety concerns about uncontrolled dogs and inattentive owners.

4.12.2 Frustration over dog waste and its impact on health and the environment.

4.12.3 Support for wildlife protection, though some opposed restrictions or preferred leashing over prohibition.

4.12.4 Calls for a more dog-friendly approach, emphasising dogs as companions and family members.

4.12.5 Concerns about the complexity and clarity of current and proposed rules, including opposition to blanket regulations.

¹⁰ Section 155 of the Local Government Act 2002 requires that certain determinations are made when a council is considering a bylaw. It requires that a report on the section 155 considerations is made available for consultation.

4.12.6 Mixed views on access and restrictions, with some fearing reduced recreational opportunities and others supporting tighter controls.

- 4.13 Overall, the feedback highlights the complexity and diversity of community perspectives, underscoring the challenge of creating balanced dog control regulation.

Out of scope matters raised in submissions

- 4.14 Some submitters raised operational issues. Common operational themes included:
- Requests for more rubbish bins in public areas for dog waste;
 - Calls for additional or improved dog parks;
 - Suggestions for better signage to communicate dog rules; and
 - Comments on staffing and funding for animal management officers.
- 4.15 Out-of-scope submissions included topics not covered by the Dog Control Act or outside Council's authority, such as:
- Cat regulation;
 - Dogs on public transport;
 - Cyclist speed regulation;
 - Changes to penalties; and
 - General dog welfare concerns, which are handled by the SPCA or Ministry for Primary Industries.
- 4.16 [The Hearings Panel Agenda](#) contains a comprehensive summary and analysis of the consultation process and submissions.
- 4.17 To see all the changes proposed for consultation, the marked-up versions of the policy and bylaw are available at **Attachment C** and **Attachment D**. These versions show the current wording, the proposed changes for consultation, and the changes recommended to Council by the Hearings Panel following consultation and hearings. This approach clearly shows the changes between the current, proposed and recommended policy and bylaw wording to support good decision-making.

5. The Hearing Te Hui

- 5.1 The Hearings Panel consisted of Deputy Mayor Pauline Cotter, Councillors Victoria Henstock, Tyrone Fields, Aaron Keown and Kelly Barber. At the start of the meeting, Councillor Victoria Henstock was appointed as Chair of the Hearings Panel for the Dog Control Policy and Bylaw.
- 5.2 The Hearings Panel convened on 12, 13, 14, and 27 March; 9 May; and 5 June 2025 to consider and deliberate on all submissions received on the proposal.
- 5.3 Before hearing verbal submissions, Council Officers presented a brief overview of the proposed changes and presented the Panel with further information concerning the consultation responses and analysis. The [Hearings Panel Minutes Attachments](#) contain the staff presentation.

6. Verbal Submissions

- 6.1 The Hearings Panel heard from 51 submitters over 12 and 13 March 2025. Submitters included individuals, groups and representatives from organisations, businesses, environmental groups and community boards. The [Minutes](#) of the meeting contain a list of presenters and the [Hearings Panel Minutes Attachments](#) include all tabled documents.

- 6.2 The views expressed by submitters who presented in person are best captured in their own words, either through their original submissions (see the [Hearings Panel Agenda](#)) or through documents tabled during the hearings process. Many of the issues raised in verbal submissions aligned with those presented in written submissions. Verbal submitters were more likely to be opposed to the proposed changes than those making only written submissions.
- 6.3 Verbal submitters expressed a wide range of views about the regulation of dogs in public places. General themes included support for the proposals (both public safety and wildlife protections), opposition to restrictions, suggestions for adjustment, and value for the role of dogs in the community, as well as acknowledgement of their natural tendencies and needs.
- 6.4 Fewer than 5% of submitters presented their submissions verbally, with the majority of submissions received in written form. A summary of key issues raised in written submissions was included in the [Hearings Agenda](#). A summary of the key issues raised during verbal submissions is provided below.

Diverse views on leashing requirements

- 6.5 Many submitters supported general leashing requirements on footpaths, shared paths, and near roads for safety and public comfort, but leashing on paths in greenspace areas received mixed views.
- 6.6 Some submitters opposed leashing rules, arguing they restrict dogs' natural behaviour, are impractical in low-traffic or natural areas, and could increase reactivity and stress in dogs. Some argued it should depend on the dog or owner, or that well-trained dogs should not have to comply with rules. In contrast, others thought leashing was appropriate in some situations, particularly around unfamiliar dogs and around other people, activities and wildlife.

Concerns about dog welfare

- 6.7 Some submitters placed strong emphasis on the mental and physical wellbeing of dogs, particularly in relation to the proposed leashing requirements. They highlighted the importance of off-leash exercise for enrichment and socialisation, cautioned against over-regulation that could lead to behavioural issues, and underscored the need to recognise dogs as sentient beings.

Concerns about public safety

- 6.8 Some submitters raised concerns about public safety and presented information about dog attacks they had experienced in public places, as well as their recovery and rehabilitation processes. Attacks and injuries between dogs were raised by submitters, as well as attacks to wildlife (birds) and stock.
- 6.9 Some submitters noted that not everyone feels comfortable around dogs or wants to be approached by unknown dogs in public places, and that some dog owners want other dog owners to have better control of their dogs. Some submitters acknowledged that some owners overestimate the control they have over their dogs and that some dogs are not well-trained or responsive to commands.

Wildlife and environmental protection

- 6.10 There was broad support for protecting sensitive ecological areas and wildlife, especially Te Ihutai Avon Heathcote Estuary, parts of the Ōtākaro Avon River Corridor, Southshore Spit, stormwater basins and wetlands, and some coastal areas.

- 6.11 Some submitters requested seasonal or targeted restrictions rather than blanket bans. Other submitters strongly supported protections in key areas and acknowledged that risks to wildlife were not limited to particular times of the year but existed year-round. Some submitters strongly supportive of wildlife protection emphasised the natural tendency of dogs to chase wildlife, supporting either prohibiting or leashing rules.

Dog owner responsibility and education

- 6.12 Many submissions emphasised the need for a clear and well-understood definition of “under effective control”, education campaigns promoting responsible dog ownership, incentives for training, improved signage and communication of rules. Submitters raised concerns about dog owners not picking up after their dogs or not appropriately disposing of their waste.

Professional dog walkers and dog number limits

- 6.13 There were mixed views on limiting the number of dogs to be walked by one person at a time (though overall the proposal received support). While there was support for limits to ensure safety and control, some dog walking businesses had concerns about the proposed system but supported the exemption process based on skills and experience. Some professionals were concerned about services being offered by inexperienced handlers, acknowledging that this impacted on all providers, and raised issues around both dog and public safety.

Enforcement and practicality

- 6.14 There was widespread concern about a perceived lack of enforcement of current rules. Some submitters questioned whether new rules would be effective without increased staffing and funding, clear signage and public awareness, and consistent application of rules across the city.

Access to off-leash areas

- 6.15 Some dog owners expressed concern about loss of off-leash spaces, especially in urban areas. Suggestions included creating more fenced dog parks, allowing time-based off-leash access (e.g., early mornings) and ensuring equity for people with mobility issues. Submitter views on the current rules revealed some misunderstandings about current access to off-leash areas.

Criticism of consultation process

- 6.16 Some submitters criticised the process, citing a lack of maps or clear visuals to illustrate the proposed changes, and advocated for stronger engagement with canine behaviour experts and practitioners.

7. Consideration and Deliberation of Submissions Ngā Whaiwhakaaro o Ngā Kōrero me Ngā Taukume

- 7.1 The Panel began deliberations on the afternoon of 13 March and continued 14 March. The Panel worked through the advice for deliberations report prepared by staff ([item 5 of the 12 March 2025 Agenda](#), in particular, [Attachment A](#) to that report). This set out the issues, concerns and suggestions raised by submitters, and provided advice for the Panel to consider on potential changes it may wish to make in response.
- 7.2 The Panel worked through the report and its attachments. This covered the following issues, on which the Panel agreed:
- 7.2.1 A minor change to swimming pools to enable dog access for events designed for dogs in response to submitter feedback (in both the policy and bylaw).
- 7.2.2 An improvement was made to the leashing requirement on sports fields (in both the policy and bylaw) in response to concerns raised in submissions. The requirement is

now limited to the active playing field and sideline areas during games and practice sessions. It also clarifies that dogs are permitted under effective control outside of these areas, and within them when not in use.

