
Waihoru Spreydon-Cashmere-Heathcote Community Board AGENDA

Notice of Meeting Te Pānui o te Hui:

The ordinary meeting of the Waihoru Spreydon-Cashmere-Heathcote Community Board will be held on:

Date: Thursday 12 February 2026
Time: 4 pm
Venue: Linwood Boardroom, Gate B,
180 Smith Street, Woolston

Membership Ngā Mema

Chairperson	Keir Leslie
Deputy Chairperson	Sophie Bond
Members	Melanie Coker
	Will Hall
	Nathaniel Herz Jardine
	Kate Hodgins
	Roy Kenneally
	Tim Lindley
	Tim Scandrett

10 February 2026

Principal Advisor

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Team
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Meeting Advisor

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Community Board Advisor
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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.

To watch the meeting live, or a recording after the meeting date, go to:

<https://www.youtube.com/@waihorospreydon-cashmere-h3561/streams>

To view copies of Agendas and Minutes, go to:

<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>



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

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

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Karakia Whakamutunga

Actions Register Ngā Mahinga Tuwhera

Karakia Timatanga

Kia tau te mauri o runga	<i>May the essence of above settle here</i>
Kia tau te mauri o raro	<i>May the essence of below settle here</i>
Paiheretia te ture wairua	<i>Bind together that we can't see and bind that we can see</i>
Paiheretia te ture tangata	<i>And have them guide us at this time</i>
Hei pou arahi i a tātou i tēnei wā	<i>May the thought be true</i>
Kia tika te whakaaro	<i>May the words be true</i>
Kia tika te kupu	
Tihei Mauri Ora!	

Waiata

Nei rā te tai ō mihi	Heartfelt greetings and best wishes
Ki a tatou e ngā iwi	To all of us who have gathered here
Kua tae mai mātou	We have arrived here today
Hei tautoko	To show our collective support
Ki te kaupapa o te rā	For the purpose of the occasion
He waka eke noa	We are all in this together
Nā te Kaunihera o Ōtautahi e	On behalf of the Christchurch City Council

1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

2. Declarations by Member Te Ki Taurangi

Sample **attached** (on page 7).

3. 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.

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

That the minutes of the Waihoru Spreydon-Cashmere-Heathcote Community Board meeting held on [Thursday, 11 December 2025](#) be confirmed (refer page 9).

5. Public Forum Te Huinga Whānui

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

Public Forum presentations will be recorded in the meeting minutes

6. 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.

6.1 Spokes Canterbury - Cashmere - Penruddock Roundabout

Anne Scott will speak on behalf of Spokes Canterbury regarding the Cashmere-Penruddock Roundabout Report.

6.2 Kate Woods - Cashmere - Penruddock Roundabout

Kate Woods, local resident will speak regarding the Cashmere-Penruddock Roundabout Report.

7. Presentation of Petitions Ngā Pākikitanga

There were no petitions received at the time the agenda was prepared.

sample



TE KĪ TAURANGI A TE MEMA POARI DECLARATION BY COMMUNITY BOARD MEMBER

Ko au, a **[enter name]**, me taku kupu tēnei. Ka tutuki i ahau, ki tāku e pono nei, ngā kawenga katoa, hei painga mō te Tāone o Ōtautahi i runga i te mana kua riro mai i ahau, hei mema o Te Poari ā Hapori o **[Board Name]**, arā, o **[Full Board Name]**, nā te ngākaupai o te Ture Kāwanatanga ā-Rohe, rua mano mā rua, te Ture Pārongo, Huinga Ōkawa Kāwanatanga ā-Rohe, kotahi mano, iwa rau, waru tekau mā whitu, me ētahi atu ture rānei.

I, **[enter name]**, declare that I will faithfully and impartially, and according to the best of my skill and judgment, execute and perform, in the best interests of the **[Board Name]** Community, the powers, authorities, and duties vested in or imposed upon me as a member of the **[Full Board Name]** Community Board by virtue of the Local Government Act 2002, the Local Government Official Information and Meetings Act 1987, or any other Act.

DATED at Christchurch this [date] day of [month] [year].

He mea whakaū tēnei i Ōtautahi i tēnei rā [date] o Noema i te tau e rua mano, e rua tekau mā rima.

Signed in the presence of:
Waitohu mai ki mua i a:

Mary Jane Richardson
CHIEF EXECUTIVE
TE TUMU WHAKARAE O TE KAUNIHERA O ŌTAUTAHI

Waihoru
Spreydon-Cashmere-Heathcote Community Board
OPEN MINUTES

Date: Thursday 11 December 2025
Time: 4.01 pm
Venue: Linwood Boardroom, Gate B, 180 Smith Street,
Woolston

Present

Chairperson	Keir Leslie
Deputy Chairperson	Sophie Bond
Members	Melanie Coker
	Nathaniel Herz Jardine
	Kate Hodgins
	Roy Kenneally
	Tim Lindley
	Tim Scandrett

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

Karakia Tīmatanga

Waiata: The Board sang a waiata to open the meeting.

The agenda was dealt with in the following order. Where no voting record is shown, the item was carried unanimously by those present.

1. Apologies Ngā Whakapāha

Part C

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

Community Board Resolved SCBCC/2025/00102

That the minutes of the Waihoru Spreydon-Cashmere-Heathcote Community Board meeting held on Friday, 7 November 2025 be confirmed.

Tim Lindley/Tim Scandrett

Carried

4. Public Forum Te Huinga Whānui

Part B

4.1 Accessibility issues at Kaiwara Reserve

Frances Rankin, local resident spoke regarding accessibility issues at Kaiwara Reserve.

The Chairperson thanked Frances for her presentation.

Part B

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Refers the issues raised about the presentation to staff for investigation and report back to the Board.

Attachments

- A Accessibility Issues at Kaiwara Reserve - presentation to the Board

4.2 Sumner Sports Pavilion Committee update

Trevor Hone and Amy Carter spoke on behalf of Sumner Sports Pavilion Committee to update the Board on the rebuild plans for the sports pavilion, upgrades to St Leonards Park and fundraising goals.

After questions from members the Chairperson thanked Trevor and Amy for their presentation.

Attachments

A Sumner Sports Pavilion Committee update - presentation to the Board

4.3 Road safety issues with cyclists on Sumner Hills

Jason Irvine, Ian Skelton and Paul Bimler, residents spoke regarding road safety issues with cyclists on Sumner Hills.

After questions from members the Chairperson thanked Jason, Ian and Paul for their presentation.

Part B

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Refers the issues raised about the presentation to staff for investigation and report back to the Board.

4.4 Noise from basketball court at Spreydon School

Mike Bennett, local resident spoke regarding noise from the basketball court at Spreydon School.

After questions from members the Chairperson thanked Mike for his presentation.

Part B

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Refers the issues raised about the presentation to staff for investigation and report back to the Board.

Attachments

A Noise from basketball court at Spreydon School - tabled document notes

B Noise from basketball court at Spreydon School - tabled document map

4.5 Concerns about a road reserve in Redcliffs

Fiona and Andy Dowgray, local residents withdrew their public forum request and did not speak to the Board.

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. 14-15 Mary Muller Drive - Proposed No Stopping Restrictions Community Board Resolved SCBCC/2025/00103

Officer recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the 14-15 Mary Muller Drive - Proposed No Stopping Restrictions 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 Clause 6(2) of the Christchurch City Council Traffic & Parking Bylaw 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, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on Mary Muller Drive, as detailed on **Attachment A** to the report on the meeting agenda (15 Mary Muller Drive, Proposed No Stopping Restrictions, TG151678, dated 04/11/2025).
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).

Tim Scandrett/Tim Lindley

Carried

8. Taylors Mistake Road Wastewater Pump Station - Proposed No Stopping Restrictions

Community Board Resolved SCBCC/2025/00104

Officer recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Taylors Mistake Road Wastewater Pump Station - Proposed No Stopping Restrictions 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. 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, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles (Except Authorised Vehicles) be prohibited on Taylors Mistake Road, as detailed on **Attachment A** to the report on the meeting agenda (Taylors Mistake Road Proposed No Stopping Signage, TG151643, dated 22/08/2025). 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).

Melanie Coker/Nathaniel Herz Jardine

Carried

9. Hansen Park Baseball Backstop Net Installation **Community Board Resolved SCBCC/2025/00105**

Officer recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Hansen Park Baseball Backstop Net Installation 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. Approve the installation of the baseball backstop net at Hansen Park in Opawa as detailed on Attachment B to the report on the meeting agenda .

Roy Kenneally/Sophie Bond

Carried

Nathaniel Herz Jardine left the meeting at 5.00 pm during consideration of Item 10.

10. Urban Forest Planting Plan for Hansen Park **Community Board Resolved SCBCC/2025/00106**

Officer recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Urban Forest Planting Plan for Hansen Park 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 planting of trees within Hansen Park in alignment with the planting plan in Attachment A to the report on the meeting agenda.

Kate Hodgins/Tim Scandrett

Carried

Attachments

- A Urban Forest Planting Plan for Hansen Park - staff presentation

Nathaniel Herz Jardine returned to the meeting at 5.10 pm during consideration of Item 11 - via audio/visual link.

11. Community Parks Rolling Renewal Programme

Community Board Resolved SCBCC/2025/00107

Officer recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Community Parks Rolling Renewal Programme 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 Waihoru-Spreydon- Cashmere-Heathcote Community Parks Rolling Renewal Programme, as detailed in Attachment A to the report on the meeting agenda.

Keir Leslie/Roy Kenneally

Carried

12. Waihoru Spreydon-Cashmere-Heathcote 2025-26 Discretionary Response Fund Heathcote River Day Trust Board Event and Library Knit Group Venue Hire

Community Board Resolved SCBCC/2025/00108

Officer recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Waihoru Spreydon-Cashmere-Heathcote 2025-26 Discretionary Response Fund Heathcote River Day Trust Board Event and Library Knit Group Venue Hire Report.
2. Approves a grant of \$2,413.00 from its 2025/26 Discretionary Response Fund to Cashmere Heathcote River Day Trust Board towards the cost of the Ōpāwaho Heathcote River Day – Annual Event in 2026.

Tim Scandrett/Melanie Coker

Carried

Tim Lindley declared an interest in this sub-item and took no part in any discussion or voting.

Community Board Resolved SCBCC/2025/00109

Officer recommendations accepted without change

- Approves a grant of \$1,350.00 from its 2025/26 Discretionary Response Fund to the Library Knit Group towards Venue Hire during the South Christchurch Rebuild.

Kate Hodgins/Sophie Bond

Carried

The meeting adjourned at 5.18 pm and reconvened at 5.27 pm.

Nathaniel Herz Jardine left the meeting at 5.34 pm during consideration of Item 13.

13. Waihoru Spreydon-Cashmere-Heathcote Community Board - Governance Arrangements for 2025-2028

Community Board Comment

- The Board decided to change the ordinary meeting dates for November 2026 and 2027 from the Officer Recommendations.

Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

- Receives the information in the Waihoru Spreydon-Cashmere-Heathcote Community Board - Governance Arrangements for 2025-2028 Report.
- Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council’s Significance and Engagement Policy.

Consideration of a Casting Vote

- Resolves whether the Chairperson of the Board is to have a casting vote.

Ordinary Meetings Schedule

- Adopts the following schedule of Ordinary Meetings from February 2026 to September 2028:

Date	Time	Location
Thursday 12 February 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 12 March 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 9 April 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 14 May 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 11 June 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 9 July 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 13 August 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 10 September 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston

Thursday 15 October 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 12 November 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 10 December 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 11 February 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 11 March 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 15 April 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 13 May 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 10 June 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 15 July 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 12 August 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 9 September 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 14 October 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 11 November 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 9 December 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham

Thursday 10 February 2028	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 9 March 2028	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
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Thursday 13 July 2028	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 10 August 2028	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 14 September 2028	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham

5. Approves that the Board Chairperson and Community Governance Manager are jointly authorised to amend the Ordinary Meeting Schedule as required, after consulting with Board members, including the addition or removal of ordinary meetings.
6. Notes the holding of Board information sessions/workshops will be at the discretion of the Board Chairperson or Community Governance Manager and generally take place on a Thursday from 4pm to 6.30pm in the fourth week of the month as below.

Date	Time	Location
Thursday 26 February 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 26 March 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 23 April 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 28 May 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 25 June 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston

Thursday 23 July 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 27 August 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 24 September 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 29 October 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 26 November 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 25 February 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
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Thursday 29 July 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
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Appointments and Delegations

7. Approves that the Board Chairperson may represent the Board, or appoint another representative of the Board, on any group, entity, ad hoc process or event that the Board is invited to participate in, after consulting with the members.
8. Appoints a Recess Committee for the 2025-28 term as follows:
 - a. Terms of Reference are to allow Board business to continue to be conducted where it is reasonably necessary to do that over the recess period at the end of each year, crossing into the start of the next.
 - b. The Recess Committee is accordingly authorised to exercise the delegated powers of the Waihoru Spreydon-Cashmere-Heathcote Community Board for the period, throughout the 2025-28 term, following its last ordinary meeting of the calendar year up until the Board resumes its normal business the following year.
 - c. All Waihoru Spreydon-Cashmere-Heathcote Community Board members are members of its Recess Committee, though its quorum is two members.
 - d. The Recess Committee has the same Chairperson and Deputy Chairperson as the Board. However, if they are both unavailable at the time needed, the Community Governance Manager may appoint a Chairperson for the Recess Committee.
 - e. Any delegation exercised by the Recess Committee will be reported to the Board for record purposes.
 - f. Any meeting convened of the Recess Committee will be publicly notified, and the details forwarded to all Board members.

Submissions

9. Adopts a process for the development of submissions on behalf of the Waihoru Spreydon-Cashmere-Heathcote Community Board for relevant consultations as desired and practicable:
 - a. **Either:** Establishes a Waihoru Spreydon-Cashmere-Heathcote Community Board Submissions Working Group for the 2025-28 term as follows:
 - i. All Waihoru Spreydon-Cashmere-Heathcote Community Board members who are not also Councillors are appointed as members of the Submissions Working Group.

- ii. The quorum of the Submissions Working Group is two members, noting that it will operate on an informal basis for flexibility of timing in light of submission timeframes, with the option to meet via audio-visual link.
- iii. The Board Chairperson and Deputy Chairperson will fill these roles for the Submissions Working Group and are authorised to approve submissions on behalf of the Board, which will be subsequent to their development through the Submissions Working Group, where practicable.
- iv. The Board Chairperson (or a member they delegate to for this purpose) is authorised to:
 - appear and be heard at any hearing of submissions;
 - approve when and how submission opportunities will be workshopped in consultation with the Community Governance Manager; and
 - amend or withdraw a submission (after consulting with the members).
- v. Any submissions to be reported to the Board for record keeping purposes.
- vi. The Submissions Working Group need not process filings into quasi-judicial and similar proceedings, allowing that where the Board has decided to participate in such proceedings, filings (including submissions) to these may be approved by the Board Chairperson or the member(s) appointed to appear in the proceedings (who may also approve their withdrawal or amendment, and any settlement arrangements).
- b. **Or** delegates authority to the Community Board Chairperson and Deputy Chairperson, in consultation with Board members, to decide whether to make submissions, and to approve the final submission.

Community Board Resolved SCBCC/2025/00110

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Waihoru Spreydon-Cashmere-Heathcote Community Board - Governance Arrangements for 2025-2028 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.

Consideration of a Casting Vote

3. Resolves that the Chairperson of the Board is not to have a casting vote.

Ordinary Meetings Schedule

4. Adopts the following schedule of Ordinary Meetings from February 2026 to September 2028:

Date	Time	Location
Thursday 12 February 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 12 March 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 9 April 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston

Thursday 14 May 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 11 June 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 9 July 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 13 August 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 10 September 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 15 October 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 19 November 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 10 December 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 11 February 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 11 March 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 15 April 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 13 May 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 10 June 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 15 July 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 12 August 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 9 September 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 14 October 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 18 November 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 9 December 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham

Thursday 10 February 2028	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 9 March 2028	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 13 April 2028	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 11 May 2028	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 15 June 2028	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 13 July 2028	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 10 August 2028	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 14 September 2028	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham

5. Approves that the Board Chairperson and Community Governance Manager are jointly authorised to amend the Ordinary Meeting Schedule as required, after consulting with Board members, including the addition or removal of ordinary meetings.
6. Notes the holding of Board information sessions/workshops will be at the discretion of the Board Chairperson or Community Governance Manager and generally take place on a Thursday from 4pm to 6.30pm in the fourth week of the month as below.

Date	Time	Location
Thursday 26 February 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 26 March 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 23 April 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 28 May 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 25 June 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 23 July 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 27 August 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 24 September 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston

Thursday 29 October 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 26 November 2026	4 pm to 6.30 pm	Linwood Boardroom, Gate B, 180 Smith Street, Woolston
Thursday 25 February 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 25 March 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 29 April 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 27 May 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 24 June 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 29 July 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 26 August 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 23 September 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 28 October 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 25 November 2027	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 24 February 2028	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 23 March 2028	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 27 April 2028	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 25 May 2028	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 29 June 2028	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham

Thursday 27 July 2028	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham
Thursday 24 August 2028	4 pm to 6.30 pm	Boardroom, Ōmōkihi South Library and Customer Service Hub, 66 Colombo Street, Beckenham

Appointments and Delegations

7. Approves that the Board Chairperson may represent the Board, or appoint another representative of the Board, on any group, entity, ad hoc process or event that the Board is invited to participate in, after consulting with the members.
8. Appoints a Recess Committee for the 2025-28 term as follows:
 - a. Terms of Reference are to allow Board business to continue to be conducted where it is reasonably necessary to do that over the recess period at the end of each year, crossing into the start of the next.
 - b. The Recess Committee is accordingly authorised to exercise the delegated powers of the Waihoru Spreydon-Cashmere-Heathcote Community Board for the period, throughout the 2025-28 term, following its last ordinary meeting of the calendar year up until the Board resumes its normal business the following year.
 - c. All Waihoru Spreydon-Cashmere-Heathcote Community Board members are members of its Recess Committee, though its quorum is two members.
 - d. The Recess Committee has the same Chairperson and Deputy Chairperson as the Board. However, if they are both unavailable at the time needed, the Community Governance Manager may appoint a Chairperson for the Recess Committee.
 - e. Any delegation exercised by the Recess Committee will be reported to the Board for record purposes.
 - f. Any meeting convened of the Recess Committee will be publicly notified, and the details forwarded to all Board members.

Submissions

9. Adopts a process for the development of submissions on behalf of the Waihoru Spreydon-Cashmere-Heathcote Community Board for relevant consultations as desired and practicable:
 - b. delegates authority to the Community Board Chairperson and Deputy Chairperson, in consultation with Board members, to decide whether to make submissions, and to approve the final submission.

Tim Scandrett/Tim Lindley

Carried

14. Waihoru Spreydon-Cashmere-Heathcote Community Board - Representation on Outside Organisations

Community Board Comment

1. Staff noted an error in the Officer Recommendations point 4. and 5. that term dates should be 2025-28 not 2022-25.

Officer Recommendations Ngā Tūtohu

That the Waihoro Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Waihoro Spreydon-Cashmere-Heathcote Community Board - Representation on Outside Organisations 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. Appoints a Board member or members to the following outside organisations as a voting member for the 2025-28 term:
 - a. Port Hills Park Trust Board (1 member)
 - b. Summit Road Protection Authority and Advisory Committee (1 member to both)
 - c. Summit Road Society Board (1 member)
 - d. Cashmere Stream and Port Hills Working Group (1 member)
 - e. Keep Christchurch Beautiful Committee (2 members)
4. Appoints a Board member to the following outside organisation as a non-voting member for the 2022-25 term:
 - a. Avon-Heathcote Estuary Ihutai Trust (1 member)
5. Appoints a Board member or members to act as the Board's liaison on each of the following outside organisations for the 2022-25 term:
 - a. Addington Neighbourhood Association
 - b. Age Friendly Spreydon Cashmere Committee
 - c. Beckenham Neighbourhood Association
 - d. Brougham Street Overbridge Design Community Group
 - e. Cashmere Residents Emergency Support Team (CREST)
 - f. Cracroft Community Centre (Old Stone House)
 - g. Cracroft Residents' Association Inc.
 - h. Heathcote Valley Community Association
 - i. Hoon Hay Community Association
 - j. Huntsbury Community Centre
 - k. Manuka Cottage
 - l. Mt Pleasant Memorial Community Centre & Ratepayers Association
 - m. Neighbourhood Support Canterbury
 - n. Redcliffs Residents' Association
 - o. Rowley Community Centre
 - p. Somerfield Community Centre
 - q. Somerfield Residents' Association
 - r. Spreydon Neighbourhood Network
 - s. St Martins Community Menzshed

- t. Sumner Community Residents' Association and Hub
- u. Westmorland Residents' Association

Community Board Resolved SCBCC/2025/00111

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Waihoru Spreydon-Cashmere-Heathcote Community Board - Representation on Outside Organisations 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. Appoints the following Board member to each of the following outside organisations as a voting member for the 2025-2028 term:
 - a. Port Hills Park Trust Board (1 member) - **Kate Hodgins**
 - b. Summit Road Protection Authority and Advisory Committee (1 member to both) - **Nathaniel Herz Jardine**
 - c. Summit Road Society Board (1 member) - **Will Hall**
 - d. Cashmere Stream and Port Hills Working Group (1 member) - **No Board member appointed**
 - e. Keep Christchurch Beautiful Committee (2 members) - **No Board members appointed**
4. Appoints a Board member to the following outside organisation as a non-voting member for the 2025-2028 term:
 - a. Avon-Heathcote Estuary Ihutai Trust (1 member) - **Tim Lindley**
5. Appoints a Board member or members to act as the Board's liaison on each of the following outside organisations for the 2025-2028 term:
 - a. Addington Neighbourhood Association - **Sophie Bond, Melanie Coker and Roy Kenneally**
 - b. Age Friendly Spreydon Cashmere Heathcote - **Melanie Coker**
 - c. Beckenham Neighbourhood Association - **Keir Leslie, Kate Hodgins and Tim Scandrett**
 - d. Brougham Street Overbridge Design Community Group - **No Board member appointed**
 - e. Cashmere Residents Emergency Support Team (CREST) - **Keir Leslie, Kate Hodgins and Tim Scandrett**
 - f. Cracroft Community Centre (Old Stone House) - **Keir Leslie, Kate Hodgins and Tim Scandrett**
 - g. Cracroft Residents' Association Inc. - **Keir Leslie, Kate Hodgins and Tim Scandrett**
 - h. Heathcote Valley Community Association - **Nathaniel Herz Jardine, Tim Lindley and Will Hall**

- i. Hoon Hay Community Association - **Sophie Bond, Melanie Coker and Roy Kenneally**
- j. Huntsbury Community Centre - **Keir Leslie, Kate Hodgins and Tim Scandrett**
- k. Manuka Cottage - **Sophie Bond, Melanie Coker and Roy Kenneally**
- l. Mt Pleasant Memorial Community Centre & Residents Association - **Nathaniel Herz Jardine, Tim Lindley and Will Hall**
- m. Neighbourhood Support Canterbury - **No Board member appointed**
- n. Redcliffs Residents' Association - **Nathaniel Herz Jardine, Tim Lindley and Will Hall**
- o. Rowley Community Centre - **Sophie Bond, Melanie Coker and Roy Kenneally**
- p. Somerfield Community Centre - **Keir Leslie, Kate Hodgins and Tim Scandrett**
- q. Somerfield Residents' Association - **Keir Leslie, Kate Hodgins and Tim Scandrett**
- r. Spreydon Neighbourhood Network - **Sophie Bond, Melanie Coker and Roy Kenneally**
- s. St Martins Community Menzshed - **Keir Leslie, Kate Hodgins and Tim Scandrett**
- t. Sumner Community Residents' Association and Hub - **Nathaniel Herz Jardine, Tim Lindley and Will Hall**
- u. Westmorland Residents' Association - **Keir Leslie, Kate Hodgins and Tim Scandrett**

Kate Hodgins/Sophie Bond

Carried

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

Community Board Resolved SCBCC/2025/00112

Officer recommendations accepted without change

Part B

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

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

Tim Scandrett/Roy Kenneally

Carried

16. Elected Members' Information Exchange Te Whakawhiti Whakaaro o Te Kāhui Amorangi

Part B

Members exchanged information on matters of mutual interest:

- Hoon Hay Community Association Annual General Meeting and Christmas event.

- Avon-Heathcote Estuary Ihutai Trust meeting.
- Housing intensification and housing for older persons.
- Alcohol licence hearing for Liquorland Halswell.
- Westmorland Residents Association meeting.
- St Martins Library morning tea.

Karakia Whakakapi

Meeting concluded at 6.29 pm.

CONFIRMED THIS 12 DAY OF FEBRUARY 2026

KEIR LESLIE
CHAIRPERSON

Unconfirmed

8. Correspondence

Reference Te Tohutoro: 26/61547

Responsible Officer(s) Te Pou Matua: Jonathon Jones, Community Board Advisor

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

1. Purpose of Report Te Pūtake Pūrongo

Correspondence has been received from:

Name	Subject
Ian Anderson	Purau Reserve – Next Steps
Hon Casey Costello	Age Friendly Communities
Spokes Canterbury	Cashmere-Penruddock Roundabout
Kate Woods	Cycle connection on Cashmere Road

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the correspondence report dated 12 February 2026 from Ian Anderson in relation to Purau Reserve.
2. Receives the information in the correspondence report 12 February 2026 from Honourable Casey Costello, Minister for Seniors in relation to the Age Friendly Aotearoa Programme.
3. Receives the information in the correspondence report dated 12 February 2026 from Spokes Canterbury in relation to the Cashmere-Penruddock Roundabout.
4. Receives the information in the correspondence report dated 12 February 2026 from Kate Woods in relation to the cycle connection on Cashmere Road.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Ian Anderson - Purau Reserve Next Steps Proposal	26/61538	30
B 	Hon Casey Costello - Age Friendly Communities	26/75989	32
C 	Spokes Canterbury - Cashmere-Penruddock Roundabout	26/217606	33
D 	Kate Woods - Cycle connection on Cashmere Road	26/224219	35

Wharton, Josh

From: Wharton, Josh
Sent: Tuesday, 13 January 2026 3:43 pm
To: Wharton, Josh
Subject: FW: Purau Reserve – next steps

From: Sampson, Lee <Lee.Sampson.CBM@ccc.govt.nz>
Sent: Friday, 10 October 2025 2:11 pm
To: Jones, Jonathon <Jonathon.Jones@ccc.govt.nz>
Cc: Pavey, Emma <Emma.Pavey@ccc.govt.nz>; Ian Anderson <[REDACTED]>; Malcolm Long (Secretary OHRN) <[REDACTED]>; Mountford-McAuley, Ruby <Ruby.MountfordMcAuley@ccc.govt.nz>; Chapman, Toby <Toby.Chapman@ccc.govt.nz>; Gibbings, Bridie <Bridie.Gibbings@ccc.govt.nz>
Subject: Fw: Purau Reserve – next steps

Hi Jonathon and all,

Please find (as below) email correspondence RE the Purau Reserve.

Could this be noted as correspondence into the Board, for discussion purposes at its next full meeting please?

Any questions please don't hesitate.

Thanks in advance & have a good weekend all!

Ngā mihi

Lee Sampson
Waihoru | Spreydon-Cashmere-Heathcote
Community Board
Mobile: [REDACTED]
Email: lee.sampson.CBM@ccc.govt.nz

Get [Outlook for iOS](#)

From: Ian Anderson <[REDACTED]>
Sent: Friday, October 10, 2025 8:47 AM
To: Gibbings, Bridie <Bridie.Gibbings@ccc.govt.nz>; Sampson, Lee <Lee.Sampson.CBM@ccc.govt.nz>; Mountford-McAuley, Ruby <Ruby.MountfordMcAuley@ccc.govt.nz>
Cc: Malcolm Long (Secretary OHRN) <[REDACTED]>
Subject: Purau Reserve – next steps

Dear Bridie, Lee and Ruby cc. Malcolm

I'm writing to you together following our respective conversations earlier this week and wishing to ensure I'm fully transparent in all my discussions.

Firstly, thank you Bridie and Ruby for taking the time to update me on the draft landscape design for Purau Reserve and the process steps still required to have it approved by the Community Board. I understand you hope to get it back to the Board for their December meeting. I note we discussed a staged transition from

exotic to native trees over several decades, and the difficulty in providing real life examples of what each stage might look like, particularly if needing to include visuals.

Secondly, thank you Lee for outlining to me your expectation that the landscape design coming back to the Board needs to be accompanied by a plan outlining the total transition period, end result, and the stages of transition over that period. I think you left open the question as to whether explanation of the outcome of each stage could be purely descriptive, or whether they needed to be enhanced with visuals.

I've also this week caught up with Malcolm Long of OHRN (cc'd on this email). We've discussed the ideal content of the plan and suggest it should cover:

1. A description of the Purau Reserve and how it came to be a reserve as a consequence of a 1980s subdivision and acceptance by the council-of-the-day as the reserve contribution payment by the developer. i.e. it has not been established as part of a wider urban plan
2. A statement that the proposed landscape design is the first investment of master planning and design resources by the council in this reserve since ownership of it was vested in the council
3. A statement that the proposed landscape design is consistent with the council's new-planting policy
4. Acknowledgement that the reserve is full of self-seeded exotic trees that, while enjoyed by many, are causing significant nuisance to a number of neighbours and, without management, will severely compromise the ability of council staff and volunteers to implement the proposed landscape design
5. The outline of a staged approach, spread over 15 years, to transition away from the exotic trees to the proposed landscape design. The stages might include:
 1. Stage 1, 2026 – 2030
 - i. Removal of one third of the exotic trees, evenly distributed across the reserve
 - ii. Planting one third of the plants from the proposed landscape design into the opened-up spaces (including protecting the new planting areas from root encroachment from neighbouring trees)
 - iii. Active tending to the new plantings by Friends of Purau, with council support, to optimise the successful establishment and rapid growth of the plants
 1. Stage 2, 2031 – 2035
(To progress only if success criteria for Stage 1 have been met. Criteria might be that native plants have reached a certain size, provide shade, etc.)
 - i. Removal of half of the remaining exotic trees, evenly distributed across the reserve
 - ii. Planting more of the plants from the proposed landscape design into the opened-up spaces (including protecting the new planting areas from root encroachment from neighbouring trees)
 - iii. Active tending to the new plantings by Friends of Purau, with council support, to optimise the successful establishment and rapid growth of the plants
 1. Stage 3, 2036 – 2040
(To progress only if success criteria for Stage 2 have been met. Criteria might be that native plants have reached a certain size, provide shade, etc.)
 - i. Removal of the remaining exotic trees
 - ii. Planting the rest of the plants from the proposed landscape design into the opened-up spaces
 - iii. Active tending to the new plantings by Friends of Purau, with council support, to optimise the successful establishment and rapid growth of the plants

Such a plan would have the support of the OHRN, a number of direct neighbours of the reserve, and myself as a possible future coordinator of Friends of Purau Reserve.

Please let me and/or Malcolm know if and how we can help get this solution over the line.

Regards
Ian

Hon Casey Costello

Minister of Customs
Minister for Seniors
Associate Minister of Health
Associate Minister of Immigration
Associate Minister of Police



21 NOV 2025

Spreydon-Cashmere-Heathcote Christchurch Community Board

heather.davies@ccc.govt.nz

Dear Councillors

As the Minister for Seniors, I am committed to making New Zealand a good place to age. It is evident that we share this vision, and I thank you for your commitment to the Age friendly Aotearoa New Zealand programme.

I have been particularly impressed to see a strong community response to the Age Friendly Cities and Communities Questionnaire and your visions to support a city-wide Age-friendly action plan. This will make your community a place that values older people and makes it easier for everyone to participate in community life. We know that when older people are well, they can contribute fully and all of New Zealand benefits.

I am pleased to share with you that I will soon release a new Action Plan to support the Better Later Life Strategy from 2025 through to 2028. This Plan focuses on supporting people to live well longer, with priority areas including health and care services, cost-of-living, and housing.

I see the age friendly work that you do as providing the basis for a successful Action Plan, and ultimately a more age friendly New Zealand. We currently have 36 cities and communities, including yours, in the Age-friendly Network. I'm hopeful that with your help we can encourage others to join.

Thank you again for your support. I look forward to working with you.

Yours sincerely



Hon Casey Costello

Minister for Seniors

Cashmere Road and Penruddock Rise Intersection Upgrade



Submission from Spokes Canterbury

Reference: [Cashmere Road and Penruddock Rise intersection upgrade | Kōrero mai | Let's talk](#)
January 2026

Tēnā koutou katoa

Thank you for the opportunity to comment on Cashmere Road and Penruddock Rise
Intersection Upgrade

Introduction

Spokes Canterbury (<http://www.spokes.org.nz/>) is a local cycling advocacy group with approximately 1,300 followers. Spokes is affiliated with the national Cycling Action Network (CAN – <https://can.org.nz/>). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch and Canterbury areas. Spokes has a long history of advocacy in this space including writing submissions, presenting to councils, and working collaboratively with others in the active transport space. We focus on the need for safe cycling for those aged 8 to 80. Spokes also supports all forms of active transport, public transport, and has an interest in environmental matters.

Proposal

The resource consent for the new residential subdivision at 250-258 Cashmere Road required a roundabout be constructed at the Cashmere Road and Penruddock Rise intersection

Overall this is a good outcome for cyclists and pedestrians as this intersection has become very busy as the city grows. As the traffic volume has grown, drivers trying to turn out of Penruddock Rise have been making increasingly risky decisions. The roundabout will make it easier for vehicles.

Overall Spokes supports:

1. Pedestrian islands on all approaches to the roundabout with crossing points. These crossings will be used by cyclists using the shared path. They should be wide enough to accommodate more than one bike including cargo bikes to avoid separating families.
2. A 2.5m wide shared path on both sides of Cashmere Road.
3. On-road cycle lanes with kerb cut-downs, allowing people to move to the off-road shared path prior to the roundabout if they wish to. The entrance to the shared path on Penruddock Rise is very close to the intersection and the pedestrian / cyclist crossing. It would be better to have the on-ramp at 4 Penruddock Rise.
4. Shared paths indicate to cyclists to slow down which could be reinforced with snail markings where cyclists come off the road. The new road is missing ramps to come on and off the road before and after the crossing. The path on the north side of Cashmere Road going east currently ends abruptly and needs a cut down at that point for those who missed the first one.
5. Speed humps to reduce speeds at crossing points and where on-road cyclists are merging into the traffic lane near the roundabout.
6. The sharrows on the road for confident cyclists indicating that cyclists should take the lane and indicating to vehicles that they should expect cyclists to do so. Sharrows should also be added to Penruddock Rise and the new road out of the subdivision.
7. Relocating the existing bus stops on Cashmere Road closer to the roundabout, to make it easier for people to cross the road to reach the bus stops. The bus stop needs some red paint on the shared path.
8. Landscape plantings that do not obscure vision for pedestrians, cyclists or drivers.

I would like the opportunity to talk to the Waihoru Community Board or staff about this submission and I am happy to discuss or clarify any issues that arise.

Ngā mihi nui,

Submissions Co-ordinator
Spokes Canterbury
submissions@spokes.org.nz

From: Kate Woods <[REDACTED]>
Sent: Sunday, February 1, 2026 9:42:37 PM
To: Leslie, Keir <Keir.Leslie@ccc.govt.nz>; Bond, Sophie <Sophie.Bond@ccc.govt.nz>; Scandrett, Tim <Tim.Scandrett@ccc.govt.nz>; Hodgins, Kate <Kate.Hodgins@ccc.govt.nz>; Herz Jardine, Nathaniel <Nathaniel.HerzJardine@ccc.govt.nz>; Lindley, Tim <Tim.Lindley@ccc.govt.nz>; Coker, Melanie <Melanie.Coker@ccc.govt.nz>; Kenneally, Roy <Roy.Kenneally@ccc.govt.nz>
Subject: Dangerous “gap” in cycle connection on Cashmere Road

You don't often get email from [REDACTED]. [Learn why this is important](#)
Dear Community Board,

I am writing to you about the disappointing and dangerous “gap” in the cycle connection on Cashmere Road, between Penruddock Rise and Leistrella Road.

I am a resident of Westmorland and often cycle to work with my two small children (on e-cargo bike). The small stretch of Cashmere Road between Penruddock Rise and Leistrella Road is the only section of my commute to school / daycare / work that I feel exposed to the traffic. I am sure other cyclists feel the same, as it is well used by cyclists (high school students, commuters and recreational mountain bikers, cyclists etc).

The proposed intersection upgrade for Penruddock Rise / Cashmere Road (<https://letstalk.ccc.govt.nz/cashmere-penruddock-intersection>) will include shared path and painted cycle lines on the road. This is great news!

However, I understand that the cycle connection along Cashmere Road is going to stop at the developer's boundary. At the moment, where I've circled in red below the road goes down to virtually no hard shoulder on either side of the road (for about 200m). As a cyclist this feels very exposed to cars going past. This is compounded by the poor state of the road. I've included a photo of a badly repaired pothole (on the Westmorland side of the road) that is dangerous to navigate with cars going past.

It seems ridiculous that the proposed intersection improvement works will go ahead and this small section of road will not also be widened to continue to hard shoulder to where it widens out again at Leistrella Road.

I understand you are due to consider the improvement works at a meeting on 12 February. I urge you to address this issue at the same time as the intersection works. If this is not possible, I urge you to advocate for this critical widening to be addressed as a priority project this Council term.

I am more than happy to discuss this issue further in person at the meeting on 12 February, or via phone / email.

Many thanks,
Kate Woods







9. Cashmere - Penruddock Roundabout

Reference Te Tohutoro: 26/12797

Responsible Officer(s) Te Peter Rodgers, Transport Network Planner

Pou Matua: Krystle Anderson, Senior Engagement Advisor

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 Waihoru Spreydon-Cashmere-Heathcote Community Board to approve a roundabout and associated infrastructure at the Cashmere Road / Penruddock Rise intersection required by subdivisions accessing Cashmere Road.
- 1.2 The report is staff-initiated, resulting from approved subdivision consents.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board recommends that the Council:

1. Receives the information in the Cashmere - Penruddock Roundabout 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 that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of 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 south side of Cashmere Road, commencing at a point approximately 166 metres east of its intersection with Penruddock Rise and extending in a westerly direction for 126 metres, as detailed on **Attachment A**.
4. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of southbound 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 east side of Penruddock Rise, commencing at a point approximately 21 metres south of its intersection with Cashmere Road and extending in a southerly direction for a distance of 10 metres, as detailed on **Attachment A**.
5. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of northbound 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 west side of Penruddock Rise, commencing at a point approximately 33 metres south of its intersection with Cashmere Road and extending in a northerly direction for a distance of 10 metres, as detailed on **Attachment A**.
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 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 south side of Cashmere Road, commencing at a point approximately 31 metres west of its intersection with Brookford Place and extending in an easterly direction for a distance of 74 metres, as detailed on **Attachment A**.
7. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of 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 north side of Cashmere Road, commencing at a point approximately 31 metres west of the prolongation of the western kerb line of its intersection with Brookford Place and extending in an easterly direction for a distance of 76 metres, as detailed on **Attachment A**.

8. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of 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 north side of Cashmere Road, commencing at a point approximately 39 metres east of the prolongation of the eastern kerb line of Penruddock Rise and extending in an easterly direction for a distance of 127 metres, as detailed on **Attachment A**.

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

9. Receives the information in the Cashmere - Penruddock Roundabout Report.
10. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
11. Under Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 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 12 – 17 below.

Cashmere Road frontage – 250-258 Cashmere Road

12. Approves the roundabout, new paths, kerb alignments, traffic calming, road surface treatments and road markings, on Cashmere Road commencing at a point 166 metres east of its intersection with Penruddock Rise and extending in a westerly direction to a point 31 metres west of its intersection with Brookford Place as detailed on **Attachment A**.
13. Approves the roundabout, new paths, kerb alignments, traffic calming, road surface treatments and road markings, on Penruddock Rise commencing at its intersection with Cashmere Road and extending in a southerly direction for a distance of 36 metres as detailed on **Attachment A**.

No Stopping and Bus Stops - Cashmere Road

14. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time:
 - a. On the southern side of Cashmere Road, commencing at a point 161 metres east of its intersection with Penruddock Rise and extending in a westerly direction for a distance of 82 metres as detailed on **Attachment A**.
 - b. On the southern side of Cashmere Road, commencing at a point 65 metres east of its intersection with Penruddock Rise and extending in a westerly direction to its intersection with Penruddock Rise as detailed on **Attachment A**.
 - c. On the southern side of Cashmere Road, commencing at its intersection with Penruddock Rise and extending in a westerly direction to its intersection with a point 65 metres east of its intersection with Penruddock Rise and extending in a westerly direction to its intersection with Brookford Place as detailed on **Attachment A**.
 - d. On the southern side of Cashmere Road, commencing at its intersection with Brookford Place and extending in a westerly direction for a distance of 31 metres as detailed on **Attachment A**.

- e. On the northern side of Cashmere Road, commencing at a point 31 metres west of the prolongation of the western kerb line of Brookford Place and extending in an easterly direction to its intersection with Penruddock Rise and the new subdivision road as detailed on **Attachment A**.
 - f. On the northern side of Cashmere Road, commencing at its intersection with Penruddock Rise and the new subdivision road and extending in an easterly direction for a distance of 87 metres as detailed on **Attachment A**.
 - g. On the northern side of Cashmere Road, commencing at a point 101 metres east of the prolongation of the eastern kerb line of Penruddock Rise and extending in a easterly direction for a distance of 23 metres as detailed on **Attachment A**.
15. Approves that a bus stop in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, 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.
- a. This restriction will apply on the southern side of Cashmere Road commencing at a distance 79 metres east of its intersection with Penruddock Rise and extending in a westerly direction for a distance of 14 metres as detailed on **Attachment A** to the report on the meeting agenda.
 - b. This restriction will apply on the northern side of Cashmere Road commencing at a distance 87 metres east of the prolongation of the eastern kerb line of Penruddock Rise and extending in a easterly direction for a distance of 14 metres as detailed on **Attachment A** to the report on the meeting agenda.

No Stopping restrictions – Penruddock Rise

16. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time:
- a. On the western side of Penruddock Rise, commencing at the new intersection with Cashmere Road detailed on **Attachment A** and extending in a southerly direction for a distance of 38 metres as detailed on **Attachment A** to the report on the meeting agenda.
 - b. On the eastern side of Penruddock Rise, commencing at the new intersection with Cashmere Road detailed on **Attachment A** and extending in a southerly direction for a distance of 38 metres as detailed on **Attachment A** to the report on the meeting agenda.
17. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, a bi-directional shared path, reserved for road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004 be established:
- a. On the southern side of Cashmere Road commencing at its intersection with Penruddock Rise and extending in an easterly direction for a distance of 161 metres as detailed on **Attachment A**.
 - b. On the southern side of Cashmere Road commencing at its intersection with Penruddock Rise and extending in a westerly direction for a distance of 45 metres as detailed on **Attachment A**.
 - c. On the northern side of Cashmere Road commencing at a point 22 metres west of the prolongation of the western kerb line of Brookford Place and extending in an easterly

direction to its intersection with Penruddock Rise and the new subdivision road as detailed on **Attachment A**

- d. On the northern side of Cashmere Road commencing at its intersection with Penruddock Rise and the new subdivision road and extending in an easterly direction for a distance of 116 metres as detailed on **Attachment A**.
18. Approves that for any parking restrictions on land currently vested with Council as Road Reserve, these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place.
19. Approves that for any parking restrictions on land not yet vested with Council as Road Reserve, these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place and when the land has been vested with Council.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 In February 2024 Council granted subdivision / land use consent for RMA/2023/1256 for a residential subdivision of 250-258 Cashmere Road.
 - 3.1.1 Part of the requirements of the consent is for upgrades to the Cashmere Road frontage, including a roundabout, service strip, 2.5m shared path, kerb and channel, bus bay, pedestrian refuge, landscaping, undergrounding of services and lighting (if required).
- 3.2 Council has entered into a cost-share agreement with the developer for the design, project management and delivery of the roundabout to pay for Council's share of the roundabout and upgraded existing roading.
- 3.3 Three options have been proposed:
 - 3.3.1 A roundabout without speed humps (**Attachment A**)
 - 3.3.2 A roundabout with speed humps on the approaches and exits (as consulted, **Attachment B**)
 - 3.3.3 That the board instructs staff to investigate further options
- 3.4 The recommended option is to approve a roundabout without speed humps, for the following reasons:
 - A roundabout has been approved through the resource consent, so changes to the design are likely to have a financial and reputational impact on Council
 - The removal of speed humps responds to feedback received during consultation
 - However, the design of the roundabout has enough horizontal deflection to mostly bring speeds to within safe system recommendations
 - Approval allows proposed parking restrictions to be enforceable.

4. Background/Context Te Horopaki

- 4.1 This report seeks Community Board approval for the civil works within the legal road required for the subdivision at 250-258 Cashmere Road, and for the traffic and parking restrictions associated with those works.
 - 4.1.1 The internal roads have not yet been formally named.

- 4.1.2 250-258 Cashmere Road has been granted resource consent for residential subdivision, including internal roading and intersections with the existing road network.
- 4.1.3 The proposed roundabout offers significant improvements to the operation of the existing road network beyond what can be required of the developer under the Resource Management Act 1991 (RMA). Therefore Council has entered into a cost-share agreement with the developer for Council’s share of the roundabout and surrounding roading.
- 4.2 While the requirements on the developer are set through the resource consent, for enforcement of any restrictions to be effective, Detailed Traffic Resolutions are required, with delegations set as per Council’s delegations policy.
 - 4.2.1 The full roading layout and restrictions within the existing road corridor requires approval by the Community Board and/or Council.
 - 4.2.2 For roads within the subdivision, the design is approved through the RMA and the resource consenting process; however, a post-construction report to the Community Board will be required to formalise any intersection controls, parking restrictions on internal roads, or parking restrictions deemed necessary after construction. Therefore, the Community Board will receive a report after these roads have been constructed and handed over to Council.
- 4.3 Cashmere Road is classified as a minor arterial road in the District Plan. The design therefore needs to accommodate larger heavy vehicles, light passenger vehicles, pedestrians and cyclists.
- 4.4 Part of the requirements of the subdivision consent is for upgrades to the Cashmere Road frontage, including a roundabout at the Penruddock Rise intersection, service strip, 2.5m shared path, kerb and channel, bus bay, pedestrian refuge, landscaping, undergrounding of services and lighting (if required). The Cashmere Road upgrade plan includes the following features:
 - Refuge/splitter island(s) on Cashmere Road, Penruddock Rise and the new subdivision road.
 - Changes to the Cashmere Road kerb alignment between Penruddock Rise and Brookford Place
 - Shared path (minimum 2.5m) on both sides of Cashmere Road, including within the splitter islands
 - Alterations to existing on-road cycle lanes with the option to transition to off-road shared path prior to the roundabout.
- 4.5 The following related memos/information were circulated to the meeting members:

Date	Subject
19/12/2025	Update - Cashmere/Penruddock Roundabout

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.6 The following reasonably practicable options were considered and are assessed in this report:
 - 4.6.1 Option One – approve proposed roundabout layout and traffic control devices
(Attachment A)

- 4.6.2 Option Two – approve proposed roundabout layout and traffic control devices with speed humps on the approaches and exits from the roundabout (**Attachment B**)
- 4.6.3 Option Three –investigate changes to layouts and/or traffic control devices
- 4.7 The following options were considered but ruled out:
- 4.7.1 Option Four - Do not approve roundabout and traffic control devices.
This was ruled out as this would:
- result in any parking restrictions being unenforceable by the Council, and would permit unsafe parking behaviour.
 - Prevent development from fulfilling consent conditions.
 - Delay development, including incurring costs to Council associated with the delay.
- 4.7.2 Option Five – Roundabout with additional left turn lane into Penruddock Rise from Cashmere Road.
This was ruled out for the following reasons:
- Traffic modelling of the intersection indicates that this is unnecessary for the efficient operation of the intersection, and is also not feasible within the current and future road corridor, as described in further detail in the staff response to engagement feedback in section 6.15 of this report.
- 4.7.3 Option Six – Traffic Signals
This was ruled out for the following reasons:
- A traffic light alternative has been modelled (including projected traffic growth) but found to have less capacity than a roundabout and to operate less efficiently and with higher average delay and longer queues on all approaches.
 - The proposed design does not preclude the possibility of a traffic signal ‘metered’ roundabout where one (or more) approaches are controlled by traffic signals when queues reach a certain length (a local example of this is the NZTA controlled Springs Road / Halswell Junction Road roundabout and entrance to the southern motorway). However this is not considered necessary at present or in the foreseeable future.
 - The subdivision consent conditions do not include traffic signals, this would need to be re-designed from scratch at Council’s cost.

Options Descriptions Ngā Kōwhiringa

- 4.8 **Preferred Option:** Option One – approve proposed roundabout layout and traffic control devices
- 4.8.1 **Option Description:** That all proposed layouts and markings are approved by the Board without change, so that any restrictions and violations can be enforced.
This Option includes the plans as shown on **Attachment A**, including
- Roundabout and splitter islands with pedestrian crossing points
 - Cycle lanes
 - Shared paths
 - Parking restrictions (No Stopping)

The existing path by Francis Reserve is known to flood and is relatively low lying and flat. Staff in consultation with the designer and contractor will look at mitigating this along the frontage of Francis Reserve.

4.8.2 **Option Advantages**

- The roundabout will reduce delays for traffic exiting Penruddock Rise.
- Cyclists have the option of either going off-road and crossing at the refuge island crossings, or continuing on-road in the traffic lane.
- Includes a shared path on the north side of Cashmere Road fronting the development, with the capability to extend it east and west as a requirement of future development and/or future Council projects.
- Allows parking restrictions to be enforceable and for the road environment to operate as intended by the design.
- The roundabout has been designed to manage approach speeds
- Responds to some concerns raised during consultation
- Traffic modelling including growth projections anticipates that this intersection will have sufficient capacity to operate without significant delays well into the foreseeable future.

4.8.3 **Option Disadvantages**

- Not the consulted scheme, which received support from a number of submitters
- Lack of vertical deflection may mean speeds can be higher for some movements – particularly travelling east along Cashmere Road.
- Removing the vertical deflection was not considered in the initial Safe System (Road Safety) Audits for the project. This option has been assessed by our internal safety teams, and staff are seeking a safety audit addendum which should be ready ahead of the meeting. Furthermore, this could be further addressed post-construction through monitoring (as discussed in Section 4.12).

4.9 **Alternative Option: Option Two – approve proposed roundabout layout and traffic control devices with speed humps on the approaches and exits from the roundabout**

4.9.1 **Option Description:**

This is the same as Option One, but with speed humps at the approaches and exits to manage speeds around the crossing points as shown on **Attachment B**. As with Option 1, staff will look at flood mitigation options along the Francis Reserve frontage.

4.9.2 **Option Advantages**

- Advantages are mostly the same as Option 1
- However, this option further reduces the risk by more actively managing speeds around pedestrian conflict points.
- Based on evidence from other roundabouts with vertical speed deflections, it is likely that the effect on traffic efficiency and overall journey times is extremely small.

4.9.3 **Option Disadvantages**

- A number of submissions commented on the humps as a negative of the design (noting that a smaller number of other submitters commented on this a positive aspect)
- Due to the lack of developments on the northern side of Cashmere Road at this time, there is likely to be limited pedestrians crossing north-south for a number of years. This means the additional safety benefits may not be realised for some time.

4.10 **Alternative Option:** Option Three – investigate changes to layouts and/or traffic control devices

4.10.1 **Option Description:** The staff will investigate changes to the layout and/or traffic devices, and provide this information in a further report to the Community Board

For this option to be worthwhile, the Board would need to provide clear direction around the layout or device changes they are seeking, so that staff can provide advice around implications, including cost, safety, accessibility and timeframes.

4.10.2 **Option Advantages**

- May ensure that the Community Board's wishes for the area can be better served

4.10.3 **Option Disadvantages**

- Does not allow installed parking restrictions to be enforceable and for the road environment to operate as intended by the design
- Requires additional resources to evaluate alternative designs
- Delay development, including incurring costs to Council associated with the delay.
- There is no obvious funding source to carry out any changes to the installed design – this would likely come from the Subdivisions programme, which is currently fully allocated

Analysis Criteria Ngā Paearu Wetekina

4.11 The staff recommended option has been selected for the following reasons:

- The technical details of the recommended layout have been accepted through the RMA subdivisions process. Therefore there would be no additional costs for the Council for investigation or physical costs (this is true of both Options 1 & 2).
- Allows Council Parking Compliance to enforce parking restrictions if needed (this is true of both Options 1 & 2).
- Safety is managed through the design of the roundabout: while Option 2 may be the safest for pedestrians, due to the time for subdivisions to be developed there are not expected to be significant number of pedestrians crossing many of the legs of the roundabout for a number of years. Therefore the additional benefits of Option 2 may not be realised for some time.
- A number of submitters expressed frustration at speed bumps at intersections, and the recommended option responds to this feedback.

4.12 If Elected Members are concerned about the potential safety ramifications of option 1, staff could undertake monitoring a few months after completion.

- 4.12.1 This would be similar in nature to that undertaken at the Cashmere/Colombo roundabout, so would assess movements, speeds and near incidents.
- 4.12.2 There would be an additional cost for this, which would be of the order of \$30,000 for monitoring (excluding the cost for implementation of any future safety improvements).
- 4.12.3 If this identifies issues that need resolving, this would require further budget and separate approvals.

5. Financial Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option – Option One – approve proposed roundabout layout and traffic control devices	Option Two – approve proposed roundabout layout and traffic control devices with speed humps	Option 3 – investigate changes to layouts and traffic control devices
Cost to Implement	<ul style="list-style-type: none"> • \$1.18M to implement • \$750 for the preparation of this report 	<ul style="list-style-type: none"> • \$1.2M to implement • \$750 for the preparation of this report 	<ul style="list-style-type: none"> • Not possible to quantify without knowing the changes requested. • Likely to be a few thousand dollars for the investigation
Maintenance/Ongoing Costs	To be covered under the roading maintenance contract, the effect will be minimal on the overall asset.	To be covered under the roading maintenance contract, the effect will be minimal on the overall asset.	As above, it is not possible to quantify without knowing the changes requested.
Funding Source	78070 Subdivisions - Penruddock - Cashmere Roundabout, Additional funding will be brought forward from: 60090 Programme - Subdivisions Infrastructure	78070 Subdivisions - Penruddock - Cashmere Roundabout, Additional funding will be brought forward from: 60090 Programme - Subdivisions Infrastructure	<ul style="list-style-type: none"> • 165 Transport Infrastructure for Subdivisions • This would likely need topping up in future years through an Annual Plan/LTP to ensure Council meets its obligations concerning new subdivisions
Funding Availability	Yes	Yes	TBC
Impact on Rates	<0.01%	<0.01%	TBC

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 Risks include:

- 6.1.1 If parking restrictions are not approved, they will not be enforceable.
- 6.1.2 If Option One is selected, there is a small risk of more and/or higher severity crashes at the new roundabout compared to Option Two. Staff could undertake post-construction analysis of the roundabout (similar to studies for Cashmere/Colombo roundabout) to ensure it is operating safely, however, this would have an additional cost (around \$30k)
- 6.1.3 If Option Three is selected, then all usual design and construction risks apply. As the design has been approved through the Resource Consent process there is likely to be a considerable cost and reputational risk for Council related to redesign and/or delays to the construction of the roundabout.

Legal Considerations Ngā Hiraunga ā-Ture

6.2 Statutory and/or delegated authority to undertake proposals in the report:

- 6.2.1 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Delegations Register. The list of delegations for the Community Boards includes the resolution of no-stopping and traffic control devices.
- 6.2.2 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

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 the Legal Services Unit; however, the report has been written using a general approach previously approved by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in this report.

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](#).
- 6.4.2 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
- 6.4.3 Are consistent with the 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: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY.

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 Consultation started on 8 January and ran until 25 January 2026.

6.8 Project details including links to the [Kōrero mai | Let's Talk webpage](#) were advertised via:

- An email sent to the Westmorland Residents Association and the Cracroft Residents Association.
 - A flyer delivered to 70 properties around the intersection on 8 January 2026.
- 6.9 The [Kōrero mai | Let's Talk](#) page had 781 views throughout the consultation period.

Summary of Submissions Ngā Tāpaetanga

- 6.10 Submissions were made by one recognised organisation, and 44 individuals. All submissions are available on our [Kōrero mai webpage](#).
- 6.11 Submitters were asked if there was anything we needed to know before work starts.
- 6.12 The Westmorland Residents Association had concerns about the speed bumps, and the removal of the left-hand turning lane into Penruddock Rise. They also suggested moving the pedestrian crossing points away from the roundabout.
- 6.13 Submitters liked the following elements of the plan:
- Overall support / overall positive comment (13)
 - Cycling improvements (4)
 - Speed bumps (3)
- 6.14 Submitters disliked the following elements of the plan:
- Speed bumps (17)
 - Removal of the left-hand turning lane into Penruddock (14)
 - Elements of the design are similar to the Cashmere/Colombo/Dyers Pass roundabout design and this causes congestion (10)
 - Lack of parking for tennis courts (3)
 - Pedestrian crossing points at the roundabout (3)
 - The plan is for a roundabout rather than traffic lights (3)
- 6.15 Staff have provided responses to the common concerns raised by submitters:

Submitter concern	Staff response
Speed bumps	<p>The roundabout needs to be designed to accommodate large and heavy vehicles including buses and as a result, the lanes are wider than for a road not designed for these larger vehicles. As far as possible this has been mitigated through the turning radius and roundabout deflection, however, there are some movements where it is insufficient to slow smaller vehicles to within safe system recommended speeds (generally <30km/h).</p> <p>The speed humps in Option Two reduce speeds specifically at or before the locations where motor vehicles will be coming into conflict points or sharing space with other motor vehicles, or with pedestrians, cyclists and other vulnerable road users. This includes pedestrians or cyclists crossing the road and any on-road cyclists continuing straight through on Cashmere Road who will need to share the lane with motor vehicles (including heavy vehicles).</p>

<p>Similarities to Cashmere/Colombo/Dyers Pass roundabout and congestion concerns</p>	<p>The proposed Cashmere/Penruddock roundabout design is larger than the Cashmere/Dyers roundabout, which was restricted by existing property boundaries and by the terrain.</p> <p>It is extremely unlikely that speed humps would increase delays significantly. A pre-and post-construction analysis of the Cashmere/Dyers Roundabout indicated that the new design of that roundabout had reduced mean operating speeds and reduced conflicts as intended, however had not resulted in reduced traffic throughput.</p>
<p>Removal of left-hand turning lane into Penruddock</p>	<p>Cashmere Road in the vicinity of Penruddock Rise is increasingly becoming urbanised with the current subdivision of land opposite Penruddock Rise, however originally the intersection was designed when Cashmere Road was a 100km/h road, the speed limit was reduced to 70km/h in 1997, followed by 60km/h in 2015, and was further reduced to 50km/h in December 2019.</p> <p>The left hand turning lane from Cashmere Road into Penruddock Rise functions as a deceleration lane for left turning traffic to slow to turning speeds. This is a safety treatment usually used at rural high speed intersections (ie with speed limits of 70 to 100km/h).</p> <p>It is not necessary for the efficient operation of this intersection to include a second dedicated left turn lane at the roundabout. Traffic modelling of the proposed roundabout intersection has found that the conversion of a T intersection to a roundabout results in no increased delay to the left turn from Cashmere Road into Penruddock Rise during the PM peak hour, and that inclusion of a left turn only lane into Penruddock Rise results in negligible changes in average delays. The roundabout will also result in a significant reduction in delays for the right turn from Penruddock Rise during the AM peak hour.</p> <p>Inclusion of a left turn lane will also require additional space which is not currently accounted for in the design, will have safety implications which have not been considered in the road safety audit process so far, and is not currently technically feasible to include. For example, a similar treatment to the Wigram / Aidanfield / Skyhawk intersection would not be possible as the road carriageway would encroach into Francis Reserve, which is not available for that purpose.</p>
<p>Lack of parking</p>	<p>There is insufficient road space available to include footpath/shared path, cycle lane and traffic lanes on Cashmere Road outside the tennis courts. Parking remains available a short distance away on Penruddock Rise.</p>
<p>Pedestrian crossing points</p>	<p>It is standard practice to place pedestrian crossing points near the intersection as this is on the main pedestrian desire line. Shifting the pedestrian crossing points will not decrease the distance for pedestrians to walk to the bus stops, and will move the crossing points further from the desire lines, including the desire line for pedestrians walking to/from the new subdivision to the north.</p>
<p>Traffic lights</p>	<p>A traffic light alternative has been modelled (including projected traffic growth) but found to have less capacity than a roundabout, and to operate less efficiently with higher average delay and longer queues on</p>

	all approaches. Based on the road classifications, the requirement for Traffic lights is not met.
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6.16 The decision affects the following wards/Community Board areas:

6.16.1 Waihoru Spreydon-Cashmere-Heathcote Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.17 The decision does not involve a significant decision concerning ancestral land or 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 does not involve a matter of interest to Mana Whenua and will not impact our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.19 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 Roading changes will be installed by the developer via the subdivision consent approval process.

7.2 Later, once the road is vested, a separate report will come to the community board for approval of the detailed resolutions within the development.

Attachments Ngā Tāpirihanga

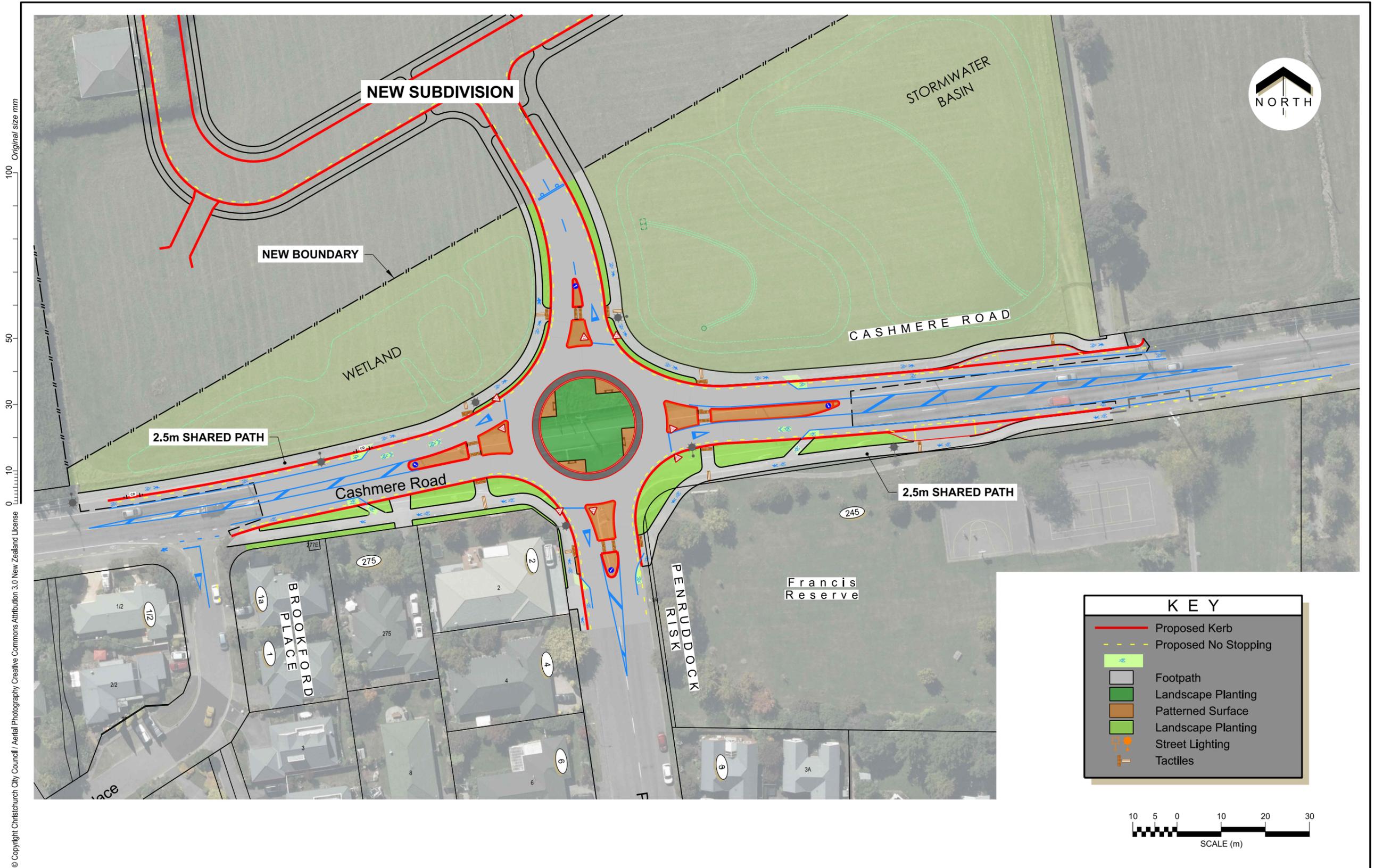
No.	Title	Reference	Page
A  	Option One - Plan for Approval - Cashmere / Penruddock Roundabout without speed humps	26/191417	52
B  	Option Two - Plan for Approval - Cashmere / Penruddock Roundabout with speed humps (as consulted)	25/2628346	53

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Peter Rodgers - Transport Network Planner Krystle Anderson - Senior Engagement Advisor
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport



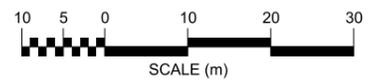
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KEY	
—	Proposed Kerb
- - -	Proposed No Stopping
	Footpath
	Landscape Planting
	Patterned Surface
	Landscape Planting
●	Street Lighting
▬	Tactiles



10. Huntsbury Avenue - Proposed No Stopping Restrictions

Reference Te Tohutoro: 26/51552

Responsible Officer(s) Te Pou Matua: Toni Dakers, 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 for the Waihoru Spreydon-Cashmere-Heathcote Community Board to approve the installation of No Stopping restrictions on the bend adjacent to 101 and 103 Huntsbury Avenue.
- 1.2 This report has been written in response to concerns raised by members of the public about parked vehicles obstructing visibility to oncoming traffic through this bend.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Huntsbury Avenue - Proposed No Stopping Restrictions 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. Under Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 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 the east side of Huntsbury Avenue, commencing at a point 326 metres south of its intersection with Aotea Terrace and extending in a southerly direction for a distance of 23 metres, as detailed on Attachment A (TG148397, dated 20/01/26).
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).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Safety concerns have been raised by members of the public about parked vehicles obstructing visibility to oncoming traffic on the bend outside 101 and 103 Huntsbury Avenue.
- 3.2 Implementing the noted recommendations will lead to a reduction in the risk of a crash by improving sightlines.
- 3.3 The recommended option is to install No Stopping restrictions in accordance with **Attachment A**.

4. Background/Context Te Horopaki

- 4.1 There is a moderate parking demand in this area associated with residential properties. A footpath is located on the east side only in this immediate location, vehicles are generally observed to park on this side of the road.
- 4.2 Visibility is limited when vehicles are parked on the inside of the bend. This is exacerbated in this location, particularly for uphill traffic, due to the grade and slight crest on the exit of the curve.
- 4.3 The road width through the bend is around 8 metres. This results in vehicles tracking into the path of oncoming traffic, particularly when parked vehicles are present and the available road width is reduced.
- 4.4 The proposal will ensure that sufficient visibility is available for approaching vehicles to view oncoming traffic and slow to give way if necessary (for example when larger vehicles are approaching which may track over the centre of the road).
- 4.5 Huntsbury Avenue is serviced by Bus Route 27 (Northwood/Huntsbury). An unmarked bus stop is located immediately downhill of the bend, outside 97 Huntsbury Avenue. Based on available data this is a very low use stop located towards the end of the route.
- 4.6 There have been no crashes reported on this section of Huntsbury Avenue within the last five years, based on a search of the NZ Transport Agency Crash Analysis System. However, the complaints that have been received were in response to near misses, including with downhill cyclists.
- 4.7 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.8 The following reasonably practicable options were considered and are assessed in this report:
 - 4.8.1 Mark No Stopping Restrictions in accordance with Attachment A.
 - 4.8.2 Do Nothing.
- 4.9 The following options were considered but ruled out:
 - 4.9.1 Install No Stopping restrictions on both sides of the road – The proposal is principally intended to improve sight lines between conflicting vehicles which is achieved by the proposal presented.
 - 4.9.2 Mark the bus stop outside 97 Huntsbury Avenue – This option would result in the removal of further parking outside 95 and 97 Huntsbury Avenue. Available data indicated that this bus stop is used once per day on average. It is located towards the end of the route - the turn-around point for this route is located further uphill via Kenmure Road. Due to the low patronage, this stop does not currently meet the criteria for formalised road marking, therefore this was not progressed.

Options Descriptions Ngā Kōwhiringa

- 4.10 **Preferred Option:** Mark No Stopping restrictions in accordance with Attachment A.

4.10.1 Option Advantages

- Improves sight lines to reduce the risk of conflict between opposing traffic.
- Addresses the concerns raised by members of the public.

4.10.2 Option Disadvantages

- Removes up to four car parks adjacent to the footpath on the east side of the road.
- Cost to implement

4.11 Alternative Option – Do Nothing

4.11.1 Option Advantages

- Maintains parking on the east side of the road, adjacent to the footpath.
- No cost incurred for new line marking.

4.11.2 Option Disadvantages

- Does not address the concerns raised or issues identified relating to parked vehicles impeding visibility in this location.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Do Nothing
Cost to Implement:	Approximately \$140 for line marking and signage	n/a
Maintenance/Ongoing Costs	Will be added to and covered by the area maintenance contract	n/a
Funding Source	Traffic Operations Team Operational budget	n/a
Funding Availability	Funding available	n/a
Impact on Rates	Negligible	n/a

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 Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to subsequently amend or revoke any resolution made under this bylaw at any time.

6.2.3 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Delegations Register. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.

6.2.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

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 the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in this report.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.4 The required decision:
- 6.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#).
- 6.4.2 The recommendations in this report are consistent with the Christchurch Suburban Parking Policy.
- 6.4.3 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 6.5 The community engagement and consultation outlined in this report reflect the assessment.
- 6.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.7 Transport
- 6.7.1 Activity: Transport
- Level of Service: 10.0.6.2 Reduce the number of death and serious injury crashes on the local road network - Five year rolling average <95 crashes per year

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.8 Affected property owners and residents were advised of the recommended option by letter drop and post. A total of 23 letters were delivered.
- 6.9 Six submissions were received, of these four were supportive of the proposal, one generally supportive (with further comments and suggestions), one opposed.
- 6.10 Reasons given for supporting the proposal include:
- 6.10.1 The road is narrow and dangerous to pass
- 6.10.2 Makes it easier to safely exit/enter driveways
- 6.10.3 Safer for drivers and pedestrians (due to improved clearance and visibility)
- 6.11 Reason given for opposing the proposal include:
- 6.11.1 Removes parking adjacent to the footpath, making it less safe for people exiting vehicles
- 6.11.2 Will move parking to other locations further up the road
- 6.11.3 Loss of parking
- 6.12 The main themes and suggestions included in submissions, as well as staff responses are summarised below:
- 6.12.1 *Mark the bus stops and extend the proposal to install parking restrictions on both sides of the road* – this was considered but not progressed, as noted in section 4.9.
- 6.12.2 *Reduce the length of the restrictions to retain parking outside 103* – in response to feedback the proposal markings were reduced by 7 metres to retain a further parking space.

- 6.12.3 *Review the need for parking restrictions over the full length of Huntsbury Avenue* – the proposal is looking to address the specific issues identified in this location, a full review of Huntsbury Avenue is outside of the scope of this proposal.
- 6.12.4 *Restrictions should be marked on the opposite side, retaining parking against the footpath:* This will not address the issues identified relating to poor visibility through the bend. Overall this will be no different to the current operation.
- 6.13 The Team Leader Parking Compliance supports the preferred option.
- 6.14 The decision affects the following wards/Community Board areas:
 - 6.14.1 Cashmere Ward.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.15 The decision does not involve a significant decision concerning ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.16 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

- 6.17 The proposal in this report is 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 approved, staff will arrange for the new line markings to be installed this financial year.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Site Plan - Huntsbury Ave Proposed No Stopping Restrictions	26/115183	60

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Toni Dakers - Traffic Engineer
Approved By	Kathy Graham - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)



Christchurch City Council

101-103 Huntsbury Avenue
Proposed No Stopping Restrictions
For Community Board Approval

Original Plan Size: A4
Drawn: JP Issue 1 20/01/2026
Designed: TD Drawing: TG148397
Approved: LB Project:

11. Rose Street Intersections - Proposed No Stopping Restrictions

Reference Te Tohutoro: 25/2664076

Responsible Officer(s) Te Pou Matua: Toni Dakers, 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 for the Waihoru Spreydon-Cashmere-Heathcote Community Board to approve the installation of parking restrictions at the following intersections:
 - 1.1.1 Fairview Street / Rose Street
 - 1.1.2 Palmside Street / Rose Street
- 1.2 This report has been written in response to requests from nearby residents for parking restrictions to be installed at these intersections to improve visibility for drivers turning to/from Rose Street.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Rose Street Intersections - Proposed No Stopping Restrictions 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. Under Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 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 4-5 below.

Fairview Street / Rose Street

4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, and as detailed on Attachment A (TG151677, dated 15/01/2026), that the stopping of vehicles be prohibited at any time:
 - a. on the southeast side of Rose Street, commencing at its intersection with Fairview Street and extending in a southwest direction for a distance of 10 metres;
 - b. on the southeast side of Rose Street, commencing at its intersection with Fairview Street and extending in a northeast direction for a distance of 22 metres; and
 - c. on the southwest side of Fairview Street, commencing at its intersection with Rose Street and extending in a southeast direction for a distance of 23 metres.

Palmside Street / Rose Street

5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, and as detailed on Attachment B (TG151681, dated 21/01/2026), that the stopping of vehicles be prohibited at any time on the southeast side of Rose Street, commencing at its

intersection with Palmside Street and extending in a northeast direction for a distance of 26 metres.

6. 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).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Safety concerns have been raised by members of the public about parked vehicles impeding visibility for drivers turning from Fairview Street or Palmside Street onto Rose Street.
- 3.2 These intersections have varying levels of parking demand. During busy times vehicles are observed to park close to the intersections which obstructs the view of approaching traffic. Parking demands are generated by adjacent residential properties, as well as other nearby activities such as Centennial Park (located near the Palmside Street intersection).
- 3.3 The recommended option is to install No Stopping Restrictions in accordance with Attachments A and B.

4. Background/Context Te Horopaki

- 4.1 Rose Street is classified as a Collector Road in the Christchurch District Plan. Fairview Street and Palmside Street are both classified as Local Roads.
- 4.2 **Fairview Street / Rose Street**
 - 4.2.1 The parking demands around this intersection are largely associated with the surrounding residential properties.
 - 4.2.2 Fairview Street intersects with Rose Street via a priority-controlled T intersection with Give way control on the Fairview Street approach.
 - 4.2.3 The proposal was generated in response to concerns raised by residents of the immediate area in response to near misses at this intersection.
 - 4.2.4 The proposal will result in the removal of up to four on street parking spaces.
 - 4.2.5 One minor injury crash has been reported at this intersection within the last five years. This was a turning crash involving a southwest bound cyclist on Rose Street and vehicle turning right into Fairview Street.
- 4.3 **Palmside Street / Rose Street**
 - 4.3.1 The parking demands around this intersection are generally associated with the surrounding residential properties and Centennial Park which is located immediately opposite the intersection.
 - 4.3.2 Palmside intersects with Rose Street via a priority-controlled T intersection with Give way control on the Palmside Street approach.
 - 4.3.3 The proposal will result in the removal of up to two on street parking spaces.
 - 4.3.4 No crashes have been reported at this intersection within the last five years.
 - 4.3.5 The proposal was generated in response to requests from residents of this area who access their properties via Palmside Street.
- 4.4 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.5 The following reasonably practicable options were considered and are assessed in this report:
- 4.5.1 Mark No Stopping Restrictions in accordance with Attachments A and B
 - 4.5.2 Do nothing, no further line markings to be installed

Options Descriptions Ngā Kōwhiringa

- 4.6 **Preferred Option:** Install No Stopping Restrictions in accordance with Attachments A and B.

4.6.1 Option Advantages

- Improves visibility for vehicles turning at the intersections.
- Addresses the concerns raised by local residents.
- Reduces the risk of a crash by improving sight lines to oncoming traffic.

4.6.2 Option Disadvantages

- Loss of on street parking (as detailed in Sections 4.2 and 4.3).
- Cost to implement.

- 4.7 **Alternative Option:** Do nothing

4.7.1 Option Advantages

- Retains on street parking.
- No cost to implement.

4.7.2 Option Disadvantages

- Does not address the issues identified and raised by members of the public regarding parked vehicles obstructing visibility for drivers manoeuvring at these intersections.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Do Nothing
Cost to Implement:	Approximately \$250 for line marking	n/a
Maintenance/Ongoing Costs	Will be added to and covered by the area maintenance contract	n/a
Funding Source	Traffic Operations Team Operational budget	n/a
Funding Availability	Funding available	n/a
Impact on Rates	Negligible	n/a

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 Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to subsequently amend or revoke any resolution made under this bylaw at any time.
- 6.2.3 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Delegations Register. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.
- 6.2.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 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 the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in this report.

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](#).
- 6.4.2 The recommendations in this report are consistent with the Christchurch Suburban Parking Policy.
- 6.4.3 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 6.5 The community engagement and consultation outlined in this report reflect the assessment.
- 6.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.7 Transport
- 6.7.1 Activity: Transport
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.8 Affected property owners and residents were advised of the recommended option by letter drop and post. The residents who originally raised the concerns were also contacted via email. Consultation was carried out between 28 October and 13 November 2025.
- 6.9 **Fairview Street / Rose Street (12 letters/emails delivered)**
- 6.9.1 Four submissions were received, three supportive, one opposed to the proposal.
- 6.9.2 Reasons given for opposing the proposal include the loss of on-street parking, particularly in one of the few locations where a kerb is provided immediately adjacent to the traffic lane on this section of Rose Street.
- 6.9.3 The length of the No Stopping Restrictions proposed has been assessed based on Minimum Gap Sight Distance standards, ensuring a driver turning at the intersection has sufficient visibility of approaching traffic to make the desired turn safely. It is acknowledged that the layout of Rose Street provides challenges for kerbside

parking, however in this instance this is outweighed by the intersection safety considerations.

6.10 Palmside Street / Rose Street (Four letters/emails delivered)

6.10.1 Three submissions were received, two supportive, one opposed to the proposal.

6.10.2 The reason given for opposing the proposal was the loss of parking outside 28 Rose Street. The proposal has been amended by seven metres to retain a car park outside this property. The double driveway behind the space, combined with the wide traffic lane, assists to maintain adequate visibility if a vehicle is parked in this location. This will continue to be monitored.

6.11 The Team Leader Parking Compliance supports the preferred option.

6.12 The decision affects the following wards/Community Board areas:

6.12.1 Cashmere Ward.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.13 The decisions do not involve a significant decision concerning ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

6.14 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 If approved, staff will arrange for the new line markings to be installed this financial year.

Attachments Ngā Tāpirihanga

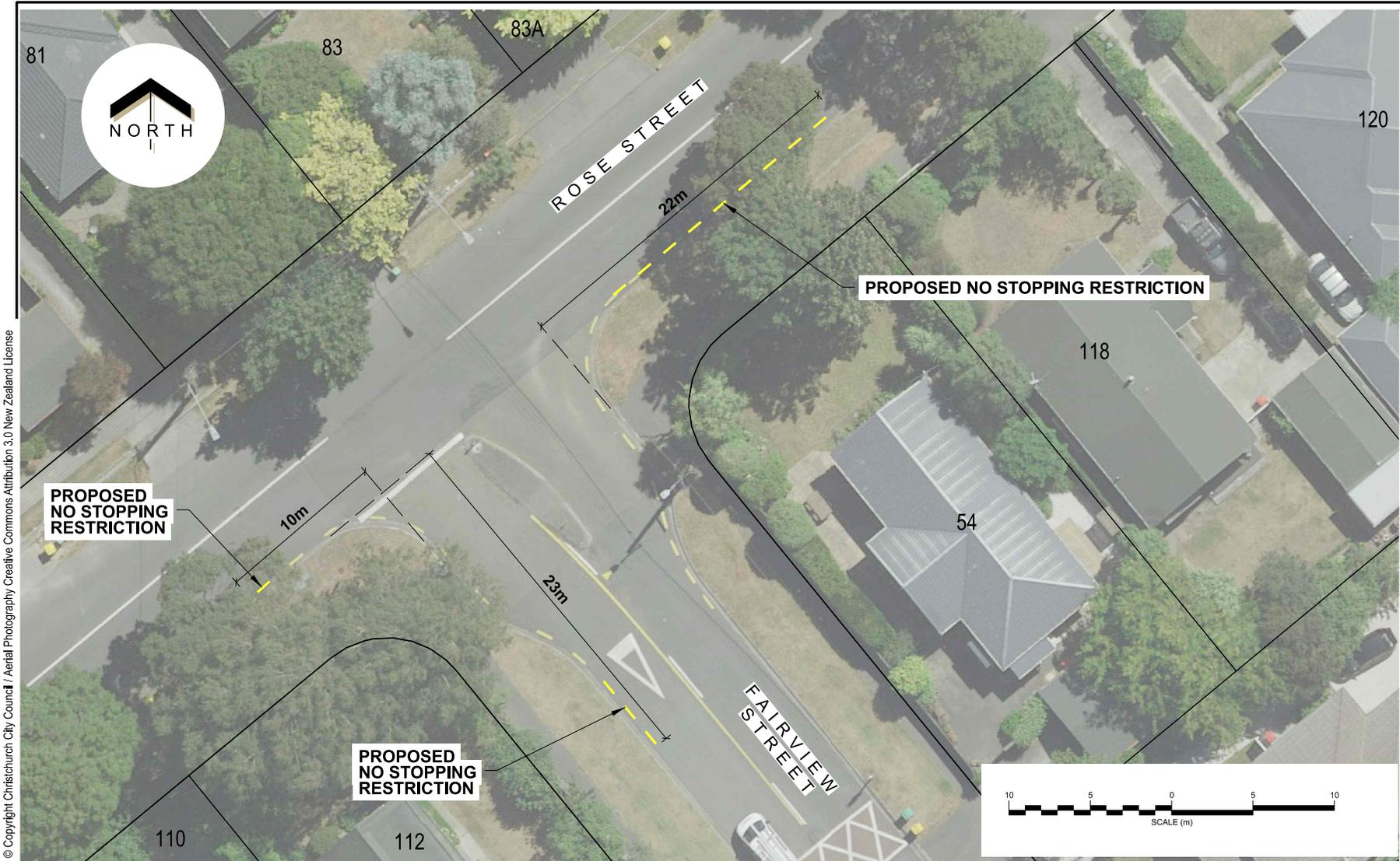
No.	Title	Reference	Page
A  	Site Plan - Fairview St/Rose St Intersection Proposed No Stopping Restrictions	26/122061	67
B  	Site Plan - Palmside St/Rose St Intersection Proposed No Stopping Restrictions	26/122134	68

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

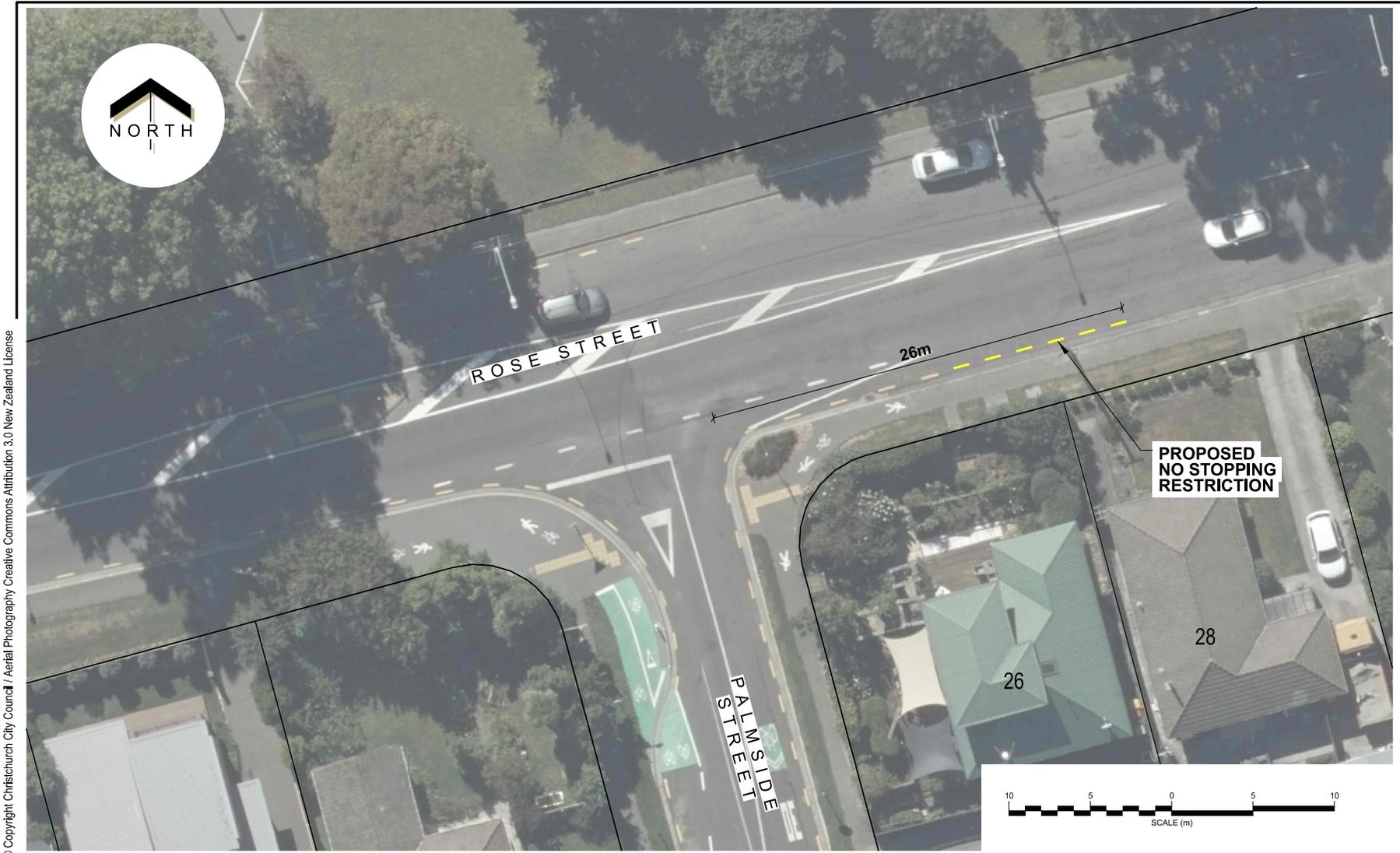
Author	Toni Dakers - Traffic Engineer
Approved By	Kathy Graham - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)



Fairview Street / Rose Street
Proposed No Stopping Restriction
For Community Board Approval

Original Plan Size: A4
Drawn: MJR Issue 1 15/01/2026
Designed: TD Drawing: TG151677
Approved: LB Project:

Attachment A



Palmside Street / Rose Street
Proposed No Stopping Restriction
For Community Board Approval

Attachment B

Original Plan Size: A4
Drawn: MJR Issue 1 21/01/2026
Designed: TD Drawing: TG151681
Approved: GD Project:

12. Studholme Street - Proposed No Stopping Restrictions

Reference Te Tohutoro: 25/2395705

Responsible Officer(s) Te Ashley Beaton, Community Travel Advisor

Pou Matua: Jack Halliday, Assistant Travel Planner

Accountable ELT

Member Pouwhakarae: Brent Smith, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 For the Waihoru Spreydon-Cashmere-Heathcote Community Board to approve the installation of no stopping restrictions on Studholme Street adjacent to Somerfield School in accordance with **Attachment A**.
- 1.2 This report has been written in response to concerns raised by Somerfield School who have found that vehicles park on and around the adjacent courtesy crossing, blocking access and visibility of pedestrians leading to safety concerns.
- 1.3 The scheme for approval will improve safety by ensuring consistent unobstructed visibility for students crossing at this location.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Studholme Street - Proposed No Stopping Restrictions 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. In accordance with Clause 6(2) of the Christchurch City Council Traffic & Parking Bylaw 2017, revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the removal of parking or stopping restrictions described in resolutions 4 and 5 below.
4. Approves the installation of no stopping restrictions, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-west side of Studholme Street commencing at a point 267 meters north-east of its intersection with Barrington Street and extending in a nor'easterly direction for a distance of 17 meters as detailed in **Attachment A** (TG151695, Issue 1, dated 04/11/2025).
5. Approves the installation of no stopping restrictions, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-east side of Studholme Street commencing at a point 267 meters north-east of its intersection with Barrington Street and extending in a nor'easterly direction for a distance of 16 metres as detailed in **Attachment A** (TG151695, Issue 1, dated 04/11/2025).
6. Approves that these resolutions take effect when road markings that evidence the restrictions described in this staff report are installed.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Concerns have been raised by Somerfield School on illegal parking on and near the courtesy crossing adjacent to their Studholme Street entrance.
- 3.2 With support from the school, this report recommends installing no stopping restrictions on and adjacent to the courtesy crossing in accordance with **Attachment A**.
- 3.3 The scheme for approval will aim to reduce the occurrence of illegal parking on and near the courtesy crossing, which will improve safety by ensuring that visibility of students is unobstructed.