- 7.2.3 Lifting the current leashing requirement and moving the Avon Loop from the Central City to the Ōtākaro Avon River Corridor policy entry (meaning dogs can be exercised off-leash and under effective control in mown grass areas in the Avon Loop).
- 7.2.4 A minor change to Te Ihutai Avon Heathcote Estuary policy entry to acknowledge that dogs are prohibited along the shoreline to protect moulting and roosting (not just nesting) birds
- 7.2.5 A minor change to the policy entry for Te Kuru Wetlands to acknowledge that Te Kuru is made up of Milns, Eastman, Sutherlands and Hoon Hay basins.
- 7.2.6 Changes to Styx Mill Conservation Reserve policy entries (both the west end entry and the remainder of the reserve) in response to submitter concerns to allow unleashed dog access to an open field area near the west end dog park and to enable leashed access to specified paths within the otherwise prohibited remainder of the conservation reserve.
- 7.2.7 Correcting the name of Kaputone Confluence to Kaputahi Confluence in the policy entry.
- 7.2.8 Adjusting the policy entry for the Groynes in response to submitter feedback so that dogs can have unleashed access to a stretch of path and river near the dog park (with the remainder of the Groynes moving from prohibited to leashed).
- 7.2.9 Adjusting the policy entry for Steadfast HMNZS Regional Park (above Cass Bay) in response to submitter feedback so that dogs need to be leashed during events, rather than at all times.
- 7.2.10 Adding part of Hoon Hay Scenic Reserve (above Governor's Bay) as a leashed area in the policy to protect grazing stock in response to submitter feedback.
- 7.2.11 A minor change to the policy in relation to under effective control to make it clear that if a dog is unable to consistently and quickly respond to commands, it must be leashed in public places, whether a leash is required or not (replacing the word "should" with "must"), to align with clause 5(3) of the bylaw.
- 7.2.12 A minor change to the policy enabling the Animal Services Manager to waive policy and bylaw rules for events designed for dogs where the Manager is satisfied that dog-related issues are adequately addressed.
- 7.2.13 A minor change to the bylaw to clarify that the maximum limit on the number of dogs a person can be in charge of in a public place applies at dog parks and in dog exercise areas.
- 7.2.14 The addition of a dog welfare matter, which is the inclusion of some brief advice for dog owners about protecting dog paws during heat.
- 7.2.15 Minor changes to correct numbering or inconsistencies in the documents.
- 7.3 A change was considered in relation to the Port Hills—specifically, whether leashing requirements could be lifted in key areas—but was later abandoned following subsequent advice to the Hearings Panel.
- 7.4 The dog control rules in the following areas were considered but not agreed by the Panel on 14 March 2025: Central City; Ōtākaro Avon River Corridor; Paths in greenspace areas; and Coastal Cliff Reserve. The Panel requested further information from Council Officers on some other matters raised in submissions that were of interest and adjourned until 27 March 2025.

- 7.5 The Panel met briefly on 27 March to adjourn to 9 May, then met briefly on 9 May to adjourn to 5 June 2025. These adjournments were necessary to allow time for the requested information to be prepared and presented for the Panel's consideration. The information requested by the Panel related to:
- 7.5.1 Central City: whether or not to lift leashing requirements in two parks.
 - 7.5.2 Ōtākaro Avon River Corridor: what the dog control rules should be in the former red zone.
 - 7.5.3 Paths in greenspace areas: whether or not leashing should be required.
 - 7.5.4 Port Hills reserves: whether any areas could be exempt from leashing requirements.
 - 7.5.5 Stormwater basins: whether a new category for a general rule could be created.
 - 7.5.6 Coastal Cliff Reserve: what the dog control rules should be.
 - 7.5.7 Bays around Lyttelton Harbour: whether or not dogs could be allowed greater beach access during summer.
- 7.6 The advice provided by Council Officers, which formed the basis of the Panel's final deliberations meeting held on 5 June 2025, is contained in two memos dated 29 May 2025 (available in the [Hearings Panel Minutes Attachments](#)). During this meeting, the Panel considered all submissions received on the policy and bylaw, along with the information provided by Council Officers throughout the hearings process and the advice contained in the memos.
- 7.7 The key issues addressed by the Hearings Panel in its final deliberations—and, where applicable, how these are reflected in their recommendations to Council—are outlined below.

Ōtākaro Avon River Corridor (OARC)

- 7.8 The Panel discussed the proposed policy entry for the Ōtākaro Avon River Corridor being adjusted in response to submitter feedback. The proposal included prohibiting dogs in some areas, but the Panel is recommending leashing instead, with dogs allowed under effective control in mown areas and on former roads. The Panel was mindful of the strong support in submissions for protecting wildlife and ecological restoration and balancing this with opportunities for recreational access.
- 7.9 The Panel clarified dog access to the river within the Ōtākaro Avon River Corridor, adjusting the proposal to note that dogs may access the river from areas where leashing is not required (such as mown grass areas), and clarified that leashed access is permitted from landings. River access from planted or naturalised riverbank areas would be limited by leashing requirements, which would protect wildlife from disturbance from dogs, noting that the cumulative effect of disturbance from multiple dogs along a stretch of riverbank can be severe.
- 7.10 The Panel requested that staff adjust the recommendation to specify that dogs may be under effective control on former roads and confirmed that former roads closed to traffic are not considered paths or roads for the purposes of leashing requirements. Newly developed paths, such as the City to Sea Pathway, would be subject to the general leashing rule for paths in greenspace areas.
- 7.11 The Panel agreed to include *“other than former roads closed to motor vehicles”* to recommendation 1.I.viii. regarding the dog control status of Ōtākaro Avon River Corridor, as outlined in the draft Dog Control Policy 2025 document.

Off-leash dog activity in the Central City

- 7.12 The Panel considered feedback from submitters on the proposal to lift the leashing requirement in Rauora Park and Latimer Square, having previously agreed in deliberations to recommend lifting the leashing requirement in the Avon Loop (which is part of the Ōtākaro Avon River Corridor entry in the policy). The Panel decided to recommend the status quo for the two parks due to submitter opposition to lifting leashing requirements in those locations, but to make a recommendation that staff explore opportunities for a dog park or other space for unleashed dog exercise in the Central City.
- 7.13 The Panel noted that the development of a dog park or similar area is outside of the regulatory process for the dog control policy and bylaw, and would need to be separately assessed for suitability, then designed, consulted on and funded.
- 7.14 The Panel discussed several potential sites in the Central City, including the Avon Loop, part of Latimer Square, a section of Rauora Park, and Te Ara a Rongo Gloucester Worcester Park. They requested that staff investigate a range of possibilities—from a dedicated fenced dog park to a shared space designed to accommodate both dogs and people. The Panel highlighted that many international cities have successfully integrated small dog parks or exercise areas into inner city / urban environments. They also emphasised the importance of providing accessible and appropriate dog-exercise opportunities for Central City residents, especially given the limited size and availability of green spaces in the area.
- 7.15 There was a draft staff recommendation provided to address the need for a dog park in the Central City. The Panel decided to include additional wording to expand on the type of park, and to emphasise some of the rationale behind the additional wording is to support and encourage inner-city living.
- 7.15.1 As such, recommendation 5.h. changed from:
- *that staff investigate options for a dog park in the Central City, to:*
 - *that staff investigate options for a dog park, dog exercise area or other fenced area where dogs can be exercised off-leash in the Central City, to encourage and support inner-city living.*

Coastal Cliff Reserve (Diamond Harbour)

- 7.16 The majority of the Panel supported the staff proposal to change the dog control status in the reserve from 'prohibited' to 'leashed,' citing health and safety concerns. They also supported maintaining a 'prohibited' status on the foreshore to protect wildlife.
- 7.17 One panellist preferred reclassifying the area as 'under effective control' to allow off-leash dog exercise in response to submitter feedback, while another advocated for a full prohibition of dogs in both the reserve and the track for safety reasons. Taking these differing perspectives into account, the Panel agreed to proceed with the majority view and recommends that dogs be leashed within the reserve (including the track) and remain prohibited on the foreshore.
- 7.18 The Panel acknowledged submitter concerns about the limited availability of off-leash dog exercise areas in Diamond Harbour and agreed to add the below recommendation:
- *(5.i) That staff investigate options for a dog exercise area in Diamond Harbour.*

Lyttelton Recreation Ground

- 7.19 The Panel considered submitters' views on the proposal to lift the leashing requirement to allow dogs to be exercised off-leash in the area. After discussing the range of perspectives and concerns, the Panel recommended lifting the leashing requirement. This change would mean the general rule for sports fields would apply: dogs must be leashed if a game or practice session is underway (on and within five metres of the active playing field) and can be off-leash and under effective control at other times.