4. Background/Context Te Horopaki

- 4.1 Somerfield School have raised concerns that vehicles park on and near the courtesy crossing outside the school entrance. This raises safety concerns, as access for students and caregivers becomes limited, or inconsistent, and sightlines for those driving are obscured.
- 4.2 The installation of no stopping restrictions at this location aims to increase pedestrian access and safety by ensuring that the courtesy crossing, and the sightlines of it, are always unobstructed.
- 4.3 Approval is required from the Waihoru Spreydon-Cashmere-Heathcote Community Board.
- 4.4 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.5 The following reasonably practicable options were considered and are assessed in this report:
 - 4.5.1 Install no stopping restrictions on Studholme Street on and adjacent to the courtesy crossing.
 - 4.5.2 Maintain the status quo.

Options Descriptions Ngā Kōwhiringa

- 4.6 **Install no stopping restrictions on Studholme Street on and adjacent to the courtesy crossing.**
 - 4.6.1 Option Advantages
 - Encourages more consistent visibility and access for pedestrians at the courtesy crossing.
 - Responds to the concern raised by Somerfield School.
 - 4.6.2 Option Disadvantages
 - Cost incurred by installing the no stopping restrictions (minimal).
- 4.7 **Option 2: Maintain the status quo.**
 - 4.7.1 Option Advantages
 - No cost to install the no stopping restrictions is incurred (minimal).
 - 4.7.2 Option Disadvantages
 - Parking which can obstruct the visibility of students at the crossing will remain.

- Does not respond to the concern raised by Somerfield School.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 - Do nothing
Cost to Implement	Approximately \$210 to install road markings	n/a
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	n/a

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 Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to subsequently amend or revoke any resolution made under this bylaw at any time.

6.2.3 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Delegations Register. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.

6.2.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

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 the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in this report.

Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decisions:

6.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#).

6.4.2 The recommendations in this report are consistent with the Christchurch Suburban Parking Policy.

6.4.3 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was

determined by the low level of impact and low number of people affected by the recommended decision.

6.5 The community engagement and consultation outlined in this report reflect the assessment.

6.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):

6.7 Transport

6.7.1 Activity: Transport

- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY
- Level of Service: 10.0.6.2 Reduce the number of death and serious injury crashes on the local road network - Five year rolling average <95 crashes per year
- Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - $\geq 85\%$ resident satisfaction

Community Impacts and Views Ngā Mariu ā-Hāpori

6.8 Somerfield School was consulted and supports the proposal.

6.9 All adjacent properties to the scheme for approval were consulted, though no responses were received during the consultation period.

6.10 The Team Leader Parking Compliance supports the preferred option.

6.11 The decision affects the following wards/Community Board areas:

6.11.1 Cashmere Ward.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.12 The decision does not involve a significant decision concerning ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

6.13 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

6.14 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

6.15 This is a minor proposal that is principally intended to address road safety in this location. Due to the minor nature of the works, it is not intended to have any impact on climate change.

7. Next Steps Ngā Mahinga ā-muri

7.1 If approved, staff will arrange for the no stopping restrictions to be installed.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Studholme Street No Stopping Restrictions Design for Approval	25/2422721	74

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Jack Halliday - Travel Planning Assistant Ashley Beaton - Community Travel Adviser
Approved By	Sarah Anderson - Team Leader Travel Demand Management Kathy Graham - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)



13. Cashmere Technical Football Club Lighting Application - Addington Park

Reference Te Tohutoro: 25/2050319

Responsible Officer(s) Te Katelyn Elley, Parks and Recreation Planner, Felix Dawson, Property Pou Matua: Consultant

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 to consider the request from Cashmere Technical Football Club (the Club) to install sport field lighting at Addington Park.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Cashmere Technical Football Club Lighting Application - Addington Park 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. Grant a ground lease to Cashmere Technical Football Club pursuant to the Reserves Act 1977 for a lease period of 20 years including renewals for four floodlights on Addington Park, being Part Rural Section 72, RoT: CB82/184, as shown generally on **Attachment A**.
4. Approves construction of four (4) new flood lights at Addington Park Part Rural Section 72, RoT: CB82/184) as shown in **Attachment A**.
5. Authorise the Manager Property Consultancy to conclude negotiation and administer the terms and conditions of the lease.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Cashmere Technical Football club are allocated use of Addington Park through the Christchurch City Council Sports Field Allocation.
- 3.2 Addington Park was formerly lit; however, the existing lights are at end of life and have been out of action for approximately ten years and are to be removed by the Council.
- 3.3 Cashmere Technical Football Club have applied to install new lights at Addington Park to improve illumination for winter evening training sessions.
- 3.4 Engagement was undertaken between 4 November 2025 – 2 December 2025. Submissions were made by 20 individuals. The majority of submitters supported the sport field lighting proposal.
- 3.5 The proposal is compliant with the District Plan light spill standards and will support the club in providing sufficient and safe training facilities on an existing lit sport field.

4. Background/Context Te Horopaki

- 4.1 Cashmere Technical Football Club are seeking approval to install sport lights at Addington Park to enhance and improve the safety of nighttime training.
- 4.2 The Club received a \$10,000 grant from the Waikura Linwood-Central-Heathcote 2021/22 Discretionary Response Fund to purchase the Flood Light Towers. The club also received an additional \$10,000 grant from the Waihoru Spreydon-Cashmere Community Board 2021/2022 Discretionary Response Fund towards purchasing the Flood Light Towers. The Club have since been granted \$200,000 from New Zealand Community Trust (NZCT) to install the floodlights at Addington Park.
- 4.3 The Club has specifically applied to install four new (4) light poles, at Addington Park. The new light poles will be 19m tall. The lighting plan can be seen in **Attachment A**. This plan indicates the approximate location of the new and the upgraded light poles, as well as the light poles to be removed.
- 4.4 The hours of operation are proposed to be generally 3pm to 8:30pm weekdays and 9am to 5pm weekends (mainly Saturdays).
- 4.5 The applicant will be responsible for all costs associated with the installation, insurance, operation, maintenance, and any future removal, of the proposed lighting system.
- 4.6 Letters of support for the proposal have been provided from both New Zealand Football and Mainland Football.
- 4.7 The proposed lighting illumination plan, **Attachment B**, has been assessed by staff:
 - 4.7.1 The Council’s Environmental Health Team found the application compliant with the District Plan Outdoor Lighting rules 6.3.6.1 for glare and light spill.
 - 4.7.2 A Council Duty Planner confirmed that the light pole structures do not require resource consent.
 - 4.7.3 The Council’s Building Consent officers have advised that due to the light poles being over 7m in height they will require a building consent or building consent exemption.
 - 4.7.4 The Metropolitan Parks Manager has been approached for comment and has not objected to the proposal.
- 4.8 The club will be responsible for acquiring all and any required resource and building consents/exemptions once they have Community Board approval to undertake the lighting improvements.
- 4.9 The new lighting pole location will not impact on the Addington Park community gardens that has been approved on the park. A new toilet block renewal is planned as well as new planting as part of the Urban Forest Plan.
- 4.10 The following related memos/information were circulated to the meeting members:

Date	Subject
31 October	Memo - Cashmere Technical Football Club, New Lighting Application at Addington Park

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.11 The following reasonably practicable options were considered and are assessed in this report:
 - 4.11.1 Approve the sport field lighting proposal from the Club.
 - 4.11.2 Decline the sport field lighting proposal from the Club.

Options Descriptions Ngā Kōwhiringa

4.12 Preferred Option: Approve the lighting proposal

4.12.1 **Option Description:** Allow the Club to install sport field lighting to support the Club and its members to have sufficiently lit training facilities. This will include a corresponding ground lease for the land on which the light poles are installed.

4.12.2 Option Advantages

- Supports the club and its members
- Allows better utilisation of an existing sport field asset
- Efficient use of existing power and light pole infrastructure
- Improved lighting supports player safety and welfare

4.12.3 Option Disadvantages

- Risk of overuse / wear and tear of sport field

4.13 Alternative Option – Decline the lighting proposal.

4.13.1 **Option Description:** Do not allow the Club to install lighting at Addington Park.

4.13.2 Option Advantages

- No risk of overuse / wear and tear of sport field

4.13.3 Option Disadvantages

- Not fit for purpose/ does not meet the needs of the club
- Puts additional pressure on other training venues
- Increased risk of injury to players due to substandard lighting
- Shows a lack of support for community sports clubs
- Club already have the lighting poles and received additional funding to implement; alternative location would have to be found.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option – Approve the lighting request	Option 2 – Decline the lighting request
Cost to Implement	Preparation of lease and public advertising costs to be recovered from tenant.	nil
Maintenance/Ongoing Costs	Tenant responsibility	nil
Funding Source	X	X
Funding Availability	X	X
Impact on Rates	Nil	Nil

5.1 The proposal is for the club to build, own, and manage all capital and operational costs involved in the construction of the proposed sport lighting. There will be no cost to the Council.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 **Light Spill Effects** – Floodlights can create undesirable or unintended illumination of private property causing issues for adjoining landowners. To mitigate this, the lights have been designed to meet the District Plan standard controlling light spill and the neighbours have been consulted. This risk is minor and has been mitigated.
- 6.2 **Risk of Abandonment of Light Poles** – As with any club or community group establishing infrastructure on a reserve, there is a risk to the Council of the asset being abandoned and having to be managed or removed at Council cost. In this case it is considered that the club has strong membership and is well established with a good track record with leasing Council reserve. The proposed lease will also have an obligation for the club to maintain the assets and remove if they are no longer required. Overall, it is considered that this risk is low and can be mitigated.
- 6.3 **Risk of Field Overuse (wear and tear)** – This is a risk with all of the Council’s lit training fields and has been specifically identified in the Council’s *Sport Field Network Plan 2024*. This risk will continue to be managed through the relationship between the Club and the Metropolitan Parks Manager to ensure that the fields are not overused or damaged to a point of unreasonable cost to repair. In addition, the Council is currently investing in the development of synthetic training and sport field areas across the city to accommodate for all weather training and take some pressure off existing traditional grass fields, especially during the wet periods. Overall, it is considered that the risk of field overuse is low and can continue to be managed appropriately.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.4 Statutory and/or delegated authority to undertake proposals in the report:
- 6.5 As per the Christchurch City Council’s Delegation Register, 27 February 2025, the Community Board has the delegation to (Part D – Sub Part 1 – Community Boards – Pg 96);
 - 6.5.1 *To decide on the installation of floodlights on sports parks (whether the sports park is located on a park or reserve).*
 - 6.5.2 *To grant leases and licences of recreation reserves in accordance with this section (s.54 Reserves Act 1977)*
- 6.6 Other Legal Implications:
 - 6.6.1 Local Government Act 2002-Decision Making including consideration of community views.
 - 6.6.2 Reserves Act 1977, use consistent with recreation use classification, public notice pursuant to section 54.
 - 6.6.3 Approval of leases under the Reserves Act has been delegated to local authorities where they are the administering body.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.7 The required decision:
 - 6.7.1 Aligns with the [Christchurch City Council’s Strategic Framework](#).
 - 6.7.2 Is assessed as low significance in relation to the [Christchurch City Council’s Significance and Engagement Policy 2019](#). The level of significance was determined by localised area of the project, the low cost and low impact on the local community.

- 6.7.3 Is consistent with Council's Plans and Policies.
- Physical Recreation and Sports Strategy 2002
 - Sport Field Network Plan 2024
 - Lease Policy for the Creation of New leases and Extension Requests Prior to Expiry- Property: *where the Council recognises there is only one logical lessee for a public property the Council will deal unilaterally with that lessee.*
- 6.8 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.9 Parks, Heritage and Coastal Environment
- 6.9.1 Activity: Parks and Foreshore
- Level of Service: 6.8.10.1 Appropriate use and occupation of parks is facilitated - Processing of the application is started within ten working days of receiving application - 95%
 - Level of Service: 6.8.5 Resident satisfaction with the overall availability of recreation facilities within the City's parks and foreshore network - >= 70%

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.10 Consultation started on 4 November and ran until 2 December 2025.
- 6.11 Project details including links to the [Kōrero mai | Let's Talk webpage](#) were advertised via:
- An email sent to 13 key stakeholders, including local sports groups, schools and community organisations,
 - Local community Facebook pages,
 - Leaflets delivered to properties bordering Addington Park,
 - Signs installed at park entrances,
 - A public notice in local newspapers.
- 6.12 The [Kōrero mai | Let's Talk](#) page had 232 views throughout the consultation period.

Summary of Submissions Ngā Tāpaetanga

- 6.13 Submissions were made by 19 individuals, Cross Over Trust, and Spokes Canterbury. [All submissions are available on our Kōrero mai webpage.](#)
- 6.14 Eighteen (18) submitters were supportive of the Addington Park lights proposal. One submitter was somewhat supportive of the proposal.
- 6.15 Comments were positive with eight submitters praising the proposal. Three submitters felt the lights would improve safety and reduce anti-social behaviour. Two submitters requested that the new lights not create intrusive light pollution.
- 6.16 [All comments can be read on our Kōrero mai webpage.](#)

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.17 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.
- 6.18 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

6.19 The decisions in this report are likely to:

6.19.1 Have no impact on adaptation to the impacts of climate change.

6.19.2 Contribute positively to emissions reductions though:

- The upgrading of the current inefficient halogen lighting to highly efficient LED lighting.
- The proposal facilitates the use of local fields reducing the need for club users to travel outside of their community to train.

7. Next Steps Ngā Mahinga ā-muri

7.1 Subject to the approval of the Board, the next step will be for the Club to apply for building consent (or exemption), gain reserve access permission form the operations team and proceed with the installation of the new lights. Property staff to undertake final negotiation of lease terms and complete documentation.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Cashmere Technical Football Club - Sports Lighting Plan at Addington Park	26/56882	81
B  	Cashmere Technical Football Club - Lighting Lux Plan	26/56999	82

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Katelyn Elley - Parks and Recreation Planner Kiran Skelton - Engagement Advisor Felix Dawson - Leasing Consultant
Approved By	Kathy Jarden - Team Leader Leasing Consultancy Angus Smith - Manager Property Consultancy Kelly Hansen - Manager Parks Planning & Asset Management Al Hardy - Manager Community Parks Rupert Bool - Head of Parks





THIS LIGHTING DESIGN REM



Email: steve@telfer.co.nz
67 Fitzgerald Ave
Christchurch
Ph. 03 3661 814
Mob. 0274 333 768

Client
Fitzwilliam Electrical Ltd

Project
Football Pitch Lighting

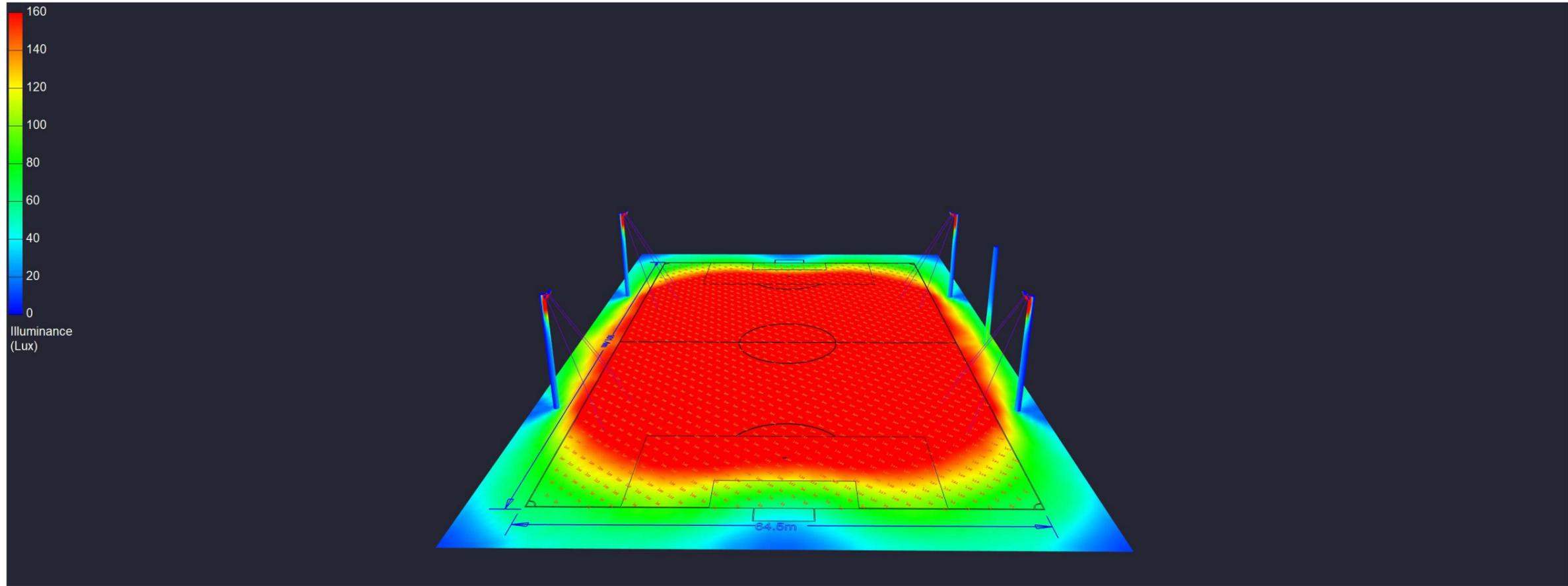
Sheet Title
Luminaire Layout

Address
Addington Park, ChCh

Designed by
STM

Checked by

Job No	CH113234.02
Revision	Rev1.0
Date	29/07/2025
Page	1



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	Email. steve@telfer.co.nz 67 Fitzgerald Ave Christchurch Ph. 03 3661 814 Mob. 0274 333 768	Client Fitzwilliam Electrical Ltd	Project		Sheet Title		Job No	CH113234.02
			Football Pitch Lighting		Luminaire 3D Render		Revision	Rev1.0
			Address	Addington Park, ChCh	Designed by	STM	Checked by	
							Page	2

Design Notes:

1. All calculations performed in Direct Mode using AGI32 V20.7
2. Site design based on image from Google maps.
All dimensions must be verified by client.
3. All mounting heights are approximately from ground level and placements must be verified by client.
4. Plantings not modelled. (Client to ensure plantings do not unduly obstruct the light).
7. Direct illuminance calculation.
8. Ground taken as flat for the purpose of the calculation.
9. Luminaire symbols are enlarged for readability.
10. Locations are approximate. Final locations and mounting heights TBC by client.
11. I have only shown one pitch due to the size constraint of the park.

Design levels:

1. Lighting designed to AS2560.2.3 as a guide only. The design is based on club competition and match practice category as shown in the accompanying table.
2. Determination of the required lighting level to be determined by others.

LED Soccer Lights – AS 2560.2.3

Category	Average horizontal maintained illuminance	Minimum horizontal uniformity		Maximum uniformity gradient	Maximum glare rating
	Eh lux	U1Min/Avg	U2Min/Max	UG (per 5m)	GR
<i>Amateur Level</i>					
Ball and physical training	50	0.3	N/A		
Club comp and match practice	100	0.5	0.3	2	50
<i>Semi-professional Level</i>					
Ball and physical training	50	0.3	N/A		
Club comp and match practice	100	0.5	0.3	2	50
Semi-professional comp	200	0.6	0.4	1.67	50
<i>Professional Level</i>					
Ball and physical training	100	0.5	0.3	2	50
Club comp and match practice	200	0.6	0.4	1.67	50
Professional comp	500	0.7	0.5	1.33	50

UWLR Area Summary		
Label	Area	UWLR
UWLR Area	10136	0.007

Calculation Summary						
Label	CalcType	Units	Avg	Max	Min	Min/Avg
Pitch	Illuminance	Lux	195.1	287	83	0.4

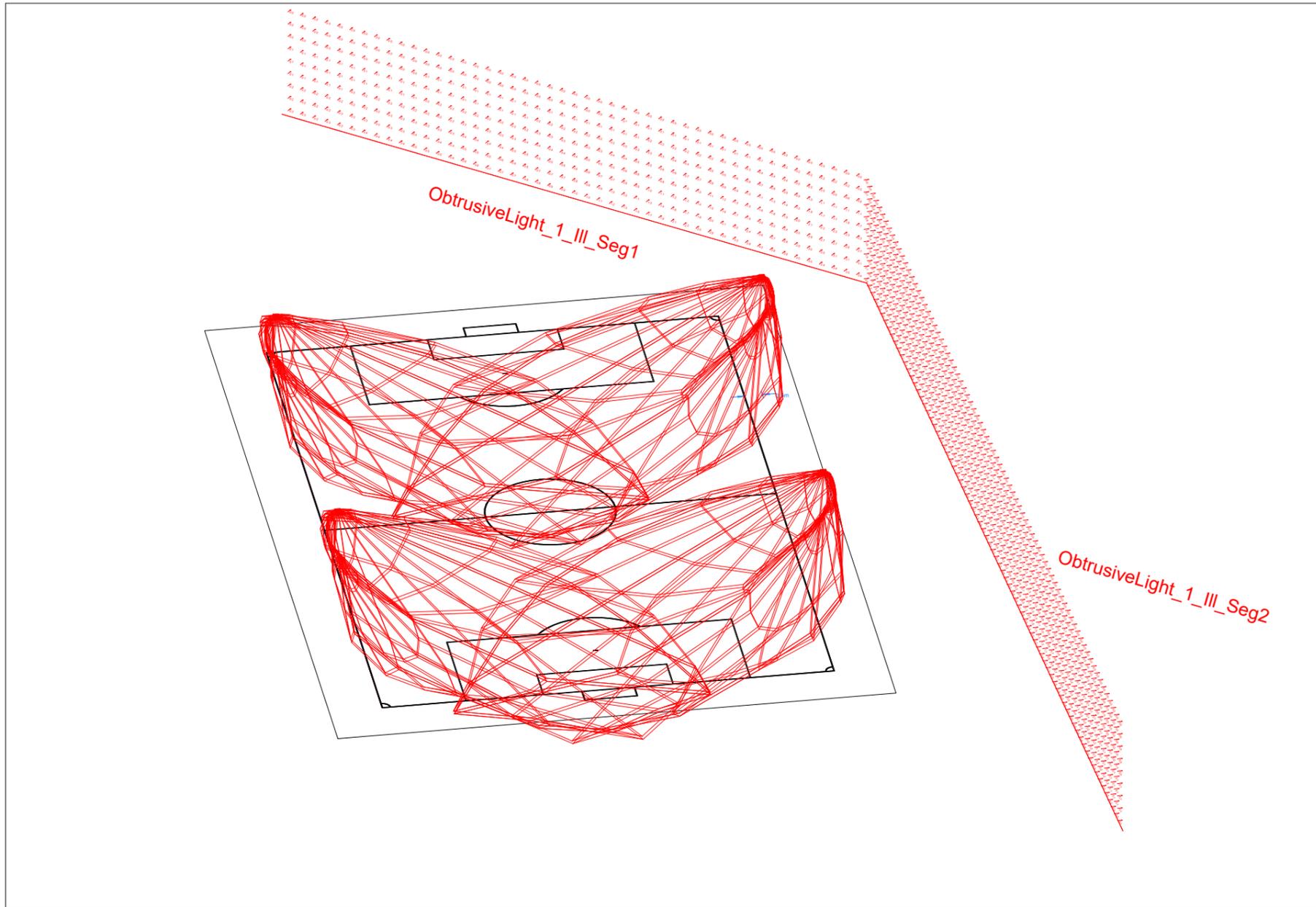
Luminaire Schedule								
Symbol	Tag	Qty	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts	Mounting Height
	F3	12	BVP528 LED2130 757 OUT T20 10 NB	0.700	186628	1500	18000	19



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	Email: steve@telfer.co.nz 67 Fitzgerald Ave Christchurch Ph. 03 3661 814 Mob. 0274 333 768	Client Fitzwilliam Electrical Ltd	Project	Football Pitch Lighting			Sheet Title	Calculation Summary				
			Address	Addington Park, ChCh			Designed by	STM	Checked by		Job No	CH113234.02
											Revision	Rev1.0
									Date	29/07/2025		
									Page	3		

LIGHTING PLAN



Calculation Summary

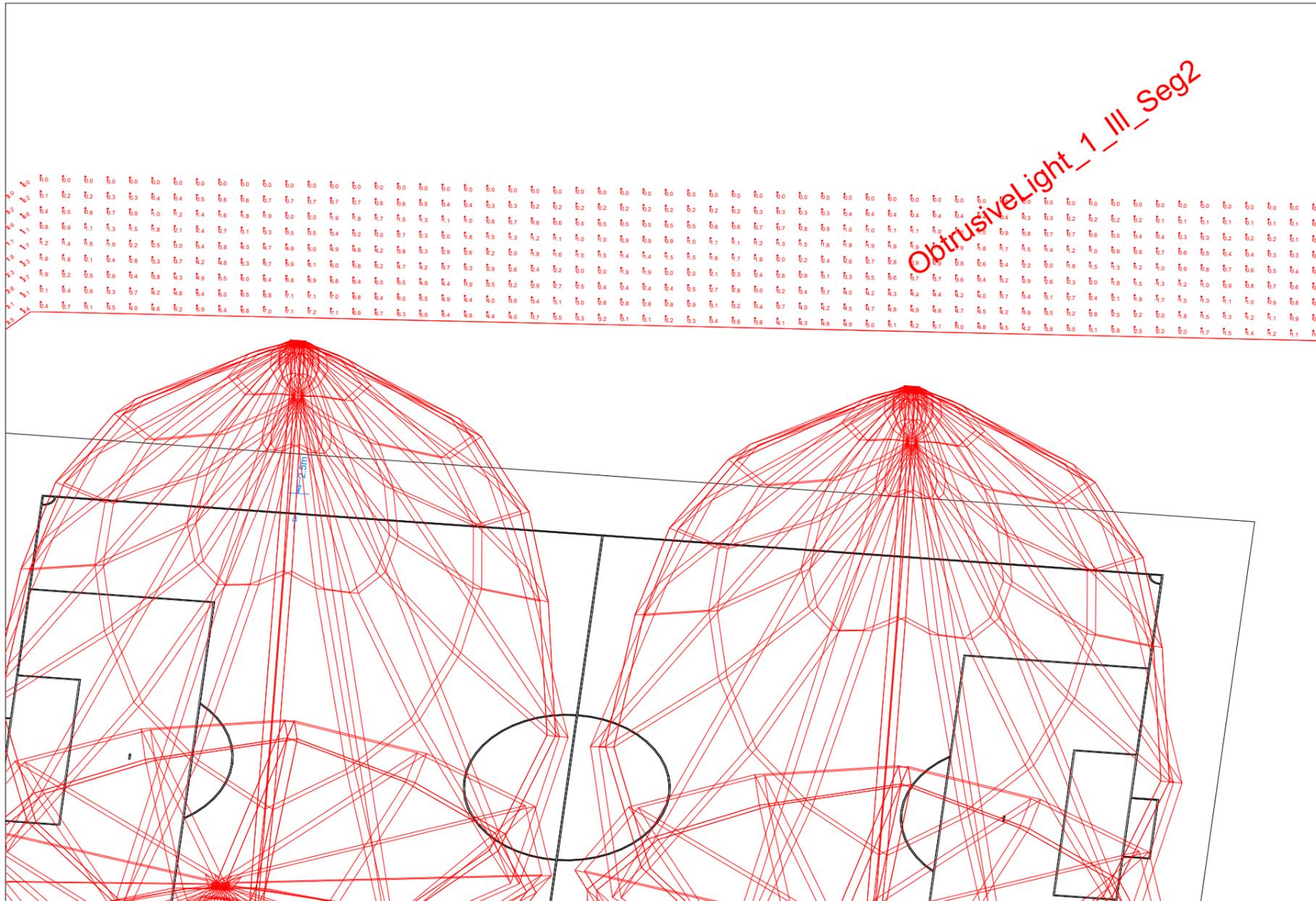
Calculation Summary				
Label	Units	Avg	Max	Min
ObtrusiveLight_1_Cd_Seg1	N.A.	683.3	3857	3
ObtrusiveLight_1_Cd_Seg2	N.A.	860.3	2971	3
ObtrusiveLight_1_III_Seg1	Lux	0.6	4.0	0.0
ObtrusiveLight_1_III_Seg2	Lux	1.6	7.2	0.0

Luminaire Schedule						
Symbol	Qty	Label	Description	Arrangement Luminaire Lumens	Arrangement Watts	LLF
□	8	R4 RBL	EWO R4 GEN4 AP10-LR RBL 480LED 70CRI 4000K 1175W	128166	1175	1.000

PROJECT :
**Addington Park
Lighting Obtrusive Lighting**

PROJECT REFERENCE :	20983 - WG	REV.	0
DATE :	15/09/2025	Pg No.	1

LIGHTING PLAN



Luminaire Schedule						
Symbol	Qty	Label	Description	Arrangement Luminaire Lumens	Arrangement Watts	LLF
•	8	R4 RBL	EWO R4 GEN4 AP10-LR RBL 480LED 70CRI 4000K 1175W	128166	1175	1.000

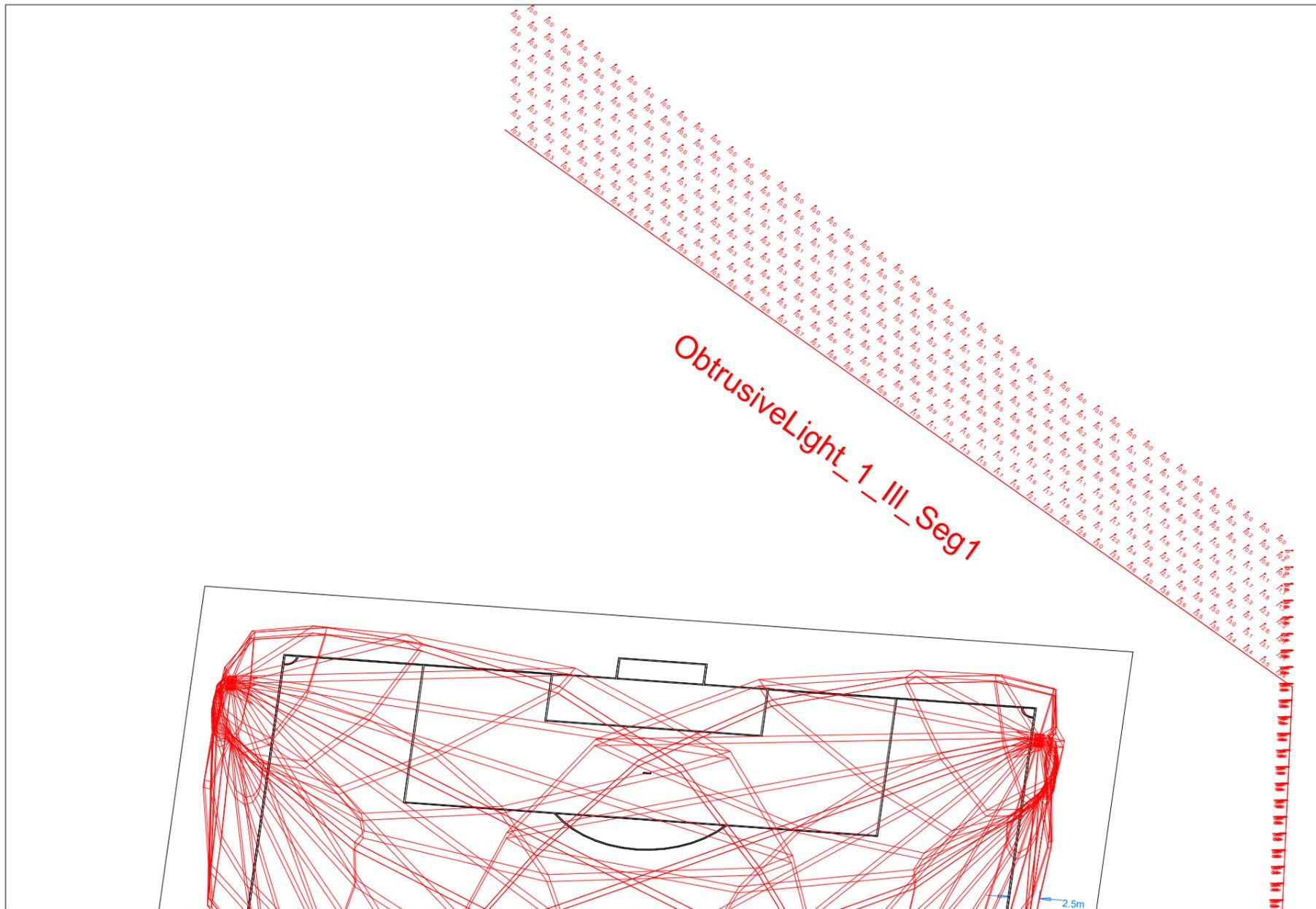
Calculation Summary

Calculation Summary				
Label	Units	Avg	Max	Min
ObtrusiveLight _1_Cd_Seg1	N.A.	683.3	3857	3
ObtrusiveLight _1_Cd_Seg2	N.A.	860.3	2971	3
ObtrusiveLight _1_III_Seg1	Lux	0.6	4.0	0.0
ObtrusiveLight _1_III_Seg2	Lux	1.6	7.2	0.0

PROJECT :
**Addington Park
Lighting Obtrusive Lighting**

PROJECT REFERENCE :	20983 - WG	REV.	0
DATE :	15/09/2025	Pg No.	2

LIGHTING PLAN



Luminaire Schedule						
Symbol	Qty	Label	Description	Arrangement Luminaire Lumens	Arrangement Watts	LLF
•	8	R4 RBL	EWO R4 GEN4 AP10-LR RBL 480LED 70CRI 4000K 1175W	128166	1175	1.000

Calculation Summary

Calculation Summary				
Label	Units	Avg	Max	Min
ObtrusiveLight _1_Cd_Seg1	N.A.	683.3	3857	3
ObtrusiveLight _1_Cd_Seg2	N.A.	860.3	2971	3
ObtrusiveLight _1_III_Seg1	Lux	0.6	4.0	0.0
ObtrusiveLight _1_III_Seg2	Lux	1.6	7.2	0.0

PROJECT :
**Addington Park
Lighting Obtrusive Lighting**

PROJECT REFERENCE :	20983 - WG	REV.	0
DATE :	15/09/2025	Pg No.	3

14. Canterbury Adventure Park - Parking Overflow Lease

Reference Te Tohutoro: 25/2314066

Responsible Officer(s) Te Pou Matua: Luke Rees-Thomas, Property Consultant

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 seek the Community Board's authorisation to formalise a lease of Council land to Leisure Investments NZ Limited Partnership (trading as the Canterbury Adventure Park).
- 1.2 The Adventure Park has informally utilised a portion of Council owned land for an overflow car parking space since approximately 2021. The group holds resource consent to enable this use as an activity in relation to their main recreational operation.
- 1.3 This report is the result of a request from the Adventure Park to formalise the occupation and enable some certainty into the future. By entering a lease, the parties will also define maintenance obligations to ensure the Council's land is kept to an acceptable standard.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Canterbury Adventure Park - Parking Overflow Lease 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. Grant a lease pursuant to Section 61(2) of the Reserves Act 1977, of land located at 55R Worsleys Road, being an area of 2,695m² as detailed in **Attachment A**, for a period of 15 years total, to Leisure Investments NZ Limited Partnership, on the terms as detailed within this report.
4. Delegates authority to the Manager Property Consultancy to carry out any actions necessary to complete the lease documentation.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Canterbury Adventure Park (CAP) has operated their recreational facility on privately owned land at 365 Worsleys Road, Cashmere, since 2016.
- 3.2 Since 2021, during peak periods, CAP patrons have been utilising a portion of nearby Council owned land as an overflow vehicle parking space. This covers an area of approx. 2,695m² located off the main access road leading to the Adventure Park. To date, this use has been permitted by Council staff as the land has not been required for any other civic purpose and staff see value in supporting the Adventure Park as a city tourism attraction.
- 3.3 To clarify maintenance obligations and enable a further term for CAP, it is necessary to formalise the occupation under a lease agreement document. The Council will receive a

modest site rental for the occupation and hold the ability to terminate the agreement with 6 months' notice, should the land be required for its own use.

- 3.4 Any risk of impact on the reserve is expected to be minimal. No layout changes are proposed from current, and no structures are being developed.
- 3.5 Staff now require the Community Board to consider the details presented and formally approve this lease on behalf of the Council as landowner.

4. Background/Context Te Horopaki

- 4.1 The Christchurch Adventure Park (CAP) has operated their recreational mountain biking facility since 2016, on privately owned property at 365 Worsleys Road, Cashmere.
- 4.2 The Christchurch City Council owns a majority stake (over 54%) in CAP through its investment arm, Christchurch City Holdings Limited (CCHL), making it a Council Controlled Organisation (CCO).
- 4.3 During peak summer months, the Adventure Park's own vehicle parking area can exceed capacity. At these times, customers have been required to park their vehicles in a section of Council owned land located adjacent to CAP's main entrance. Refer image below.
- 4.4 This use has occurred since approximately 2021 and Council staff have allowed this to occur as no other operation has required this section of land. CAP is not charging their customers to park vehicles on the Council land.
- 4.5 The Council's land is addressed as 55R Worsleys Rd and contained within land title 832817. The land is classified as Local Purpose (Utility) Reserve and subject to the Reserves Act 1977. The land is held internally by Council's 3-Waters Land Drainage Team.
- 4.6 However, as the Council land was not initially prepared to accommodate vehicles, the site is now showing signs of wear and tear. It has been in the interests of both parties to discuss the situation and understand options going forward. The result of this discussion has been an agreement to formalise the use under a lease. This would enable the parties to have a clear understanding of each party's maintenance obligations. Council staff are supportive of the use continuing for the immediate future, providing the land is sufficiently maintained.
- 4.7 CAP have requested a further term of 15 years total (including a renewal option of 5 years) through to September 2040. In return, Council expects to receive an appropriate lease rental to off-set staff time for administration of the agreement.
- 4.8 Please refer to **Attachment A**, showing the proposed lease area of 2,695m².
- 4.9 CAP holds a current Resource Consent for the ancillary car parking use (RMA2021/688). The new lease agreement specifically limits the permitted use of the site to that of the Resource Consent. CAP is not permitted to utilise the land in any other manner or develop any structures on the site. The site's appearance must remain consistent with the surrounding reserve area.



- 4.10 Noting that site maintenance will sit with CAP, the site rental has been agreed at a rate of \$718 + GST per annum. This sum represents a standard 5% return on the land area's apportioned ratable value and is considered appropriate given the remote location and reserve status. The rental will be reviewed annually in relation to Consumer Price Index increases.
- 4.11 At the conclusion of the lease, CAP will be required to remediate the land to a condition consistent with that of the commencement date, or to a level as agreed with Council staff.
- 4.12 Section 61(2) of the Reserves Act 1977 determines the administering body of a local purpose reserve (that is vested in the administering body) to be a 'leasing authority' of that reserve for the purposes of the Public Bodies Leases Act. Subsequently, the Public Bodies Leases Act 1969, specifically Section 8(6), allows the Council to grant a lease by private contract, for any term, on the basis a termination notice period of 6 months is included. This requirement is included in the agreed lease terms with CAP and would allow Council to regain control of the site, at 6 months' notice, if required for any operational purpose.
- 4.13 The Council is obligated to conduct its transactions in an open and transparent manner. In the case of a lease, unless unique circumstances apply, this is typically managed by Council proactively approaching the general market through an expression of interest (EOI) or request for proposal (RFP) process. In this instance, given; the remote location of the land, the drainage reserve status and the existing occupation by CAP – it would be unlikely for any other party to have an interest in utilising the land for a similar purpose.

The Council’s leasing policy states:

“Where the Council recognises there is only one logical lessee for a public property, the Council will unilaterally deal with that lessee. However, when seeking to lease premises where there is an obvious and potentially broader market and public interest, the Council shall not deal unilaterally but shall seek tenants through an open transparent and public process e.g. by tender, by request for proposal or by using a sound public advertised marketing process to attract tenants.”

It is considered that the proposed use is unique to the adjacent Adventure Park and Council does not need to openly procure a lease in this instance.

4.14 Staff now require the Community Board to consider the above details and approve a lease to Leisure Investments NZ Limited Partnership.

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

Date	Subject
Nil	

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

Date	Subject
Nil	

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.17 The following reasonably practicable options were considered and are assessed in this report:

- 4.17.1 Authorise a lease to Canterbury Adventure Park
- 4.17.2 Decline a lease to Canterbury Adventure Park

4.18 The following options were considered but ruled out:

- 4.18.1 Conduct an open procurement process for the lease – this option was ruled out as; the land use is unique to the Adventure Park, there will be no change to the reserve appearance, and the lease agreement can be terminated by Council at any time by serving 6 months’ notice.

Options Descriptions Ngā Kōwhiringa

4.19 **Preferred Option:** Authorise a lease to Canterbury Adventure Park

4.19.1 **Option Description:** The Community Board authorises the lease between the Council and Leisure Investments NZ Limited Partnership. This will allow the current use to continue for a period of up to 15 years. The Council will receive a modest rental for this use and will have ability to regain control of the site by providing 6 months’ notice in writing (if necessary).

4.19.2 Option Advantages

- The existing use will be allowed to continue, which provides support for the Adventure Park during peak times.
- Maintenance obligations over the land will be clarified, ensuring the site does not fall into a state of disrepair.
- Council will receive a modest rental income for the lease, including annual reviews.

- There is not capital or operational funding required from Council to enable the use.
- 4.19.3 Option Disadvantages
- Council will not be able to use the space for at least 6 months. Though it is noted, there has not been, nor is there any planned use for this site in the immediate future.
- 4.20 Decline a lease to Canterbury Adventure Park
- 4.20.1 **Option Description:** The Community Board declines a lease to the Adventure Park. The group will need to cease using the land and the Council may need to fence off the site to prohibit the public from parking in this area.
- 4.20.2 Option Advantages
- The land will regain its previous physical condition over time, and the Council can utilise the site for any purpose it requires (subject to the utility reserve land classification limitations).
- 4.20.3 Option Disadvantages
- Given the public’s prior use of the site, it may be a necessity for Council to fence off the space to change behaviours and ensure the land does not deteriorate any further.

Analysis Criteria Ngā Paearu Wetekina

- 4.21 In making a decision, the Community Board needs to consider the low risk associated with granting a lease to the Canterbury Adventure Park, given; the land is not required for any other Council purpose, no other entity is likely to effectively use the land, maintenance obligations will fall on the lessee, and the Council can regain control of the site at relatively short notice.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Decline Lease
Cost to Implement	Minor administration costs, albeit to be offset by the lease rental income	Potentially fencing work
Maintenance/Ongoing Costs	Nil	Nil
Funding Source	Existing budgets	Existing 3-Waters Land Drainage Budget
Funding Availability	Current LTP	To be advised
Impact on Rates	Nil	Nil

- 5.1 The cost effect of either option is minor. Should the lease be approved, Council will benefit from an average rental income of approximately \$800-850 per annum, across the lease term. These funds are expected to offset the internal lease administration costs.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There is a risk, if the lease situation is not dealt with now, the existing use will continue and the Council will ultimately become financially responsible for any damage to the land. This risk

can be mitigated by authorising the proposed lease, which will place maintenance obligations on the lessee.

Legal Considerations Ngā Hiraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
 - 6.2.1 The Community Board holds delegation to grant leases over local purposes reserves pursuant to Section 61 of the Reserves Act (Delegations Register, page 100, item 6).
- 6.3 Other Legal Implications:
 - 6.3.1 The legal consideration is the lease agreement document required. This has been drafted by Council's legal team on standard terms. The document has been authorised by both parties, with the Council now required to confirm one remaining condition to initiate the agreement (the approval of the Community Board to grant the lease).

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.4 The required decision:
 - 6.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#).
 - 6.4.2 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 low level of impact on the public, given the space is not typically used for public activities. Nor could any other entity utilise the land, given its remote location.
 - 6.4.3 Is consistent with Council's general Plans and Policies.
- 6.5 This report does not support the [Council's Long Term Plan \(2024 - 2034\)](#).
- 6.6 The leasing of the site is noted as being pursuant to the Public Bodies Leases act 1969 and aligns with Council's internal leasing policies/obligations.

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 The community is not negatively impacted by the proposed lease occupation and the ability for CAP patrons to park vehicles at this location supports a tourism operation. The land is not planned to be used for any other Council activity at present, so no other public use is forgone.
- 6.8 Further, noting; the utility status of the reserve, that there is no material change proposed to the land, and the 6-month termination condition (as required by the Public Bodies Leases Act), it is considered by staff that no public consultation on the proposed lease is necessary in this instance. In addition, granting a lease pursuant to Section 61(2) of the Reserves Act does not require a public notification process.
- 6.9 The decision affects the following wards/Community Board areas:
 - 6.9.1 Waihoru Spreydon-Cashmere-Heathcote Community Board.
- 6.10 The Community Board's view is being requested within this reporting process.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.11 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.
- 6.12 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.

6.13 The land in question is not considered a site of significance to Mana Whenua and the activity on site is not of significant environmental concern to the public.

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 proposed activity by CAP (ancillary car parking in relation to an established recreation operation) will not affect climate change one way or the other.

7. Next Steps Ngā Mahinga ā-muri

7.1 Should the Community Board authorise the lease, staff shall confirm the outstanding document condition, which will enable the occupation to continue per the terms agreed.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Christchurch Adventure Park Lease Area plan	26/60931	96

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Luke Rees-Thomas - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy Gavin Hutchison - Head of Three Waters Brent Smith - General Manager City Infrastructure



Lot 501
DP 515978
RT 832817
Local Purpose (Utility) Reserve

55R
WORSLEYS ROAD

A
2695m²

Lot 2
DP 42834
RT CB21K/1266

Areas and Dimensions Subject to Survey
Boundary Locations Subject to Cadastral Survey

A	Title updated	JA	10/25
ISSUE	AMENDMENT	SIGNED	DATE

CHRISTCHURCH ADVENTURE PARK LEASE AREA



TECHNICAL SERVICES & DESIGN

SURVEYED	
DRAWN	JA
DATE	08/2025

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CHRISTCHURCH CITY COUNCIL
AERIAL PHOTOGRAPHY CREATIVE COMMONS
ATTRIBUTION 3.0 NEW ZEALAND LICENSE

DRAWING NUMBER	SM225501
WBS	304/7045

PROJECT NUMBER
RPS6669

ORIGINAL SHEET SIZE	A4
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SCALES	1:750
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SHEET	1 OF 1
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15. Centaurus Road/St Martins Road - Pedestrian Safety Improvements

Reference Te Tohutoro: 25/2415803

Responsible Officer(s) Te Pou Matua: Lachlan Beban, Principal Advisor Transportation

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 seek the approval of the Waihoru Spreydon Cashmere Heathcote Community Board to proceed with safety improvements for pedestrians crossing St Martins Road at the intersection of Centaurus Road and St Martins Road.
- 1.2 The report has been written following community requests to improve pedestrian facilities at this intersection.
- 1.3 The recommended option is to install a pedestrian refuge island on St Martins Road.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Centaurus Road/St Martins Road - Pedestrian Safety Improvements 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, pursuant to Section 331 and 334 of the Local Government Act 1974, the road layout, including all road surface treatments, pedestrian facilities and road markings on Centaurus Road and St Martins Road as detailed on plan TG151658 dated 09/01/26 in Attachment A to the report on the meeting agenda.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Requests have been received from the local community for facilities to support pedestrians crossing St Martins Road near its intersection with Centaurus Road.
- 3.2 It is proposed to install a refuge island on the St Martins Road approach to the intersection.

4. Background/Context Te Horopaki

- 4.1 Improving safety and accessibility on local roads in Christchurch is a priority for the Council.
 - 4.1.1 There are a number of levels of service agreed as part of the Long-Term Plan 24-34 which are relevant to this decision, such as measuring: safety statistics for pedestrians and cyclists; and perceptions that Christchurch is a "walking friendly city".

- 4.1.2 Providing safe infrastructure is key to helping people to get where they are going safely, irrespective of their mode of travel.
- 4.2 St Martins Road is classified as an Urban Connector in the NZTA-Waka Kotahi One Network Framework and has an estimated average daily traffic of around 6,000 vehicles per day.
- 4.3 Currently there are no formal facilities for pedestrians to cross the St Martins Road or Centaurus Road south approaches to this intersection. There is an existing pedestrian refuge island on the Centaurus Road east approach.
- 4.4 There have been two reported crashes at or within 50m of this intersection within the last five years, one minor injury and one non-injury:
- 4.4.1 The minor injury crash involved a southbound cyclist being struck by a vehicle turning left out of Centaurus Road east approach.
- 4.4.2 The non-injury crash involved a vehicle hitting parked cars.
- 4.5 The Orbiter bus route runs between the Centaurus Road south and St Martins Road approaches, with adjacent bus stops around 60m to the south of the intersection.
- 4.6 This intersection is on a route used by students travelling to St Martins School Te Kura o Hato Mātene.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.7 The following reasonably practicable options were considered and are assessed in this report:
- 4.7.1 Pedestrian refuge island.
- 4.7.2 Do nothing.
- 4.8 The following options were considered but ruled out:
- 4.8.1 An alternative location on the south approach to the intersection was considered, however was discounted for a number of reasons:
- The primary route through the intersection is between the Centaurus Road approaches (south and east) and these approaches carry much higher volumes
 - The right turn from the south to the east approach is very busy, so the island would have to be located to the south of the turn bay, which is far away from pedestrian desire lines at the intersection.
 - There are limited available positions to install an island due to conflict with driveways. It may be necessary to relocate one of the bus stops to provide room for the island.
 - To accommodate the island here would require the removal of significant amounts of kerbside parking to provide width for the island and vehicle/cycle lanes and to provide adequate sightlines for crossing pedestrians.

Options Descriptions Ngā Kōwhiringa

- 4.9 **Preferred Option:** Pedestrian refuge island.
- 4.9.1 **Option Description:** Provide a pedestrian refuge island on the St Martins Road Street approach to the intersection.
- 4.9.2 Option Advantages
- Provides waiting space in the middle of the road to allow people to cross in two stages of shorter distance.

- Pedestrians are able cross one direction of traffic at a time, making it easier to judge safe gaps in traffic.
- 4.9.3 Option Disadvantages
- Cost to Council.
- 4.10 Option 2 – Do Nothing.
- 4.10.1 **Option Description:** Do Nothing.
- 4.10.2 Option Advantages
- No cost to Council.
- 4.10.3 Option Disadvantages
- Does not address safety and accessibility concerns for pedestrians.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do Nothing
Cost to Implement	\$36,000	\$0
Maintenance/Ongoing Costs	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	No impact
Funding Source	Traffic Operations Minor Safety Intervention Budget	N/A
Funding Availability	Funding available in the above-named budget	N/A
Impact on Rates	None	None

5.1 These are high level estimates only and not tendered prices.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 The proposal includes traffic safety measures that will reduce risk for pedestrians at this location.

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 Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to subsequently amend or revoke any resolution made under this bylaw at any time.
- 6.2.3 The Community Boards have delegated authority from Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping and traffic controls.
- 6.2.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

6.3 Other Legal Implications:

- 6.3.1 There is no legal context, issue, or implication relevant to this decision.
- 6.3.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in this report.

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 and Community Outcomes. Improving the safety of our roads aligns with the Strategic Priorities and Community Outcomes, in particular to be an inclusive and equitable city; build trust and confidence by listening to and working with our residents; and providing safe crossing points for people who walk and cycle will contribute to a green, liveable city, where our neighbourhoods and communities are accessible and well-connected.
- 6.4.2 This project is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low number of people directly affected by the proposal.
- 6.4.3 The recommended option is consistent with Council's Plans and Policies, in particular:
- LTP Activity Plan - Level of Service target to reduce the number of deaths or serious injuries (DSI) from all crashes by 40% in 2030.
 - The changes made align with road safety and liveable streets goals in the Christchurch Transport Strategic Plan 2012–2042, and similarly in the draft Transport Plan (safe streets).
 - The changes made align with Kia tūroa te Ao - Ōtautahi Christchurch Climate Resilience Strategy as set out in the Climate Change Impact Considerations section below.
 - Improving safety on local roads is a priority for the Council.

6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):

6.6 Transport

6.6.1 Activity: Transport

- Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - >=85% resident satisfaction
- Level of Service: 10.5.41 Increase access within 15 minutes to key destination types by walking (to at least four of the five basic services: food shopping, education, employment, health, and open spaces) - >=50% of residential addresses with a 15-minute walking access
- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <=12 crashes per 100,000 residents
- Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - >=85% resident satisfaction

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 Consultation started on 27 November and ran until 18 December 2025.

6.8 Project details were advertised via:

- An email sent to three key stakeholders, St Martins Primary School, Beckenham Primary School and BestStart St Martins.
- A flyer drop to 25 residents on St Martins Road and Centaurus Road

6.9 Summary of Submissions Ngā Tāpaetanga

6.10 Three residents provided feedback and supported a crossing on St Martins Road but two residents suggested alternative locations.

6.11 One resident suggested that the crossing point would be better located on the Centaurus Road side (south) of the intersection. Another resident suggested that the crossing point would serve school children better if it were closer to Buxton Terrace.

6.12 One resident supported the proposal but questioned whether the island was wide enough for pushchairs and bicycles to wait.

6.13 The decision affects the following wards/Community Board areas:

6.13.1 Cashmere Ward.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.14 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.

6.15 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

6.16 The decisions in this report are likely to:

6.16.1 Contribute positively to adaptation to the impacts of climate change.

6.16.2 Contribute positively to emissions reductions.

6.17 The emission reductions associated with this project have not been estimated.

6.18 Improving the ability for people to walk, cycle, scoot and catch the bus are a key part of the Council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city.

6.19 Improving safety and making these roads feel safer would address some of the barriers to people making sustainable travel choices. Removing these barriers will lead to reductions in vehicle kilometres travelled and consequently emissions from transport.

7. Next Steps Ngā Mahinga ā-muri

7.1 If the Community Board agrees to the recommendations in this report, staff will engage with contractors to proceed with construction.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Centaurus Road and St Martins Road Proposed Pedestrian Improvements TG151658	26/50314	103

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Lachlan Beban - Principal Advisor Transportation Signals Daisy-Bea Scrase - Engagement Advisor Gemma Dioni - Principal Advisor Transportation Safety
Approved By	Kathy Graham - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)



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Centaurus Road / St Martins Road
Proposed Pedestrian Improvements
For Board Approval

Original Plan Size: A4
Drawn: MJR Issue 1 09/01/2026
Designed: DM Drawing: TG151658
Approved: ... Project:

Attachment A Item 15

16. Hoon Hay Road/Lewis Street - Pedestrian Improvements

Reference Te Tohutoro: 25/2416855

Responsible Officer(s) Te Pou Matua: Lachlan Beban, Principal Advisor Transportation

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 seek the approval of the Waihoru Spreydon-Cashmere-Heathcote Community Board to proceed with proposed pedestrian safety improvements on Hoon Hay Road.
- 1.2 The report has been written following community requests to provide improved pedestrian facilities to assist pedestrians to cross Hoon Hay Road at Lewis Street and Smartlea Street.
- 1.3 The recommended option is to install two pedestrian refuge islands on Hoon Hay Road.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Hoon Hay Road/Lewis Street - Pedestrian Improvements 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. Under Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 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 to 17 below.
4. Approves, pursuant to Section 331 and 334 of the Local Government Act 1974, the road layout, including all road surface treatments, traffic islands, pedestrian facilities and road markings on Hoon Hay Road as detailed in Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
5. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the northeast bound approach of Lewis Street at its intersection with Hoon Hay Road be controlled by a Stop Control as detailed in Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
6. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northwestern side of Lewis Street, commencing at its intersection with Hoon Hay Road and extending in a south-westerly direction for a distance of 12 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
7. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the parking of vehicles on northwestern side of Lewis Street be restricted to a maximum period of 10 minutes commencing at a point 12 metres southwest of its intersection with Hoon Hay Road and extending in a south-westerly direction for a distance of 24 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150187 dated

- 12/01/26). This restriction is to apply from 8am- 6pm Monday- Sunday, excluding public holidays.
8. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwestern side of Hoon Hay Road, commencing at its intersection with Lewis Street and extending in a north-westerly direction for a distance of 56 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
 9. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeastern side of Hoon Hay Road, commencing at a point 86 metres northwest of its intersection with Smartlea Street and extending in a north-westerly direction for a distance of 38 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
 10. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, a bus stop be installed on the northeastern side of Hoon Hay Road, commencing at a point 72 metres northwest of its intersection with Smartlea Street and extending in a north-westerly direction for a distance of 14 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
 11. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeastern side of Hoon Hay Road, commencing its intersection with Smartlea Street and extending in a north-westerly direction for a distance of 72 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
 12. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northwestern side of Smartlea Street, commencing its intersection with Hoon Hay Road and extending in a north-easterly direction for a distance of 16.5 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
 13. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southeastern side of Smartlea Street, commencing its intersection with Hoon Hay Road and extending in a north-easterly direction for a distance of 15.5 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
 14. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the southwest bound approach of Smartlea Street at its intersection with Hoon Hay Road be controlled by a Give Way Control.
 15. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeastern side of Hoon Hay Road, commencing its intersection with Smartlea Street and extending in a south-easterly direction for a distance of 22.5 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
 16. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwestern side of Hoon Hay Road, commencing its intersection with Lewis Street and extending in a south-easterly direction for a distance of 95.5 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
 17. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southeastern side of

Lewis Street, commencing at its intersection with Hoon Hay Road and extending in a south-westerly direction for a distance of 16 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).

18. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in 4 to 17 are in place or removed in the case of revocations.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Requests have been received from the local community for facilities to support pedestrians crossing Hoon Hay Road near its intersections with Lewis Street and Smartlea Street.
- 3.2 It is proposed to install pedestrian refuge islands on Hoon Hay Road to the north of its intersection with Lewis Street and north of its intersection with Smartlea Street.
- 3.3 Three options were presented to the community through the engagement. Submitters preferred Option 3 as it provides two safe crossing options on Hoon Hay Road, meeting the needs of different users including those who need to access Lewis Street shops and school children who cross close to Smartlea Street and connect to the cycleway.

4. Background/Context Te Horopaki

- 4.1 Improving safety and accessibility on local roads in Christchurch is a priority for the Council.
 - 4.1.1 There are a number of levels of service agreed as part of the Long-Term Plan 24-34 which are relevant to this decision, such as measuring: safety statistics for pedestrians and cyclists; and perceptions that Christchurch is a “walking friendly city”.
- 4.2 Providing safe infrastructure is key to helping people to get where they are going safely, irrespective of their mode of travel.
- 4.3 Requests have been received from the local community (via the Community Board) for facilities to support pedestrians crossing Hoon Hay Road near its intersection with Lewis Street.
- 4.4 Currently there are no formal facilities for pedestrians to cross Hoon Hay Road in this vicinity. There is demand for crossing in this location as there are local community facilities, shops and early childhood education facilities and a primary school nearby.
- 4.5 Hoon Hay Road is classified as an Urban Connector in the NZTA-Waka Kotahi One Network Framework and has an average daily traffic of around 16,000 vehicles per day (November 2024 survey).
- 4.6 There has been one reported crash within this section of Hoon Hay Road within the last five years. This minor injury crash involved a vehicle hitting the rear of another vehicle waiting to turn right from Hoon Hay Road into Lewis Street.
- 4.7 Adjacent bus stops serve route 60 on Hoon Hay Road.

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 – Pedestrian refuge island to the north of the Lewis Street intersection.

- 4.8.2 Option 2 – Pedestrian refuge island to the north of Smartlea Street.
- 4.8.3 Option 3 – Pedestrian refuge islands to the north of Lewis Street and north of Smartlea Street.
- 4.8.4 Option 4 – Do Nothing.

Options Descriptions Ngā Kōwhiringa

- 4.9 **Preferred Option (Option 3):** Pedestrian refuge islands to the north of Lewis Street and north of Smartlea Street (Attachment A)

4.9.1 **Option Description:**

- Two new pedestrian refuge islands; one to the north of Lewis Street and one to the north of Smartlea Street.
- Associated no stopping restrictions to provide adequate visibility at crossing points.
- The existing bus stop outside #105 Hoon Hay is proposed to be moved slightly to the south to ensure adequate space is available for cyclists and vehicles in the vicinity of the proposed pedestrian island.

4.9.2 Option Advantages

- Provides crossing points where people are currently crossing the road.
- Provides waiting space in the middle of the road to allow people to cross in two stages.
- Pedestrians are able cross one direction of traffic at a time, making it easier to judge safe gaps in traffic.

4.9.3 Option Disadvantages

- Cost to Council.
- Loss of on-street parking (approximately 24 car parks).

- 4.10 **Option 1:** Pedestrian refuge island to the north of Lewis Street (Attachment B)

4.10.1 **Option Description:**

- A new pedestrian refuge island to the north of Lewis Street.
- Associated no stopping restrictions to provide adequate visibility at crossing points.
- The existing bus stop outside #105 Hoon Hay is proposed to be modified to bring it up to current standard.

4.10.2 Option Advantages

- Provides waiting space in the middle of the road to allow people to cross in two stages.
- Pedestrians are able cross one direction of traffic at a time, making it easier to judge safe gaps in traffic.

4.10.3 Option Disadvantages

- Does not provide facilities to support safe crossing movements in the vicinity of Smartlea Street.
- Cost to Council.

- Loss of on-street parking (approximately 14 car parks).

4.11 Option 2: Pedestrian refuge island to the north of Smartlea Street (Attachment C)

4.11.1 Option Description:

- A new pedestrian refuge island to the north of Smartlea Street
- Associated no stopping restrictions to provide adequate visibility at crossing points.

4.11.2 Option Advantages

- Provides waiting space in the middle of the road to allow people to cross in two stages.
- Pedestrians are able cross one direction of traffic at a time, making it easier to judge safe gaps in traffic.

4.11.3 Option Disadvantages

- Does not provide facilities to support safe crossing movements in the vicinity of Lewis Street or the Community Centre located to the north of the intersection.
- Cost to Council.
- Loss of on-street parking (approximately 20 car parks).

4.12 Option 4: Do Nothing

4.12.1 Option Description: Do Nothing

4.12.2 Option Advantages

- No cost to Council.
- No loss on on-street parking.

4.12.3 Option Disadvantages

- Does not address safety and accessibility concerns for pedestrians.
- Loss of on-street parking.

5. Financial Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option 3 – Two refuge islands	Option 1 – Refuge island nth of Lewis St	Option 2 - Refuge island nth of Smartlea St	Option 4 – Do Nothing
Cost to Implement	\$131,000	\$72,000	\$65,000	\$0
Maintenance/Ongoing Costs	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	No impact
Funding Source	Traffic Operations Minor Safety Intervention Budget (65924)	Traffic Operations Minor Safety Intervention Budget (65924)	Traffic Operations Minor Safety Intervention Budget (65924)	N/A

Funding Availability	Funding available in the above-named budget	Funding available in the above-named budget	Funding available in the above-named budget	N/A
Impact on Rates	None	None	None	None

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 The proposal includes traffic safety measures that will reduce risk for pedestrians at this location.

Legal Considerations Ngā Hiraunga 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 Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to subsequently amend or revoke any resolution made under this bylaw at any time.

6.2.3 The Community Boards have delegated authority from Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping and traffic controls.

6.2.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

6.3 Other Legal Implications:

6.3.1 There is no legal context, issue, or implication relevant to this decision.

6.3.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in this report.

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 and Community Outcomes. Improving the safety of our roads aligns with the Strategic Priorities and Community Outcomes, in particular to be an inclusive and equitable city; build trust and confidence by listening to and working with our residents; and providing safe crossing points for people who walk and cycle will contribute to a green, liveable city, where our neighbourhoods and communities are accessible and well-connected.

6.4.2 This project is assessed as low significance based on the Christchurch City Council’s Significance and Engagement Policy. The level of significance was determined by low the number of people directly affected by the proposal.

6.5 Transport

6.5.1 Activity: Transport

- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - ≤ 12 crashes per 100,000 residents
- Level of Service: 10.5.41 Increase access within 15 minutes to key destination types by walking (to at least four of the five basic services: food shopping, education, employment, health, and open spaces) - $\geq 50\%$ of residential addresses with a 15-minute walking access
- 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: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - $\geq 85\%$ resident satisfaction
- 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: 10.0.6.2 Reduce the number of death and serious injury crashes on the local road network - Five year rolling average < 95 crashes per year
- 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: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - $\geq 85\%$ resident satisfaction

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.6 As champions for the project, Hoon Hay Community Association were engaged early in November 2025. At the meeting design options were shared and the consultation process discussed.
- 6.7 Consultation started on 27 November and ran until 18 December 2025.
- 6.8 The public were asked to choose which crossing option they preferred. The three options were:
- Option 1, one pedestrian island north of Lewis Street.
 - Option 2, one pedestrian island north of Smartlea Street.
 - Option 3, two pedestrian islands, one north of Lewis Street and one north of Smartlea Street.
- 6.9 Project details including links to the Kōrero mai | Let's Talk webpage were advertised via:
- An email sent to five key stakeholders, including Hoon Hay Community Association, Penny Lane Childcare and local primary schools.
 - Two local community group Facebook pages, which reached over 10,000 people.
 - The plans and a copy of the flyer were advertised on the noticeboard outside the Hoon Hay Community Centre.
 - A leaflet drop to approximately 50 residents on Hoon Hay Road, Lewis Street and Smartlea Street.

- 6.10 The Kōrero mai | Let's Talk page had 724 views throughout the consultation period.
- 6.11 A feedback stand was set up at Hoon Hay Community Centre's community day on 7 December 2025 with paper feedback forms.
- 6.12 Staff doorknocked 33 residents / businesses to discuss the pedestrian crossing options. If they were unavailable, information was left inviting them to get in touch.
- 6.13 **Summary of Submissions Ngā Tāpaetanga**
- 6.14 Submissions were made by two recognised organisations, one business and 102 individuals. All submissions are available on our [Kōrero mai webpage](#).
- 6.15 **Hoon Hay Community Association** supported Option 3 to provide people with options to cross the road, improving access to the bus stops and the community centre as well as providing a link to Smartlea Street. In 2022 and 2023 the community association surveyed their community around road safety in the Hoon Hay area. 99.2% of those who responded at that time supported a pedestrian refuge on Hoon Hay Road.
- 6.16 **Spokes Canterbury** supported Option 3 and provided a number of suggestions to make the area more pedestrian and cyclist friendly.
- 6.17 **Penny Lane Early Childhood Centre** supported option 1 as the best location for families attending their centre. They raised concerns about vehicle speeds on Hoon Hay Road and requested investigation into speed management or speed limit changes.
- 6.18 Overall, there was strong support for a pedestrian crossing on Hoon Hay Road with:
- 39% (41) supporting Option 3
 - 36% (38) supporting option 1
 - 16% (17) supporting option 2
 - Some submitters (9%) (9) did not support any of the options.
- 6.19 Submitters preferred Option 3 for the following reason:
- It provides two safe crossing options on Hoon Hay Road, meeting the needs of different users including those who need to access Lewis Street shops and school children who cross close to Smartlea Street and connect to the cycleway (36).
- 6.20 Submitters preferred Option 1 for the following reasons:
- The least number of parking spaces impacted (17).
 - Crossing option serves the Community Centre, Lewis Street shops, bus stops and Penny Lane Childcare (12).
- 6.21 Submitters preferred Option 2 for the following reasons:
- The crossing location connects users to Smartlea Street which is a key route for many school children (5).
 - The crossing will not impact visibility or congestion at the Lewis Street intersection (3).
- 6.22 Reasons for not supporting any of the options included:
- The intersection is busy and crossing points should be moved away from the intersection (3).
 - The removal of on-street parking (3).
 - The islands will create congestion (3).

6.23 Submitters made the following requests:

- Longer time restrictions for the P10 parking on Lewis Street (4).
- Consider safer options for pedestrian crossing, e.g. signals (4).
- Build out the kerbs of Lewis Street to make it easier to cross and slow vehicles around the corners (2).

6.24 Outside of the scope of this project, submitters requested that Council investigate a crossing near Maryhill Avenue (5) and Murison Avenue (3).

6.25 The decision affects the following wards/Community Board areas:

6.25.1 Spreydon Ward

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.26 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.

6.27 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

6.28 The decisions in this report are likely to:

- 6.28.1 Contribute positively to adaptation to the impacts of climate change.
- 6.28.2 Contribute positively to emissions reductions.

6.29 The emission reductions associated with this project have not been estimated.

6.30 Improving the ability for people to walk, cycle, scoot and catch the bus are a key part of the Council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city.

6.31 Improving safety and making these roads feel safer would address some of the barriers to people making sustainable travel choices. Removing these barriers will lead to reductions in vehicle kilometres travelled and consequently emissions from transport.

7. Next Steps Ngā Mahinga ā-muri

7.1 If the Community Board agrees to the recommendations in this report, staff will engage with contractors to proceed with construction.

Attachments Ngā Tāpirihanga

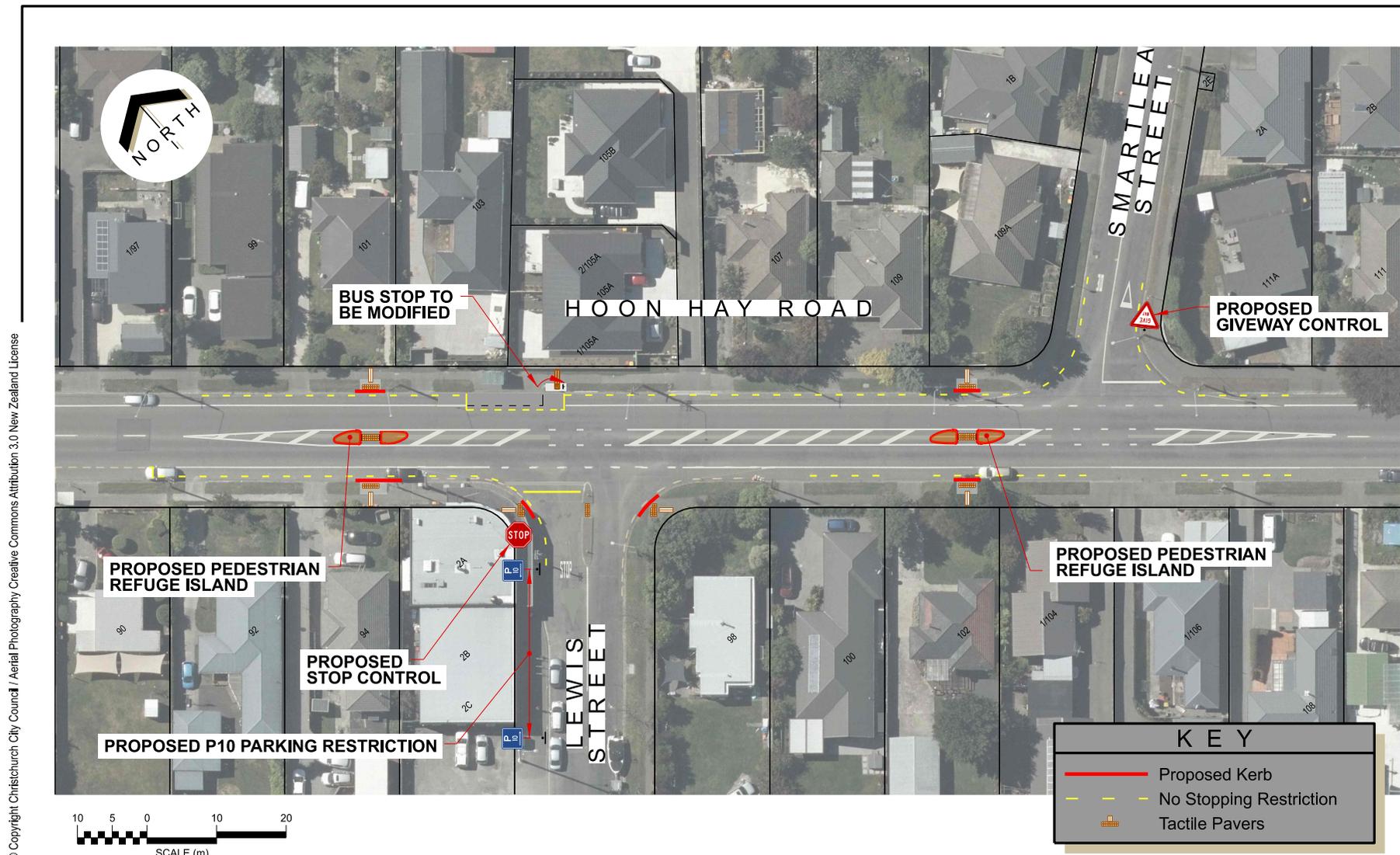
No.	Title	Reference	Page
A  	Hoon Hay Road Proposed Pedestrian Improvements - Option 3 (Preferred)	26/51880	115
B  	Hoon Hay Road Proposed Pedestrian Improvements - Option 1	26/76310	116
C  	Hoon Hay Road Proposed Pedestrian Improvements - Option 2	26/76300	117

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Lachlan Beban - Principal Advisor Transportation Signals Toni Dakers - Traffic Engineer Daisy-Bea Scrase - Engagement Advisor Gemma Dioni - Principal Advisor Transportation Safety
Approved By	Kathy Graham - Team Leader Traffic Operations Tony Richardson - Finance Business Partner Stephen Wright - Manager Operations (Transport)



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Hoon Hay Road / Lewis Street
Option 3 - Proposed Pedestrian Improvements
For Board Approval

Original Plan Size: A4
Drawn: MJR Issue 1 12/01/2026
Designed: TD Drawing: TG150187
Approved: Project: RPS845

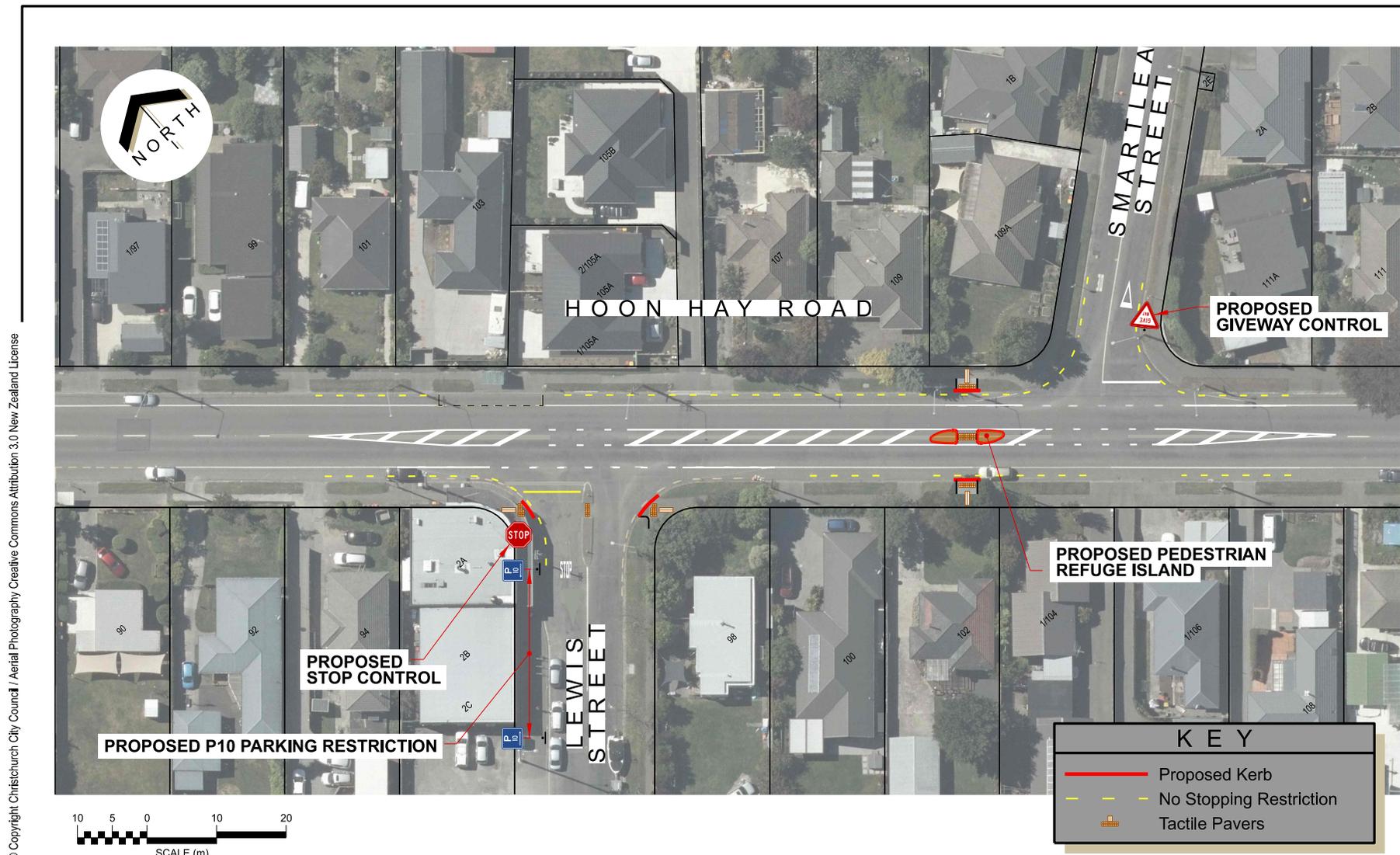


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Hoon Hay Road / Lewis Street
Option 1 - Proposed Pedestrian Improvements
Consultation Plan

Original Plan Size: A4
Drawn: MJR Issue 1 18/11/2025
Designed: TD Drawing: TG150187s9
Approved: Project: RPS845



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Hoon Hay Road / Lewis Street
Option 2 - Proposed Pedestrian Improvements
Consultation Plan

Original Plan Size: A4
Drawn: MJR Issue 1 18/11/2025
Designed: TD Drawing: tg150187s10
Approved: Project: RPS845

17. Waihoru Spreydon-Cashmere-Heathcote 2025-26 Discretionary Response Fund - Sumner Bays Union Trust, Westland Free Kindergarden, Youth and Cultural Development

Reference Te Tohutoro: 26/88415

Responsible Officer(s) Te Nime Ah Kam-Sherlock, Community Recreation Advisor

Pou Matua: Heather Davies, Community Development Advisor

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 Waihoru Spreydon-Cashmere-Heathcote Community Board to consider three applications for funding from its 2025/26 Discretionary Response Fund from the organisations listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
DRF25/26_022_SCH	Sumner Bays Union Trust	Sumner Community Christmas Carols	\$1,397.00	\$1,397.00
DRF25/26_00025_SCH	Canterbury Westland Free Kindergarden Association Inc	Sustainable Refresh of Outdoor Climbing Equipment	\$3,700	\$3,000
DRF25/26_00029_SCH	The Youth and Cultural Development Society Incorporated	FRESH Pool Parties at Pioneer Pool	\$12,000.00	\$12,000.00

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Waihoru Spreydon-Cashmere-Heathcote 2025-26 Discretionary Response Fund - Sumner Bays Union Trust, Westland Free Kindergarden, Youth and Cultural Development Report.
2. Approves a grant of \$1,397.00 from its 2025/26 Discretionary Response Fund to Sumner Bays Union Trust towards entertainment costs for the Sumner Community Christmas Carols.
3. Approves a grant of \$3,000 from its 2025/26 Discretionary Response Fund to Canterbury Westland Free Kindergarden Association Incorporated towards Sustainable Refresh of Outdoor Climbing Equipment.
4. Approves a grant of \$12,000 from its 2025/26 Discretionary Response Fund to The Youth and Cultural Development Society Incorporated towards FRESH Pool Parties at Pioneer Pool.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendations above are aligned with the Council's Strategic Framework and in particular the strategic priorities of building trust and confidence & managing ratepayers' money wisely.
- 3.2 The recommendations are consistent with the Strengthening Communities Together Strategy, particularly the Participation and Place pillars.

Decision Making Authority Te Mana Whakatau

- 3.3 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community.
 - 3.3.1 Allocations must be consistent with any Council-adopted policies, standards or criteria.
 - 3.3.2 The Fund does not cover:
 - Legal or environmental court challenges against the Council, Council Controlled Organisations, or Community Board decisions.
 - Projects or initiatives that change the scope of a Council project or lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

- 3.4 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
- 3.5 The significance level was determined by the number of people affected and/or with an interest.
- 3.6 Due to the assessment of low significance, no further community engagement and consultation is required.

Discussion Kōrerorero

- 3.7 At the time of writing, the balance of the 2025/26 Discretionary Response Fund is:

Total Budget 2025/26	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$85,339.00	\$4,263.00	\$81,076.00	\$64,679.00

This budget was established from a combination of the Strengthening Communities Fund decision meeting in August 2025 and carry-forward budget from the year prior.

- 3.8 Based on the current Discretionary Response Fund criteria, the applications above are eligible for funding.
- 3.9 The attached Decision Matrices provide detailed information for the applications. This includes organisational details, project details, financial information, and a staff assessment.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	DRF Decision Matrix - SBUT Sumner Community Christmas Carols	26/88468	122
B  	DRF Decision Matrix - Canterbury Westland Free Kindergarden	26/89846	123
C  	DRF Decision Matrix - Youth and Cultural Developement Fresh Pool Party Events	26/141390	124

Signatories Ngā Kaiwaitohu

Authors	Nime Ah Kam-Sherlock - Community Recreation Advisor Heather Davies - Community Development Advisor
Approved By	Josh Wharton - Manager Community Governance, Spreydon-Cashmere-Heathcote

WAIHORU SPREYDON-CASHMERE-HEATHCOTE DISCRETIONARY RESPONSE FUND 2025/26 DECISION MATRIX

Organisation Name	Project	Request Budget	Staff Recommendation	Priority
<p>Sumner Bays Union Trust</p> <p>Application Number: DRF25/26_00022_SCH</p> <p>Physical address 14 Wakefield Ave, Sumner</p> <p>Funding History (past three years) 2024/25 - \$2,314 - Morgans Valley Bush and Bird Regeneration Project - Sustainability Fund Round 1 2025/2026 - \$8,000 - Sumner Bays Union Trust project - SCH SCF 2024/25 - \$1,330 - Community Christmas Carols - DRF SCH 2024/25 - \$8,000 - Sumner Bays Union Trust Community Programmes - SCF SCH 2023/24 - \$8,000 - Management support and liaison to affiliated community groups - SCF SCH 2022/23 - \$1,080 - Extension of Community Orchard - DRF SCH 2022/23 - \$12,000 - Operational, Administration and Project Support - SCH LCH</p>	<p>Sumner Community Christmas Carols The Sumner Community Christmas Carols event.</p>	<p>Total Cost of Project: \$2,447</p> <p>Total Amount Requested: \$1,397</p> <p>Percentage of project requested: 57%</p> <p>Contribution sought towards: Entertainment costs including band fee and professional Santa - \$1,397</p> <p>Other sources of funding: \$1050.00 - funds on hand.</p>	<p>\$1,397</p> <p>That the Waihoru Spreydon Cashmere Heathcote Community Board approves a grant of \$1,397 from its 2025/26 Discretionary Response Fund to Sumner Bays Union Trust towards entertainment costs for the Sumner Community Christmas Carols.</p>	<p>2</p>

CCC Strategy Alignment

Strengthening Communities Together Strategy

Outcomes that will be achieved through this project

Participants will benefit from a festive atmosphere, high-quality entertainment and the opportunity to connect with local community groups.
The event will also raise awareness about the ongoing work of the Trust and its partners, fostering a greater sense of connection among families and local organisations.
Raising the profile of the organisation.

Staff Assessment

Sumner Community Christmas Carols is an annual community event organised by the Sumner Bays Union Trust (SBUT), in collaboration with other local community groups. Although the event extends beyond the original scope of SBUT founding mission, it has become a cherished tradition over the years, and they are now the primary group responsible for its organisation.

The event takes place in December at Matuku Takotako, between 5pm and 8pm. SBUT, Sumner Silver Band, Sumner Volunteer Fire Brigade, Fuse Youth, Matuku Community Theatre, Sumner Residents Association and Hub, Matuku Takotako library staff and local businesses collaborate to plan and deliver the event.

It brings the community together to celebrate the holiday season. Festivities include Santa, music from the Silver Band, singing from the theatre group, food, face painting, lolly scramble, children's story time and reading in the library. It fosters community connections and unites the community as residents of all ages gather, connect and engage with one another in a celebratory environment.

The event is particularly important for isolated and elderly community members, who are specifically invited to join in the celebrations. This outreach helps combat loneliness, particularly during the holiday season and promotes inclusivity in the community.

This application was received in September 2025, for an event on 11 December. This was also the date of the current Community Boards first formal decision meeting. As funding is not given retrospectively the application being considered is for the 2026 Sumner Community Christmas Carols event.

Rationale for staff recommendation

- It fosters community connections meeting a strong community need for social connection.
- It is a community led, planned, delivered event involving collaboration among local groups.

WAIHORU SPREYDON-CASHMERE-HEATHCOTE DISCRETIONARY RESPONSE FUND 2025/26 DECISION MATRIX

Organisation Name	Project	Request Budget	Staff Recommendation	Priority
<p>Canterbury Westland Free Kindergarten Association Inc</p> <p>Application Number: DRF25/26_00025_SCH</p> <p>Physical address 43 Birmingham Dr, Middleton</p> <p>Funding History (past three years) -\$0</p>	<p>Sustainable Refresh of Outdoor Climbing Equipment</p> <p>Kidsfirst Kindergarten Selwyn Street is seeking funding support to repaint and refurbish outdoor play equipment.</p>	<p>Total Cost of Project: \$4,255</p> <p>Total Amount Requested: \$3,700</p> <p>Percentage of project requested: 87%</p> <p>Contribution sought towards: Repaint and refurbish metal climbing frames - \$3,200 Repaint and refurbish climbing box - \$500</p> <p>Other sources of funding: Fair Fundraiser - \$200</p>	<p>\$3,000</p> <p>That the Waihoru Spreydon-Cashmere-Heathcote Community Board approves a grant of \$3,000 from its 2025/26 Discretionary Response Fund to Canterbury Westland Free Kindergarten Association Inc towards Refurbishment and repainting of outdoor equipment.</p>	<p>2</p>

CCC Strategy Alignment

Strengthening Communities Together Strategy, Physical Recreation & Sport Strategy

Outcomes that will be achieved through this project

The outcomes of this project will be that climbing equipment is safer, sturdier, and able to be used confidently by all tamariki. Refurbishing the frames and climbing box will extend their lifespan and avoid unnecessary waste and replacement costs while modelling sustainable practices for community.

The outdoor area will be more inviting and appealing, encouraging children to engage in active play, supporting physical development, helping them build balance, coordination, strength, and confidence. The revitalised play spaces will also promote social interaction, creativity, and a sense of wellbeing for all children who use it.

Staff Assessment

Kidsfirst Selwyn Street is one of the oldest Kindergartens in Christchurch, having opened in October 1918. The Kindergarten has 52 tamariki registered with 40 tamariki attending the centre daily. The attendees are approx. 95% from the local Addington area.

Selwyn Street Kindergarten is a not for profit Incorporated Society who are seeking funding to refurbish tired play equipment in the outdoor area. The climbing equipment encourages tamariki to be active, build confidence, develop coordination and explore through play while outside.

Funding from the Ministry of Education does not cover playground equipment such as climbing equipment, and traditional fundraising efforts are limited by the economic circumstances of the Kindergarten's community. Many families have little to no disposable income, and resource-intensive fundraising diverts valuable time from teaching and care. The current climbing equipment has been in use for many years.

Upgrading the outdoor environment will also create a more welcoming and functional space for whānau to gather—strengthening social connections and supporting a strong sense of belonging within the community. This refurbish and repaint of climbing equipment aligns strongly with principles of equity, wellbeing, and inclusion, ensuring all tamariki have access to quality, enriching play experiences regardless of their background or family circumstance, as well as modelling sustainable practices within the community.

Rationale for staff recommendation

- The project supports equity and inclusion by ensuring tamariki have access to safe, enriching outdoor play experiences. This aligns with the strategy's focus on reducing barriers and enabling all communities to thrive.
- By enhancing the outdoor environment, the Kindergarten fosters social connection, wellbeing, and a sense of belonging among tamariki and their whānau. This reflects e Haumako – Te Whitingia: Strengthening Communities Together Strategy's emphasis on building connected, resilient communities through shared spaces and experiences.

WAIHORU SPREYDON-CASHMERE-HEATHCOTE DISCRETIONARY RESPONSE FUND 2025/26 DECISION MATRIX

Organisation Name	Project	Request Budget	Staff Recommendation	Priority
<p>Youth Cultural Development Society Incorporated Youth and Cultural Development Society Incorporated</p> <p>Application Number: DRF25/26_00029_SCH</p> <p>Physical address 301 Cashel St, Christchurch Central</p> <p>Funding History (past three years) 2024/25 - \$10,000 - House of Hoopz & Fresh Pool Parties - DRF SCH 2024/25 - \$6,000 - House of Hoopz - DRF CBL 2024/25 - \$20,000 - Admin/Youth Worker Wages (Yr 2 of 3) - SCF Metro 2023/24 - \$20,000 - Admin/Youth Worker Wages (Yr 1 of 3) - SCF Metro 2023/24 - \$1,000 - Fresh Pool Parties - Swim HHR</p>	<p>FRESH Pool Parties at Pioneer Pool Building on the success of the Youth and Cultural Development (YCD) FRESH Pool Parties, the 2026 events will continue to offer free, local aquatic events for rangatahi and their whānau.</p>	<p>Total Cost of Project: \$14,600 Total Amount Requested: \$12,000 Percentage of project requested: 82%</p> <p>Contribution sought towards: Lifeguards - \$1,000 DJ and MC - \$2,000 Graphic Design - \$1,000 Sound/Tech - \$2,000 15 Volunteers at 4 Events - Volunteer Recognition - \$3,000 Photographer - \$1,000 Barbers/Braiders - \$2,000</p> <p>Other sources of funding: Nil</p>	<p>\$12,000</p> <p>That the Waihoru Spreydon-Cashmere-Heathcote Community Board approves a grant of \$12,000 from its 2025/26 Discretionary Response Fund to Youth Cultural Development Society Incorporated towards Costs associated with the delivery of the event.</p>	<p>1</p>

CCC Strategy Alignment

Strengthening Communities Together Strategy, Physical Recreation & Sport Strategy, Multicultural Strategy, Equity and Inclusion Policy

Outcomes that will be achieved through this project

These free local events make it easier for young people to be active by removing financial, transport, and social barriers. The program promotes overall wellbeing and supports physical health, emotional resilience, social connection, and spiritual wellbeing.