- 7.20 Community views were split, with some wanting the leashing requirement lifted so that dogs could be exercised off-leash (due to the lack of flat space in the area), while others had health and safety concerns for players from dog owners not picking up after their dogs, and associated damage to the new turf. The Panel was advised that concerns about dog fouling will be addressed through renewed community messaging on responsible dog ownership and targeted enforcement of this finable offence.
- 7.21 The issue of dog fouling discussed as part of the issues with the recreation ground, helped to initiate the below recommendations that the panel agreed to include:
- (5.j) *That staff investigate implementing an innovative communications pilot programme (including signage) to support behaviour change and education for dog owners and;*
 - (5.k) *That staff investigate ways to improve education and owner responsibility around dog fouling.*

Leashing on paths in greenspace areas

- 7.22 The Panel considered the views raised by submitters in relation to the proposal to require that dogs are leashed on paths in greenspace areas.
- 7.23 The Panel considered the requirements in the Dog Control Act, particularly taking a harm-minimisation approach to safety in public places. They considered changes to the district over the last decade, including more people and dogs, and the increased use and speed of e-bikes and scooters on paths. The Panel confirmed that leashing on paths is currently required in a number of areas, but can be confusing, and that that footpaths, shared paths and formed tracks are interchangeable in form and function (and clarified that a separation by path-type was not practical).
- 7.24 The Panel noted that submissions on the proposal were mixed, with some polarisation. The Panel also noted that some opposition was based on a misunderstanding of the current rules (for example, some submitters not being aware that leashing is currently required in most reserves and formed tracks in the Port Hills). It noted that the proposal would future-proof new recreational areas by applying to all paths (and all path types) in greenspace areas (not just those in place now).
- 7.25 The Panel noted that opposition to the proposal was reduced when a short leash was not required, and it adjusted its recommendation to Council accordingly. The Panel was satisfied that other adjustments improved the proposal – for example, noting that dogs must be leashed when walked along paths, but not when crossing paths, and confirming that dogs can be off-leash near paths (in areas where no other leashing or prohibition rules apply). It also agreed to adjust the proposal so that paths within fenced dogs parks are explicitly excluded from the leashing requirement.
- 7.26 The Panel discussed whether the explanatory note should have any reference to a short leash, and whether it should include a reference to long leashes being a hazard in some circumstances (to respond to submitter comments). The Panel agreed to leave the explanatory note as recommended in the memo, and discussed other ways to communicate messaging to dog owners.

Dog registration fees

- 7.27 A draft staff recommendation was initially provided as follows:
- (5.a.) *“that staff investigate increasing dog registration fees through the next annual plan process to better fund Animal Management services for the purposes of monitoring, education and enforcement”.*

7.28 Following discussion, the Panel revised the recommendation to:

- (5.a.) *“that staff review animal management services to ensure alignment with the revised policy and bylaw so that dog registration fees are adequate to respond to the new regulations (including compliance monitoring, education and enforcement activities) ahead of the next annual plan process.”*

7.29 The revised wording reflects the Panel’s intent to take a more holistic and unbiased approach to dog registration fees. Rather than predetermining a fee increase, the Panel preferred a review of current budget provisions and service delivery to determine whether existing fees are sufficient to meet the requirements of the updated policy and bylaw. This ensures any future decisions are informed by a comprehensive understanding of funding needs and service alignment.

8. Legal Considerations Ngā Hiraunga ā-Ture

8.1 Staff have provided some legal context about the policy and bylaw for the Panel to include in its report to Council:

8.1.1 The statutory authority to review, consult and make the Council’s Dog Control Policy and Dog Control Bylaw comes from both the Dog Control Act 1996 and the Local Government Act 2002;

8.1.2 The Council is required under the Dog Control Act to have a policy in respect of dogs in its district. The Council must make any necessary bylaws to give effect to the policy;

8.1.3 The regulatory scope and requirements are set out in section 10 of the Act for dog control policies, and section 20 of the Act for dog control bylaws;

8.1.4 The Dog Control Act expressly allows councils to develop bylaws that restrict access to specified public places for the purposes of dog control;

8.1.5 Statutory and/or delegated authority to make the policy and bylaw rests with the Council and cannot be delegated;

8.1.6 The Dog Control Act requires use of the special consultative procedure and the notification of registered dog owners when considering changes to a dog control policy;

8.1.7 The bylaw is made under the Dog Control Act, but must be made in accordance with the Local Government Act and is deemed to have been made under that Act; and

8.1.8 Under s155 of the LGA, certain determinations must be made when a council is making a bylaw. These determinations are covered under the heading below.

8.2 Section 10 of the Dog Control Act requires that councils, in adopting a policy on dogs, must have regard to the following:

8.2.1 The need to minimise danger, distress, and nuisance to the community generally; and

8.2.2 The need to avoid the inherent danger in allowing dogs to have uncontrolled access to public places that are frequented by children, whether or not the children are accompanied by adults; and

8.2.3 The importance of enabling, to the extent that is practicable, the public (including families) to use streets and public amenities without fear of attack or intimidation by dogs; and

8.2.4 The exercise and recreational needs of dogs and their owners.

8.3 This requires councils to consider policy settings that seek to minimise the harm that can be caused by dogs, and takes a broad view of harm (danger, distress, nuisance, fear of attack or

intimidation). It also requires consideration of the exercise and recreational needs of dogs and their owners.

- 8.4 The Dog Control Act has broad bylaw-making powers enabling councils to prohibit dogs or require that dogs are leashed in specified public places or categories of places in the district. As well as specific powers, it provides a power to regulate: “for any other purpose that... is, in the opinion of the territorial authority, necessary or desirable to further the control of dogs”.
- 8.5 The purpose set out in the policy and bylaw is to balance the recreational needs of dogs and their owners with appropriate controls to minimise the potential for harm, distress or nuisance that may be caused by dogs.

Section 155 determinations

- 8.6 In order to comply with legislative requirements, certain recommendations must be included when the Council adopts the policy and bylaw. Accordingly, the Panel has incorporated these in its recommendations to Council.
- 8.7 This includes the section 155 determinations from the Local Government Act 2002 (LGA). These must confirm that a bylaw is the most appropriate way of addressing the identified problems, that it is the most appropriate form of bylaw, and that it does not give rise to any New Zealand Bill of Rights Act 1990 implications.
- 8.8 Detail on this was included in the [16 October 2024 report to Council](#), and in an attachment to that report titled: *Review report - Dog Control Bylaw and Policy (including section 155 report)*. The report also included a clause-by-clause analysis of the current bylaw as part of the review process.
- 8.9 The intention of dog control bylaws is the prevention of harm - either to people, wildlife, domesticated animals (including other dogs) or to property. Legislation specifically enables limitations to dog access by way of policy and bylaw-making powers that enable either prohibiting dogs or requiring that dogs are leashed. This largely applies to specific public places and for specified reasons. People still have the right to move freely through those public places, as the restriction is on the dog, not the dog owner when the dog is not with them. Limiting the freedom of movement of people when accompanied by their dogs in some public places and for specified reasons is considered a proportionate response and a justified limitation. For these reasons, the bylaw is not considered inconsistent with the New Zealand Bill of Rights Act 1990.
- 8.10 Based on the changes the Panel is recommending as a result of the consultation process, there are no new section 155 implications, and the Panel can recommend to Council that section 155 has been met.

9. Financial Implications Ngā Hīraunga Rauemi

- 9.1 Staff advice is that the main costs from changes to the policy and bylaw include updating the Council’s website information (including mapping¹¹); installing new or updating existing signage; preparing and updating applications or other processes or systems; staff training for compliance monitoring and enforcement; and undertaking communication with dog owners and the general public on new or changed rules. These costs will be met from existing budgets. The Panel recommends that the policy and bylaw come into force on 3 November 2025 to allow sufficient time for these actions to be completed.

¹¹ Both the [dog control map](#) and the [walking track map](#), as well as other dog-related Animal Management and Policy pages.

- 9.2 As noted, all councils are required to have a policy on dogs and a bylaw to enforce it. There is no legal requirement for signage, which means updates can be phased in over time, based on priorities and available resources.
- 9.3 Legislation requires that the policy and bylaw are reviewed at least once every ten years. After some initial costs to implement the changes (such as signage), the regulatory settings are likely to endure, with little change for some time.
- 9.4 The Panel notes that the Dog Control Act takes a user-pays cost recovery approach to dog regulation, meaning that the Council's dog control activities (via the Animal Management Team) are funded via dog registration fees, not by general rates revenue.
- 9.5 The Panel is making a number of recommendations to Council in this report that relate to implementation. This includes a recommendation to ensure dog registration fees are adequate (including to fund compliance monitoring, education and enforcement activities), and that dog registration fees will be reviewed ahead of the next annual plan. The Panel is making recommendations relating to:
- 9.5.1 Updating or installing signage.
 - 9.5.2 Updating and improving the online dog control map.
 - 9.5.3 Exploring opportunities to encourage dog owners to undertake training.
 - 9.5.4 Sending online information to dog owners as part of the dog registration process.
 - 9.5.5 Developing an online application for the dog limit exemption process.
 - 9.5.6 Exploring opportunities to install bins to support dog owners picking up after their dogs.
 - 9.5.7 Investigating options for off-leash dog exercise in key locations (such as fenced dog parks).
 - 9.5.8 Investigating innovative approaches to behaviour change and education for dog owners.
 - 9.5.9 Investigating ways to improve education and owner responsibility around dog fouling.

Capex/Opex Ngā Utu Whakahaere

	Recommended Option
Cost to Implement	Dog control activities are funded through dog registration fees. The Dog Control Act 1996 limits the use of dog registrations fees to purposes authorised by the Act. Dog registration fees are managed by the Animal Management Team. Dog control signage is funded from Parks, with a contribution from Animal Management. Parks has an ongoing signage maintenance and renewal programme and budget. Signage for dog control purposes is often combined with signage for other Council purposes and is coordinated by Parks. Other costs to implement the changes (staff time) will be accommodated within existing budgets.
Maintenance/Ongoing Costs	
Funding Source	
Funding Availability	
Impact on Rates	

10. Reference Documents





Document	Location
Hearings Panel Agenda	Hearings Panel Agenda 12 March 2025
Hearings Panel Attachments Under Separate Cover	Hearings Panel Agenda Attachments Under Separate Cover
Hearings Panel Minutes	Hearings Panel Minutes
Hearings Panel Minutes Attachments	Hearings Panel Minutes Attachments
Kōrero mai Let's talk Webpage	https://letstalk.ccc.govt.nz/dogs
Recordings of the Hearings	12 March 2025 - Part 1 12 March 2025 - Part 2 13 March 2025 14 March 2025 5 June 2025
Any other relevant documents	Newsline article - Dog survey highlights protection for the environment Dog control survey results August 2024

Signatories Ngā Kaiwaitohu

Author Simone Gordon - Hearings Advisor

Approved By Councillor Victoria Henstock - Chair of Hearings Panel

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Dog Control Policy 2025 - For adoption (<i>Under Separate Cover</i>)	25/1459239	
B 	Dog Control Bylaw 2025 - For adoption (<i>Under Separate Cover</i>)	25/1460071	
C 	Dog Control Policy 2025 - Marked-up version (<i>Under Separate Cover</i>)	25/1216360	
D 	Dog Control Bylaw 2025 - Marked-up version (<i>Under Separate Cover</i>)	25/1216368	

20. Proposal from the East Christchurch Housing Trust to Rent Council Land for Community Housing

Reference Te Tohutoro: 25/1630188

Responsible Officer(s) Te Pou Matua: Bruce Rendall, Head of Facilities and Property

Accountable ELT Member Pouwhakarae: Anne Columbus, General Manager Corporate Services/Chief People Officer

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to present recommendations on a proposal from a community group, who wish to lease Council land to deliver affordable housing.
- 1.2 At its 6 August 2025 meeting, the Council heard from Trustees on behalf of East Christchurch Housing Trust (the Trust) regarding a proposal for a small housing project in New Brighton. The Council requested staff provide advice back on the Trust's proposal.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Proposal from the East Christchurch Housing Trust to Rent Council Land for Community Housing Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Authorises Officers to negotiate and enter into a ground lease of the Council property at 81 Blake Street New Brighton with the East Christchurch Housing Trust for the purposes of providing affordable housing.
4. Notes, in accordance with s80 Local Government Act 2002 that:
 - a. the proposed lease to the East Christchurch Housing Trust is inconsistent with the Council's *Leasing Council Property Policy*;
 - b. the reason for the inconsistency is the property is not being put to public tender because:
 - i. while there may be a broader market, this market is not obvious; and
 - ii. the proposal offers a direct and efficient means to advance the Council's strategic housing objectives and activate an otherwise underutilised asset, at no material cost to the Council.
 - c. there is no intention that the Leasing Council Property Policy be amended to accommodate the decision.
5. Notes that the terms of the lease will include, but not be limited, to:
 - a. A nominal rental (likely \$1 per year), reflecting the community benefit and minimal cost to the Council;
 - b. A limited term, acknowledging the site's constraints and the relocatable nature of the housing units;

- c. The land being used exclusively for affordable, relocatable housing, consistent with the Trust's proposal; and
- d. A condition that the Trust obtain all necessary statutory approvals and funding before commencing building on site.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The East Christchurch Housing Trust has proposed leasing Council-owned land at 81 Blake Street, South Brighton, to develop five relocatable one-bedroom homes for affordable housing. The site, previously used for social housing and now constrained by flood and liquefaction risks, is unsuitable for permanent development but viable for relocatable units. The Trust, with a proven track record in delivering community housing, seeks a peppercorn lease and will fund the project through its own equity, sponsorship, and rental income.
- 3.2 Officers recommend leasing the site directly to the Trust at nominal rent. This option activates underutilised land, aligns with Council housing strategies, supports climate resilience, and delivers immediate community benefit at minimal cost. While the approach is inconsistent with the Council's leasing policy and may set a precedent, the Trust's demonstrated capability, and the urgent housing need justify the departure. The alternative, i.e. retaining the site, would miss an opportunity to address housing stress and make productive use of the land.

4. Background/Context Te Horopaki

Housing Context in Christchurch

- 4.1 There is evidence of increasing levels of housing stress and deprivation in Christchurch.
- 4.2 Housing stress is primarily a financial metric. It occurs when a household spends a disproportionately high percentage of its income on housing costs, such as rent or mortgage payments. A frequent definition of housing stress is spending 30% or more of a household's disposable income on housing. This financial strain can lead to households cutting back on other essential needs, like food, healthcare, and education, which in turn impacts their overall well-being. A 2022 report showed that in 2018 41% of Christchurch households were housing stressed and 20% were severely stressed (50% or more of household income). A 2025 report shows that in 2023, 40% of private renters, 23% of owner occupiers with a mortgage and 6% of owner occupiers without a mortgage were housing stressed.
- 4.3 Housing deprivation refers to situations where individuals lack access to housing that meets minimal adequacy standards. This condition manifests in various forms, including rough sleeping, reliance on temporary accommodation such as motels, vehicles, or camping grounds, or residing in severely crowded dwellings. Additionally, it encompasses habitation in uninhabitable housing, defined as residences lacking at least one fundamental amenity such as a safe water supply, electricity, or proper sanitation. Census data for Christchurch shows an increase from 54.7 per 10,000 people being severely housing deprived in 2018 to between 150 and 179.9 per 10,000 people in 2023.
- 4.4 As of May 2025, the social housing register indicates 1,499 individuals awaiting placement in Christchurch, underscoring a shortage of public housing provisions. It is likely that this is an underreporting of need. Factors like a lack of awareness about or understanding of the register, the complexities of the application process, and the prioritization system can all contribute to underrepresentation

- 4.5 After the Canterbury earthquakes, Christchurch East and New Brighton sustained losses of council social housing, which has not been replaced within these locales (noting that the Council has facilitated the replacement of all Council-owned housing lost, albeit in different locations).

The East Christchurch Housing Trust

- 4.6 The East Christchurch Housing Trust, a charitable trust officially registered in March 2019, presented a proposal to develop Council land for affordable housing to the Council at its meeting of 6 August 2025.
- 4.7 The Trust's current board of trustees comprises community members, including Mr. David Close (Chair, former City Councillor), Mr. David Lawrence (Secretary-Treasurer, Retired Real Estate Agent), Mr. Timothy Baker (Real Estate Agent, current Community Board Member), Ms. Sarah Whitcombe-Dobbs (Psychologist), and Reverend Hugh Perry (Retired Presbyterian Minister).
- 4.8 The Trust possesses a demonstrated capacity for delivering affordable housing solutions.
- 4.8.1 In August 2019, the Council leased a property located at 266 Pages Road to the Trust for an annual sum of \$1 and provided funds initially designated for demolition. Leveraging these funds, interest-free loans from trustees, and substantial volunteer contributions, the Trust successfully completed upgrades and renovations totalling approximately \$40,000.
- 4.8.2 Since January 2020, the renovated property has been sub-let to the Methodist Mission, allowing its use for families participating in their transitional housing program. Rents levied have consistently remained approximately 20% below prevailing market rates, while concurrently generating sufficient revenue to repay interest-free loans and to accumulate additional funds.

The Current Proposal: 81 Blake Street

- 4.9 The Trust now proposes to lease Council-owned land at 81 Blake Street (the site) for an affordable housing initiative. The initial phase of this plan involves the construction of five 33m² one-bedroom homes.
- 4.9.1 Acknowledging site constraints, the Trust intends to construct these compact residences on piles with the ability to relocate in the future.
- 4.9.2 The Trust is requesting a peppercorn lease from the Christchurch City Council for the designated land parcel.
- 4.9.3 Project funding is anticipated to be derived from a combination of the Trust's existing equity, corporate sponsorship, and a loan serviced by rental income generated from the new housing units.
- 4.10 The site at 81 Blake Street, situated at the edge of the Estuary in South Brighton, previously accommodated the Santa Cruz Lane Social Housing complex, which comprised 24 units. Structural damage in the Canterbury Earthquake sequence was uneconomic to repair, and Council demolished the complex.
- 4.11 Although zoned Residential Suburban, the site is constrained, including its location within both a flood management area and a liquefaction management area, with a minor portion extending into a high flood hazard management area. These site limitations have precluded its consideration for permanent housing.
- 4.12 The Council currently retains this land for community housing purposes but has no plans for redevelopment due to a lack of funding and site constraints. If there was funding, the most

likely use of the site would be a use like that proposed by the Trust (i.e. relocatable homes, constructed with sufficient free board to avoid above floor level flooding).