Trained youth workers are present at each event to provide guidance, encouragement, and positive role models in a safe and welcoming environment. By providing fun and supervised activities, the pool parties give rangatahi safe alternatives to risky behavior. This helps reduce youth offending, substance use, and disengagement.

The events bring whānau, rangatahi, and local partners together in welcoming spaces. Rangatahi help design and run the programs, building confidence, leadership, and ownership. Guided by Mana Taiohi principles, the programme is community-led, culturally grounded, and focused on creating lasting, positive impact.

Staff Assessment

Winning the 2023 NZ Aquatic Innovation Award highlighted the impact of the Youth and Cultural Development (YCD) FRESH Pool Parties for taiohi and their whānau in South Christchurch. These events are designed to reach taiohi and their whānau in high-deprivation areas who often miss out on organised recreation due to cost, transport, or lack of access.

Four pool parties are planned to take place at Pioneer Recreation Centre for 2026. These events will be free, local, accessible, and most importantly, they are shaped by the young people who take part. Working alongside youth workers and community partners, rangatahi help design and deliver events that feel safe, welcoming, and fun. This approach supports their whole wellbeing, physical, emotional, social, and spiritual.

Through the YCD FRESH Pool Parties, they aim to:

- Remove barriers that stop taiohi from being active.
- Increase participation in positive, healthy activities.
- Offer safe and enjoyable alternatives to risky behaviours, helping reduce harm such as crime and substance use.

The programme is guided by Mana Taiohi principles being Whanaungatanga, Manaakitanga, and Mātauranga, ensuring strong relationships, genuine care, and meaningful involvement from both taiohi and the wider community.

Rationale for staff recommendation

- The project aligns strongly with the Strengthening Communities Together Strategy, Physical Recreation and Sport Strategy, Objective 2.1: Encourage communities to create and sustain a sense of local identity and ownership. Objective 2.3: Support the community activation and kaitakitanga of public places and spaces.
- This project removes barriers to participation for those who are unable to access aquatic activities.

18. Waihoru Spreydon-Cashmere-Heathcote Community Board Area Report - February 2026

Reference Te Tohutoro: 25/2422995

Responsible Officer(s) Te Pou Matua: Josh Wharton, 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.

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 - February 2026.

3. Community Support, Governance and Partnership Activity

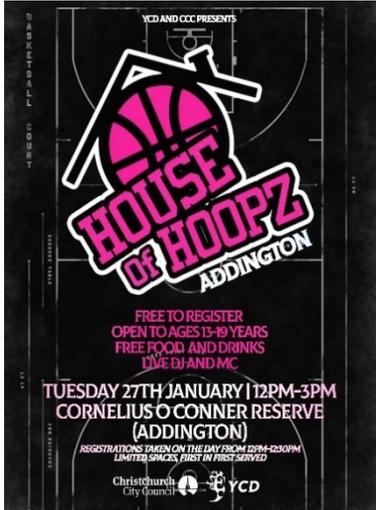
3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Ōmōkihi South Library and Customer Service Hub - Visit	Staff coordinated a visit of the developing Ōmōkihi South Library building with Project Manager Brayden and representatives from Cook Brothers Construction. In the walkthrough and rooftop tour, Elected members discussed utilisation of the facility, the grounds, and potential for additional considerations such as solar panels, community events, meeting room layout, etc. Cook Brothers also shared information about their local school and community engagements (creation of mud kitchens, chicken coops, & native leafcutter bee habitats). The latest community update as of 24 November 2025 is attached .	20 November 2026	Strengthening Communities Together Strategy <i>Objective 2.3: Support the community activation and kaitiakitanga of public places and spaces.</i>

<p>Place Cadets at Hoon Hay Park</p>	<p>The Hoon Hay Place Cadets project was unveiled by representatives from Ngai Tuahuriri and celebrated by teachers, funders, and students alike on the 26 November 2025.</p> <p>Coordinated by the Gather Foundation, this project brings together community residents and students from Te Kōmanawa Rowley School in a hands-on co-design initiative for a public sculpture/play space installation. The project encouraged children to take pride in shaping their shared outdoor spaces, building a sense of belonging, manaakitanga, and kaitiakitanga within their local environment.</p>	<p>26 November 2025</p>	<p>Strengthening Communities Together Strategy Objective 2.1: Encourage communities to create and sustain a sense of local identity and ownership.</p>

			
<p>2025 Community Service Awards</p>	<p>The Board considered Community Service Award nominations at their meeting in June 2025. The awards ceremony was held on 4 December 2025 and attended by 75 representatives from local community organisations as part of an end-of-year get together for the new Board.</p> 	<p>4 December 2025</p>	<p>Strengthening Communities Together Strategy <i>Objective 4.3: Support neighbourhood and city-wide initiatives aimed at increasing a sense of neighbourliness</i></p> <p>Community Board Project Funding</p>

			
<p>House of Hoopz - Addington</p>	<p>The 3rd Annual House of Hoopz basketball series is underway, with Cornelius O'Connor Reserve Basketball Court in Addington hosting its second tournament. Across Christchurch, a total of nine House of Hoopz events are being held in various suburbs, providing accessible opportunities for players to participate in 3x3 streetball. Presented by YCD and Christchurch City Council, the tournaments showcase local talent and community engagement.</p> <p>Winners from each suburb will progress to the finals on 15 March at New Brighton.</p>	<p>27 January 2026</p>	<p>Strengthening Communities Together Strategy <i>Objective 1.5: Support groups involved in arts, culture, heritage, recreation and environmental care.</i> <i>1.7: Work with others to reduce loneliness and social isolation with an intergenerational focus.</i> <i>Objective 2.3: Support community activation and kaitiakitanga of public places and spaces.</i></p>
<p>Shoreline Youth Trust – Fuse Youth</p>	<p>Shore Line Youth Trust (SYT) operating through Fuse Youth Centre has served young people in the Sumner, Redcliffs and Mount Pleasant area for 23 years. Providing a safe, welcoming and inspiring environment for youth to connect grow and thrive. Due to the discontinuation of two philanthropic funding contracts in early 2025, all youth activities went into ‘hibernation’ in April 2025. Following a successful community promotion and fundraising campaign, which looked at combining philanthropic and community funding SYT will relaunch all Fuse programmes in February 2026. This includes after school programmes in Matuku Takotako on Thursday and Friday and youth support at Redcliffs and Sumner schools.</p>	<p>Relaunch February 2026 then ongoing</p>	<p>Strengthening Communities Together Strategy <i>Te Pou Tuatahi: Te Tāngata</i> <i>Pillar 1: People</i> <i>Objective 1.5: Support groups involved in providing access to arts, culture, heritage, recreation, and those who care for the environment.</i> <i>Te Pou Tuarua: Te Whenua</i> <i>Pillar 2: Place</i></p>



			<p>Objective 2.3: Support the community activation and kaitiakitanga of public places and spaces.</p> <p>Board Priority 7. Community Facilities</p>
<p>Ōpāwaho Heathcote River Day</p>	<p>The Ōpāwaho Heathcote River Day is a beloved community tradition, featuring a free raft race on the river for all to enjoy. After a long break since the last event in 2010, before the 2011 earthquakes, the River Day returns in 2026 on Sunday, 8 March, bringing the community together once again for a day of fun and river-side excitement.</p> <p>Pre-Registrations open Saturday 17th January 2026. Website link: Ōpāwaho Heathcote River Day – Ōpāwaho Heathcote River day in Hansen Park, Christchurch NZ including a raft race.</p> <p>Advertising at St Martins New World</p>  <p>Prototype pontoon at raft exit point</p> 	<p>8 March 2026</p>	<p>Strengthening Communities Together Strategy Objective 2.3: Support community activation and kaitiakitanga of public places and spaces. Objective 2.1: Encourage communities to create and sustain a sense of local identity and ownership.</p>

<p>Para/Blind Low Vision Lawn Bowls Tournament</p>	<p>The annual two-day tournament will take place on Saturday 14 - Sunday 15 March 2026, hosted by the Barrington United Bowling Club. So far, participants have entered from Auckland, Wellington, Timaru, Palmerston North, Hamilton, and Christchurch, making it a truly nationwide event.</p> <p>Information and registration: PARA & BLIND BOWLS TOURNAMENT - Bowls New Zealand Aotearoa</p>	<p>14-15 March 2026</p>	<p>Strengthening Communities Together Strategy <i>Objective 1.4: Harness the strengths of diverse communities and address issues of social exclusion.</i> <i>Objective 1.5: Support groups involved in arts, culture, heritage, recreation and environmental care.</i></p>
<p>Walk n Talk Programmes</p>	<p>The 2026 first-half Walk 'n' Talk Programmes have been finalised and updated for the Beckenham, Fendalton, Halswell, Linwood and Papanui groups. The programmes have been updated online: Walk 'n' Talk : Christchurch City Council</p> 	<p>January – July 2026</p>	<p>Strengthening Communities Together Strategy <i>Objective 2.3: Support community activation and kaitiakitanga of public places and spaces.</i> <i>Objective 1.4: promoting lifelong learning through active participation.</i></p>
<p>Addington Farm Developments</p>	<p>Early developments at the new Addington farm have continued in earnest, with volunteers ploughing the land and making early plantings for a late-summer harvest. Community development initiatives around this initiative to involve the school, community organisations and local residents.</p> 	<p>Ongoing</p>	<p>Strengthening Communities Together Strategy <i>Objective 4.3: Support neighbourhood and city-wide initiatives aimed at increasing a sense of neighbourliness</i></p>

<p>Neighbourhood Building Project</p>	<p>The neighbourhood building project has completed it's second year, with the local community beginning to take ownership of the work, as planned in the initial 2023 proposal. As the project moves into year 3, the focus will turn towards Waltham, keeping participation culture as a core for the creation of welcoming community spaces, local leadership, and exciting initiatives.</p> <p>In the last quarter, in Waltham, the project:</p> <ul style="list-style-type: none"> • Hosted two public idea exchanges • Supported a Waltham music Jam group to start up • Activations in Waltham Park • The launch of the What's up Waltham newsletter, with local stores, notices and highlights. <p>In Addington, the project:</p> <ul style="list-style-type: none"> • Began transition planning for the neighbourhood themselves to take over initiatives (the local group unanimously agreed to continue the project under a local community trust) <p>More details are included as Attached.</p>	<p>Ongoing</p>	<p>Strengthening Communities Together Strategy <i>Objective 4.2: Support the capacity of the community and voluntary sector to plan, adapt and respond to risk, disruption and change.</i></p> <p>Community Board Plan 2023-25 <i>Support community development in Waltham and Addington.</i></p>
<p>Ferrymead Pump Track</p>	<p>The Pump Track project is progressing well, with multiple consents underway. Final landscaping decisions are being made with Regional Parks, and a community crowdfunding launch is planned for 14 February at the Heathcote Valley Mountain Biking site.</p>  <p>Current site at the front, re-location site in the background</p>	<p>Ongoing</p>	<p>Strengthening Communities Together Strategy <i>Objective 1.5: Support groups involved in arts, culture, heritage, recreation and environmental care.</i> <i>Objective 2.3: Support community activation and kaitiakitanga of public places and spaces.</i></p>

<p>DIY Skate Park - Ferrymead</p>	<p>The DIY Skatepark is looked after by local volunteer caretakers, who help keep the site safe and well maintained for the community. Council staff will provide advice on requirements and regulations, and offer support as required.</p> 	<p>Ongoing</p>	<p>Strengthening Communities Together Strategy <i>Objective 1.5: Support groups involved in arts, culture, heritage, recreation and environmental care.</i> <i>Objective 3.4: Increase volunteering opportunities in Council work and across the wider community.</i></p>
<p>The Yarns Men</p>	<p>A Christchurch based men’s social health organisation sparking good yarns and fostering connection for working aged men. The Community Board supported the group with a grant in 2024/2025 to deliver a six-month social prescribing pilot ‘The Art of a Good Yarn’. Social prescribing provides a practical pathway to improved wellbeing, particularly for men experiencing loneliness, social isolation or just looking to feel more confident or comfortable in their own skin. The project concluded in October 2025 and the ‘Pilot Impact Report’ completed and attached to this report.</p> 	<p>Completed</p>	<p>Strengthening Communities Together Strategy <i>Te Pou Tuatahi: Te Tāngata</i> <i>Pillar 1: People</i> <i>Objective 1.6: Facilitate and promote lifelong learning opportunities for all.</i> <i>Objective 1.7: Work with others to reduce loneliness and social isolation, with particular focus on intergenerational approaches.</i></p>

3.1 Community Funding Summary

- **Community Board Discretionary Response Fund 2025/26** – as of 21 January 2026. Available balance of the Discretionary Response Fund for 2025/26 at the time of writing this report is **\$81,076.00**
- The 2025/26 Discretionary Response Fund Spreadsheet as of 21 January 2026 is **attached** for record purposes.

3.1.1 Youth Development Fund Applications

There have been no Youth Development Fund applications since the last Area Report.

- Available balance of the Youth Development for 2025/26 at the time of writing this report is **\$8,450.00**

3.1.2 Off the Ground Fund Applications

There have been no Off the Ground Fund applications since the last Area Report.

- Available balance of the Off the Ground Fund for 2025/26 at the time of writing this report is **\$2,700.00**

3.2 Better Off Fund Update

3.2.1 Ōpāwaho Heathcote River Network-Pest Plant Removal Project

The last update to the Community Board was in February 2025 – see **attached**. Since then, the group have advanced the planning for the project in collaboration with CCC Parks and Three Waters. On 10th July the OHRN signed a Volunteer Agreement with CCC Parks and CCC Three Waters to cover involvement of CCC and OHRN.

3.2.2 Summit Road Society Planting in Avoca Valley and Horotane Valley Project

The last update to the Community Board was in February 2025 – see **attached**. Since then, 7,400 trees have been planted by contractors and volunteers in Avoca Valley and Horotane Valley on Linda Woods Reserve. The supply, planting and maintenance of 3,500 eco-sourced plants have been funded by the grant. Work still to be done as part of the grant is weed releasing 2,000 trees planted in Avoca Valley. Following this an unspent balance of \$6,400 is to be used for maintenance sweeps of 2,000 trees.

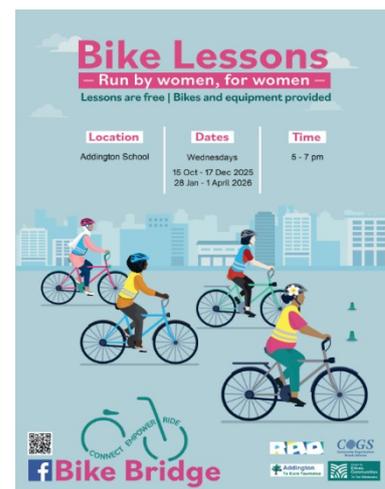
3.3 Waihoru Community Events and Activities

3.3.1 **Edible and Sustainable Garden Awards 2026** - entries for this year's awards closed on Monday 12 January 2026. We have had 13 nominations. Assessment of the nominated gardens are currently being organised and will be undertaken by the Canterbury Horticultural Society. The awards ceremony will be held in conjunction with the Community Garden Pride Awards 2026, date to be confirmed.

3.3.2 **Bike Bridge:** Sessions run from 28 January to 1 April 2026 at Addington School on Wednesdays from 5–7pm (10 sessions planned). This women-only programme welcomes all abilities, provides bikes and helmets, requires no booking, allows drop-ins at any time, and shares updates via the Bike Bridge Christchurch Facebook page:

[\(4\) Bike Bridge Christchurch | Facebook](#)

3.3.3 **The Heritage Gates at St Leonards Park** in Sumner have been rust treated and painted. This work was carried out by contractor, McTavish Decorators.



Before & After:



3.3.4 Council rangers recently completed the **Bridge renewal at Heathcote Domain**.

Before:



After:



3.4 Waihoru Community Decision Making

3.4.1 **The Ōmōkihi South Library** project team have provided a sample of the finishings that will be utilized throughout the library building.



3.5 Council Engagement and Consultations

- 3.5.1 [Hoon Hay Road pedestrian safety improvements](#) was open for feedback from 27 November to 18 December 2025. Staff went out to the community with 3 pedestrian crossing options for Hoon Hay Road, near Lewis Street.
- 3.5.2 St Martins Road/Centaurus Road pedestrian safety improvements was open for feedback from 27 November to 28 December 2025. The improvements involve a proposed pedestrian island on St Martins Road. This involved targeted consultation to the nearby residents.
- 3.5.3 [Barnett Park Play Space Renewal and Tree Planting Plan](#) was open for feedback from 18 December 2025 and closed on 1 February 2026. The space renewal includes upgrading some pieces of play equipment and retaining others. Staff engaged with children from Redcliffs School to inform the design. Staff are pairing this with a tree planting plan for Barnett Park. An in-person consultation for the planting plan at Barnett Park was held on the 20 January 2026 with a turnout of 30 residents.
- 3.5.4 [Tree planting plans in Waihoru area](#) were open for feedback from 8 January 2025 and closed on 1 February 2026. Consultation included tree planting plans in 15 parks in the Waihoru area:
1. Addington Park
 2. Barnett Park (included in play space renewal consultation, mentioned above)
 3. Centaurus Park
 4. Centennial Park
 5. Charlesworth Reserve
 6. Cooks Reserve
 7. Cornerlius O'Connor Reserve

8. Curries Reserve
9. Disraeli Reserve
10. Hastings Reserve
11. Heathcote Reserve
12. Highcrest Reserve
13. Kennaway Reserve
14. Longley Reserve
15. Taylors Mistake

3.5.5 An in-person consultation for the planting plan at Highcrest Reserve was held on the 23 January 2026.

3.6 Governance Advice

3.6.1 **Public Forum** – The Board received the following public forum presentations at its 11 December 2025 meeting:

- Frances Rankin, local resident spoke regarding accessibility issues at Kaiwara Reserve.
- Trevor Hone and Amy Carter spoke on behalf of Sumner Sports Pavilion Committee to update the Board on the rebuild plans for the sports pavilion, upgrades to St Leonards Park and fundraising goals.
- Jason Irvine, Ian Skelton and Paul Bimler, residents spoke regarding road safety issues with cyclists on Sumner Hills.

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** – November 2025 to January 2025 – none to report.
- 4.2 **Customer Service Request Report** – Report on open and completed tickets (requests for service) in November and December 2025 can be found **attached** to this report.
- 4.3 **Graffiti Snapshot Report** – The monthly report for November 2025 can be found as **attached** 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](#).
- 4.4 **Memoranda** - memoranda related to matters of relevance to the Board have been separately circulated for the Board's information and are listed below.
 - Memo - Hoon Hay Park - Te Kōmanawa Rowley School - Place Cadet Nature Play Project Updated Concept Plan (*circulated 26 November 2025*) – **Attached**
 - Memo - Enliven Places Programme - Sydenham Amenity Lighting (*circulated 27 November 2025*) – **Attached**
 - Memo - Tsunami ShakeOut awareness campaign results (*circulated 27 November 2025*) – **Attached**
 - Memo – National Erebus Memorial announcement (*circulated 27 November 2025*) – **Attached**

- Memo –Special Olympics National Summer Games (*circulated 5 December 2025*) – **Attached**
 - Memo - Port Hills restoration project update (*circulated 15 December 2025*) – **Attached**
 - Memo - Barnett Park play space renewal (*circulated 15 December 2025*) – **Attached**
 - Memo - Proposed Telecommunications facility at Redcliffs (*circulated 17 December 2025*) – **Attached**
 - Memo - Adapting to Climate Change - Building Adaptive Capacity (*circulated 17 December 2025*) – **Attached**
 - Memo - Update - Cashmere Penruddock (*circulated 7 January 2026*) – **Attached**
 - Memo - Memo - Hunter Terrace Draft Landscape Concept Plan Stage 1 (*circulated 13 January 2026*) – **Attached**
 - Memo - Richmond Hill Road - Update on future works (*circulated 23 January 2026*) – **Attached**
- 4.5 **Staff advice to the Board** – the following staff advice has been received by the Board over November 2025 to January 2026 in response to referrals for information from public forums and correspondence to the Board:
- On 9 December 2025 the Board received staff advice in response to correspondence requesting for ‘Keep Clear’ markings to be installed at the intersection of Durham Street South / Stanley Street and the entrance to The Colombo from Durham Street. This correspondence was presented at the Board’s meeting on 14 August 2025.
 - The Board was advised that, while staff understand the desire to improve access from local streets onto busy roads, there are several reasons why ‘Keep Clear’ markings are not being recommended for these locations. These markings are generally reserved for intersections with critical access needs - such as emergency services. Using them for general access to local roads sets a precedent that’s difficult to manage and could lead to inconsistent application across the network. Crash history does not support this intervention. This location is not significantly different to many other similar side road connections to high-volume corridors. If Keep Clear markings were added at these two locations, without strong supporting safety or operational reasons, it can dilute the importance of the ‘Keep Clear’ markings at intersection where there is a need for critical access, e.g. emergency services. The intersection is inherently busy due to Durham Street Souths function as a Minor Arterial Road and the proximity to the Brougham Street intersection.
 - On 9 December 2025 the Board received staff advice in response to correspondence the Board received on 14 August 2025 about illegal parking on Sumner Street.
 - Staff advised they had undertaken multiple site visits to observe parking demands near the intersection of Sumner Street / Neville Street and Sumner Street / Edinburgh Street. Overall, generally low parking demand is observed at the Sumner Street / Neville Street intersection. Higher demands were observed near the Sumner Street / Edinburgh Street intersection however these vehicles were legally parked. Parking in the area is associated with the adjacent residential activity. A search of the NZ Transport Agency Crash Analysis System has been undertaken to see if there is any pattern of crashes reported at these intersections. One crash has been reported within the last five years; this occurred in 2020 at the Sumner Street / Edinburgh Street intersection, this involved two

opposing vehicles on Edinburgh Street, parked vehicles were not identified as a factor in this crash. This will continue to be monitored however at this time formal parking restrictions are not considered to be warranted. No other complaints have been received; there is also no history of recent enforcement action relating to parking around the intersections.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Omokihi Community Noticeboard Update - 24 November 2025	25/2583829	140
B 	Neighbourhood Building Project - Waltham & Addington Update	25/2559372	147
C 	The Art of a Good Yarn - Pilot Impact Report	26/106942	154
D 	Waihoru Discretionary Response Fund Spreadsheet - 21 January 2026	26/118962	165
E 	Better of Fund Pest Plant Removal Project - Ōpāwaho Heathcote River Network Update Report	26/102030	166
F 	Better Off Fund Summit Road Society Planting at Linda Woods Reserve Update Report	26/102077	170
G 	Community Board Hybris Ticket Report - Waihoru - November 2025	25/2583782	173
H 	Community Board Hybris Ticket Report - Waihoru - December 2025	26/131111	177
I 	Graffiti Snapshot - November 2025	25/2583821	181
J 	Memo- Hoon Hay Park - Te Kōmanawa Rowley School - Place Cadet Nature Play Project Updated Concept Plan	25/2583783	183
K 	Memo - Enliven Places Programme - Sydenham Amenity Lighting	25/2583791	189
L 	Memo - Tsunami ShakeOut awareness campaign results	25/2583799	191
M 	Memo - National Erebus Memorial announcement	26/132421	193
N 	Memo Special Olympics National Summer Games	25/2594116	195
O 	Memo - Port Hills restoration project update	25/2594130	197
P 	Memo - Barnett Park play space renewal	25/2594136	207
Q 	Memo - Proposed Telecommunications facility at Redcliffs	26/131239	214
R 	Memo - Adapting to Climate Change - Building Adaptive Capacity	26/131325	237
S 	Memo - Update - Cashmere Penruddock Roundabout	26/131514	242
T 	Memo - Hunter Terrace Draft Landscape Concept Plan Stage 1	26/172698	246
U 	Memo - Richmond Hill Road - Update on future works	26/137675	261

Signatories Ngā Kaiwaitohu

Authors	Jonathon Jones - Community Board Advisor Nime Ah Kam-Sherlock - Community Recreation Advisor Heather Davies - Community Development Advisor Abbey McMillan - Support Officer
Approved By	Josh Wharton - Manager Community Governance, Spreydon-Cashmere-Heathcote Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Item 18



ccc.govt.nz/Omokihi



Christchurch
City Council



Cook Brothers
CONSTRUCTION

Updated monthly!

COMMUNITY NOTICEBOARD

*Ōmōkihi South Library &
Community Hub Rebuild*

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ŌMŌKIHI SOUTH LIBRARY AND COMMUNITY HUB REBUILD

Site Manager Update

Paul, Cook Brothers

24, Nov 2025

It's been another productive month on site at Ōmōkihi, with steady progress across multiple work fronts.

Membrane roofing is now underway, and the **mechanical services installation** is progressing well. The team also completed the **first sprinkler pressure test**, marking an important milestone in the fire protection system.

Window installation continues, and **Phase 2 timber framing is now 90% complete**. **Four birdcage scaffolds** have been installed to safely complete works within the **lantern roof**, which will soon become one of the library's standout features.

This month, the team also completed a **'Rescue-Me' drill** on site, reinforcing our ongoing commitment to health and safety.

Looking ahead, we'll be **wrapping the building** and **commencing the lantern roof installation** in the coming weeks – another exciting step toward bringing the new Ōmōkihi Library to life.



ŌMŌKIHI SOUTH LIBRARY AND COMMUNITY HUB REBUILD

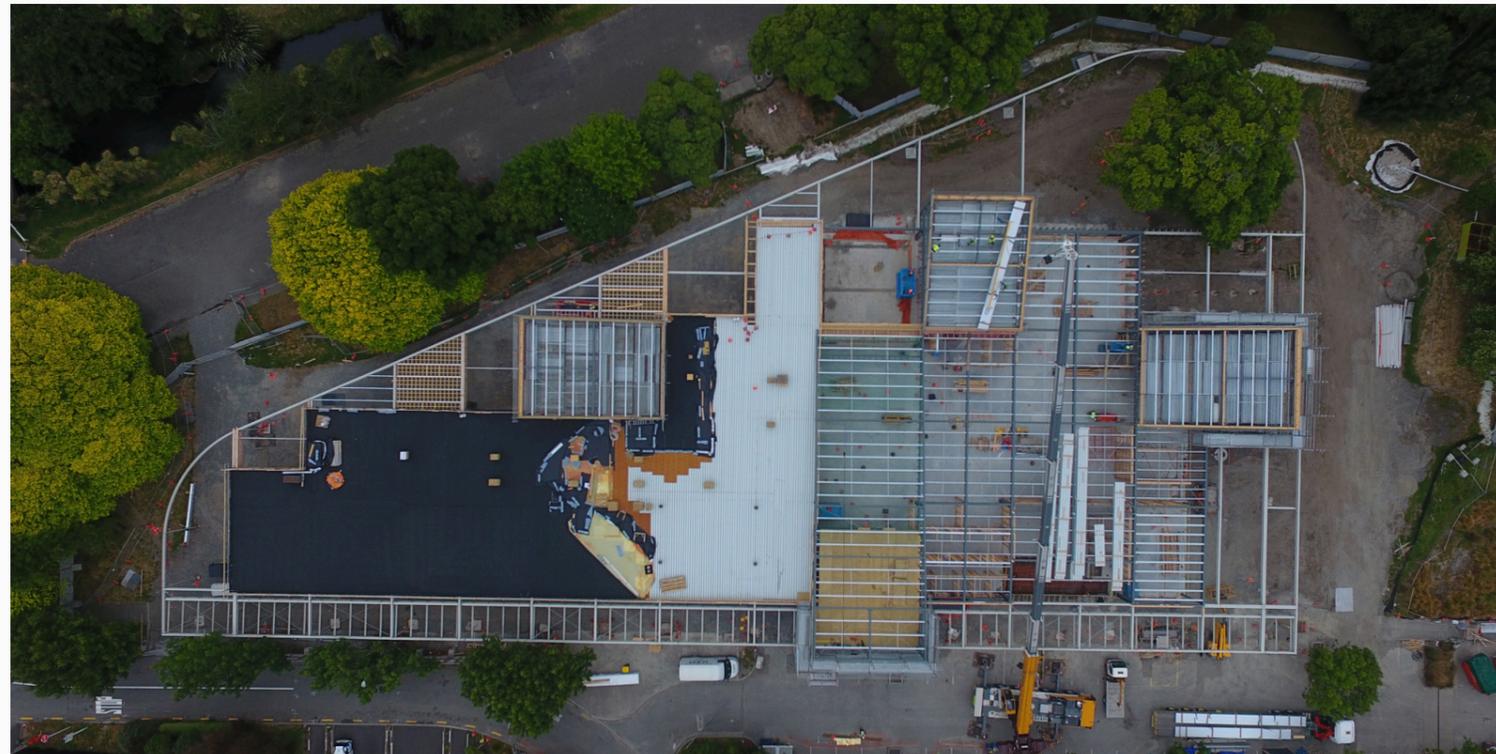
SITE PHOTOS



MONORAIL ERECTED AROUND THE OAK TREE



RESCUE-ME DRILL

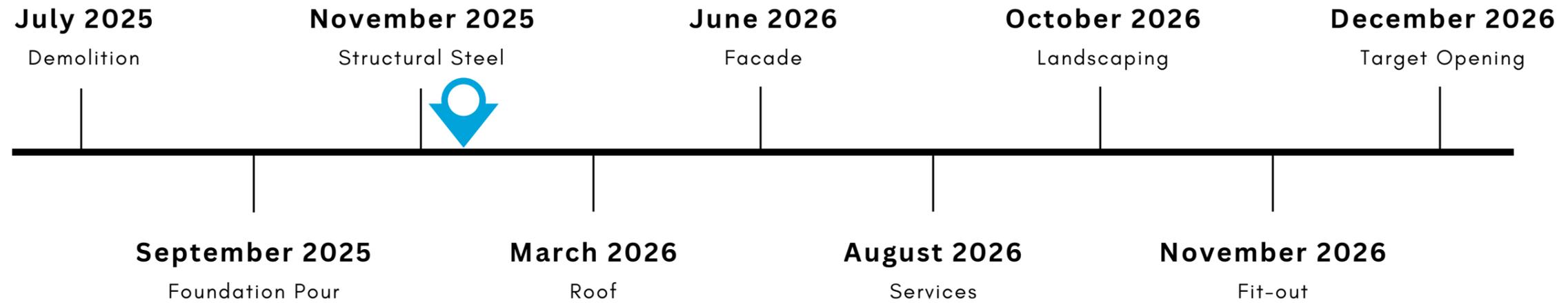


BIRDCAGE SCAFFOLD

ŌMŌKIHI SOUTH LIBRARY AND COMMUNITY HUB REBUILD

Key Milestones

 Where we are at



Cook Brothers' local school commitments:



Aside from our carpentry workshops and sustainability education, Cook Brothers are also committed to provide support to local school programs within our capability in line with our sustainability commitment.

Since the project started, our team has been busy lending a hand to local schools with practical projects that bring real benefits to their students and communities:

- Pebble Montessori Preschool – refurbished and upgraded their mud kitchen
- Cashmere Primary School – providing two carpenters to help build a chicken coop
- Thorrington School – built a leafcutter bee home to support local biodiversity
- Beckenham School - building a chicken coop with our carpenters and the sponsorship with Mitre 10

We're committed to giving back in ways that make a lasting difference to our community.



Thorrington School



Cashmere Primary



Beckenham School



Pebble Montessori

ŌMŌKIHI SOUTH LIBRARY AND COMMUNITY HUB REBUILD



Proudly Delivering the Ōmōkihi South Library and Community Hub Rebuild



ŌMŌKIHI SOUTH LIBRARY AND COMMUNITY HUB REBUILD



 ccc.govt.nz/Omokihi



Where to get more information?

Head to ccc.govt.nz/Omokihi for more information on the Ōmōkihi South Library and Customer Service Hub.

- Sign-up for the Ōmōkihi project newsletter
- Find out where to go while South is closed
- See latest news
- Have your say



Neighbourhood Building Project – Report (July - September 2025)

From Neighbours Aotearoa

The Neighbourhood Building Project has successfully concluded its second year, marked by the establishment of a strong participation culture in Addington through the Kia Ora Addington initiative. This shift has seen the local community begin to take real ownership of the mahi, allowing Neighbours Aotearoa to step back as planned in the 2023 proposal.

As we move into Year 3, our focus turns toward the Waltham project and to sharing the learnings gathered so far—helping create clear pathways for the participation culture approach to be used more widely across the region. With ongoing support from the Waihoru Community Board, we'll continue to develop visible and welcoming community spaces, strengthen local leadership, and lay the foundation for broader uptake across Ōtautahi.

A big driver of participation growth in Addington has been the Skill Share Night kaupapa—here's a short video snapshot of the impact: [📺 Skill Share Nights.mp4](#)

Another standout moment was our community karaoke night, which you can get a feel for here: [📺 Karaoke Night & Ideas To Action Hui.mp4](#)

This report outlines what was done and produced over the last four months and sets out the next steps to sustain and expand this work.

What We Did

In Waltham (What's Up Waltham)

- **Held Two Participation 'Ideas to Action Hui'** : The July hui was hosted at the xchange. August's one was hosted at the kura. The kura hosted hui morphed into an opportunity to share the latest newsletter and invite submissions and stories. Nancy made lots of new connections with kura whanau. Each hui helped strengthen connections and surface new ideas. Due to reduced capacity these monthly hui will be spaced out less frequently
- **Waltham Music Jam Group**: Sandra first came along to a participation hui back in February. She wasn't seen again for a while, but a few months later Rob — a keen guitarist — got in touch, keen to find others to jam with in an easy-going, informal way. He was encouraged to reach out to others

who shared the same passion, and he connected with his friend Sandra, who plays the uke. Together they decided to get something started.

They needed some support with posters, planning, and finding a venue. The usual community buildings turned them down (due to potential noise complaints), but Sandra hustled and secured the council housing lounge where she lives. The group has met together every 2nd Sunday for the past 3 months. The group is small in numbers but they love inviting new people in & having a cuppa tea together.

- **Strengthening Regular Park Activity Rhythm:** Nancy, Pita, and Kerry have noticed a real buzz around Waltham Park, especially during Sunday afternoons. Local families and dog walkers are showing strong interest in the kaupapa, freely sharing ideas and engaging with what's happening. These gatherings tap into a powerful “common denominator” principle—creating space where kids, adults, and older people can all participate, connect, and contribute in their own way.
- **What's Up Waltham Newsletter:** The *What's Up Waltham* newsletter launched in August with a great mix of local stories, notices, and neighbourhood highlights. Ron has taken on more of the connecting and story-gathering around the community, and after our recent hui a keen group of locals has stepped forward to help shape the newsletter's future. Nancy is lending her strong communications skills, and we now have a small community newsletter crew forming. Printed copies are being dropped at hubs and other key spots around Waltham so people can easily pick one up.

In Addington (Kia ora Addington)

Transition Planning : From the beginning, the neighbourhood project had a clear plan — the intentional focus in Addington would run for the first two years. As planned, Neighbours Aotearoa has begun stepping back, with structured support gradually reducing and funding for the Activator role ending on 31 October 2025. In August, the Kia Ora Addington Project Partners came together to reflect on the journey so far and consider what the future could look like. The group included representatives from Mānuka Cottage, St Mary's Anglican Church, Te Wāerenga, and the Addington Neighbourhood Association.

Together, they identified the outcomes they've most valued:

- Stronger intergenerational connection across Addington
- More respect and understanding between generations
- A catalyst for new initiatives — making it easier for new things to start
- More people being connected into local activities
- A wider range of residents involved and empowered
- Stronger connections between community groups and organisations
- Encouragement for individuals to step up and take action

The group unanimously agreed to continue the project under a local community organisation's trust. Kia Ora Addington will continue in the short term. The Facebook page will keep being managed by Jo, Michelle, and Chrys. The Bulletin will continue too, prepared by Vicki and sent out by Chrys. Monthly hui will carry on, hosted by different partner groups, to share updates and spark new ideas — with Jo and the Kura hosting the October hui. The support team will also remain available to awahi and resource any new activities that emerge.

It's encouraging to see how the project has matured and borne fruit — with all these local organisations now working hard to keep it going. It's another sign of how strong the participation approach is, and how widely its impact is being recognised. The Kia Ora Addington Project Partners group are in active

conversations with St Marys and Mānuka Cottage to see if either of these could be suitable. The group hopes to have a new host organisation locked in before Christmas.

What Was Produced

Area	Results Produced
Community Leadership	3 new leaders activated ideas in Addington during this period 2 new leaders activated ideas in Waltham during this period
Resident-Led Groups	The <i>What's Up Waltham</i> support platform met three times, and the first newsletter hui occurred, strengthening connections and coordination. Kia Ora Addington held 4 'Ideas To Action' hui and 3 transition planning hui during this period.
Participation Growth	329 people participated in events or hui in Addington during this reporting period. A big driver for participation growth in Addington has been the Skill Share Night Kaupapa. Check out this video to learn more: Skill Share Nights - Kia Ora Addington Neighbourhood Building... 102 people participated in events or hui in Waltham during this reporting period.
Inclusive Practices	In Addington and Waltham, paid connectors have been available for evening and weekend work. This has had a real impact, allowing Sunday and evening activities to be scheduled at times that suit a wider range of the community. Feedback has highlighted how helpful it is that events include people who are often busy during the day. NZSL-focused activities in Addington have also been a key part of this inclusive approach, ensuring the Deaf community and those interested in sign language can take part and feel welcomed.
Communication Tools	The Waltham newsletter is growing stronger, with three editions published so far. In Waltham, a new approach has been trialled: Google Doc posters published as a mini website, with a QR code on physical posters around the neighbourhood. This allows activity leaders to update dates or cancel events themselves, without needing to use Facebook.
Citywide Influence	Learnings from the project have been shared through the Hoon Hay Well-being Network and on LinkedIn, highlighting stories about the participation approach. The <i>Kia Ora Addington</i> website also shares

	key learnings and intentional invitations are being sent out for the upcoming Participation Culture Workshop.
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Stories and Impact

- **Championing Voices From Waltham** - At the What's up Waltham hui in June, the idea of a Newsletter was floated among neighbours with overwhelming enthusiasm for the idea. By August, the first issue was printed and distributed around the area, leading to more submissions. Our first Newsletter meeting in July saw 7 neighbours come together to produce the first issue, and one of those people has now stepped up to take ownership of it. The content is also shared across the month on Facebook and an email list gets sent a digital copy, which has been great for online connections. The Facebook page works with the local Waltham Residents Facebook Group, creating lots of space for multi-way conversations.
- **Increasing Connection Through Accessibility** - Pita has crossed paths with Wilby and Nancy many times - he always comes to Social Sports Sunday and volunteers at the cottage. He often struggles to communicate with others due to being deaf. He asked if he could catch a ride with Nancy to an event we had discussed, and then proceeded to organise a car-full of residents to car-pool together via text. These were residents who don't know each other, but through the workshop and sharing a ride together, started building relationships with each other. Wilby helped organise a NZSL interpreter for the workshop who joined the meeting via Zoom and this allowed Pita to fully join in discussions and share his experiences and point of view. Because of this, he is now determined to create a volunteer support group in Waltham and we're so excited to see where he takes it!
- **Building Bridges** - The XCHC is run by a collective of artists who aim to lift the profile of locals whose creativity doesn't fit into an existing box. It's an impressive space on the north side of Brougham Street and attracts a diverse crowd of makers and creators.

During Nancy's first few months, she made a point of popping in, meeting people, and attending a few open events. This helped build relationships that led to cross-promotion of our projects and events, and we were eventually invited to host a Neighbours Hui there.

Most of the people who attended the hui had never heard of the XCHC, so they appreciated getting to see the space and learn more about what they do. A few XCHC members also came along, which helped bridge some gaps between them and the wider community.

- **The Big Addington Clean Up** – In September we encouraged locals to do something—big or small—to care for our neighbourhood spaces. We took a prompting approach, spreading the word through Facebook, the bulletin, the newsletter, and poster boards. This helped give people permission to reach out to their neighbours and take action.

Lots of locals came together for a finale event at Church Square. There was strong collaboration between Friends of Addington Park and Friends of Simeon Park. One local woman organised a quick clean-up on Parlane Street with just one day's notice. She said it was easy because she already knew all her neighbours. This really shows the 'relationships before ideas' principle in action.

- **Strength Of Connection** - During the Addington transition Wilby met with many local leaders to get an understanding of whether their group or special activity would stop due to Neighbours Aotearoa stepping back. It was so encouraging to see that many of the activities and rhythms that started with lots of help from the project are continuing in the short term. The FB page admins will keep sharing stories and panui from the wider area. The bulletin newsletter will continue. The friends of Addington park working bees will continue. The Skill Share Night focus will continue to grow. The kai club will continue under Te Waerenga. The mini NZSL sign language afternoon teas will continue.
- **Addington Karaoke Night** - Matua Will suggested and brought his Karaoke Night idea to life in early July. He wanted it to be an interactive, potluck-style event with a focus on sharing kai. The idea came out of the June *Ideas to Action* evening hui.

The event attracted a different segment of the community and highlighted an important lesson: to grow leadership, hui need to be scheduled at times that suit the people you want to engage. The food was amazing. Will spent hours preparing his favourite boil-up and fry bread — a reminder that when people bring home-cooked kai, it's like they're sharing a piece of themselves with the community. Check out the video for more insight: [📺 Karaoke Night 2.mp4](#)

- **Addington Sign Language afternoon tea** - Hayden was keen to bring together locals who know sign language or have an interest in learning it. He met Sarah at the July *Kia Ora Addington* hui at Papanui Boxing Gym, and the two quickly connected. Together they organised an informal afternoon tea for people in the neighbourhood with an interest in NZSL. Although the turnout was small, those who came along said they felt really connected and appreciated the chance to build trust and understanding with one another. Hayden and Sarah are now planning another gathering for October. Sarah has also offered to share her NZSL skills so more locals can learn — helping the Deaf community feel more included at the many local gatherings happening around Addington.

How We Are Tracking

- **Positive Interactions:** Feedback from the Addington Org Partners hui really confirmed that local leaders are seeing more frequent positive activity around the community. Allan shared about how wonderful it is to see that cottage being utilised for more local events and activities in the evenings during winter. He remarked that the wider community is far more active.
- **Demographic Reach:** In Waltham we continue to see more people connecting from broad social demographics. The Social Sport Sundays activity has been really successful in gathering people together and helping them connect across age, across different cultures. Due to the 'street pattern' element we have found that half of the attendees did not plan to come along. They had not heard about the activity in advance but were so glad they could connect in because they saw it happening and wanted to get involved.
- **Leadership Development:** Graham from the ANA shared observations that the participation culture approach has been able to activate many locals to step up into leadership roles. He remarked that it's incredibly hard to do this and he has noticed that some groups in Addington have a very reluctant group of members. People don't want to put their hands up for anything. Whereas in comparison he is so encouraged to see so many new leaders getting ideas off the ground. Less talk

and more action.

- **Citywide Learning:** Nancy and Wilby have actively invited leaders and locals from across Ōtautahi to come along to the participation culture workshop in October. As part of sharing the invite they have shared some of their personal experiences. Both the Addingtona and Waltham projects will have a chance to share some of their stories. In Addington this has prompted local leaders to think more deeply about their experience and learnings.

Considerations

- **How To Connect Across Diverse Groups:** In neighbourhoods where the demographics are diverse, finding common denominator activities has been a challenge. Moving forward, we plan to continue experimenting with different ideas, to try and expand our reach in Waltham.
- **Who Benefits Most From Our Upcoming Year 3 Focus On 'Sharing The Learnings':** Two key demographic groups have been identified as the primary recipients of increased knowledge about the Participation Culture approach: grassroots informal leaders and active residents, and paid kaimahi from formal groups such as Community Cottages across Christchurch and the Kāinga Ora Community Development Team.