4.13 The following related memos/information were circulated to the meeting members:

Date	Subject
6/8/2025	Public Forum to Council

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.14 The matters raised in this report require the following decisions:

- 4.14.1 Lease the site or do not lease the site;
- 4.14.2 If the decision is to lease the site, then should the Council “deal direct”, which is inconsistent with policy, or run a public tender process; and
- 4.14.3 If the decision is to lease the site, then should it charge a nominal rent (i.e. a peppercorns or \$1 rent), community rent or market rent

4.15 The following reasonably practicable options have been condensed from these considerations and are assessed in this report:

- 4.15.1 Lease the site to the Trust directly at a nominal rent.
- 4.15.2 Do not lease the site.

4.16 The following options were considered but ruled out:

- 4.16.1 Run a public tender process seeking proposals for the site – the Council is unaware of any other group with an appropriate proposal for using this site for community housing purposes (noting that from time to time the Council does receive enquiries from groups with ideas for use of vacant Council land for housing, without detailed proposals on how this would be funded and the track record for delivery exhibited by the Trust). The Council also has other potential properties if such proposals emerge in the future.
- 4.16.2 Charge a community or market rental – the Council normally charges rent for its housing portfolio; however, the revenue is used to meet the Council’s costs. In this case, and subject to the on-charging of rates, there are no additional costs, so a nominal rent is appropriate. Over an extended time frame, the Council does not look to make a surplus from letting land or houses for community housing purpose (i.e. any surpluses in a single year are kept in the Housing Development fund to meet costs in years where there is a deficit).

Options Descriptions Ngā Kōwhiringa

4.17 **Preferred Option:** Lease the site to the Trust directly at a nominal rent.

4.17.1 **Option Description:** This option involves the Council leasing the land at 81 Blake Street to the East Christchurch Housing Trust for the development of relocatable affordable housing at a nominal rent through direct negotiation.

4.17.2 Option Advantages

- Helps address housing issues: This proposal modestly, but directly, contributes to alleviating housing stress and deprivation identified in Christchurch.
- Asset Utilisation: It effectively activates a Council-owned land parcel (81 Blake Street) that is currently held for community housing but possesses site constraints (flood and liquefaction risk) that prevent traditional, permanent

residential development. The Trust's relocatable design offers a practical solution to these limitations.

- **Leverages Proven Expertise:** The Council benefits from partnering with the East Christchurch Housing Trust, an entity with a history of efficiently delivering affordable housing solutions. Their model incorporates volunteer labour, interest-free loans, and a self-sustaining financial framework.
- **Strong Policy Alignment:** This approach aligns with the Council's Housing Policy 2016, Community Housing Strategy, and the Joint Housing Action Plan, all of which prioritize increasing affordable housing supply and fostering community well-being.
- **Future Resilience and Flexibility:** The proposed relocatable homes are designed to accommodate future environmental changes, such as sea-level rise, offering the Council flexibility for future land use without incurring demolition costs for permanent structures.
- **Direct Community Benefit:** The initiative directly provides secure, safe, and affordable housing below market rates, supporting vulnerable individuals in genuine need.
- **Minimal Direct Council Cost:** The request for a peppercorn lease means the Council facilitates increased housing opportunity at minimal cost, as the Trust's funding model relies on its own equity, sponsorship, and rental income.
- **Fosters Collaboration:** This partnership exemplifies effective collaboration with a community group, enabling the leveraging of external resources and specialized expertise to address pressing community needs.

4.17.3 Option Disadvantages

- **Inconsistency with Policy:** Engaging in direct negotiation, is inconsistent with the Leasing Council Property Policy, which would normally require a public tender process before entering a lease. In this case, there are good reasons to make a decision that is inconsistent with policy – and the Council has the statutory authority to do so. Additionally, this application has not been considered using the framework in the Council's Unsolicited Proposals Guidelines. While this application displays some of the characteristics of an unsolicited bid, the Guidelines focus more on proposals that require Council expenditure or purchases. Notwithstanding this the assessment in this report addresses similar topics such as strategic alignment priorities.
- **Precedent Setting:** Approving a nominal lease through direct negotiation could potentially establish a precedent for similar future requests from other organizations.
- **Perceived Asset Value:** While serving a vital community purpose, a peppercorn lease might be perceived by some as the Council not fully maximizing the economic value of its asset.
- **Ongoing Site Constraint Management:** Despite the relocatable design mitigating some risks, the inherent flood and liquefaction vulnerabilities of 81 Blake Street mean that this site is not suitable in the long term for community housing.
- **Opportunity costs:** The Council could consider recycling the capital in this asset and using it to help achieve its community housing goals. This has not been

done to date due to the ongoing land use planning in the area and the Council's wider adaptation work.

4.18 Do not lease the site.

4.18.1 **Option Description:** This option entails the Council retaining full control of the 81 Blake Street site and not proceeding with the Trust's proposal.

4.18.2 Option Advantages

- **Full Council Control:** The Council retains complete control and flexibility over the 81 Blake Street site, free from any long-term lease obligations.
- **Avoids Precedent:** Declining the proposal via direct negotiation would prevent the establishment of a precedent for similar nominal lease requests.
- **Alternative Future Options:** This preserves the Council's ability to consider alternative future uses or potential disposal of the land, potentially at market rates, although the site's inherent constraints limit its viability for permanent housing development.
- **Mitigates Perceived Unilateralism:** Choosing not to proceed via direct negotiation avoids any potential criticism related to a non-competitive process for asset utilization.

4.18.3 Option Disadvantages

- **Failure to Address Housing Issues:** This option does not contribute to alleviating housing stress and deprivation in Christchurch or addressing the specific shortage of social housing.
- **A missed opportunity:** The 81 Blake Street site would likely remain underutilized for its intended community housing purpose due to its suitability constraints for permanent development. The Council would also forgo the opportunity to leverage the expertise, self-sustaining financial model, and community-focused approach of the East Christchurch Housing Trust.
- **Contradicts Policy Objectives:** This decision would contradict the core objectives of several Council policies and strategies, which advocate for increasing affordable housing supply, fostering community resilience, and exploring collaborative housing solutions.
- **No Community Benefit Realized:** The community would not benefit from the site's immediate use for affordable housing.

Analysis Criteria and Assessment Ngā Paearu Wetekina

4.19 This proposal aligns substantially with the Council's strategic objectives and directly addresses the identified challenges within the housing sector.

4.19.1 **Effectiveness:** The proposal directly contributes to the Council's housing vision by furnishing secure, safe, affordable, warm, and dry housing for five individuals. It specifically addresses the housing shortage in Christchurch East and New Brighton. The relocatable design further ensures adaptability to environmental shifts, such as sea-level rise.

4.19.2 **Efficiency:** The Trust's operational history at 266 Pages Road demonstrates its capability to achieve project outcomes at a reasonable cost, effectively leveraging volunteer labour and interest-free loans. The proposed funding model, which

incorporates equity, sponsorship, and rent-financed loans, supports long-term financial viability without requiring ongoing Council subsidies for operational expenses. This approach represents an efficient utilization of Council land and resources.

4.19.3 Legislative Consistency: While the proposal requires the Council's consideration of a peppercorn lease under its Lease Policy, the overarching objective of providing affordable housing is consistent with the Council's legal obligations to foster community well-being. Ensuring that the relocatable construction methodology adheres to land use planning rules and building codes and environmental regulations for a flood and liquefaction management area remains a critical consideration.

4.19.4 Policy Alignment:

- The proposal exhibits strong consistency with existing Council policies, including the Housing Policy 2016, Community Housing Strategy, and Strengthening Communities Strategy. It directly supports the objectives of increasing affordable housing supply and optimizing Council assets for community benefit. The design's response to site constraints also reflects a pragmatic approach within the parameters of current funding principles and environmental realities. Furthermore, the initiative is consistent with the Greater Christchurch Partnerships Joint Housing Action Plan.
- The Council's policy preference, as outlined in its leasing policy, is to only lease land after an open and transparent process. The Trust's proposal is requesting the Council to deal directly and does not contemplate a further process (e.g. public tendering proposals for the use of the land for community housing purposes).
- The Council can make a decision inconsistent with its policy for good reasons. In this case the inconsistency is dealing directly with one group, and the good reasons are that the group has presented a proposal that meets a demonstrated need, generally aligns with Council's strategic priorities, and can be delivered at no cost to ratepayers. While others may be able to present a similar proposal, no group has yet done so.
- On balance officers believe that the advantages of the recommended position outweigh the disadvantages of not publicly tendering use of this site.

4.19.5 Long-Term Sustainability and Resilience: The proposed relocatable homes directly address the long-term sustainability and resilience issues, particularly given the site's location within a flood-prone zone. This design mitigates dependencies on permanent structures in a potentially vulnerable area and affords the Council future flexibility for land use in relation to flooding. The Trust's self-sustaining financial model contributes significantly to the project's viability.

4.19.6 Collaboration and Partnerships: The proposal exemplifies collaboration with a community group, harnessing the Trust's expertise and established community networks. This initiative illustrates the potential for strategic partnerships to access diverse resources to address community needs, even when the Council's ability to contribute is constrained.

4.20 Considering the critical need to address housing stress and deprivation in Christchurch, the demonstrable capability of the Trust, and the suitability of their relocatable housing solution

for the constrained 81 Blake Street site, the preferred option is to lease the site to the East Christchurch Housing Trust through direct negotiation at a nominal rent.

- 4.21 This option offers a direct and efficient means to advance the Council's strategic housing objectives, activate an otherwise challenging asset, and leverage a proven community partner, all while managing future risks. The advantages of providing immediate, affordable housing and aligning with long-term resilience goals significantly outweigh the challenges associated with direct negotiation or perceived asset value.
- 4.22 Agreeing to lease the land for the proposal does not constitute statutory approval. The Trust would still need to obtain all statutory approvals for development and use of the site – given the nature of the site, this may not be straight forward. The Council will provide the Trust with guidance through this process via its Case Management service.

5. Financial Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Option 1 – Direct lease at nominal rental (Recommended Option)	Option 2 – Do not lease
Cost to Implement	No additional cost to Council	No additional cost to Council
Maintenance/Ongoing Costs	Maintenance and other operating costs will be reduced, with funds being reinvested into other priorities within the housing portfolio	No change to costs
Funding Source	Housing Development Fund	Housing Development Fund
Funding Availability	Funding is available	Funding is available
Impact on Rates	No material change	No change

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Risk 1: Inability to Obtain Planning and/or Building Approval
- 6.1.1 There is a risk that the Trust may not be able to secure planning and/or building approvals for their proposed development, given the characteristics of the site. The site's location within both a flood management area and a liquefaction management area, including a portion designated as a high flood hazard management area, presents complex challenges. Failure to navigate these processes successfully could result in protracted delays, necessitate significant design modifications, or render the development unfeasible.
- 6.1.2 A partial mitigation involves the assignment of a dedicated Council case manager to the Trust. This service provides guidance and support throughout the planning and building approval processes. One of the key tools employed by the case manager is pre-application consultation.
- 6.1.3 The lease agreement could also be made conditional upon the Trust obtaining all necessary planning and building approvals within a specified timeframe.

6.2 Risk 2: Insufficient Project Funding

- 6.2.1 There exists a risk that the Trust may be unable to secure sufficient funding, or access to no-interest financing, required for the project's completion. Should this occur, the Trust might subsequently approach the Council for direct financial contributions beyond the proposed peppercorn lease.
- 6.2.2 The lease agreement could be made conditional upon the Trust obtaining all project funding and financing before commencing construction.
- 6.2.3 The lease agreement could also explicitly state that the Council's contribution is limited to the provision of the land at a nominal rent, and that no further direct financial contributions for the project's development or operation will be provided by the Council as part of the current approval. Should any Council financial contribution beyond the nominal lease be considered at a later stage, it should be contingent upon the achievement of clearly defined project milestones and subject to a separate, formal approval process by the Council.

6.3 Risk 3: Public Perception and Transparency of Direct Negotiation

- 6.3.1 The direct negotiation of a nominal rent lease for Council-owned land, particularly in the absence of a competitive public process, may engender public or stakeholder concerns regarding transparency and access to Council resources.
- 6.3.2 A mitigation for this risk is for the Council to communicate to the community the rationale for direct negotiation with the Trust.

6.4 Risk 4: Future Relocation Costs and Logistics for the Council

- 6.4.1 Although the units are designed to be relocatable to address the Council's future needs regarding flooding, the actual process of relocation, should it become necessary, could present logistical complexities and financial burdens. While the onus of relocation will primarily rest with the Trust, the Council might still incur indirect costs particularly if the relocation occurs unexpectedly.
- 6.4.2 To mitigate this risk the lease agreement will contain a relocation clause outlining the responsibilities, timelines, and financial obligations of both parties concerning future relocation, including mechanisms for cost recovery or contribution.

6.5 Risk 5: Neighbourhood Opposition and "Not in My Backyard" (NIMBY) Sentiment

- 6.5.1 The development of community housing, regardless of its inherent benefits, can occasionally encounter opposition from existing residents, often termed "Not in My Backyard" (NIMBY) sentiment. This opposition may stem from concerns regarding perceived changes to neighbourhood character, property values, increased traffic, or other localized impacts. Such opposition, if significant, can lead to protracted public debate, formal objections during the planning process, and potential reputational challenges for both the Trust and the Council.
- 6.5.2 To mitigate this risk, in a fair and consistent way, the development should proceed through the standard statutory planning process, ensuring it undergoes the same rigorous effects scrutiny as any other development or land use within the Residential Suburban Zone. This process ensures that all relevant effects are thoroughly assessed and addressed in accordance with the Resource Management Act and relevant District Plan provisions. The Council assesses the effects of use and development primarily through the statutory planning process, rather than through property-related processes (such as this leasing decision). This approach ensures that the community housing providers are treated on a level playing field with any

other applicant proposing development on non-Council owned sites, thereby upholding principles of fairness and consistency in regulatory application.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.6 Statutory and/or delegated authority to undertake proposals in the report:
- 6.6.1 The Council has the statutory authority to lease land. This authority is delegated to Officers subject, amongst other matters, to being in accordance with applicable Council policy.
- 6.7 Other Legal Implications:
- 6.7.1 This legal consideration is that the recommended approach is inconsistent with existing Policy. As outlined elsewhere in the report, there is good reason to depart from policy in this case.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.8 The required decisions:
- 6.8.1 Align with the [Christchurch City Council's Strategic Framework](#).
- 6.8.2 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined considering the value of the transaction, the limited number of people directly affected positively or negatively by the decision, and the likely limited interest in the matter.
- 6.8.3 Are inconsistent with the Council's Plans and Policies. The two areas of inconsistency are:
- The proposal to deal directly with the Trust rather than run a separate tender process calling for uses of the site; and
 - Not applying the unsolicited bid framework to this proposal.
- 6.9 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#) through the Community Housing activity.
- 6.9.1 Activity: Community Housing
- Level of Service: 18.0.1 Council facilitates and/or funds community housing supply - At least 2080 units

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.10 The Council must consider the views and preferences of the community when making decisions. This consideration does not necessarily require consultation.
- 6.11 An understanding of broader community views and preferences can be determined from the submissions made on Annual and Long-Term Plans, and from other consultations.
- 6.12 Based on these sources there will be some in the community wanting the Council to take this action. There are frequent submissions encouraging the Council to use its land to facilitate community housing.
- 6.13 There will be some in the community who would conditionally support this proposal but would prefer the Council to redevelop the site more fully and with permanent housing.
- 6.14 There will be those in the community who oppose the Council being involved. Through consultation processes, the Council receives submissions arguing that that Council should not be involved in community housing, often with a preference that this be left to the Crown.

6.15 The decision affects the following wards/Community Board areas:

6.15.1 Waitai Coastal-Burwood-Linwood Community Board.

6.16 The Community Board's views have been sought on this matter but were not available at the time of printing this agenda. These views will be tabled at the meeting where this report is considered.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.17 The decisions do not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.

6.18 The decision involves a matter of interest to Mana Whenua but will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

6.19 Māori are over-represented among social housing tenants in New Zealand and more Māori than other New Zealanders are affected by overcrowding or live in substandard housing. Statistics show Māori have lower levels of home ownership, limited housing choices and the need for government assistance with their housing.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.20 The proposals in this report consider the impacts of climate change by presenting a proposal that embeds an adaptation pathway into its design. Recognising that the site is already susceptible to flooding and is likely to be more so in the future, the lease will be for a limited period only and the houses will be removable.

7. Next Steps Ngā Mahinga ā-muri

7.1 If the Council approves the recommendations in the report, then staff will negotiate the lease with the Trust.

Attachments Ngā Tāpirihanga

There are no attachments to this report.

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Bruce Rendall - Head of Facilities & Property
Approved By	Anne Columbus - General Manager Corporate Services/Chief People Officer

21. Resolution to Exclude the Public

[Section 48, Local Government Official Information and Meetings Act 1987.](#)

Note: The grounds for exclusion are summarised in the following table. The full wording from the Act can be found in [section 6](#) or [section 7](#), depending on the context.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely the items listed overleaf.

Reason for passing this resolution: a good reason to withhold exists under section 7.

Specific grounds under section 48(1) for the passing of this resolution: Section 48(1)(a)

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- “(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- (a) Shall be available to any member of the public who is present; and
 - (b) Shall form part of the minutes of the local authority.”