Our past observations show that some resource-connector roles have tended to focus more heavily on formal kaimahi. However, this project is grounded in the principle of empowering everyday people to step up and pursue the ideas they care about. The challenge for Year 3 is to explore how we can effectively share learnings with both groups—ensuring that informal leaders and active residents are supported and uplifted, while also providing valuable insights and tools to formal kaimahi who play a key role in enabling local participation.

- **Kia Ora Addington Funding Insecurity:** Once a new organization is found to host the Kia Ora Addington project they will be looking for funding to continue the amazing work. The project has developed so much momentum. It would be disappointing to see that momentum lost due to difficulties in finding reliable funding.

What's Next

What's Coming Up in Waltham

We're building on the great momentum of the last few months with a range of kid-friendly, creative, and community-led activities.

- **More Social Sports Sundays:** Low-key, fun sessions where tamariki can turn up, play, and meet others in the neighbourhood.
- **Volunteer Support Network:** Pita is pulling together a small support system for volunteers so people feel connected, backed, and encouraged.
- **Community Photowalk:** A local photographer will lead a relaxed photowalk — a chance to explore Waltham through a creative lens.
- **Christmas-Themed kids projects:** We're exploring ways to work with local kids on simple Christmas decorations and creative activities.
- **Trying some online participation ideas:** Trialling a few light-touch digital ways for locals to share ideas and stay involved from home.

- More Street-Based Meetups: Keeping things hyper-local with small gatherings right on people's streets, making it easy for neighbours to connect.
- Strengthening links with the kura: Beginning conversations about how we can build a stronger relationship with the kura and support each other's goals.

On the 23rd of October Neighbours Aotearoa held a participation culture workshop for all of Christchurch. The workshop focused on sharing learning across Ōtautahi by exploring participation culture through exercises and discussions. There have been x3 pilot projects in chch. Addington, Waltham, and Hoon Hay. Participants and leaders from these projects presented some of their key learnings to the workshop attendees.

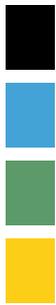
Cissy, Wilby, and the wider Neighbours Aotearoa team will be taking some time to reflect on the big learnings from the Kia Ora Addington journey. We'll be pulling together a plan for how best to share these insights and create a clear pathway for more local communities to take a participatory approach. Neighbours Aotearoa will have something solid in place by early February.

Conclusion

Reaching the end of year two is a huge milestone for this project. Through the Kia Ora Addington pilot, we've successfully established and embedded a culture of participation in the Addington area. **We want to extend a heartfelt thank you to the Waihoru Community Board for their support throughout this journey.**

Taking time to gather the stories from the past four months is always a highlight for us. Getting alongside Rob and Sandra to establish the peer-to-peer Waltham music jam has reinforced the principle that anyone can step up and activate their own ideas with the right level of support and awahi.

Looking ahead to the next quarter, we're excited to deepen our mahi in Waltham and get strategic about creating pathways for people across the region to engage with a participation culture approach.

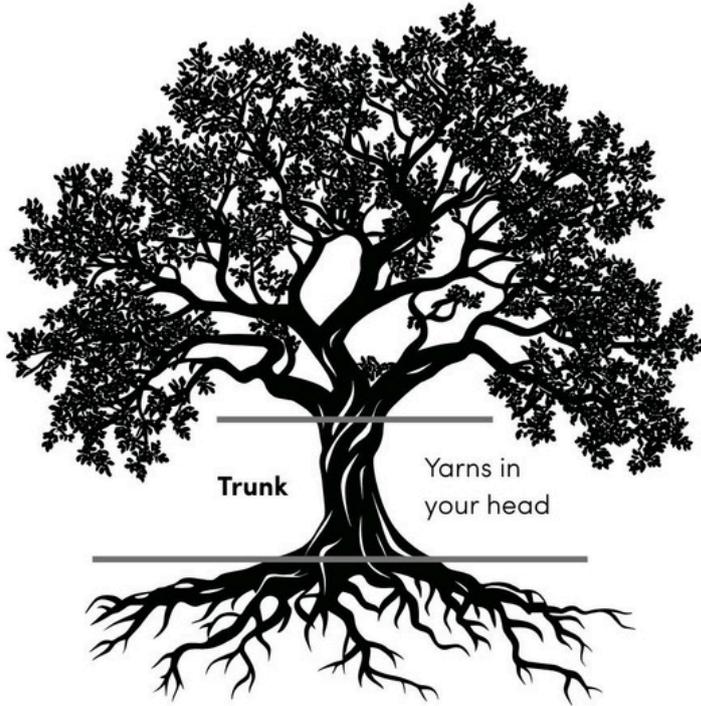


The Art of a Good Yarn Pilot Impact Report

October 2025

Branches & leaves

Yarns with others



Trunk

Yarns in
your head

Roots

What matters most



It's Good to Yarn.

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Message from The Yarns Men Founder

Thank you to all the amazing team, supporters, advisors, partners and volunteers who made this workshop a reality. I'm incredibly proud of the outcomes and impact of this pilot programme.

I only wish we could bottle the feeling in the room during these workshops, the sense of connection, honesty and relief that comes when men realise they're not alone. This report shows the real value of our work and what can happen when we simply give men the opportunity and permission to yarn.

There's no reason why every Kiwi man shouldn't have the opportunity to feel seen, valued and heard. That's why it's so important that this work continues to grow and expand across the country.

— Matthew Steans, Founder

About The Yarns Men

The Yarns Men is a Christchurch based men's social health organisation sparking good yarns and fostering connection for working age men.

We create spaces where men can connect through conversation, shared activity and purpose, which helps them build stronger social connections. To date we've sparked over 18,500 yarns in Christchurch, delivered 40 workshops and events, produced 50 podcast episodes and launched a clinician prescribed workshop series.

Introduction

In collaboration with Pegasus Health and medical centres in South Central Christchurch, The Yarns Men delivered a six month pilot of social prescribing, a new approach that helps healthcare providers support men's non-medical and non-clinical needs by linking them to community based initiatives.

Social prescribing provides a practical pathway to improved wellbeing, particularly for men experiencing loneliness, social isolation, or just looking to feel more confident or comfortable in their own skin.

The Art of a Good Yarn is a central part of this approach. The three week workshop series helps men explore their values, understand their internal dialogue (the "Monkey Mind") and develop confidence to have more meaningful yarns with themselves and with others.

The pilot workshops demonstrated that men are willing to engage deeply when offered safe, relatable spaces designed around everyday language and peer connection. As the programme expands, The Yarns Men is focused on building robust support networks and referral partnerships to ensure that every man who participates can access appropriate wellbeing or clinical support if needed. This dual focus on connection and care is key to the sustainability of our work.

Overview

Reporting period: May – October 2025

Total cohorts: 5

Referrals received: 52

Total participants: 30

Average completion rate: 77%

Across five pilot cohorts, The Art of a Good Yarn consistently delivered measurable improvements in men’s wellbeing, connectedness and confidence.

A total of 52 men were referred into the programme, 33 by clinicians and 19 self-referred. Of these, 30 attended and 77% completed the full three week series - representing strong engagement and retention for a voluntary community wellbeing programme.

Participant feedback was overwhelmingly positive. 95% of attendees said they would recommend the workshop to other men, describing it as safe, relatable and much needed in today’s environment. As one man explained:

“I recommend this workshop because I know there are other guys out there who feel how I feel.”

– Anonymous participant

Another participant summed it up simply:

“It is a unique and much needed programme, especially for men.”

– Anonymous participant

These results show that The Art of a Good Yarn creates more than just conversation. It builds belonging, trust and a renewed sense of optimism. Many men have also shared how the experience helped them communicate better with family and friends and even reconnect with old mates. While not all stories can be captured through data, the growing number of personal accounts and ongoing peer connections suggest that the true impact extends well beyond the workshop itself.

Cohort Summary

#	Dates (2025)	Starters	Completes	Completion	Headline Outcomes
1	May	7	5	71%	Strong wellbeing gains; highest comfort scores by Week 3.
2	June	4	4	100%	All participants improved; Week 2 standout for connection.
4	Aug	7	5	71%	Improved confidence & communication; safe space praised
5	Sept	6	4	67%	Exceptional ratings (4.8 – 5 / 5); group continues meeting weekly.
6	Oct	6	5	83%	High trust, strong values insights, all positive wellbeing movement.
Tota		30	23	77 % overall	

Note, cohort 3 was cancelled due to the workshop facility being closed for repairs.

Quantitative Outcomes

Indicator	Direction of Change	Typical Shift	Notes
Overall wellbeing	↑ Positive	+1 to +3 gain average per participant	No cohort recorded decline.
Future outlook	↑ Positive	+1 gain	Particularly strong in Groups 1 & 5.
Social connectedness	↑ Positive	+1 to +2 gain	Most consistent area of growth.
Negative change	Minimal (1 isolated instance)	-	Zero cohort-level decline.

Average session satisfaction: 4.6 / 5 = 92%

Average comfort yarning: 4.1 / 5 = 82% Scores steadily

improved week to week as trust deepened.

Qualitative Themes

Core Strengths

- Safe & welcoming atmosphere – “Never experienced a group like this.”
- Values discovery – most impactful activity in every cohort.
- Monkey Mind reflection – helped men name inner dialogue and regain control.
- Practical communication tools – boosted confidence with partners and mates
- Peer trust & continuity – Some guys continued to meet after the workshop.

Growth Observed

- Clearer self-awareness of values and behaviours.
- Greater ease initiating and holding meaningful yarns.
- Improved optimism and hope for the future.

Many participants also shared how the workshop helped them improve communication and relationships with family and friends. Some described feeling more confident expressing themselves, while others said it helped them rekindle old friendships and strengthen their connection at home. These reflections show that the benefits of the workshop extend well beyond the sessions themselves.

We also recognise that we may never fully capture the complete impact of the workshops. Not every man provides formal feedback or stays in touch and many outcomes are experienced quietly in everyday life – a better conversation at home, a mate reached out to, or a renewed sense of belonging. These unseen stories are an important reminder that the real measure of success often lives beyond the data.

Facilitation Learnings

Theme	Observation	Recommended Adjustment
Icebreakers & kai	Food table intros and handshakes built instant rapport.	Keep the format; rotate tables each connections.
Concept linkage	Some men struggled with values → Monkey Mind → Action.	Use visual diagrams and real-life examples.
Session 3 structure	Occasionally felt repetitive.	Focus on forward action and hopeful close.
Room setup	Desks felt formal.	One large table or circle layout.
Support pathways	One participant needed HIP follow-up (G4).	Keep clinical liaison with Pegasus Health.

Referrals and Access Pathways

Interest in The Art of a Good Yarn grew steadily across the pilot phase, with a total of 52 referrals received for the five workshop cohorts. Of these, 30 men attended and 22 completed the full three week series, a 77% completion rate representing strong engagement for a voluntary, community based wellbeing programme in New Zealand.

Referral Source	Attended	Completed	Did Not Complete	Completion %
Self-referral	12	10	2	83 %
Clinician referral	18	12	6	67 %
Total	30	22	8	77 % overall

For context, New Zealand’s Green Prescription (GRx) primary care lifestyle programme records around 62% completion among participants who engage in follow up (Hamlin et al., Public Health, 2016). This comparison highlights that The Art of a Good Yarn’s 77% completion rate represents strong engagement and retention, particularly given its reflective and voluntary group setting.

Among clinician referrals, more than half (52%) came from a single general practice in South Central Christchurch, demonstrating strong partnership and trust from that clinic’s health improvement team. The remaining referrals were distributed across other Pegasus and community health providers.

Self-referrals came from The Yarns Men community network, Facebook advertising, and listings on the Christchurch City Council’s events website. This demonstrates that the initiative reached men both through healthcare pathways and directly through community visibility, confirming that The Art of a Good Yarn resonates beyond clinical settings.

Participant Support and Duty of Care

While the pilot workshops ran smoothly, the team recognises that self-referrals can present unique challenges. Unlike men referred through health professionals, self-referred participants may not have an existing clinical relationship or support network to draw on if deeper issues surface during the workshops.

Although this situation did not arise during the pilot, it remains an important consideration for future delivery. As The Art of a Good Yarn continues to grow, building strong partnerships and clear referral pathways with health and community agencies will be essential to ensure that every participant who needs additional support can be safely and quickly connected to appropriate care.

This proactive approach will help safeguard both participants and facilitators while preserving the open, community based nature of the programme.

Workshop Success Stories

The ripple effects of The Art of a Good Yarn often continue well beyond the workshop room.

- **From classmates to mates:**
Two men who met during one cohort started grabbing a beer after each session and now catch up regularly for coffee. Both are married, hold good jobs and shared that despite busy lives, they didn't have many close mates. Through the workshop, they found genuine friendship.
- **Transformation through belonging:**
A participant from the very first series now regularly attends our monthly events. Early on he struggled to engage and kept to himself. Seeing him now all relaxed, smiling and laughing in peer yarns, shows how much can shift when men are given a safe space to connect.
- **Peer-led continuation:**
The men from Group 4 decided to keep meeting every Tuesday night for yarns completely on their own. No facilitators, no prompts. Just a group of blokes choosing to keep the conversations going. It's genuine ownership of connection in action.
- **When reaching out is the win:**
In one group, a participant identified in the final session needed extra wellbeing support. With his consent, our facilitator linked in with his Health Improvement Practitioner, ensuring he was followed up by his GP team. Sometimes the most powerful outcome is when a man reaches out for the help he needs.
- **Connection through community:**
Another participant who had recently retired and was struggling with isolation was introduced through the workshop to his local MenzShed. This simple connection gave him a new routine, a sense of purpose and a place to belong.
- **Word of mouth connection:**
One participant recommended the workshop to several close friends after completing his own cohort. One of those friends went on to attend and complete the full workshop himself, showing how the impact of a good yarn spreads through trusted relationships.
- **Permission to Yarn:**
Across the cohorts, many men shared that they'd never really had the opportunity, the permission, or the environment for a proper yarn before. The consensus was that The Art of a Good Yarn offered something rare, a space where it felt okay to be honest, open and real.
As one participant summed it up:
"I've never experienced a group like this. A very welcoming and open space."

Participant Endorsement

The ripple effects of The Art of a Good Yarn often continue well beyond the workshop room.

From classmates to mates:

- **Recommendation rate:** ≈ 95 %
- **Top reasons:** safety, relatability, belonging, practical take-aways.
- **Suggestions:** retreat-style version, lighter comm formats (PDFs over Word).

"We're in the same boat." – Anonymous participant

"It's good to hear other guys have shit going on too." – Anonymous participant

Impact Summary

Impact Domain	Evidence of Change	Example
Social Health	Higher connectedness (+1 – +2 scores); ongoing peer contact.	Group 5 men self-organised Tuesday yarns.
Emotional Wellbeing	Improved optimism & self-ratings.	Average +1 in "future looking".
Psychological Flexibility	Better awareness of Monkey Mind patterns.	"Reflection helped me name my patterns."
Community Engagement	High completion (77 %); low attrition.	Avg attendance 5 / 6 per week.

Learning Questions & Next Steps

Learning Questions

1. How can we maintain this depth of openness as we scale, particularly with men who may not already be comfortable seeking help or joining group settings?
2. What follow up model best sustains connection and growth (e.g., peer check ins, monthly drop ins, or retreat style refreshers)?
3. How can we continue strengthening referral pathways, ensuring clinicians see it as a trusted option while also making it easy for men to self-refer without stigma?
4. How do we keep the balance of depth and energy so sessions end on a hopeful, motivating note?

Next Steps for 2026

- Reframe Week 3 around Next Steps and Commitments to support ongoing action.
- Add a clear visual framework linking Values, Monkey Mind and Action.
- Pilot a weekend or one day format for deeper engagement.
- Formalise referral partnerships with primary care practices and social-prescribing teams, leveraging strong early adopter clinics.
- Explore partnerships with other referral agencies and organisations such as the Ministry for Social Development and The Rural Support Trust.
- Continue direct self-referral campaigns to reach men outside health settings.
- Increase attendance and access by strengthening engagement with referring practices, improving communication around referrals and expanding community and workplace promotion.
- Strengthen support resources and pathways for participants requiring additional wellbeing support, ensuring clear duty of care processes for self-referred men.
- Standardise data capture across all cohorts for consistent reporting and evaluation.

Reflections and Future Vision

The pilot confirmed that men respond strongly to accessible, non-clinical opportunities for honest conversation and connection. Participants valued the relaxed, practical approach and the chance to reflect alongside others who understood their experiences.

It also highlighted the importance of maintaining trusted referral partnerships, investing in facilitator development, and ensuring clear support pathways for participants who may need additional care. These elements will be critical as the programme grows.

Increasing attendance and access will also be a key focus moving forward. The pilot highlighted that while clinician referrals were strong, attendance rates can be improved through earlier engagement, clearer communication, and stronger partnerships with referring practices. Expanding promotion through community networks, social media and workplace channels will also help reach men who may not currently engage through traditional health pathways.

Looking ahead, The Yarns Men aims to expand The Art of a Good Yarn across Canterbury and, in time, into other regions of Aotearoa. The next phase will focus on training additional facilitators, deepening partnerships with health and community organisations, and securing sustainable funding to ensure this work can continue to make a lasting impact for men and their communities.

Conclusion

The five cohort pilot demonstrates that The Art of a Good Yarn measurably improves men's wellbeing and connectedness, attracts engagement through both clinical and self referral pathways, fosters safety and authenticity in conversation and inspires self sustaining peer networks beyond facilitation.

With strong completion rates (77%), trusted clinical partnerships and growing community demand, The Art of a Good Yarn is proving to be a practical and scalable model for improving men's social health in Aotearoa.

The impact of this work also extends beyond what can be formally measured. Improved communication, stronger relationships and renewed connections with friends and family are common outcomes, often shared informally after the workshops. These stories show that the effects of a good yarn continue to ripple outward, strengthening homes, workplaces and communities.

Sustained investment in referral partnerships, facilitator training and participant support pathways will be key to maintaining impact and safety as the programme grows. By combining community connection with a strong duty of care, The Yarns Men is creating a blueprint for social health that helps every Kiwi man feel seen, valued and heard – one good yarn at a time.

	Allocation 2025-26	
Waihoru Spreydon-Cashmere-Heathcote Discretionary Response Fund	Amounts	Board Approval
Carry forward unspent 2024/25 Discretionary Response Fund	\$44,847.00	
2025/26 Discretionary Response Fund established from 2025/26 SCF	\$77,741.00	14/08/25
TOTAL 2025/26 DISCRETIONARY RESPONSE FUND	\$120,339.00	
Waltham Community Event(s) 2025/26	\$4,500.00	
Summer with Your Neighbours 2025/26	\$4,000.00	
Hoon Hay Fiesta 2025	\$8,000.00	
Community Awards 2025-26	\$3,000.00	
Youth Development Fund 2025/26	\$10,000.00	
Communicating with the Community	\$2,500.00	
Off the Ground Fund	\$3,000.00	
Cashmere High School Board of Trustees, National Readers Cup Challenge 2025	\$500.00	14/08/25
Cashmere Heathcote River Day Trust Board - Ōpāwaho Heathcote River Day – Annual Event in 2026	\$2,413.00	11/12/25
Library Knit Group - Venue Hire	\$1,350.00	11/12/25
Discretionary Response Fund Balance	\$81,076.00	

Youth Development Fund	\$10,000.00	Approved
Zara Harrington, World Salsa Solo 2025 in Gold Coast, Australia	\$300.00	01/09/25
Melina Panapa, XP National Gymnastics Championships, Auckland	\$300.00	10/09/25
Leo O'Neill, New Zealand Secondary Schools Orienteering Team, Brisbane, Australia.	\$350.00	11/09/25
Zelia Hallam, Artistic Swimming New Zealand Nationals, Wellington	\$300.00	15/09/25
Liam Joy, Hoop Nations Basketball Tournament, Tauranga	\$300.00	10/11/25
Youth Development Fund Balance - Available for allocation	\$8,450.00	

Off The Ground Fund	\$3,000.00	Approved
Christchurch South Community Patrol Incorporated	\$300.00	11/11/25
Off The Ground Fund Balance - Available for allocation	\$2,700.00	



Pest Plant Removal Project Update for Waihoru Community Board

Date: 8 October, 2025

OHRN contact details:

Chair: Chrissie Williams chair@ohrn.nz 021 330 789
Secretary: Malcolm Long info@ohrn.nz 027 672 7497

Since our last report to the Community Board in February this year, we have advanced the planning for this project in collaboration with CCC Parks and CCC Three Waters.

On 10th July, 2025 we signed a formal Volunteer Agreement with CCC Parks and CCC Three Waters to cover the involvement of CCC and ŌHRN.

As we reported in February, the project has three main objectives:

1. Principle objective: Eradicating *Glyceria maxima* (Reed Sweetgrass) from the river
2. Secondary objective: Trialing the use of *Bolboschoenus fluviatilis* (marsh clubrush, kukuraho, purua grass) as a barrier to canary grass in the revegetation of a riverbank area in Woolston Loop
3. Supporting objective: Preparation and distribution of pest plant identification literature within the catchment to develop community awareness of pest plants and what we and the Council are doing in regard to them.

Since our last report to the Community Board, the project has taken on a second secondary objective:

4. Secondary objective: Controlling of the upstream spread of *Phalaris arundinacea* (Reed Canary Grass)

Eradicating *Glyceria maxima* (Reed Sweetgrass) from the river

The physical eradication of *Glyceria maxima* (Reed Sweetgrass) is scheduled for the first opportunity in November when the following are true: a) it is low tide during daylight hours, b) it is not raining or likely to rain within 24hrs, c) it is not windy, d) the river is not swollen by rains in the previous week.

There are two weeks in November that fulfil the first criteria. The window of opportunity closes in late January when inaka start to spawn. The next opportunity is not until November 2026 due to foliage die-back in winter and inaka gathering season in September & October.

OHRN is in the final stages of confirming arrangements with the contractor, CityCare Property for the first spray application of Roundup on the sites that have been mapped by OHRN. We are anticipating that this exercise, weather permitting, we take about 5 days to complete using both land-based application by workers with backpack spray units and boat-based application.

The cost of this first round is expected to be in the vicinity of \$20,000 - exact costs cannot be determined until the spraying is completed as it very much depends on how easily the weed can be recognised, accessed and treated. It may be necessary for OHRN to mark the locations in advance. Public notification of the spraying activity has been scheduled. Rudolf Steiner School will be notified by OHRN when a date is finalised.

The true left of the riverbank bordering Radley park has the most extensive patch of this weed: it extends several metres into the river and is approximately 150m long. This patch also includes a lot of canary grass. Obtaining complete kill of the weed is unlikely after the first application in this extensive patch. It may require a second application within the current window. It will also take many months to determine if this application has killed the weed. This combination of narrow window of opportunity and delay in determining the effect of treatment means that we are preparing for the project to extend over several years and to involve repeated treatments of some areas..

Trialing the use of *Bolboschoenus fluviatilis* (marsh clubrush, kukuraho, purua grass) as a barrier to canary grass

Due to the combination of narrow window of opportunity and delay in determining the effect of treatment, the planting of the demonstration area in Radley Park on the Woolston Loop just downstream of the Woolston Barrage is very unlikely to be possible before the 2027 planting season.

The planting plan for this area, drawn up by Dr Colin Meurk and accepted by CCC Parks and Three Waters will be the most expensive part of this project. We are meeting on October 15 with a contractor to assess this part of the project and determine costs.

Planting cannot take place until we are certain that the area of *Glyceria maxima* is dead and the mass of what will be dead and rotting vegetation has stabilised with trapped sediment washing away to some extent. We are expecting to have to pay a deposit on the cost of the 600+ plants that will need to be ordered for the project. We do not yet have a handle on the cost of these being planted and maintained for 2 years by contractors. Some of the costs will have to be projected forward to 2027 and beyond which adds uncertainty. We hope to have a better understanding of the projected labour costs before the end of this year.

The control of the upstream spread of *Phalaris arundinacea* (Reed Canary Grass)

This exercise will take place at the same time as the eradication of *Glyceria maxima* (Reed Sweetgrass) as it is constrained to the stretch of the river immediately upstream of the highest location of the *Glyceria*. In effect, the control of *Phalaris arundinacea* (Reed Canary Grass) in the stretch from the Ford Road/Fifield Terrace footbridge to the Beckford Road bridge (approx. 350m) is a trial of the efficacy of removing this weed from the riverbank using glyphosate spray, the effect on other riverbank vegetation of the removal exercise and whether effects can be effectively repaired by replanting. All the timing issues relevant to eradicating *Glyceria* apply to this part of the project.

Community awareness of weeds in their properties

We are in the formatting stage of producing a large-format poster of common pest plants that residents may find in their properties. Creating this list has proved to be a harder exercise than we anticipated. Selecting appropriate weeds has been the most difficult as there are just so many that one could place on a list. The focus has moved away from the original intention of a focus on pest weeds on the riverbank, many of which are being controlled to some degree by CCC Three Waters, to plants that are in residential properties.

We are aiming to have the brochure available in both digital and print formats for distribution in conjunction with the spraying programme in November. We do not yet have a handle of costs to print this document, but will do so shortly.

Expenditure to date

While we have yet to spend any of the Better Off Funding Grant received, this has almost entirely due to the constraints that the narrow window of opportunity for spraying the weeds brings to the project. Previous attempts by CCC to treat *Glyceria* in the river were hampered by limited follow-through in subsequent years. We are determined to complete this project over the long-term which may indeed mean that the funding will not be completely exhausted until perhaps 2028. While this is longer than initially anticipated, it will mean that the end result is that the intended objective is actually achieved.

We intend to keep successive Waihoru Community Boards informed of progress.

For details of our current planning for this project, refer to the current [Project Details Plan](#) and [Planting Plan](#).

SUMMIT ROAD SOCIETY. Linda Woods Reserve Revegetation Project

1. PLANTING 2025 - Update -

18th December 2025

During the 2025 planting season contractors and volunteers planted 7400 trees in Avoca and Horotane Valleys on the Linda Woods Reserve.

These were funded by:

CCC Better off Grant.....3500 trees

Trees that Count.....3500 trees

A further 400 trees were supplied through a partnership between Summit Rd Soc. and Cashmere High School's "Eco Action Nursery", where SRS volunteers provide seedlings for the school to grow on. Additional funding was received from Horotane Valley neighbours, Ecan and CCC Sustainability fund. This covered costs of planting materials and stock fencing to reveg areas.

Of the 3500 trees supplied by CCC BoG, 2800 were planted by Wai-ora Landscape contractors in Avoca Reveg area 3 (see photo 1 below), and in Reveg Areas 5C and 4B lower down the valley. These trees were added to earlier plantings carried out between 2022 and 2024 which will see much of the lower slopes and area in the foreground of the photo reforested. The grant covered costs to supply plants, mulch mats, guards and labour to prep the site, planting and the installation of mats/guards.



Photo 1.

A further 700 trees funded by the CCC "Better off Grant" were planted by volunteers in Horotane Valley Reveg Area 8B (see photo 2 below). The grant also covered cost of guards/mats for Area 8B as well as in Horotane Reveg Area's 6 and 7 (see photo 3 below). The 3500 trees supplied by "Trees that Count" were planted in Area's 6 and 7.



Photo 2.



Photo 3.

Work still to be carried out as part of the "Better off Grant" funding by Wai-ora contractors is weed/releasing of the 2000 trees planted in Avoca Reveg Area 3. This is scheduled for late December with a follow up in May 2026. Planting in other areas will be weed/released by volunteers. Balance to be spent is \$6400.00. The balance is for the 2 ring spray maintenance sweeps of 2000 trees x \$1.60.

LWR PLANTING BUDGET 2025

revised 21 Feb 2025

1. REVEG COSTS FOR 2025 SEASON

AVOCA VALLEY								
AREA/SITE	Fencing	Proposed 2025 reveg	Plant Supply Costs	Guard Supply	Mat Supply	Planting labour	Mtce X 2	Totals
REVEG. AREA 3 Upper Avoca Bush	NA	NE slope 250 Mxd sp Sth slope 1750 Mxd spp.	2000 x 3.54 ea \$7080.00	2000 x \$1.77ea \$3540.00	2000 X \$0.65 \$1300.00	2000 x 6.25 + 4.44. \$21380	2000 x \$3.20 \$6400	\$39700
REVEG. AREA 4B (Former Avoca Paddock 8B)	NA 90 mtrs remedial fencing requ'd not critical.	600 kanuka Grazed	600 x 3.54 ea \$2124.00	NA	600 x \$0.65ea \$390	600 x 6.25 + 1.35. \$4560	NA grazed	\$7074
REVEG. AREA 5C – East Avoca Bush	NA	200 kanuka infill	200 x 3.54 ea \$708.00	NA	200 x \$0.65. \$130.00	200 x 6.25 + 1.35 \$1520.0	NA grazed	\$2358.00
HOROTANE VALLEY								
REVEG AREA 6 and 7 with combined fencing.	\$23100 Agri Fence estimate 660 lin mtrs plus 3 gates. @ \$35.00mt	3500 mxd spp in existing kanuka	3500 No charge Trees that Count	1050 recy @NC +.225 stks = \$160.2450 @ \$1.77 = \$4336.50 = \$4496.5 NOTE \$955.00 of this sum funded by CCC BO Grant.	3500 x \$0.65 = \$2275.0 NOTE This sum Funded by CCC BOG	Prep by wk party, planting by vols	Work party, vols.	\$29871.5
REVEG. AREA 8B – Shed paddocks	NA	Plant 700 mxd spp in west end paddock On-going releasing.	700 x 3.54 ea \$2478.00	700 \$1.77 = \$1239.00	700 X \$0.65 \$455.00	700 Vols	Work party, Vols.	\$4172.00
TOTAL COSTS GST excl	23100.00		12390.00	9275.5	\$4550.00	\$27460	\$6400	\$83175.5

Yellow costings are those targeted by "CCC Better Off" (BOG) Grant. Total yellow costs \$56534.00

Ticket Report

01 11 2025 - 29 11 2025

Filter by Ward

Spreydon-Cashmere-Heathcote

Filter by month

2025 (Year) + November (Month)

4625

Reported Tickets last month

86.38%

Resolved within SLA

Status as of Report Date

Closed/Resolved

67.35%

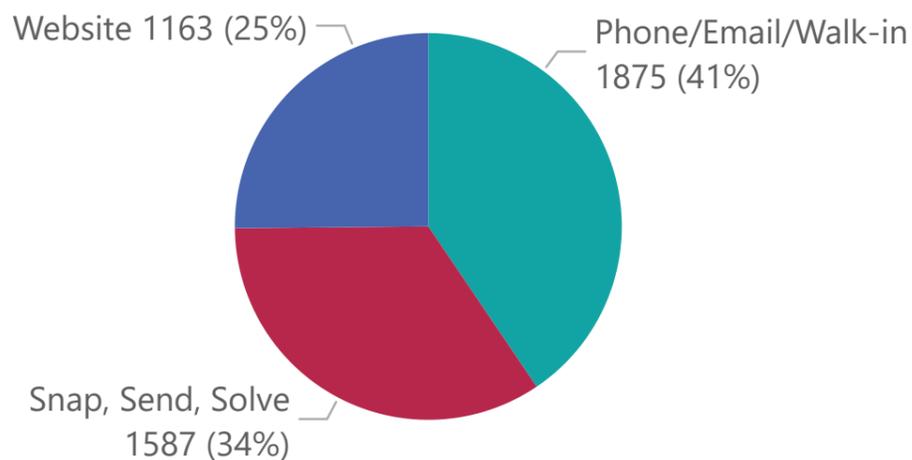
Open

30.29%

Programmed Work

2.36%

Channels



Top 10 Incident Categories

Cashmere Heathcote Spreydon



Top 10 Object Categories

# Tickets	ObjectCategory	+/- Previous Month
438	Water Leak	3
401	Damaged Bin	-6
370	Graffiti - Fence, building or structure	112
317	Litter	86
266	Bin Not Collected	-35
194	Residential Property Files	-27
190	Trees	-71
144	Residential LIM	-20
118	Meter box	-7
117	Graffiti - Utility box, pole, railway	31

Report date:
30 Nov 2025

Ticket Report

01 11 2025 - 29 11 2025

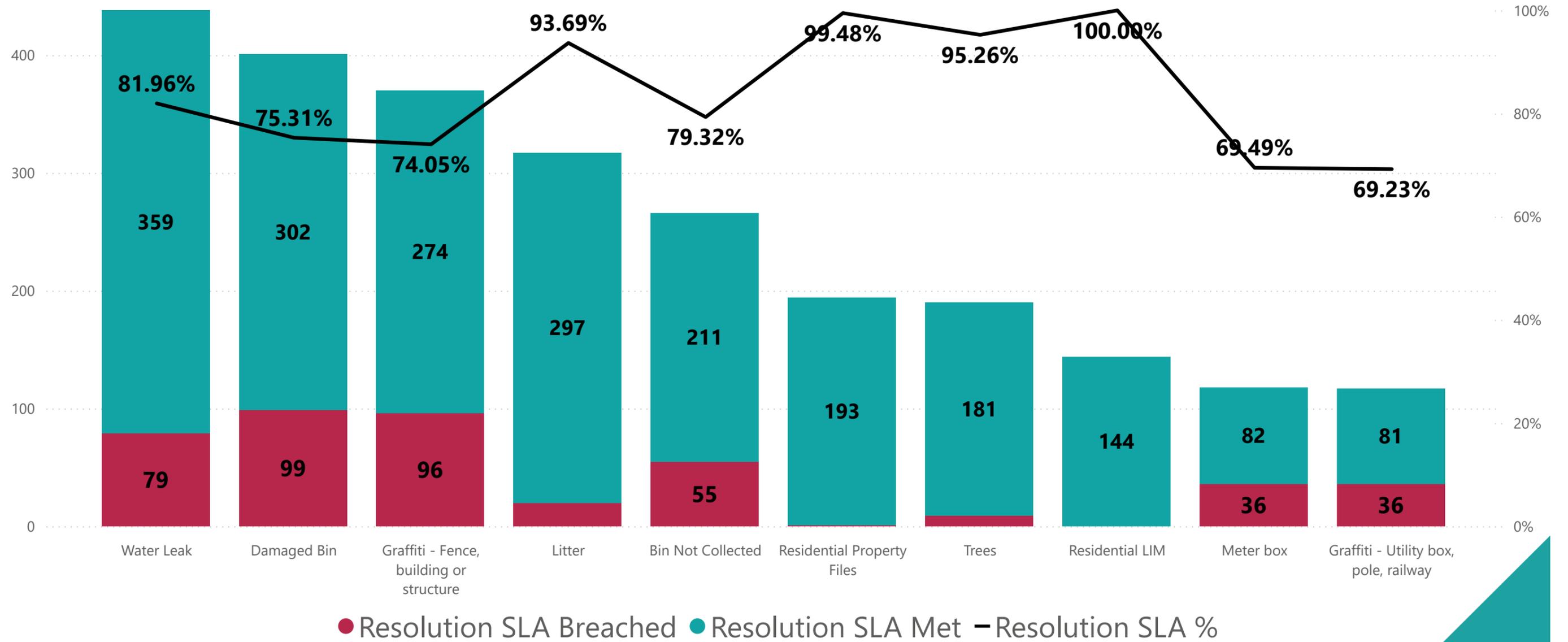
Filter by Ward

Spreydon-Cashmere-Heathcote

Filter by month

2025 (Year) + November (Month)

Top 10 Object Categories



Report date:
30 Nov 2025

Ticket Report

01 05 2025 - 29 11 2025

Filter by Ward

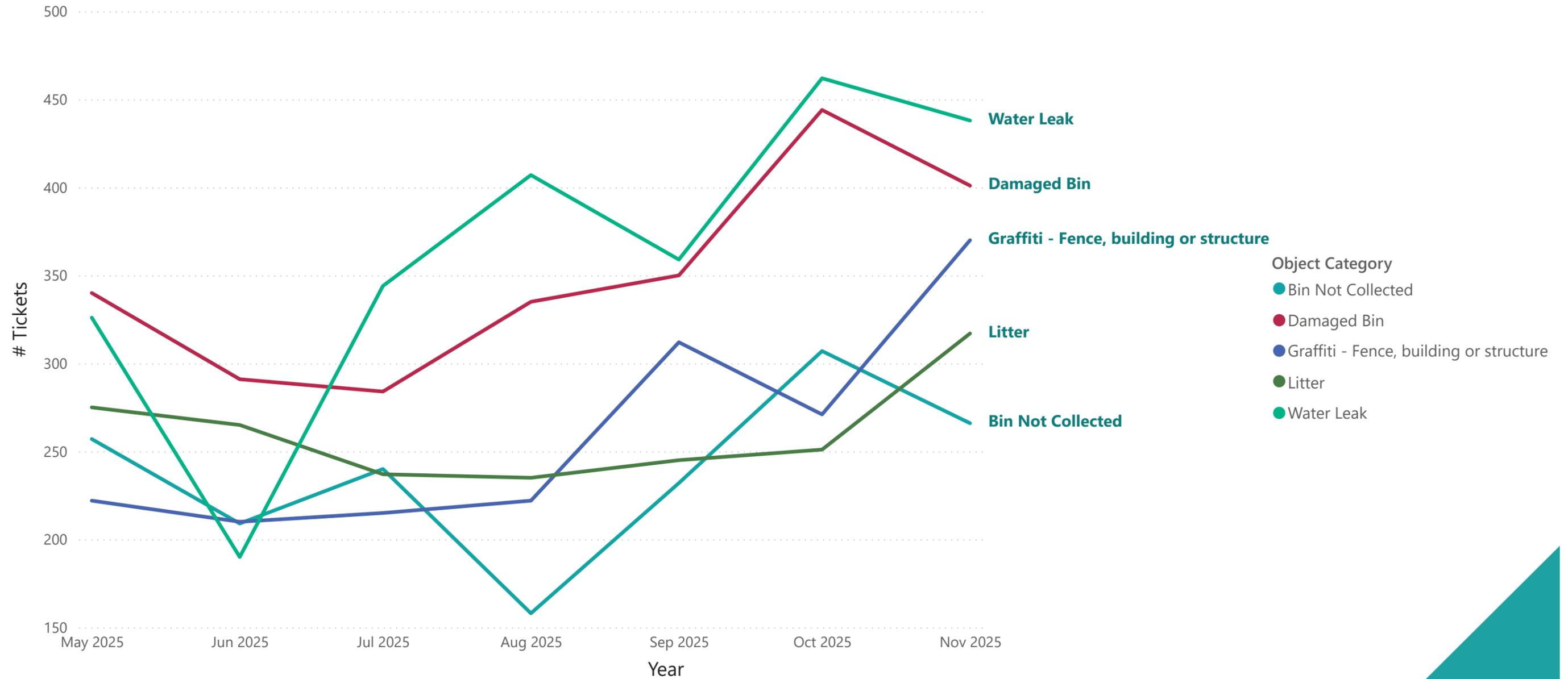
Spreydon-Cashmere-Heathcote

Filter By Date

01/05/2025

30/11/2025

Top 5 Object Categories



Report date:
30 Nov 2025

Ticket Report

01 11 2025 - 29 11 2025

Filter by month

2025 (Year) + November (Month) ▾



This visual does not support exporting.