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PUBLIC INTEREST CONSIDERATION	POTENTIAL RELEASE REVIEW DATE AND CONDITIONS
22.	PUBLIC EXCLUDED CANTERBURY REGIONAL LANDFILL JOINT COMMITTEE MINUTES - 11 AUGUST 2025			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
23.	PUBLIC EXCLUDED AUDIT AND RISK MANAGEMENT COMMITTEE MINUTES - 15 AUGUST 2025			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
24.	PUBLIC EXCLUDED COUNCIL MINUTES - 6 AUGUST 2025			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
25.	PUBLIC EXCLUDED COUNCIL MINUTES - 5 AUGUST 2025			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
26.	PUBLIC EXCLUDED COUNCIL MINUTES - 20 AUGUST 2025			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
27.	TRANSFER STATION MASTERPLANNING: CONCEPT DESIGNS	S7(2)(B)(II), S7(2)(I), S7(2)(J)	PREJUDICE COMMERCIAL POSITION, CONDUCT NEGOTIATIONS, PREVENTION OF IMPROPER ADVANTAGE	INFORMATION IN THIS REPORT ASSOCIATED WITH FUTURE PROCUREMENT/COMMERCIAL NEGOTIATIONS, INCLUDING PRE-TENDER COST ESTIMATES, NEEDS TO REMAIN CONFIDENTIAL AT THIS	31 AUGUST 2028 UPON REVIEW BY THE HEADS OF PROCUREMENT AND LEGAL SERVICES

				TIME. THIS OUTWEIGHS THE PUBLIC INTEREST.	
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Karakia Whakamutunga

Kia whakairia te tapu

Kia wātea ai te ara

Kia turuki whakataha ai

Kia turuki whakataha ai

Haumi e. Hui e. Tāiki e

Actions Register Ngā Mahinga

When decisions are made at meetings, these are assigned to staff as **actions** to implement. The following lists detail any actions from this meeting that were:

- Open at the time the agenda was generated.
- Closed since the last ordinary meeting agenda was generated.

Open Actions Ngā Mahinga Tuwhera

REPORT TITLE/AGENDA SECTION	MEETING DATE	ACTION DUE DATE	UNIT	TEAM
Notice of Motion - Micromobility parking	7 May 2025	6 August 2025	Transport & Waste	Asset Planning
Canterbury Museum Draft 2025/26 Annual Plan Request	16 April 2025	29 August 2025	Communications & Engagement	Engagement
Lichfield St Carpark Building - Future Strategy	4 June 2025	3 September 2025	Facilities & Property Unit	Management
Annual Plan 2025/26	24 June 2025	10 September 2025	Strategic Policy & Resilience	Policy Team
Tsunami Alerting System Review	18 June 2025	17 September 2025	Community Support & Partnerships	CDEM
Annual Plan 2025/26	24 June 2025	23 September 2025	Community Support & Partnerships	Governance (Ban Pen)
Annual Plan 2025/26	24 June 2025	23 September 2025	Corporate Services Management	Corporate Services Management
Annual Plan 2025/26	24 June 2025	23 September 2025	Facilities & Property Unit	Management
Annual Plan 2025/26	24 June 2025	23 September 2025	Finance Risk & Performance Management	Finance Risk & Performance Management
Annual Plan 2025/26	24 June 2025	23 September 2025	Parks	Parks & Recreation Planning
Annual Plan 2025/26	24 June 2025	23 September 2025	Planning & Consents	Management
Annual Plan 2025/26	24 June 2025	23 September 2025	Strategic Policy & Resilience	Management
Annual Plan 2025/26	24 June 2025	23 September 2025	Three Waters	Asset Planning Water & Wastewater
Annual Plan 2025/26	24 June 2025	23 September 2025	Transport & Waste	Management
Community (Social) Housing Update Report	19 March 2025	23 September 2025	Facilities & Property Unit	Management
Schedule 2	14 February 2024	26 September 2025	Planning & Consents	Management
Annual Plan 2025/26	24 June 2025	30 September 2025	Transport & Waste	Management
Ōtākaro Avon River Corridor Proposed Governance Model	19 February 2025	1 October 2025	Citizens & Community Management	Citizens & Community Management
Stop Road (airspace) and Dispose of to Adjoining Landowners	5 June 2024	2 October 2025	Facilities & Property Unit	Property Consultancy
Notice of Motion - Feasibility of free overnight parking at Parakiore Recreation and Sport Centre	16 July 2025	15 October 2025	Recreation, Sports & Events	Management
Unsolicited Proposal for sale of 1 Kinsey Terrace	16 July 2025	15 October 2025	Facilities & Property Unit	Property Consultancy
Grant an Easement for Utilities Over a Council Reserve	10 April 2024	24 October 2025	Facilities & Property Unit	Property Consultancy
Beach Hospitality Limited - Landlord Consent to Improvements and Request for Further Lease	2 April 2025	31 October 2025	Facilities & Property Unit	Property Consultancy
Climate Change Portfolio Lead Report	3 July 2024	31 October 2025	Strategic Policy & Resilience	Management
Stop Road (airspace) and Dispose of to Adjoining Landowners	21 August 2024	31 October 2025	Facilities & Property Unit	Property Consultancy
East Christchurch Housing Trust	6 August 2025	5 November 2025	Facilities & Property Unit	Management
Monthly Report from the Community Boards - July 2025	6 August 2025	5 November 2025	Community Support & Partnerships	Partnerships & Planning

Monthly Report from the Community Boards - July 2025	6 August 2025	5 November 2025	Regulatory Compliance	Regulatory Compliance
Setting of Speed Limits Rule 2024: Management of Non-Installed Limits - Antigua Street (Moorhouse to St Asaph)	6 August 2025	5 November 2025	Transport & Waste	Management
Setting of Speed Limits Rule 2024: Management of Non-Installed Limits - Nor'West Arc Section 3 (University to Harewood Road)	6 August 2025	5 November 2025	Transport & Waste	Management
Setting of Speed Limits Rule 2024: Management of Non-Installed Limits - Worcester Street (Latimer Square to Fitzgerald Ave)	6 August 2025	5 November 2025	Transport & Waste	Management
Spreydon, Somerfield, Waltham, Beckenham CRAF - Lyttelton Street safety improvements	6 August 2025	5 November 2025	Transport & Waste	Project Management
Spreydon, Somerfield, Waltham, Beckenham CRAF - Selwyn Street pedestrian and cycle safety improvements	6 August 2025	5 November 2025	Transport & Waste	Project Management
Heathcote Express Major Cycleway - Truscotts Road Detailed Traffic Resolutions	20 August 2025	19 November 2025	Transport & Waste	Project Management
Heathcote Express Major Cycleway - Truscotts Road Detailed Traffic Resolutions	20 August 2025	19 November 2025	Transport & Waste	Traffic Operations
Manchester Street Bus Gate Trial	20 August 2025	19 November 2025	Transport & Waste	Management
Transport speed bumps budget	12 February 2025	29 November 2025	Transport & Waste	Management
Acquisition of Deeds Land Along with Road Stopping and Amalgamation - Corner Harmans and Voelas Roads Lyttelton	5 February 2025	30 November 2025	Facilities & Property Unit	Property Consultancy
Moorhouse Avenue - Pedestrian Improvements	18 June 2025	1 December 2025	Transport & Waste	Asset Planning
Canterbury Museum Draft 2025/26 Annual Plan Request	16 April 2025	10 December 2025	Community Support & Partnerships	Management Team
Installation of Public Artwork - "The Godwits"	25 July 2019	15 December 2025	Parks	Asset Management
27 Hunters Road & 43 Whero Avenue, Diamond Harbour – FENZ and Te Pā o Rākaihautū Unsolicited Proposals	5 June 2024	31 December 2025	Facilities & Property Unit	Property Consultancy
Infrastructure Amendments - Parks	25 June 2024	31 December 2025	Parks	Parks & Recreation Planning
Koukourarata Port Levy - Bach on Public Land (Road Reserve)	16 April 2025	31 December 2025	Facilities & Property Unit	Property Consultancy
Lincoln Road (Wrights to Curletts) Project - Metropolitan Significance and Property Purchase	13 August 2020	31 December 2025	Facilities & Property Unit	Property Consultancy
Notice of Motion - Fly Tipping Volunteer Removal Options	19 February 2025	31 December 2025	Transport & Waste	Resource Recovery
Ōtākaro Avon River Corridor Proposed Governance Model	19 February 2025	31 December 2025	Citizens & Community Management	Citizens & Community Management
Schedule 2	14 February 2024	31 December 2025	Citizens & Community Management	Citizens & Community Management
Yaldhurst Memorial Hall	25 June 2024	31 December 2025	Facilities & Property Unit	Property Consultancy
Annual Plan 2025/26	24 June 2025	2 February 2026	Communications & Engagement	Engagement
Annual Plan 2025/26	24 June 2025	2 February 2026	Community Support & Partnerships	Management Team
Annual Plan 2025/26	24 June 2025	28 February 2026	Facilities & Property Unit	Property Consultancy
Councillors' proposed amendments - Infrastructure and Regulation	14 February 2024	1 April 2026	Three Waters	Asset Planning Stormwater & Waterways
Capital Grant - Te Uaka/Lyttelton Museum	12 February 2025	1 May 2026	Community Support & Partnerships	Management Team