All

Banks Peninsula

Coa-Bur-Lin

Fen-Wai-Har

Hal-Hor-Ric

Pap-Inn-Cen

Spr-Cas-Hea

Report date:
30 Nov 2025

Ticket Report

01 12 2025 - 31 12 2025

Filter by Ward

Spreydon-Cashmere-Heathcote

Filter by month

2025 (Year) + December (Month)

4160

Reported Tickets last month

81.37%

Resolved within SLA

Status as of Report Date

Closed/Resolved

73.68%

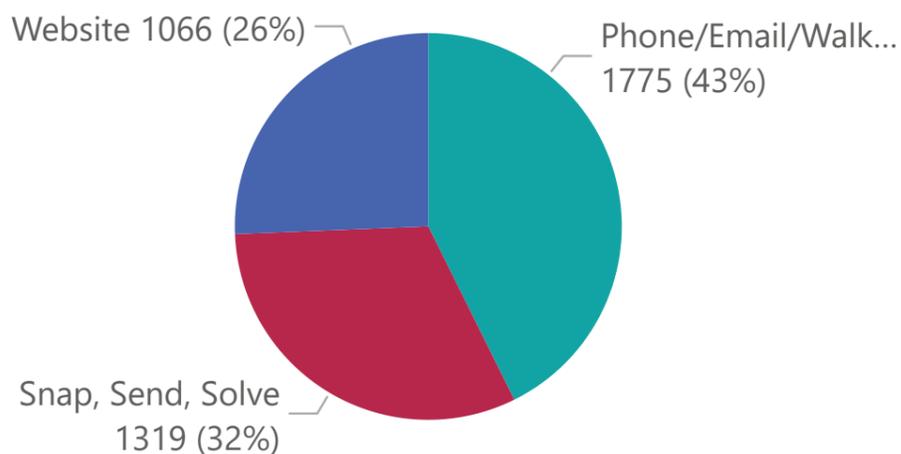
Open

24.28%

Programmed Work

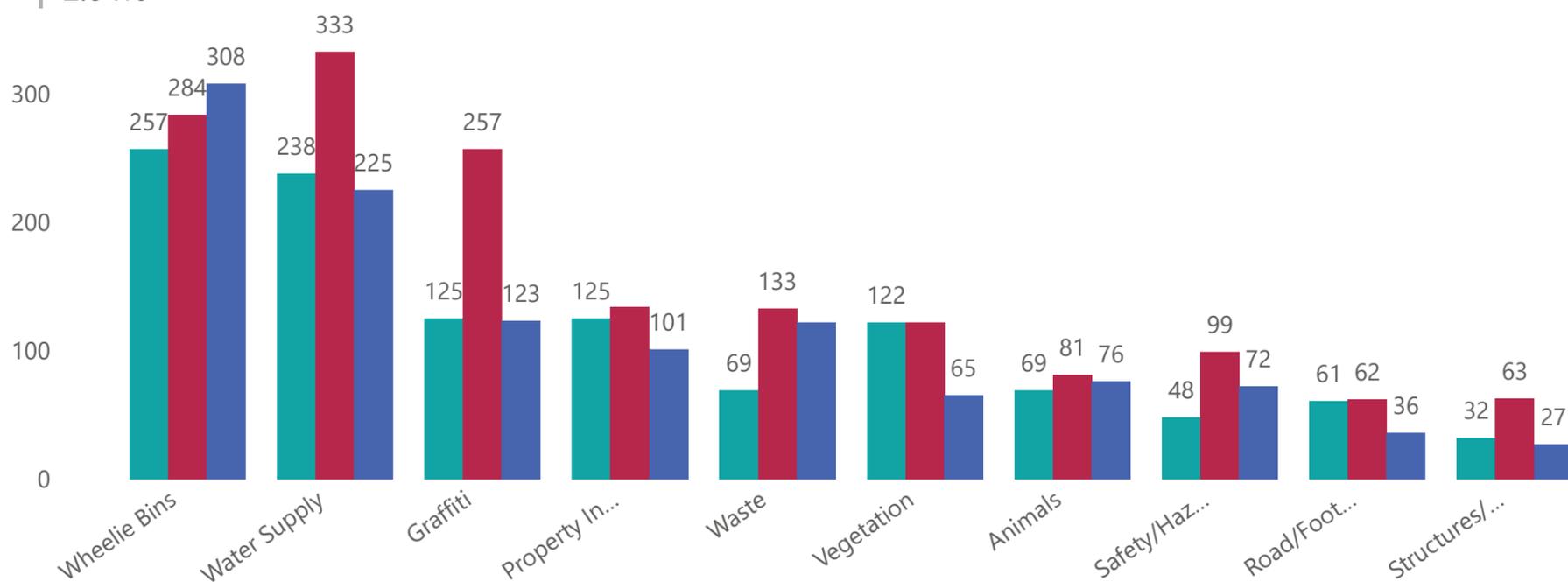
2.04%

Channels



Top 10 Incident Categories

Cashmere Heathcote Spreydon



Top 10 Object Categories

# Tickets	ObjectCategory	+/- Previous Month
544	Water Leak	91
334	Bin Not Collected	68
305	Damaged Bin	-96
303	Graffiti - Fence, building or structure	-69
285	Litter	-47
168	Trees	-24
143	Residential Property Files	-52
123	Residential LIM	-19
121	Water Supply	22
115	Graffiti - Utility box, pole, railway	-13

Report date:
13 Jan 2026

Ticket Report

01 12 2025 - 31 12 2025

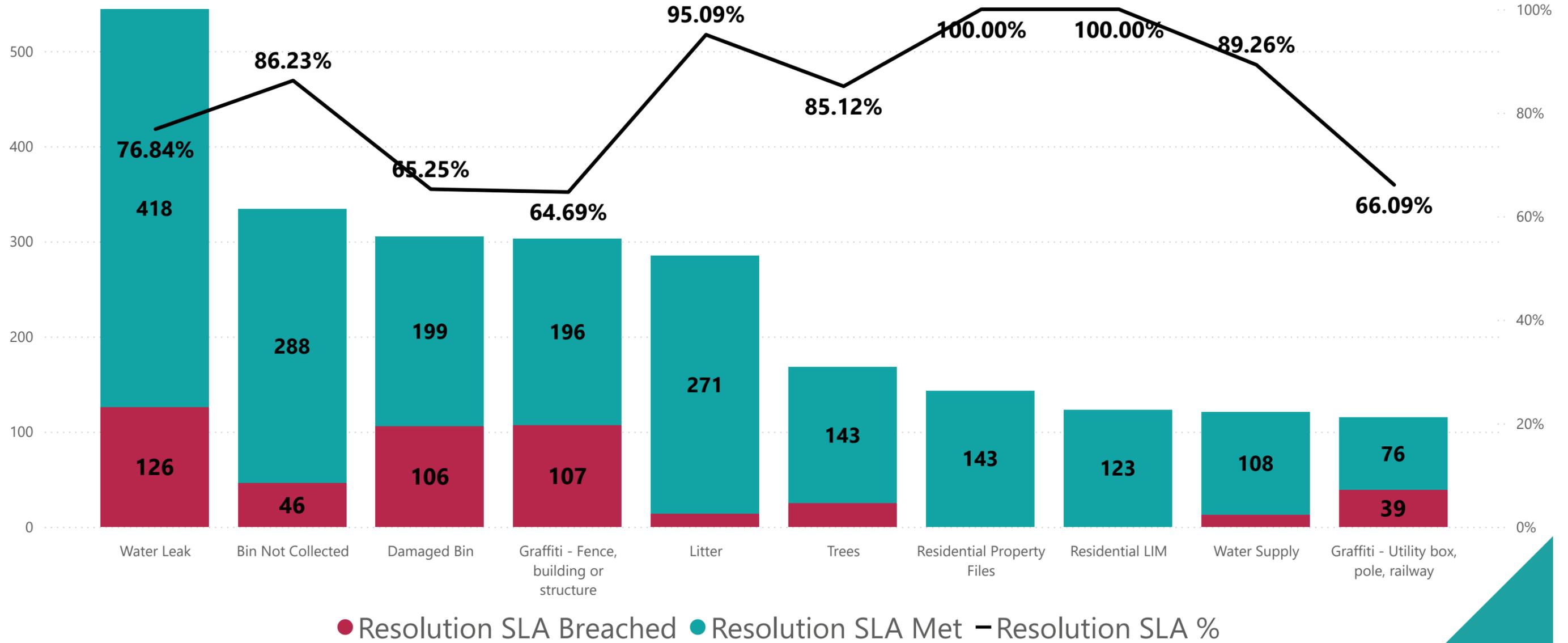
Filter by Ward

Spreydon-Cashmere-Heathcote

Filter by month

2025 (Year) + December (Month)

Top 10 Object Categories



Report date:
13 Jan 2026

Ticket Report

01 12 2024 - 31 12 2025

Filter by Ward

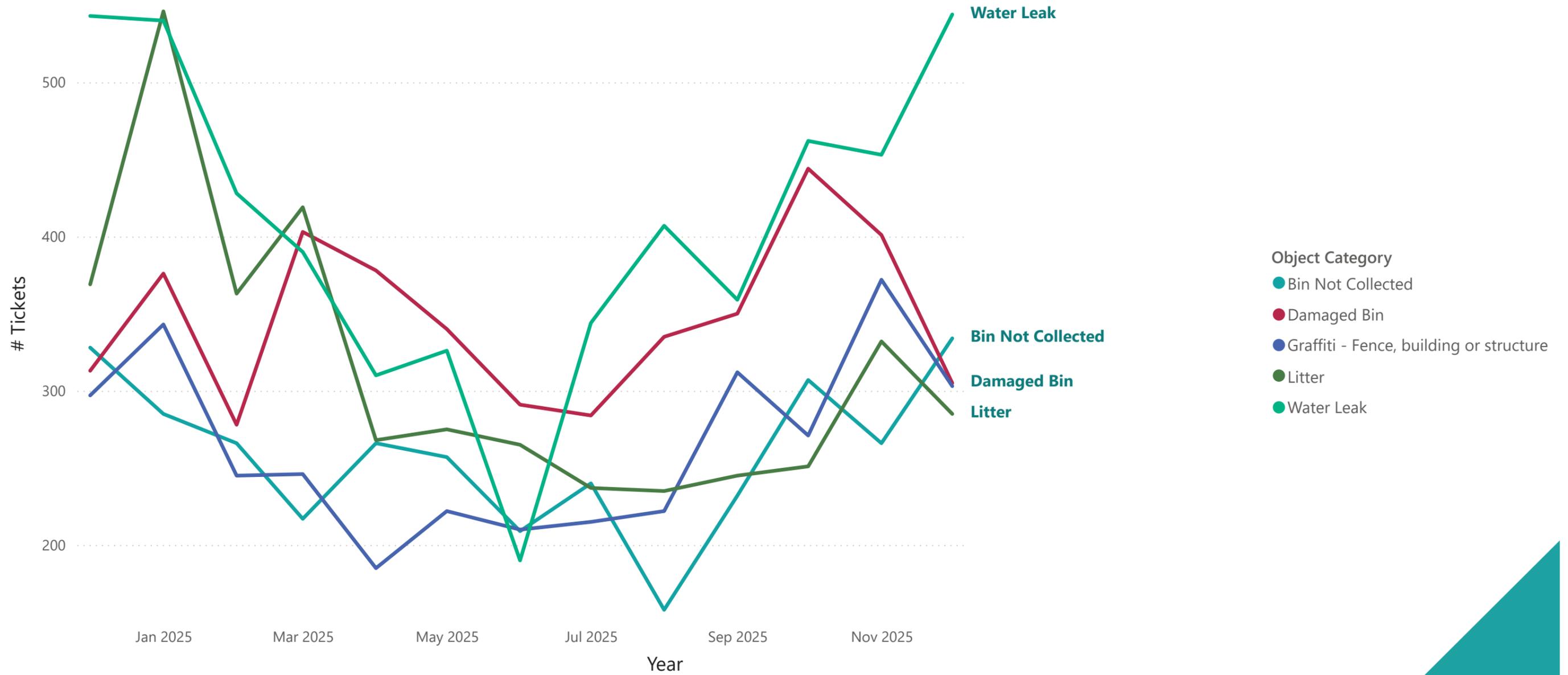
Spreydon-Cashmere-Heathcote

Filter By Date

01/12/2024

31/12/2025

Top 5 Object Categories



Report date:
13 Jan 2026

Ticket Report

01 12 2025 - 31 12 2025

Filter by month

2025 (Year) + December (Month) ▾



This visual does not support exporting.

All

Banks Peninsula

Coa-Bur-Lin

Fen-Wai-Har

Hal-Hor-Ric

Pap-Inn-Cen

Spr-Cas-Hea

Report date:
13 Jan 2026

GRAFFITI SNAPSHOT November 2025

Ward and Suburb Insights



Ward Reporting

These statistics exclude non-CCC utility cabinets and include graffiti incidents that may have been reported more than once

% of Reports made by
Volunteers



Ward Removal

Graffiti removed

Ward	Graffiti reported November 2025	Graffiti reported October 2025	% Monthly Change
Central	1038	798	30%
Heathcote	372	238	56%
Linwood	165	132	25%
Spreydon	146	117	25%
Riccarton	140	166	-16%
Innes	99	72	38%
Coastal	88	113	-22%
Banks Peninsula	80	24	233%
Papanui	65	48	35%
Cashmere	64	50	28%
Hornby	57	54	6%
Burwood	54	52	4%
Halswell	50	17	194%
Harewood	27	24	13%
Fendalton	20	27	-26%
Waimairi	15	18	-17%
Unknown	2	2	-100%
Total	2,480	1,952	27%

Ward	Graffiti cleaned mtrs2 November 2025	Graffiti cleaned mtrs2 October 2025
Central	1628	1539
Heathcote	683	1151
Linwood	370	275
Coastal	291	349
Spreydon	191	189
Halswell	177	290
Banks Peninsula	128	21
Innes	113	113
Riccarton	83	140
Papanui	82	129
Cashmere	67.5	36
Harewood	64	87
Burwood	56	113
Hornby	51	134
Fendalton	26	26
Waimairi	9	9
Total	4017	4599

Reporting Hot Spots

Streets/Locations with the most reported graffiti
(Excluding non- CCC Utility cabinets)

Suburb	Reports made November 2025	Reports made October 2025
Central City	830	621
Sydenham	254	166
Addington	134	88
Linwood	100	71
Waltham	84	51
Lyttelton	77	18
Phillipstown	73	35
St Albans	68	42
Woolston	64	67
Riccarton	60	108
Upper Riccarton	52	21
Hornby	50	36
New Brighton	48	62
Papanui	41	32
Sockburn	33	20
Bromley	32	16
North Linwood	26	19
Opawa	26	22
Shirley	26	19
Richmond	24	47
Wainoni	22	14

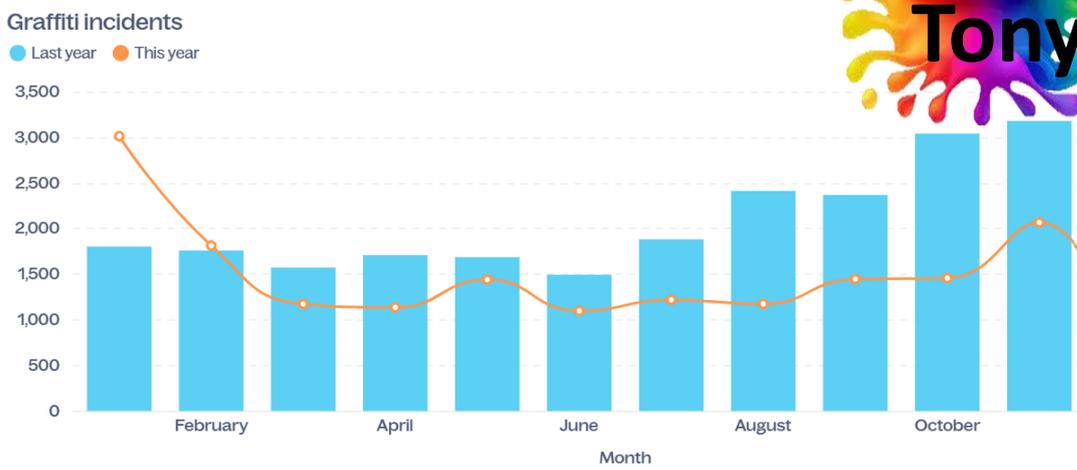
Removal Hot Spots

Locations with the most graffiti removed (m2)

Street	Cleaned graffiti m2
Tuam Street	203
Thomson Park	145
Manchester Street \ Salisbury Street, Central City	96
Nash Reserve	95
Pilgrim Place, Moorhouse to Moorhouse	71
Cass Street, Orbell to Colombo	61
Ferry Road, Barbadoes to Fitzgerald	60
Cathedral Square, Worcester to Colombo	54
Dyers Road, Ferry to Palinurus	45
Settlers Reserve	44
Park Terrace, Salisbury to Dorset	42
Moorhouse Avenue \ Pilgrim Place, Sydenham	40
Walter Park	39
Colombo Street \ Bath Street, Central City	39
Ferry Road	39
Gloucester Street	37
Chelsea Street	36
South New Brighton Park	36
Sydenham Park	35.25
Annex Road, Mokihiki to End	35
Oxford Street \ Norwich Quay, Lyttelton	32
Washington Way Reserve	32
Linwood Park	30
Bath Street, Durham to Colombo	30
Dyers Road, Linwood to Maces	30
Moorhouse Avenue	30

GRAFFITI SNAPSHOT November 2025

Further Insights Monthly Draw Winner:



Latest artwork – Artist Tide Lei - 32 Park Terrace, Lyttleton
Kaitiaki – the Guardian



Design story:
In a park with beautiful scenery, urban facilities are ingeniously combined with elements of wild animals, bringing a refreshing visual experience. On the front, a lifelike rhinoceros is depicted. The colors of the picture are soft and rich, making people feel as if they are on the African savannah under the sun, experiencing the atmosphere where tranquility and wildness coexist. On the back, there is a roaring lion, as if it is breaking out of the electrical box. It has a majestic presence, full of a sense of power, giving a strong visual impact. These two works not only beautify the public space but also attract many citizens and tourists to stop and admire, and take photos. They have become a distinctive small scenic spot in the park. Through the form of art, these wall paintings inject a sense of natural wildness and vitality into urban life, shortening the distance between people and animals, as well as between the city and nature.



Item 18
Attachment I

Memos

Christchurch
City Council 

Memo

Date: 20 November 2025
From: Megan Carpenter, Team Leader Parks Recreation & Planning
To: Waihoru Spreydon-Cashmere-Heathcote Community Board
Cc: Jonathon Jones, Kaitohutohu Hāpori – Community Board Advisor
Reference: 25/2394589

Hoon Hay Park - Te Kōmanawa Rowley School - Place Cadet Nature Play Project - Updated Concept Plan

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 To update the Waihoru Spreydon-Cashmere-Heathcote Community Board, this memo:
 - Shares an updated concept plan (attachment A) for the Te Kōmanawa Rowley School Place Cadets Nature Play Project at Hoon Hay Park as per 7.1 of a staff report presented to the Community Board on [11 September 2025](#)
 - Provide project timeframes for delivery of the nature play space.
- 1.2 The information in this memo is not confidential and can be made public.

2. Background Te Horopaki

- 2.1 Based on the staff reports presented as its 11 September 2025 meeting, the Board resolved to approve the concept plan for the construction of nature play at Hoon Hay Park.
- 2.2 The approved concept plan was an indicative design, as the tamariki at Te Kōmanawa Rowley School were still working through the details of the nature play project at the time of the meeting.

3. Update He Pānui

- 3.1 The updated concept plan (attachment A) is within the approved area for the nature play project at Hoon Hay Park. The approved small-scale shelters have been developed further, informed by a co-design process facilitated through the Place Cadets project.
- 3.2 The concept draws on the regenerative strength of the kahikatea, with the proposed structures tracing the form of its roots weaving through the nature playground. They give shape to the tamariki's aspiration to climb, challenge, and use their imagination as well as provide cosy spaces.
- 3.3 The pieces of the structure are currently under construction so the Tamariki involved in the project can construct the features (put the pieces together) on Wednesday 26 November 2025 (backup day for weather is Friday 28 November).
- 3.4 The structure has been reviewed by both a chartered engineer as well as a suitably qualified playground safety auditor and will comply with New Zealand Standard 5828:2015 Playground Equipment and Surfacing.

Memos



- 3.5 The concept plan includes other approved features such as log rounds and timber planks, painted pathway, native plantings, and a refresh of existing play equipment. These are low-cost features for future implementation that are currently unfunded. These features have been developed through community engagement and the tamariki's feedback.
- 3.6 The native planting will be supplied by the Parks team and planted by the tamariki during the planting season in April 2026. The Parks Unit will look to secure funding for the additional approved features through Council budget processes.

4. Next Steps

- 4.1 The proposed timeframes for the installation of the play structures are:
 - 19 November – Temporary fencing installed around the work site
 - 20 – 21 November – site works for structure
 - 26 November - Tamariki/Community build day (weather permitting). Postponement day is 28 November.
 - 1 December – Play safety surface install (woodchip)
 - 2 – 4 December – Play Safety Inspection by Auditor, amendments from audits
 - 5 December – Temporary fencing removal
 - April 2026 – native planting proposed to be planted by Tamariki.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Hoon Hay - Park Place Cadets - Concept Plan Final - November 2025	25/2394048

Signatories Ngā Kaiwaitohu

Author	Megan Carpenter - Team Leader Parks & Recreation Planning
Approved By	Kelly Hansen - Manager Parks Planning & Asset Management Al Hardy - Manager Community Parks Rupert Bool - Head of Parks

Memos



PLAN VIEW: Location of co-design project, Hoon Hay Park - Mathers Road.



Project location at Hoon Hay Park.

DESIGN INTENT - STAGE ONE

This landscape design is informed by a **co-design process** facilitated through **Place Cadets**, an educational design programme that meaningfully involves **children as collaborators** in shaping public space. Through hands-on exploration, model-making and dialogue, 10-year-old students from Te Kōmanawa Rowley School worked alongside designers to express their ideas for play, challenge, and connection to place.

Hoon Hay Park was once part of a rich wetland ecosystem and holds significance for local iwi **Ngāi Tahu**. The concept draws on the **regenerative strength of the kahikatea**, with proposed structures tracing the form of its roots weaving through the playground. They give shape to the children's aspirations for climbing, challenge, and imaginative, cosy spaces.

A new play feature nestles among existing wind grass, with hebes relocated elsewhere to suit the revised layout. The extension integrates with the existing playground to help form a **continuous loop of climbing, balancing, and jumping elements** within an obstacle-style play experience. The playground will include **300mm settled softfall, compliant with NZS5528:2015**.

A **Stage Two concept** (refer Sheet 4) is also proposed for future implementation. It outlines additional low-cost ideas developed through community engagement and children's feedback.



The proposed structures trace the form of the kahikatea tree roots as they weave through the playground - recalling how kahikatea once anchored this wetland landscape.



Exploring Hoon Hay Park through play - climbing, observing and imagining possibilities.



Activity packs helped children to observe how different spaces are used, how they make people feel and what could make the park better for everyone.



Tamariki worked in groups to imagine numerous design responses to their brief through sketching, making models and prototypes with a range of materials and at different scales.



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FINAL DRAFT

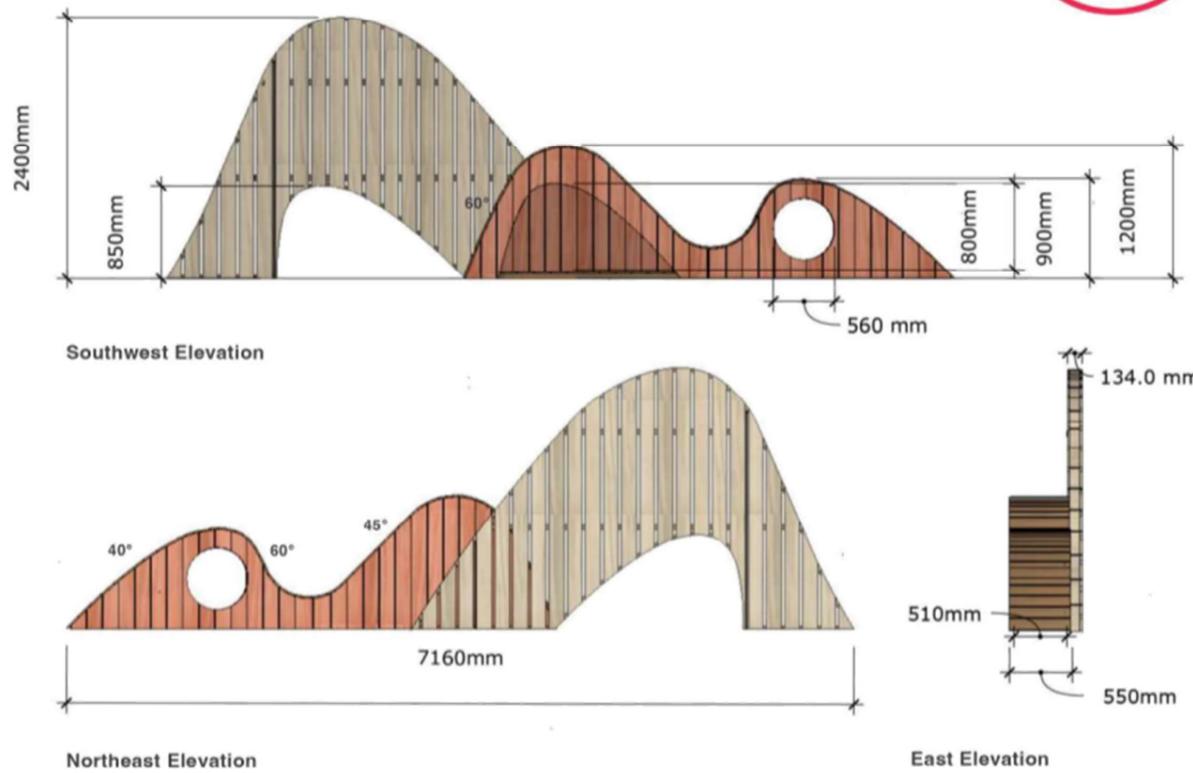
Concept Design - Stage One

November 2025 | Sheet 1 of 4

Gather.
Landscape
Architecture

Place Cadets at Hoon Hay Park | Mathers Road, Hoon Hay, Ōtautahi

Memos



Under second-round review by playground safety auditor (revised per initial feedback).

GENERAL CONSTRUCTION

Timber wall slats and decking fixed to internal H4 framing with stainless steel M5 decking screws.

Foundations: play element bolted to H5 x 90mm square posts, concreted one third of the structure's height into the ground. Tapered foundations located at least 200mm below the ground surface.

KEY SAFETY FEATURES

Play elements to comply with NZS 5828:2015 Playground Equipment and Surfacing.

Play element angles are such that none are easily accessible - all >38°.

Climbing-holds (not shown) on all steep play elements to provide hand support.

Play element curved at the tops so that standing is only possible with the use of hand supports (to meet the exemption of not being a platform).

All gaps in timber slats are 6mm or less, except for climbing wall which is 25mm. Gaps between decking are 6mm or smaller.

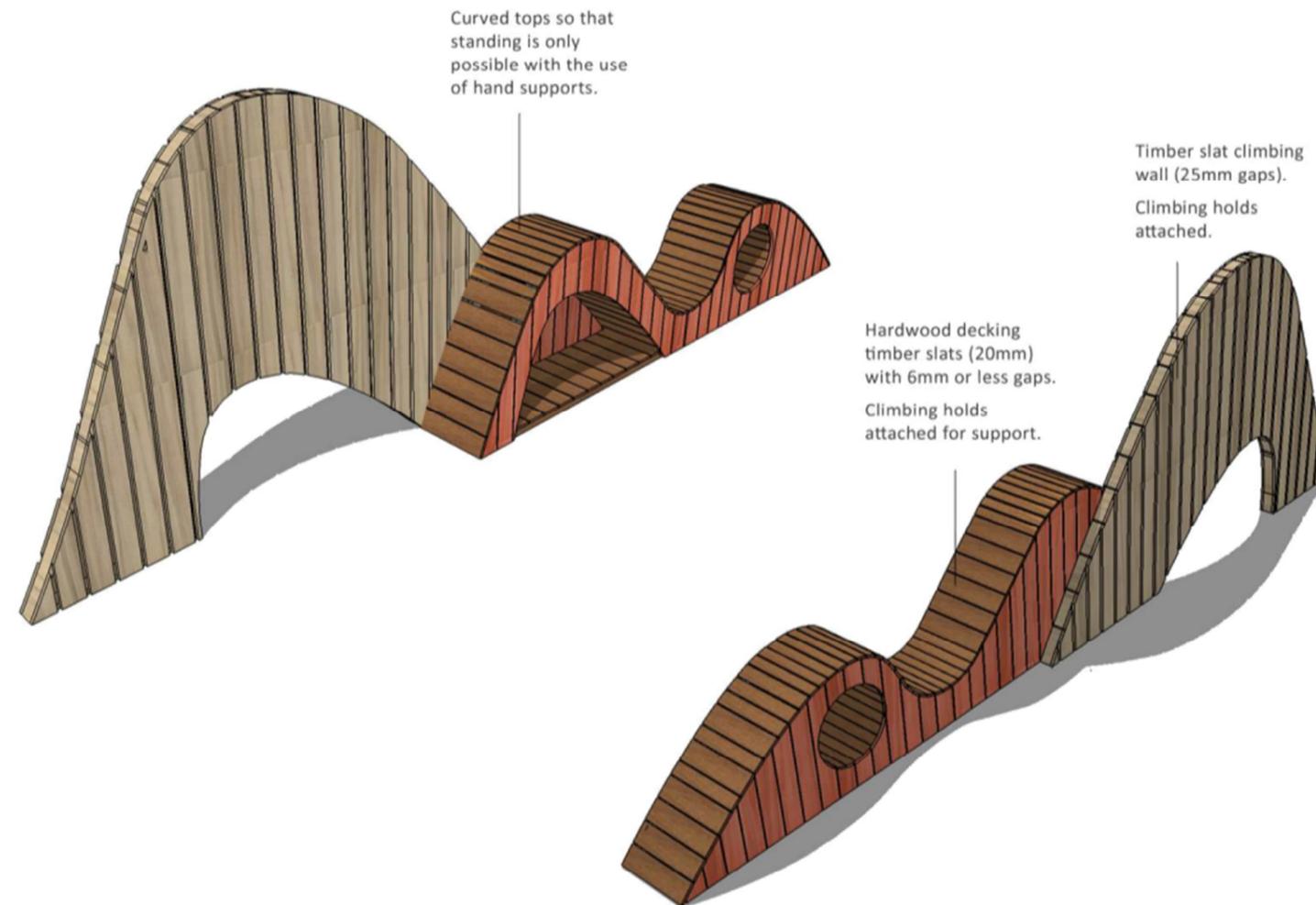
Tunnel decking has 6mm gaps or less to ensure water can pass through.

Grip surfacing on all decking to prevent slips and falls in the event of wet weather and frosts.

Minimum fall zones

- 2100mm (2400mm high)
- 1500mm (1200mm & 900mm high)

Memos



Under second-round review by playground safety auditor (revised per initial feedback).

Memos



PLAN VIEW: Location of potential second stage elements, Hoon Hay Park - Mathers Road.



Proposed project location at Hoon Hay Park.

PROPOSED DESIGN - STAGE TWO

April - September 2026 TBC

- 1. Log rounds and timber plank elements** located in new and existing soft fall area. These features integrate with existing play equipment to create a continuous loop of climbing, balancing and jumping.
- 2. Painted pathway** depicting original wetland species in the area, before Hoon Hay Park was established. Involve local school and artist in the creation of graphics.
- 3. Native planting** - supplement existing wind grass and plant trees (e.g. kahikatea) to soften playground edges, provide shade and enhance biodiversity. Planting to be carried out with tamariki in April 2026, timed to align with seasonal conditions.
- 4. Refresh existing play equipment** with new paint and detailing to match new structures.



1. Log rounds provide a natural play element to complement the kahikatea tree root play features designed by tamariki.



1. Timber planks set ~600mm high help create a continuous loop of climbing, balancing and jumping.



2. Painted graphics close to the entrance of the playground indicate the former wetland environment of Hoon Hay Park.



3. Native tree grove (e.g. kahikatea) and informal pathway through the area.

Gather.
Landscape
Architecture

Place Cadets at Hoon Hay Park | Mathers Road, Hoon Hay, Ōtautahi



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FINAL DRAFT

Concept Design - Stage Two (TBC)

November 2025 | Sheet 4 of 4

Memos

Christchurch City Council

Memo

Date: 27 November 2025
From: Angie Nelson, Planner Urban Regeneration
To: Waihoru Spreydon-Cashmere-Heathcote Community Board
Cc:
Reference: 25/1728614

Enliven Places Programme - Sydenham Amenity Lighting

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this memorandum is to provide information to the Board about a proposed Enliven Places Programme lighting feature for Sydenham.
- 1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

- 2.1 The Council's Enliven Places Programme ('the Programme') will install a creative lighting feature at the northern gateway into Sydenham on Colombo Street, enhancing the area's amenity at night and supporting a sense of welcome into the village. The project will be installed by early winter 2026 and is anticipated to remain in place for at least ten years.
- 2.2 The Programme delivers temporary interventions to support regeneration in priority areas, including Sydenham. This lighting feature contributes to the Sydenham Master Plan action (N6), which focuses on enhancing gateways into Sydenham.



Figure 1: Daytime view when travelling south over the Colombo Street overbridge



Figure 2: Example tree lighting

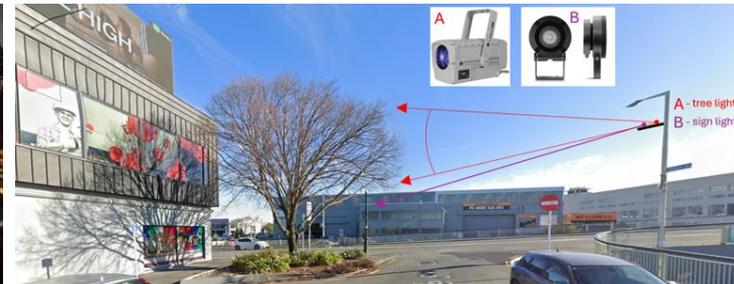


Figure 3: Lighting diagram

Memos



- 2.3 The selected site – the corner of Colombo and Carlyle Streets – is a key entry point into Sydenham and is highly visible when travelling south over the overbridge (see Figure 1).
- 2.4 It features a prominent tree ideal for creative lighting and includes a signpost that once held a ‘Borough of Sydenham 1863-1903’ sign (installed ~2002, missing since ~2015). In July 2025, the Programme reinstated the missing sign.
- 2.5 The lighting feature will project a very slowly-moving pattern in a warm white/pale yellow onto the tree canopy (see Figure 2) as well as illuminate the reinstated Sydenham sign. There will be two lights mounted on the existing streetlight pole (see Figure 3).
- 2.6 The lighting design will consider the existing ambient light levels from the adjacent LED billboard, street lighting, and southbound car headlights to ensure the proposed lighting has the desired impact. It will also avoid adverse effects on the existing billboard.
- 2.7 The project has been discussed with the adjacent businesses and building owner and received positive feedback.
- 2.8 Transport staff have also been consulted. They will review the lighting design to ensure there are no adverse effects on road users and be present for commissioning.
- 2.9 Staff will provide a further update to the Community Board as the project is completed.
- 2.10 The Programme has delivered other temporary projects in Sydenham, including: Astronaut Mural (2025, still active); 441 Colombo Pocket Park (2016, still active), footpath planters (2018, still active) and Pod Park (2013, no longer active).

3. Conclusion Whakakapinga

- 3.1 This creative lighting project enhances Sydenham’s northern gateway, aligning with the Sydenham Master Plan. It features lighting of a prominent tree and reinstated heritage signage, with positive feedback from nearby businesses. The project complements other Enliven initiatives in the area.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Author	Angie Nelson - Planner Urban Regeneration
Approved By	Carolyn Bonis - Team Leader Urban Regeneration Ben Rhodes - Manager Planning

Memos

Christchurch
City Council 

Memo

Date: Friday 28 November 2025
From: John Filsell, Head of Community Support and Partnerships
To: Mayor and Councillors,
Waitai Coastal-Burwood-Linwood Community Board,
Te Pātaka o Rākaihautū Banks Peninsula Community Board,
Waihoru Spreydon-Cashmere-Heathcote Community Board
Cc:
Reference: 25/2431952

Tsunami 'ShakeOut' awareness campaign results

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 To advise elected members about the results of a public information campaign aimed at raising awareness to the risk of, and response to, tsunami, primarily in our coastal communities.
- 1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

- 2.1 You may recall from an update provided last month that we ran a tsunami evacuation awareness campaign throughout October, coinciding with the annual national Civil Defence 'ShakeOut' event. ShakeOut is a self-run earthquake and tsunami hikoi (evacuation drill) run by National Emergency Management Agency (NEMA).
- 2.2 The campaign's objective was to raise public awareness about what to do in a tsunami, with particular focus on low-lying tsunami evacuation zone areas. However, wider messaging was shared with the rest of Christchurch and Banks Peninsula as it's important everyone knows what action to take in a tsunami (if in an evacuation zone at the time).
- 2.3 Our campaign messaging used the existing national Civil Defence delivery of "Long or Strong? Get Gone". This means people located in tsunami evacuation zones should evacuate these zones, to high ground or inland, immediately if they feel a long or strong earthquake. They should not wait for an official evacuation warning from Civil Defence or any other agency.
- 2.4 We provided public messaging across ten different channels including digital (Meta, Google and TVNZ+), outdoor billboards, radio stations, print adverts, and street and community hub posters. Messages were also shown on plasma screens across Council facilities and on staff screen savers.
- 2.5 High level campaign results were as follows:
 - We received 5854 views of the [tsunami webpage](#) throughout October vs 578 views for the same period last year.
 - Digital advertising delivered over 1.5 million impressions across all channels. The highest level of reach and impressions in the Meta (Facebook and Instagram) campaign came from the 25-34 age group with a reach of 97,722 and 305,268.

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Memos



- The Meta campaign geo-targeted four sub-locations (New Brighton, Southshore, Waimairi Beach and Spencerville). These sub-locations performed well with New Brighton reaching 42,773 people, showing strong local engagement in the content.
- Outdoor billboards across four locations had nearly 160,000 plays. We received positive feedback about the visual content used. We also had people engaging with QR codes on the local street posters.



3. Conclusion Whakakapinga

- 3.1 Overall the campaign delivered good results and was effective in raising tsunami evacuation awareness with residents.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Author	Kim deLeijer - Principal Advisor Communications
Approved By	Jocelyn Ritchie - Acting Head of Communications & Engagement John Filsell - Head of Community Support and Partnerships

Memos

Christchurch
City Council 

Memo

Date: Thursday 27 November 2025
From: Duncan Sandeman, Manager Office of Mayor and Civic Services
To: Mayor and councillors; Waihoru Spreydon-Cashmere-Heathcote Community Board
Cc:
Reference: 25/2431644

National Erebus Memorial announcement

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 To advise that this afternoon, Manatū Taonga Ministry for Culture and Heritage alongside Mayor Phil Mauer will announce that Christchurch is the preferred location for a National Erebus Memorial.
- 1.2 The information in this memo is confidential and shall not be made public before 2pm, Thursday 27 November 2025.
- 1.3 The announcement will be made at 1pm by the Secretary for Culture and Heritage Leauanae Laulu Mac Leauanae. Before that, the Ministry will advise the affected families and stakeholders. After the Secretary's announcement, at approximately 1.30pm, the embargo on this news will be lifted and we will inform the public.

2. Update He Pānui

- 2.1 Ōtautahi Christchurch is likely to be home to the new National Erebus Memorial, which would honour the 257 people who lost their lives when Flight TE901 crashed in Antarctica on 28 November 1979.
- 2.2 The Ministry has paused further exploration of Auckland as a potential location for the Memorial. While the Erebus disaster had a profound national impact, many of those on Flight TE901 called Auckland home and Christchurch acknowledges the aroha and manaaki shown to families over many years by Ngāti Whātua Ōrākei.
- 2.3 Secretary for Culture and Heritage Leauanae Laulu Mac Leauanae says that after many years of exploration, the Ministry has been unable to identify a viable site in Auckland.
- 2.4 Christchurch is ready to provide a home for the legacy of Erebus, honouring the families, the members of the recovery mission Operation Overdue, and the significance of the accident to all of New Zealand. Our first priority is to ensure Erebus families and the members of Operation Overdue feel supported and welcomed here in Christchurch.
- 2.5 The Council formally offered two sites to the Ministry – Cracroft reserve in Cashmere and the bank of the Ōtākaro Avon River in the central city. After further work, the Ministry has identified Cracroft reserve as the most suitable and will continue to work closely with the Council as it engages the Cashmere community.

Attachments Ngā Tāpirihanga

Page 1

Memos



There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Author	Dean Kilbride - Senior Communications Advisor
Approved By	Duncan Sandeman - Manager Office of Mayor & Civic Services

Memos



Memo

Date: Friday 5 December 2025
From: Nigel Cox, Head of Recreation, Sport and Events
To: Mayor and Councillors, Community Boards
Cc: ELT
Reference: 25/2487320

Special Olympics National Summer Games

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 This memo provides an overview of the upcoming Special Olympics National Summer Games (the Games) which will be held at a variety of sporting venues across the city from 10-14 December.
- 1.2 The information in this memo is not confidential and can be made public.

2. Background

- 2.1 The mission of Special Olympics is to provide year-round sports training and athletic competition in a variety of Olympic-type sports for children and adults with intellectual disabilities, giving them continuing opportunities to develop physical fitness, demonstrate courage, experience joy and participate in a sharing of gifts, skills and friendship with their families, other Special Olympics athletes and the community.
- 2.2 The Special Olympics National Summer Games is held every four years and is one of the largest inclusive sporting event staged in New Zealand.
- 2.3 The last time Ōtautahi-Christchurch hosted the Games was in 2005. Christchurch City Council submitted a bid in 2021 to host the event.
- 2.4 Around 1,200 athletes will compete across four days in 10 different sports, including swimming, athletics, bowling, and basketball.
- 2.5 The Games will take place at a range of sporting venues across the city, including Council sites Ngā Puna Wai Sports Hub and Parakiore Recreation and Sport Centre.
 - 2.5.1 Parakiore will host the basketball and swimming competitions on 11-14 December, and the Healthy Athlete Programme on 10 - 14 December.
 - 2.5.2 Ngā Puna Wai Sports Hub will host athletics, football, powerlifting and Bocce on 11-14 December.
 - 2.5.3 Events are free for the public to attend. Tickets are only required for the opening ceremony [See 3.2].
 - 2.5.4 We expect Parakiore to be busy, so encourage people to consider visiting other venues around the city to show their support for the athletes.
 - 2.5.5 Traffic management will be in place in the carpark at Parakiore. All parking at Ngā Puna Wai will be contained on site.

Memos



- 2.6 The sports schedule of events can be found on the [Special Olympics New Zealand website](#).
- 2.7 The Games will also provide selection opportunities for athletes with intellectual disabilities to attend the Special Olympics World Summer Games in 2026. 300 coaches and 1,000+ volunteers are also expected to participate in the event.

3. Event timeline

- 3.1 The Special Olympics National Summer Games is being held in Christchurch from 10 -14 December 2025.
- 3.2 The opening ceremony is being held at Wolfbrook Arena on 10 December. Free tickets are available to the public [here](#).
- 3.3 On 9 December, the Flame of Hope will arrive in the city, concluding the Law Enforcement Torch Relay event, which aims to build awareness and excitement for the Games. Mayor Phil Mauer will address the group at the Bridge of Remembrance at 12.30pm.
- 3.4 The Closing Party will be held at Te Pae on 14 December. This will mark the conclusion of the Games in the city and provide an opportunity for the athletes to celebrate their achievements together. Deputy Mayor Victoria Henstock will speak at the event.

4. Our support

- 4.1 Christchurch City Council is a partner in the event, providing both cash and value in kind support to secure the games for the city.
- 4.2 We are working with Special Olympics New Zealand to promote their event to the community and encourage support for the athletes.
- 4.3 We are also working with Special Olympics New Zealand to promote the city's attractions and activities, and encouraging visiting athletes, coaches and their supporters to explore Ōtautahi.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Authors	Emma Hyde - Senior Communications Advisor Brooke Jones - Sports Promotions & Events Advisor
Approved By	Nigel Cox - Head of Recreation, Sports & Events

Memos

Christchurch
City Council 

Memo

Date: 8 December 2025
From: David Little - Manager Residential Red Zone
To: Waihoru Spreydon-Cashmere-Heathcote Community Board and Te Pātaka o Rākaihautū Banks Peninsula Community Board
Cc:
Reference: 25/2458106

Port Hills restoration project update

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 To update the relevant community boards of our intention to start preparing areas of the Port Hills Residential Red Zone for restoration planting.
- 1.2 There is strong community interest in the future use of the red zone land, so this is to notify you that we are starting this work so you can inform your constituents and answer any queries.

2. Confidentiality

- 2.1 The information in this memo is not confidential and can be made public.

3. Origin Te Pūtaketanga mai

- 3.1 This memo is staff-generated.
- 3.2 We are aware that the community are very invested in the future use of the red zone and there will be lots of questions once the work begins. We would like to be able to front foot this interest by communicating up front.

4. Key Points Ngā Take Matua

- 4.1 A ten-year programme to revegetate red-zoned properties in the Port Hills will help to transform the area and restore its unique biodiversity.
- 4.2 Through the Long-Term Plan, the Council has allocated funding for ecological restoration across Port Hill red zone properties in Sumner, Clifton, Redcliffs, Ferrymead, Heathcote Valley and Governors Bay.
- 4.3 This is a once in a lifetime opportunity to expand the restoration efforts already underway on the Port Hills and create connections to other sites of ecological significance.
- 4.4 The planting will support climate and ecological resilience and expand habitats for native birds, insects and lizards.
- 4.5 In 20023, a geotechnically-led re-assessment was carried out to inform the future use of the Port Hills red zone properties.

Memos



- 4.6 Over 200 properties were identified as having either significant long-term risks that will be hard to mitigate or have strategic relevance to the Council (e.g. have high ecological potential or add entry points to existing parks network).
- 4.7 These properties are planned for replanting, which will make a significant contribution to enhancing biodiversity values on the urban edges of our city.
- 4.8 Plants will be eco-sourced natives, based on the Christchurch Ecosystem Map which features the Port Hills as a specific ecosystem. Initial pioneer planting will support successive planting and habitat for native birds, reptiles, and insects.
- 4.9 Sites to be planted in 2026 include properties on Sumnervale Drive, Finnsarby Place, Ocean View Terrace, Port Hills Road, Leading Light Lane and Wakefield Avenue.
- 4.10 Cultivation to break up compacted soil layers will start in January. This will improve water infiltration, aeration and root penetration so roots have better access to moisture and nutrients in the subsoil. This will be followed by weed removal and mulching before planting starts.
- 4.11 Planting is expected to start in April-May 2026. The work will be carried out by Council staff and contractors. Health and Safety measures will be in place to ensure the safety of workers.
- 4.12 General public access to the red zoned properties in the Port Hills continues to be prohibited due to the risk of rockfall, cliff collapse and land slip.

5. Community Interest and Consultation Ngā Aronga me ngā Whiriwhiringa i te Hapori

- 5.1 We will keep the community updated on progress every step of the way, and offer opportunities to get involved.
- 5.2 Where it is safe to do so, community planting events will be held as a way of involving the community in the project and building on the relationships established with community and conservation groups.
- 5.3 There are two events planned in Sumner / Wakefield Ave:
 - In conjunction with the active group around Sumner Lychgate (All Saints Church site) on Wakefield Avenue. This group have already been taking part in supervised working bees to tidy up the gate and the memorial garden at the back of the site.
 - Second location – to be confirmed based on hazard overlays but might be at the Sumnervale end of the valley.

6. Risk Mitigation Te Whakamauru Tūraru

- 6.1 The Port Hills sites have been clearly identified as high-risk areas due to rockfall or land movement hazards. Successful contractors will be assessed for their health and safety planning and mitigation practices.
- 6.2 These areas will remain off limits to the public with fencing. Signage will be in place while contractors are in situ. Opportunities for community involvement will be limited to those spaces where the rockfall risk is suitable for such work.
- 6.3 There will be community concern about the increased fire risk with restoration planting and the long grass that occurs for the first few years. Fuel breaks will be put in around residential properties and we will be encouraging safe fire prevention practices.