Hearings Panel report on the Gloucester Street "Streets for People" Trial	2 October 2024	15 May 2026	Transport & Waste	Project Management
Ōtākaro-Avon Stormwater Management Plan	19 June 2024	29 May 2026	Three Waters	Asset Planning Stormwater & Waterways
Acquisition of Land 657 Pages Road Christchurch, Pages Road Bridge Renewal Project	5 March 2025	4 June 2026	Facilities & Property Unit	Property Consultancy
66E Hills Rd - Sale of Land	16 July 2025	30 June 2026	Facilities & Property Unit	Property Consultancy
Annual Plan 2025/26	24 June 2025	30 June 2026	Parks	Planning & Policy
Other Amendments - Planning, Property and Miscellaneous	25 June 2024	30 June 2026	Facilities & Property Unit	Management
Southshore South New Brighton Earthquake Legacy Project	29 August 2019	30 June 2026	Three Waters	Asset Planning Stormwater & Waterways
Huanui Lane between Gloucester Street and Armagh Street-Traffic Control Changes	11 December 2024	30 September 2026	Transport & Waste	Asset Planning
Report Requests	25 June 2024	31 October 2026	Transport & Waste	Asset Planning
Hearings Panel Report on Lincoln Road Peak Hour Bus Lane Proposal	7 July 2022	1 June 2027	Transport & Waste	Project Management

Actions Closed Since the Last Meeting Ngā Mahinga kua Tutuki nō Tērā Hui

REPORT TITLE/AGENDA SECTION	MEETING DATE	DUE DATE	ACTION CLOSURE DATE	UNIT	TEAM
(H-H-R) Templeton Cemetery and Sports Park Development Plan - Preparation	12 September 2019	30 September 2025	5 August 2025	Parks	Planning & Policy
27 Hunters Road and 42 Whero Avenue Consultation Outcome	9 June 2022	31 December 2025	11 August 2025	Planning & Consents	Management
Three Waters Activities - March, April, May, and June 2023	6 September 2023	31 August 2025	6 August 2025	Three Waters	Service Excellence
Schedule 1	14 February 2024	30 August 2025	6 August 2025	Parks	Asset Management
Arts Centre	25 June 2024	31 March 2027	8 August 2025	Community Support & Partnerships	Partnerships & Planning
Orana Park	25 June 2024	31 March 2026	7 August 2025	Community Support & Partnerships	Partnerships & Planning
Access along the Heathcote Expressway MCR (past Scruttons Road level crossing)	6 November 2024	22 August 2025	27 August 2025	Transport & Waste	Management
Surveillance systems across arterial routes	12 February 2025	30 August 2025	18 August 2025	Transport & Waste	Traffic Operations
Ōtautahi Christchurch Future Transport	19 March 2025	30 August 2025	4 August 2025	Transport & Waste	Asset Planning
The Christchurch Foundation Tranche Two Drawdown from the Capital Endowment Fund	4 June 2025	3 September 2025	10 August 2025	Community Support & Partnerships	Partnerships & Planning
Discretionary Response Fund Report - Ara Taiohi Incorporated	18 June 2025	17 September 2025	7 August 2025	Community Support & Partnerships	Partnerships & Planning
Moorhouse Avenue - Pedestrian Improvements	18 June 2025	17 September 2025	7 August 2025	Transport & Waste	Traffic Operations
Setting of Speed Limits - Speed limits around schools	18 June 2025	17 September 2025	7 August 2025	Transport & Waste	Traffic Operations
Annual Plan 2025/26	24 June 2025	8 July 2025	14 August 2025	Transport & Waste	Management

Annual Plan 2025/26	24 June 2025	31 July 2025	11 August 2025	Corporate Planning & Performance	Corporate Planning & Performance
Annual Plan 2025/26	24 June 2025	23 September 2025	1 August 2025	Parks	Community Parks
Annual Plan 2025/26	24 June 2025	23 September 2025	4 August 2025	Community Support & Partnerships	CDEM
Annual Plan 2025/26	24 June 2025	23 September 2025	6 August 2025	Transport & Waste	Traffic Operations
Annual Plan 2025/26	24 June 2025	23 September 2025	8 August 2025	Parks	Residential Red Zone
Annual Plan 2025/26	24 June 2025	23 September 2025	10 August 2025	Programme Management Office	Programme Management Office
Annual Plan 2025/26	24 June 2025	23 September 2025	11 August 2025	Corporate Planning & Performance	Corporate Planning & Performance
Annual Plan 2025/26	24 June 2025	23 September 2025	14 August 2025	Transport & Waste	Management
Annual Plan 2025/26	24 June 2025	23 September 2025	15 August 2025	Three Waters	Management
Annual Plan 2025/26	24 June 2025	23 September 2025	15 August 2025	Transport & Waste	Asset Planning
Annual Plan 2025/26	24 June 2025	23 September 2025	28 August 2025	Facilities & Property Unit	Management
Annual Plan 2025/26	24 June 2025	23 September 2025	28 August 2025	Parks	Management
Annual Plan 2025/26	24 June 2025	30 September 2025	27 August 2025	Transport & Waste	Traffic Operations
Annual Plan 2025/26	24 June 2025	28 November 2025	28 August 2025	Finance	Management
Annual Plan 2025/26	24 June 2025	2 February 2026	7 August 2025	Community Support & Partnerships	Partnerships & Planning
Annual Plan 2025/26	24 June 2025	2 February 2026	7 August 2025	Recreation, Sports & Events	Management
New Brighton CRAF - Marine Parade (Hawke to Bowhill) Street Renewal - Scheme Adjustments and Detailed Traffic Resolutions	2 July 2025	30 April 2026	28 August 2025	Transport & Waste	Project Management
Procurement Policy 2025	2 July 2025	1 October 2025	8 August 2025	Procurement & Contracts	Management
Confirmation of Dates for Adoption of the Local Alcohol Policy (LAP)	16 July 2025	15 October 2025	4 August 2025	Strategic Policy & Resilience	Policy Team
Decision in-part on Plan Change 14 - Only 265 Riccarton Road and 9 Daresbury Lane	16 July 2025	15 October 2025	7 August 2025	Planning & Consents	City Planning
Decision in-part on Plan Change 14 - Only 265 Riccarton Road and 9 Daresbury Lane	16 July 2025	15 October 2025	11 August 2025	Planning & Consents	Management
Audit and Risk Management Committee - Reappointment of an External Committee Member	6 August 2025	5 November 2025	27 August 2025	Legal & Democratic Services	Democratic Services
Barrington/Frankleigh/Milton Intersection Improvements	6 August 2025	5 November 2025	15 August 2025	Transport & Waste	Traffic Operations
Council submission on Going for Housing Growth proposals	6 August 2025	20 August 2025	11 August 2025	Planning & Consents	Transport
Development Contributions Remission Application - The Arts Centre	6 August 2025	5 November 2025	11 August 2025	Planning & Consents	Management

Extension of Time for Heritage Incentive Grant to 527 Colombo Street, New City Hotel	6 August 2025	5 November 2025	11 August 2025	Planning & Consents	Management
Knights Stream School Safety Improvement - Signalised Crossing on Halswell Junction Road	6 August 2025	5 November 2025	15 August 2025	Transport & Waste	Traffic Operations
Oaklands School Safety Improvements - Dunbars Road Signalised Crossing	6 August 2025	5 November 2025	15 August 2025	Transport & Waste	Traffic Operations
Proposed Locky Dock cycle parking and charging station in Rauora Park, Lichfield St	6 August 2025	5 November 2025	27 August 2025	Transport & Waste	Travel Demand Management
Burwood Landfill Site C Operational Extension	20 August 2025	19 November 2025	28 August 2025	Transport & Waste	Resource Recovery
Hagley Golf Course Tree Removal and Planting	20 August 2025	19 November 2025	27 August 2025	Parks	Botanic and Garden Parks
Harewood Road traffic signals - Harewood/Gardiners/Breens intersection and Harewood School - Detailed traffic resolutions	20 August 2025	30 April 2026	28 August 2025	Transport & Waste	Project Management
Mulgans Track- Licence to Occupy Road Reserve	20 August 2025	19 November 2025	28 August 2025	Transport & Waste	Management
National Erebus Memorial	20 August 2025	19 November 2025	27 August 2025	Office of Mayor & Civic Services	Management
Plan Change 14 - Decision Making for Daresbury Heritage Listing	20 August 2025	19 November 2025	22 August 2025	Planning & Consents	City Planning
Water Services Delivery Plan Adoption - Local Water Done Well	20 August 2025	19 November 2025	28 August 2025	Three Waters	Management