Memos



7. Next Steps Te neke whakamua

- 7.1 Work is due to start in early 2026 to prepare the ground. Planting will take place over at least 10 years on a site by site basis.
- 7.2 We'll communicate with key stakeholders in the area before Christmas to ensure they're aware of the project before work starts. More comprehensive communications will get underway in February.
- 7.3 We will keep you updated on the project as it progresses.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Maps of sections for 2026 restoration planting	25/2520418

Signatories Ngā Kaiwaitohu

Authors	Nikki Douglas - Senior Communications Advisor Sarah Mankelow - Community Partnership Ranger
Approved By	David Little - Manager Residential Red Zone

Memos



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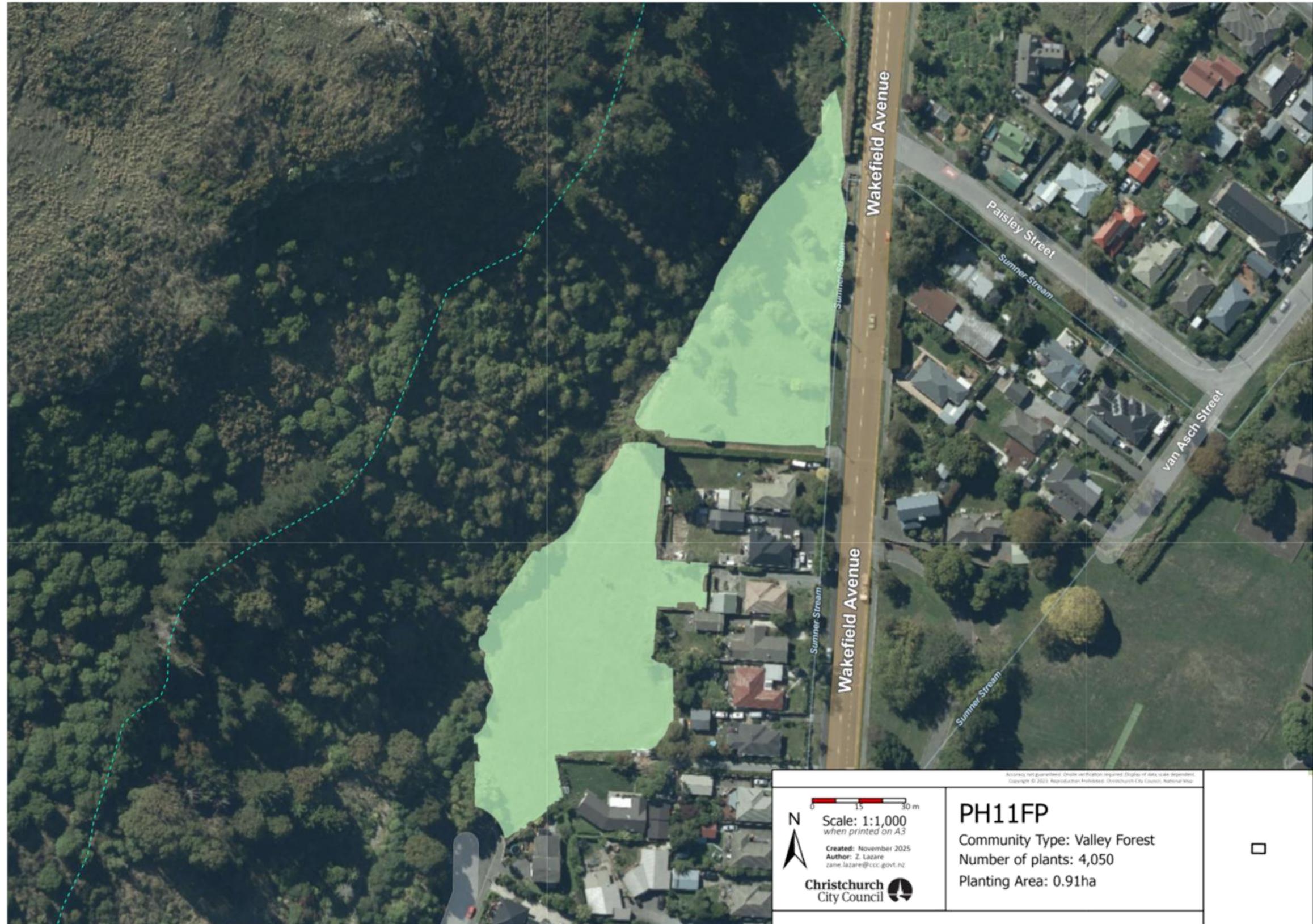


Memos



Memos







Memos

Christchurch
City Council

Memo

Date: 9 December 2025
From: Holly Whitaker- Project Manager Parks
To: Jonathon Jones
Cc: Bridie Gibbings
Reference: 25/2123062

Barnett Park play space renewal

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this memo is to inform the Waihoru- Spreydon Cashmere Heathcote Community Board of the planned play space renewal.
- 1.2 The information in this memo is not confidential and can be made public

2. Update He Pānui

- 2.1 Barnett Park is located in the Heathcote ward and spans both Community Parks and Regional Parks assets. This project focuses on the Community Parks area exclusively.



- 2.2 Images of the existing playground:

Memos



2.3 Images of the surrounding park:



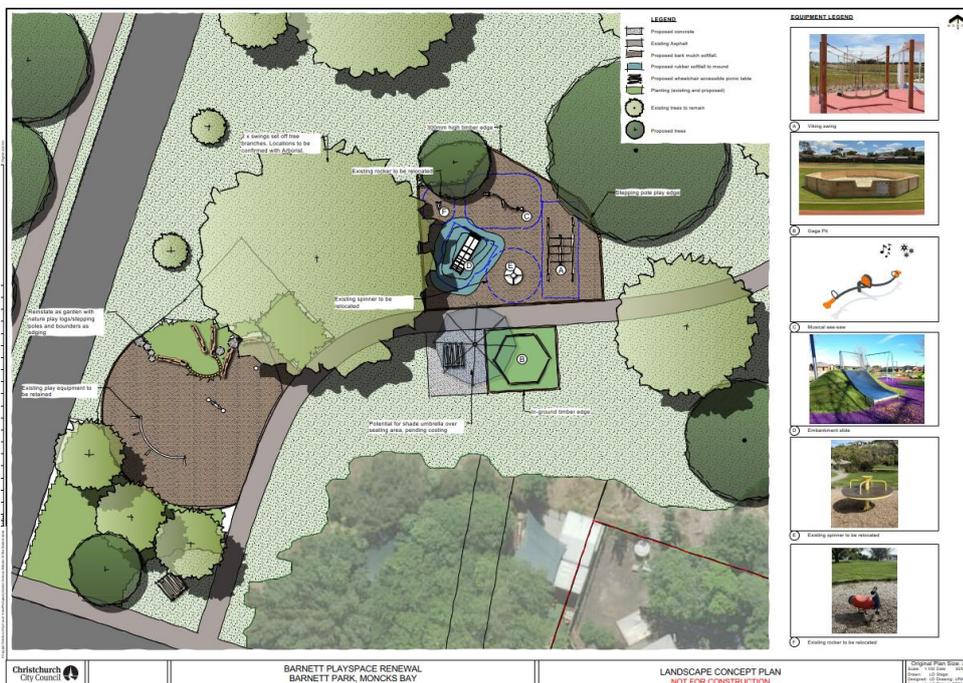
Memos

Play Space Renewal

- 2.4 Barnett Park play space is being renewed as part of 61777 Programme – Community Parks Planned Play Space Renewals, with some additional development funding contributing to new assets. The playground equipment is of varying age and condition, therefore only the swings, slide and seesaw are to be renewed. The remaining play items- climbing area, carousel, spinner, infant swing and rocker will remain.
- 2.5 The play space renewal forms part of the ‘Waihoru- Spreydon Cashmere Heathcote Local Play Spaces Renewals’ project, CPMS ID 73986, along with Torrens Reserve (Spreydon), Warner Reserve (Heathcote) and Sunvale Reserve (Cashmere). In the most recent assessment, this play space received the lowest overall condition rating and has therefore been prioritised for delivery first.
- 2.6 In June 2025, staff visited Te Raekura/ Redcliffs school and met with a group of tamariki, aged 8-12, who expressed an interest in the kaupapa. The six most popular play items identified were: a spinning swing, gaga ball pit, musical seesaws, swings in trees, cave themed play, and hopping logs. The majority of these requests have been incorporated. The requested spinning swing already exists at Scarborough playground, so has been substituted for a ‘viking swing’ to provide diversity in the play network.

Play space renewal concept plan:

- 2.7 The play space renewal will retain or enhance the number and type of play elements currently provided, while also ensuring compliance with current New Zealand Play Safety Standards.
- 2.8 Playground concept design:



- 2.9 Consideration has also been given to the demand on this park during peak times, which centre around sporting events, day-care pick up and drop off and hiking/cave visits on weekends. Therefore, the renewal has also incorporated additional seating and shade provisions. Pathway connections have also been enhanced to improve safety, through the addition of a

Memos

pathway parallel to the access road into the sports field with a crossing point into the playground and a new pathway to the daycare.

- 2.10 Across the Community Parks area, additional trees will be added as part of the Urban Forest project.
- 2.11 Wider Park concept plan:



2.12 The proposed Barnett Park Landscape Plan (exclusively the Sports Park Area) supports the Main Road Master Plan (MRMP) (<https://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/plans/suburban-centres-master-plans/main-road-master-plan>) and takes into account the community-led landscaping plan prepared in 2017. The draft plan groups the following three funded projects for the park.

- Urban Forest Planting
- Partial Playground Renewal (including a new picnic area)
- Walkway Connections (primarily the main path linking from the Main Road to the Cave Loop Track via the sports fields).

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2.13 The budget breakdown is as follows:

Assets	Estimated cost
Playground renewal	\$150,000- CPMS ID 73986 Waihoru- Spreydon Cashmere Heathcote Local Play Spaces Renewals
Furniture/ shading	\$20,000 CPMS ID 61803 Community Parks Development of new assets
Gaga pit (sporting)	\$15,000 CPMS ID 61804 Community Pars Recreation Space Development
Pathway safety improvements	\$60,000- CPMS #61781 - Community Parks Access & Carparks Development

3. Conclusion Whakakapinga

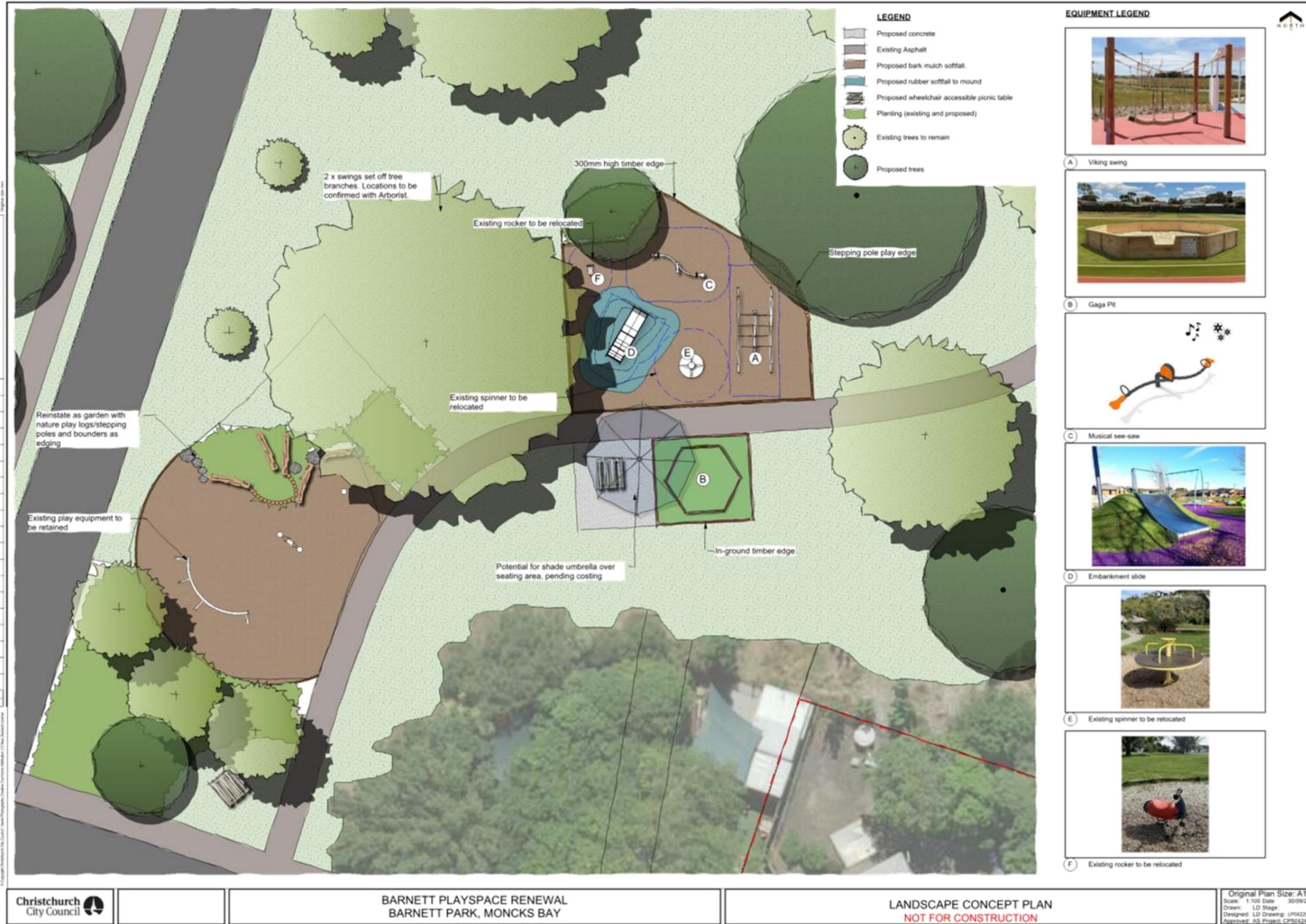
- Consultation will go live on Korero Mai in January 2026.
- Once consultation is complete, final designs will be created, and Staff will seek Community Board approval prior to construction/planting.
- Dependant on contractor and equipment availability, staff aim to begin construction of the play space in spring 2026 and tree planting during winter 2026.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Barnett Park play space renewal Concept Design For Consultation	25/2508199

Signatories Ngā Kaiwaitohu

Author	Holly Whitaker - Project Manager - Community Parks
Approved By	Bridie Gibbings - Manager Operations - Parks Development





Memos



Memo

Date: 17 December 2025
From: Mark Stevenson, Head of Planning and Consents
To: Waihoru Spreydon-Cashmere-Heathcote Community Board
Cc:
Reference: 25/2613772

Proposed Telecommunications facility at Redcliffs

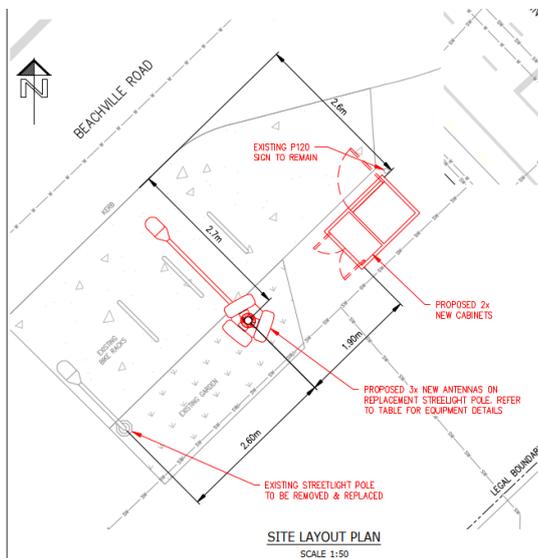
1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this memo is to advise the Waihoru Spreydon-Cashmere-Heathcote Community Board of a telecommunications facility proposed for the corner of Beachville Road and Main Road in Redcliffs.
- 1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

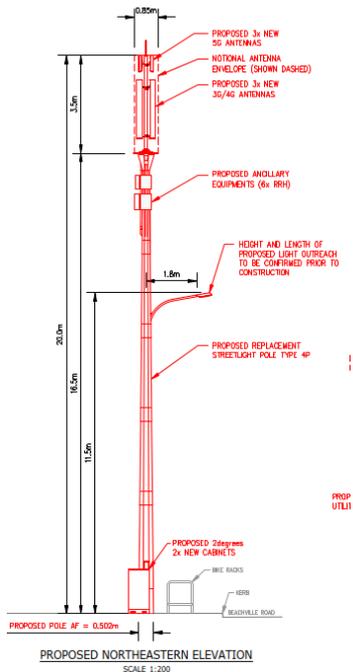
- 2.1 Two Degrees Networks Limited is proposing a new cell phone tower at the corner of Beachville Road and Main Road in Redcliffs in the road reserve outside 2/87 Main Road. Two Degrees has advised this is needed to expand mobile network coverage to meet demand in Redcliffs and to a lesser extent, Moncks Bay. The facility will replace a smaller existing facility on the streetlight pole outside 91 Main Road.
- 2.2 A resource consent application (RMA/2025/3808) has been granted by an independent commissioner and a copy is attached for your information.
- 2.3 The Road Amenity and Asset Protection Team has accepted the location of the facility within the road corridor.
- 2.4 The position of the new pole (yellow point) is shown below and is proposed to be located within the existing garden bed next to the cycle parking on this corner. There are two existing telecommunications poles in the nearby area (red pins). One is adjacent the Beachville Reserve, about 110m from the proposed location, and the second is on the corner of Main Road/Augusta Street, about 60m from the proposed location.

Memos



- 2.5 The new pole will be 20m high, 0.5m wide at the base and 0.85m wide at the top. It will replace an existing streetlight pole and include a new streetlight arm with 3 antennae at the top of the pole. Two equipment cabinets will be installed close to the pole, on the asphalt next to the existing P120 sign.

Memos



- 2.6 **Technical and Planning Considerations**
- 2.7 Two Degrees have advised on the reasons the location was chosen for the new facility.
- 2.8 The facility location was considered by Two Degrees as optimal in terms of effects and technical requirements. Two Degrees chose this location based on the requirements for network coverage and capacity, the adjacent commercial activities, the space required and the impact on underground servicing and the public footpath, the capacity to meet radiofrequency emission regulations, and the visual impacts, i.e. its location with other vertical infrastructure present along the north side of Main Road.
- 2.9 Other sites were considered but were ultimately ruled out by Two Degrees, including:

Memos



- 2.9.1 End of Moncks Spur Road: While this location would provide excellent coverage, it was not considered appropriate for visual amenity effects for the residents at 1 Moncks Spur Road. Safety was also a concern. The road is also of a limited width and there was a risk of vehicles, in particular, larger vehicles, manoeuvring at the end of the road.
- 2.9.2 Beachville Road by the existing One NZ telecommunications facility: While this location would have provided the best overall coverage, it was ruled out as it was felt that due to its prominent location, a second facility (which required additional cabinets) in close proximity to an existing facility would raise a high level of community interest. It was also determined that it would impact the available space on the coastal walkway.
- 2.9.3 Outside of 107 Main Road: While this location would provide adequate coverage, it did not meet technical requirements for radiofrequency emissions. While there was adequate space within the footpath, there were concerns due to the proximity to three residential dwellings (107 Main Road, 105 Main Road and 198 Main Road) and concerns with potential impact on the neighbouring dwellings from a visual amenity perspective.
- 2.9.4 Existing site outside of 91 Main Road: If no cabinets were required, this would have been the preferred location. However, to increase the coverage, additional cabinets are required and the space and existing footpath would not accommodate the facility.
- 2.9.5 Corner of Augusta Street and Main Road (current Spark facility): This location was ruled out as the existing pole and footpath could not accommodate further antennas and cabinets.
- 2.10 Two other sites were considered, but these did not meet the radiofrequency requirements for coverage and compliance and were not progressed.
- 2.11 **Reason for resource consent**
- 2.12 Resource consent is required under the National Environmental Standards for Telecommunications (NES) as a controlled activity for the following aspects:
 - 2.12.1 antennas;
 - 2.12.2 pole height (10.5m permitted, 20m proposed);
 - 2.12.3 pole width (0.48m diameter permitted, 0.502m proposed); and
 - 2.12.4 the width of the antenna support structure – 0.7m diameter permitted, 0.85m proposed).
- 2.13 Note, the NES controls telecommunication facilities on legal road. The proposal is a permitted activity under the Christchurch District Plan as it complies with all relevant rules.
- 2.14 As a controlled activity, the Resource Management Act requires that the Council must grant consent, although this can be subject to conditions relating to the aspects not complied with. The conditions must be for the purpose of mitigating effects, and cannot be so restrictive that they essentially decline what has been applied for.
- 2.15 **Roading**
- 2.16 The application and plans have been reviewed by the Council Asset Planning and Road Amenity and Asset teams for transport safety and any issues with existing street furniture. Neither team has identified any issues with the location on existing assets or transport safety. The proposed facility will be a compact combination of assets, the existing Stop sign will allow

Memos



a vehicle to stop past the pole to gain good sight lines for traffic on Main Rd in both directions, and pedestrian traffic can safely negotiate the corner.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Resource consent decision	25/2609312

Signatories Ngā Kaiwaitohu

Author	Mark Stevenson - Head of Planning & Consents
Approved By	Mark Stevenson - Head of Planning & Consents

Resource Management Act 1991	 Christchurch City Council
<h2 style="margin: 0;">Report / Decision on a Resource Consent Application</h2> <p style="margin: 0;">(Sections 95A / 95B and 104 / 104A)</p>	

Application Number: RMA/2025/3808

Applicant: Two Degrees Networks Limited

Site Location: Road reserve outside 2/87 Main Road (corner of Beachville and Main Roads, Redcliffs)

Zoning: Transport

Overlays and map notations: Urban Intensification Area
Flood Management Area
Fixed Minimum Floor Level Overlay
Liquefaction Management Area
Coastal Environment
Ngā Tūranga Tūpuna

Adjacent to: Key Pedestrian Frontage
Tsunami Management Area
Coastal Hazard Medium Risk Management Area
Arterial Road (Main Road) and Local Road (Beachville Road)

Activity Status: Controlled

Description of Application: To establish a new telecommunications facility

Introduction

Two Degrees Networks Limited has applied for resource consent to establish a new telecommunication facility (Figure 1 and Figure 2), involving the following:

- The removal of an existing 7m high streetlight pole and the installation of a new 20m high facility with a 0.502m wide pole, about 2.6m northeast of the existing streetlight pole.
- The installation of 3x 3G/4G and 3x 5G antennas on a new headframe on the replacement pole:
 - a headframe 3.5m in height with a notional envelope of 0.85m;
 - the 3G/4G antennas will be 2.099m (h) x 0.499m (w) x 0.206m (d); and
 - the 5G antennas will be 0.568m (h) x 0.37m (w) x 0.126m (d).
- The installation of 6x RRH (Remote Radio Head) units attached to the replacement pole below the headframe.
- The installation of 2x equipment cabinets with the following dimensions:
 - the utility cabinet will be 1.6m (h) x 0.45m (w) x 0.75m (d);
 - the equipment cabinet will be 1.6m (h) x 0.7m (w) x 0.75m (d); and
 - a combined footprint of 0.863m².
- Earthworks for the removal of the existing pole, installation of the new facility and cabinet, and associated cabling.

As advised by the agent, the proposed facility will replace an existing telecommunications facility outside 91 Main Road, about 41m northeast of the site.

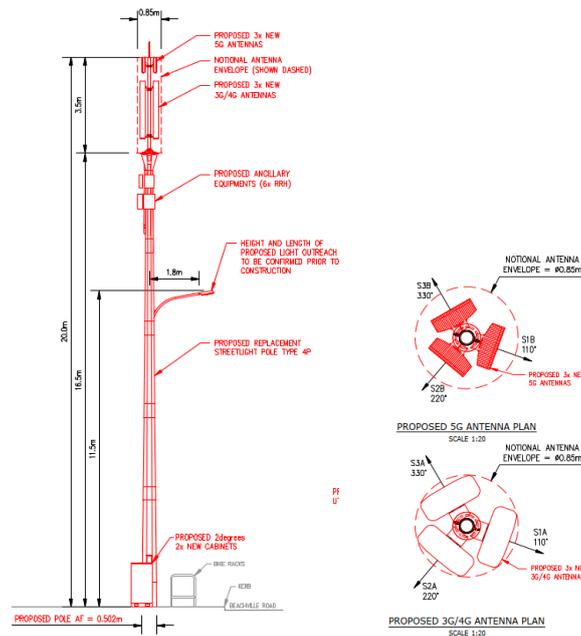


Figure 1. Proposed new telecommunications facility and attached antenna plan.

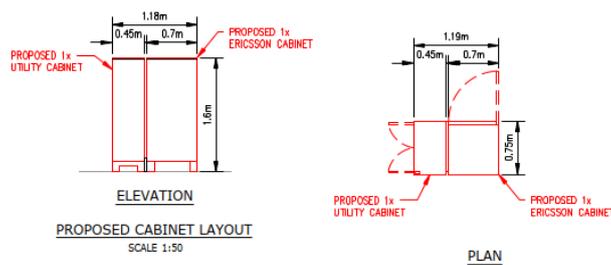


Figure 2. Proposed cabinet elevation and plan.

Background

As stated in Section 4.1.2 of the application, the applicant has sent letters to the surrounding residential properties advising owners of the proposal and that a resource consent will be sought for the proposed works.

The applicant has provided the following information via an email dated 12 December 2025 regarding the reasons, including geotechnical and practical for the location (Council record 25/2584248). The information is summarised as follows:

- It is worthwhile to note that there are various factors including Two Degrees' coverage and capacity needs, geotechnical and practical constraints (i.e. whether there is sufficient space), location of underground services and powerlines, the location of nearby buildings in relation to radiofrequency field emissions (RF), planning constraints (e.g. neighbouring zoning, overlay, controls, designations), and impacts on the surrounding environment including nearby dwelling balconies and predominant outlooks.
- For this proposal, a new telecommunication facility is required to service Redcliffs, as residential growth and development has increased the demand for mobile coverage in this area. To a lesser extent the new facility will also serve Moncks Bay as much as possible.
- The location proposed, being adjacent to commercial activities, was considered the most appropriate location as it meets coverage/capacity requirements, there is sufficient space to accommodate the pole and cabinets without impacting underground servicing or the public footpath, the facility will meet the radiofrequency emission regulations of the NESTF, the facility will have minimal impacts on surrounding dwelling outlooks and will be in keeping with other vertical infrastructure present along this side of Main Road.
- The applicant has stated that 7 other sites were considered, but ultimately ruled out, as the other options, while in some cases met the radiofrequency brief (in terms of achieving maximum coverage and compliance), did not meet all other considerations such as roading or planning matters. The proposed location represents the best overall site

from a structural engineering, radiofrequency, property and roading, and planning perspective. The applicant considers that the site is optimal from an effects perspective.

Existing environment

The existing facility and surroundings are described in Section 5.0 of the application (Figure 3 and Figure 4). I generally agree with and adopt these descriptions, except where the AEE states that Beachville Road is a collector road as this is classified in the District Plan as a local road. The roads have a mixture of overhead power lines and underground power lines in the vicinity; however, there are no overhead powerlines in the immediate vicinity of the proposed facility. The proposal will replace an existing 7m high streetlight pole. There are 2x 11.6m high streetlight poles about 14m to the northwest and southeast of the replacement pole and an 11.3m high streetlight pole about 47m west of the pole by a BP station (Figure 5).

The site is located on the Te Ara Ihutai Coastal Pathway shared cycleway/ pedestrian path on Beachville and Main roads. Mother Hubbard's, a listed significant heritage item (number 43), the former St. Michael's Church and now the premises for a café and real estate agency, is 30m southeast of the site. A Key Activity Centre and Pedestrian Frontage is adjacent to the site (Figure 6).

I conducted a site visit on 20 November 2025.



Figure 3. The proposed new facility location and an existing telecommunication facility.



Figure 4. The proposed new facility and current location of the existing facility from Figure 5 in the application.



Figure 5. The 7m high streetlight pole being replaced (red arrow) and the surrounding street light poles (yellow icons) (11.6m northwest and southeast of the replacement pole and 11.3m on the far west). Image and data: CCC and ESRI.



Figure 6. The site (red pin), the heritage item southeast of the site (dashed purple and yellow) and the Key Activity Centre and Pedestrian Frontage (dashed red and purple). Image: CCC, ESRI.

Planning Framework

National Environmental Standards for Telecommunications Facilities (NES)

The Resource Management (National Environmental Standards for Telecommunications Facilities) Regulations 2016 prescribe standards for installation and operation of telecommunications facilities in specific circumstances and replace any equivalent District Plan rules.

The proposed facility does not comply with the following regulations:

Regulation	Standard(s) not complied with	Reason	Matters of control or discretion	Notification clause
Antennas on existing pole in road reserve (includes replacement or relocated pole)				
27(3) Antenna size rules – non-dish antenna	If the final pole has a headframe: <ul style="list-style-type: none"> if replacing an antenna more than 0.7m in width, a replacement antenna must be no wider than the existing. 	The final pole does have a headframe and is 0.85m in width and 0.15m wider than the permitted 0.7m.	The size of the antenna or notional antenna envelope	No clause

Regulation	Standard(s) not complied with	Reason	Matters of control or discretion	Notification clause
	<ul style="list-style-type: none"> otherwise, the maximum width is 0.7m 			
27(5) Pole height rules	Total height of pole and antennas must not exceed existing pole height plus 3.5m, or existing pole height plus antennas (whichever is greater).	The facility will exceed the 10.5m maximum permitted height under this regulation by 9.5m as 20m proposed.	The height of the facility	No clause
27(6) Pole width rules	Pole width must not exceed existing pole width x 2 if no antennas were attached, or x 1.3 if antennas were attached. Note - Width is measured at widest point under Reg 7(2).	The existing pole does not have antennas attached to it. The maximum width of the proposed facility is 0.502m, which exceeds the permitted width by 0.022m.	The width of the pole	No clause
27(7) Headframe rules	If existing pole has no headframe, a headframe is not permitted under this regulation.	The existing pole does not have a headframe, but the upgraded facility will have one. Note – Under the NES an antenna mount is defined as a headframe if the diameter exceeds 0.7m.	The presence of the headframe and width of the associated antenna envelope	No clause

The application includes an acoustic report demonstrating that noise from the cabinet will comply with **regulation 24** of the NES.

All other applicable regulations are met, including **regulation 55** which controls radio frequency field levels:

- A telecommunications facility is a permitted activity as far as radiofrequency fields are concerned if the facility is installed and operated in accordance with New Zealand Standard 2772.1: 1999, and if the facility operator provides specified information to the Council prior to the facility becoming operational. The required information includes notice of the location of the facility, and a report predicting whether the radiofrequency field levels at places in the vicinity of the facility that are accessible to the general public will comply with the level set in the New Zealand Standard. Exposures arising from other telecommunication facilities in the vicinity are required to be taken into account.
- Where radiofrequency field levels are predicted to reach or exceed 25% of the levels authorised in the New Zealand Standard for exposure of the general public, the operator must, within 3 months of the facility becoming operational, submit to the Council a post-commencement report confirming that the actual radiofrequency field levels at places in the vicinity of the facility that are reasonably accessible to the general public comply with the Standard.

The applicant has provided information confirming that the proposed facility will comply with the New Zealand Standard, as radiofrequency field levels will not exceed that standard in any area accessible to the general public. Jindina Locke, Council Environmental Health Officer, has reviewed the radiofrequency assessment and advised that it demonstrates compliance with the public exposure limits for radiofrequency exposure levels.

I note that as the levels are not expected to reach or exceed 25% of the maximum level authorised by the New Zealand Standard in any areas reasonably accessible to the general public that a monitoring report is not required.

Christchurch District Plan

The proposal complies with all applicable rules and is a permitted activity under the Christchurch District Plan. For completeness, I note that while earthworks are proposed within 5m of a road corridor tree, the proposal complies with Rule 9.4.4.1.1 P12 as the applicant is a network utility operator. Additionally, there are no relevant provisions under the Coastal Environment and Ngā Tūranga Tūpuna overlays due to the activity and permitted activity status under the District Plan.

Activity Status

Under Regulation 14 a telecommunications facility is a controlled activity if it does not comply with all regulations, and under the district plan it is a permitted or controlled activity.

Pursuant to Sections 95A, 95D and 104, what are the adverse effects of the activity on the environment, and will they be minor?

As a controlled activity the Council’s consideration of this proposal is restricted to the width of the associated antenna envelope, the height of the facility, the width of the pole, and the presence of the headframe. Under section 104A a controlled activity must be granted, and conditions may be imposed for matters over which control is reserved.

For clarity, I note that control does not extend to the location of the facility and cabinets and the quantity or location of ancillary equipment.

Permitted baseline

Sections 95D(b) and 104(2) allow the adverse effects of non-fanciful activities permitted by the District Plan or an NES to be disregarded (the “permitted baseline”). In this case, I consider that there are two relevant permitted baselines, one under the District Plan and the other under the NES.

District Plan

The District Plan permits the establishment of a new freestanding communications facility in the proposed location, the road reserve (under Rule 11.7.1). For clarity, it is my view there is not a permitted baseline for a freestanding communications facility in the road reserve under the District Plan, as such facilities are regulated under the NES, which does not provide for district plan rules to be more lenient (under s43B(3)). However, I note that prior to the commencement of the NES, the District Plan provided for communications facilities of up to 25m in height in the Transport zone, which included headframes up to 6m in diameter and indicates that these facilities were anticipated in this environment.

I also consider that utility structures for street lighting could be installed as a permitted activity (under Rule 11.4.1 P8) at the same location with no specific activity standards. As such, I am satisfied the permitted scenario would not be fanciful and provides an appropriate and useful comparison.

NES for Telecommunication Facilities

Under the NES, a telecommunication facility with a height of up to 10.5m, a pole width of 0.48m (at the widest part), and an antenna ‘envelope’ of 0.7m wide could be established in the same location as a permitted activity.

In my opinion, there is no reason why the discretion to disregard the adverse effects of permitted activities of both the District Plan and NES as stated above should not be exercised.

Visual effects – wider environment

I have considered the impacts on the wider environment from an antenna envelope 0.15m wider than the permitted 0.7m, the height of the facility by 9.5m, the width of the pole 0.02m wider than the permitted 0.48m, and the existence of the headframe (Figure 7).



Figure 7. Photomontage of the proposed facility from Figure 3 in the application.

The proposed facility is located on a minor arterial road which is a primary connector road for the coastal suburbs. As such, it has a high volume of traffic, an estimated 13,600 average daily traffic (ADT) (based on Council data). The site is in Redcliffs in a Local Centre Zone and a local community hub.

When viewed from the southeast and northwest approaches, I consider that passersby would perceive the additional 9.5m in height as the proposed facility is generally above other street furniture. (Figure 8, Figure 9, and Figure 10).

I also consider there is a similar existing telecommunications facility outside 188 Main Road, (the former premises of the New World supermarket), and the addition of a similar facility would be perceived as a cumulative visual effect. I consider that the proposed facility will appear visually obtrusive from Main Road, though these views would be transient as perceived by passersby.

However, on closer approaches to the facility, views for persons at eye level would largely be restricted to the 0.502m wide pole, which is only 0.02m wider than a permitted pole and the facility would appear similar to other street furniture including powerline and streetlight poles.

I also consider that a utility structure, such as a street light or traffic light pole, higher than the proposed facility could be established at the location under the District Plan.

On balance, from these perspectives, I consider the effects to be less than minor on the wider environment and that there are no affected persons.



Figure 8. The proposed facility location (red arrow) on the southeast approach on Main Road.

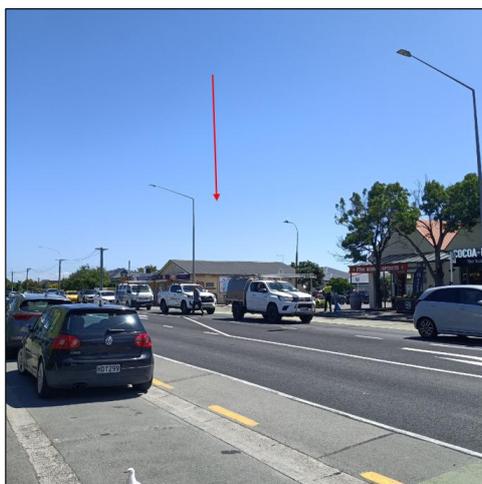


Figure 9. The proposed facility location (red arrow) from the northwest approach on Main Road.



Figure 10. The proposed facility location on the northwest approach near 188 Main Road.

I have also considered visual effects for pedestrians and cyclists from the shared Te Ara Ihutai Coastal Pathway (Figure 11 and Figure 12). From southern approaches from the coast at a greater distance from the proposed facility, I consider that users of the pathway would perceive the additional 9.5m height above permitted standards. However, on closer approaches to the facility, at eye level, the facility would appear similar as a permitted structure as the facility is slimline and will be among other street furniture including traffic and parking signs and street light poles which reduces the dominance at a street level. On balance, I consider the effects from this perspective to be no more than minor and that there are no affected persons.

Summary

While the proposed facility could appear visually prominent from certain perspectives in the surrounding environment, I also consider that, from perspectives closer to the facility, the facility would appear as similar to other (permitted) street furniture including streetlight poles, signage, and power poles and the adverse visual effects will not be substantially different to the effects to a permitted telecommunications facility in the District Plan. Given this context, including the legislative framework, I consider the effects in the wider environment to be less than minor and that there are no affected persons.



Figure 11. The proposed facility location (red arrow) on the southern approach near 12E Beachville Road from the shared pathway.



Figure 12. The proposed facility location (red arrow) on the southern approach near 2 Beachville Road from the shared pathway.

Visual effects - impacts on neighbouring properties

The NES does not preclude limited notification; therefore, I have also considered the visual impacts on neighbouring properties (Figure 13). For clarity, I note the properties below have been assessed based on the potential views of the facility and/or their proximity to the proposed facility. Properties at greater distances from the proposed facility or where views of the facility were restricted based on observations during the site visit are not discussed by property below but considered as part of the wider environment.



Figure 13. The proposed facility (red marker) and the surrounding properties.

1, 3, 5, and 7 Beachville Road

I consider these residential properties to be the most sensitive with potential views to the proposed facility. Though views are not protected, the potential dominance effects of the additional height may affect the occupants of these properties located 40m to 70m northwest of the proposed facility. These dwellings have glazing with views directed towards the coast and southeast towards Beachville Road rather than directly facing the facility. 3 Beachville Road is a two-storey dwelling. While there are potentially views from the first floor, the glazing is limited (Figure 14). 5 Beachville Road is a single-storey dwelling and views from the first floor from the glazing are limited given their dimension and low height. 7 Beachville Road has a bay window on the first floor with potential views. For all properties, due to the distances to the facility and the existing streetlight poles in the intervening distance, the proposed facility will be reasonably integrated with the existing environment from these perspectives. Overall, given the above, I consider the effects to be less than minor and that there are no affected persons.



Figure 14. The proposed facility location (red arrow) from the footpath outside 3 Beachville Road.

6 and 8 Beachville Road

These residential properties are approximately 55m to 60m northeast of the proposed facility. Both properties have primary views directed towards the coast and northwest towards Beachville Road. 6 Beachville Road is a single-storey dwelling and 8 Beachville Road is a two-storey dwelling. There is limited glazing from both dwellings towards the proposed facility. The latter has only a window on the southern façade of the first floor. Both dwellings are also 9m and 11m from the road boundary. Views of the proposed facility would be limited from these dwellings due to intervening distance and the commercial building at 1/87 Main Rd. Given this, I consider the visual effects from the proposed facility to be negligible. Overall, I consider the effects to be less than minor and that there are no affected persons.

83A and 85A Main Road

These properties are about 30m and 37m northwest of the proposed facility. 83A Main Road is the premises of a butchers (Butterfly and Scotch Butchers) and takeaway (Money Bags Thai), and 85A Main Road is a residential property. Occupants and customers/staff would have limited views of the proposed facility given the angle and location of the facility away from the road edge (Figure 15 and Figure 16). Views would primarily be limited when persons are going to and from these properties. Given the distance from the site to these properties, views at eye level would be principally of the 0.502m wide pole which is only 0.02m wider than a permitted pole rather than the full height of the facility. Overall, I consider the effects to be less than minor and that there are no affected persons.



Figure 15. The proposed facility location (red arrow) taken from about 79 Main Road.

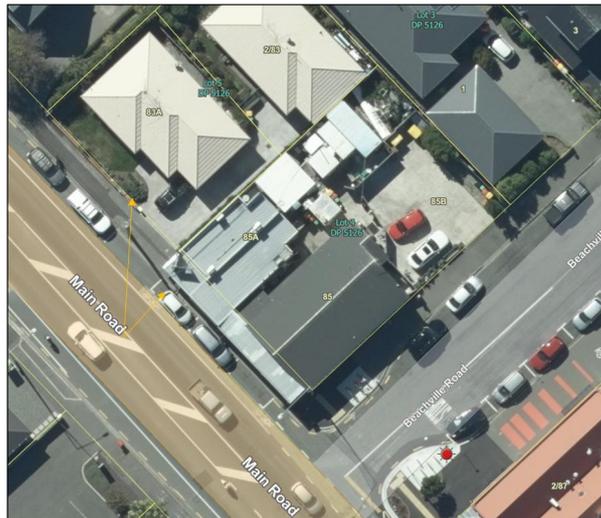


Figure 16. 83A and 85A Main Road and the proposed facility (red icon).

85 Main Road

A convenience store (Redcliffs Convenience Store) and a New Zealand post centre is directly across the proposed facility on Beachville Road. Customers and staff would view the facility when moving to/from the entrance on Main Road (Figure 17). Given the relatively short distance to the site, about 17m, eye level views of the facility would be principally of the 0.502m wide pole which is only 0.02m wider than a permitted pole rather than the full height of the facility. I also consider that glazing on the southern façade of the building is limited. Overall, given this, I consider the effects to be less than minor and there are no affected persons.



Figure 17. The proposed facility (red arrow) from 85 Main Road.

1/87 and 2/87 Main Road

These commercial properties are adjacent to the site on the east and include a liquor store (Redcliffs Fine Wine and Spirits), a café (Cocoa Black Café), and a retail store (Matador Vintage). Given the short distance from these premises at eye level, views would primarily be the width i.e., 0.02m wider than a permitted pole, rather than the full height of the facility. Additionally, from the outdoor seating area at the café, an area where patrons could occupy the area a longer time than a retail store, the facility would not appear visually obtrusive as it could be integrated with the existing veranda and street tree (Figure 18). Given the above, I consider the effects to be less than minor and there are no affected persons.



Figure 18. The proposed facility location (red arrow) from the outdoor seating in the café.

170 Main Road

This property, the premises of a BP Fuel Station, about 55m northwest of the site, I consider as having less-sensitive users and occupants. Given the distance from the proposed facility, the entire length of the facility, including the additional 9.5m height above permitted, would be visible (Figure 19). However, I consider the use of the site is primarily for brief stops for motorists and café customers. Views of the facility would be of a limited duration. Given this, I consider the effects to be less than minor and that there are no affected persons.



Figure 19. The proposed facility (red arrow) from the BP fuel Station.

176 Main Road

This residential property is about 40m southwest of the site. The property has a garage at the front of the property. The dwelling is about 12m from the road boundary behind the garage. Glazing on the eastern façade of the dwelling faces the southeast away from the facility and views of the facility from this site, given its setback from the road and direction of the windows, visibility and associated dominance effects would be limited. I consider the effects to be negligible. Overall, I consider the effects to be less than minor and that there are no affected persons.

178 Main Road

This property, the location of a dental practice (Redcliffs Dental), is about 20m northwest of the site. The building is about 28m from the road boundary with a carpark at the front. Views of the facility, given this layout would be limited and of short duration, primarily from staff and patients going to/from the premises. Given this, I consider the effects to be less than minor and that there are no affected persons.

1/180 Main Road

This, about 26m from the site is the former location of a health care facility, currently unoccupied. The commercial building is about 10m from the road boundary and has glazing, including sliding doors directly facing the facility. This property would have similar effects as the 178 Main Road as discussed above with similar nature of activities on site. Similarly, as discussed for 178 Main Road, including the limited duration of views and the nature of the site, I consider the effects to be less than minor and there are no affected persons.

2/180 Main Road

The dwelling (to the rear), about 50m from the site, has glazing on the first floor directed towards the coast. For the occupants, views of the facility would include the pole and potential views of the additional height of the facility including the attached antennas. However, similar utility structures are expected in this environment and a structure, such as a traffic light or street pole, higher than the proposed facility, could be installed in this location. Given this, I consider the effects on the occupants to be less than minor and there are no affected persons.

184 Main Road

This property, south of Main Road about 25m from the site, is a health care facility (Coast Skin Clinic). The additional height and width of the facility (from the antennas) would be visible from patients and staff going to/from the facility from the street entrance and from glazing from a waiting room and office facing Main Road (confirmed by building plans BCN/2004/5956). While the facility could appear visually obtrusive from these perspectives, it is replacing an existing street light pole and would not appear dissimilar to the current location from this property (Figure 2). Further, given there is a second entrance from the carpark and given the appointment nature of the practice, I consider dominance effect of the additional height would be of limited duration and transient. Overall, given the above, I consider the effects to be less than minor and that there are no affected persons.



Figure 20. The proposed facility location (red arrow) from 184 Main Road.

186 Main Road

This property, about 33m southwest of the site, is a listed heritage site and currently the premises for a café, The Lil Brew, and Home Christchurch, a real estate agency. Both buildings have glazing facing Main Road and the café has an outdoor area for patrons. Given the distance to the site, the additional bulk and height of the facility above permitted standards could be noticeable to patrons, especially patrons using the outdoor café area. However, the proposal will be located and spaced among existing street furniture, including streetlight poles and the facility be integrated into the existing environment (Figure 21). Additionally, I consider the facility will not adversely impact the heritage value of this property given these views and the existing street environment. Overall, I consider the effects to be less than minor and that there are no affected persons.



Figure 21. The proposed facility location (red arrow) taken from the footpath outside number 186.

Summary

I consider that from particular perspectives, the additional height and bulk of the facility above permitted standards could appear visually prominent, but that the effects will be transient and intermittent, as the additional height and bulk would be better perceived at long range views from the transport network. From other perspectives, at shorter and mid-range views, the proposed facility would be better integrated into the existing environment. For more sensitive locations, such as residential properties, the distance and views from these facilities, and the existing environment, mitigates the facility's perceived visual dominance.

I also consider that the NES and District Plan anticipate the establishment of telecommunications facilities, particularly in road reserves. Further, that a utility structure higher than the height of the proposed facility could be established as a permitted activity at this location.

Finally, I have considered if mitigation is appropriate in this instance. As the facility will provide telecommunications coverage, screening would not be appropriate as it would undermine the function of the facility. I also consider that the visual effects need to be considered against the operational needs of the network. I consider that no mitigation is necessary or appropriate in this instance. The applicant has provided an assessment of alternative sites, discussing in detail that were discarded for visual amenity, structural, and technical considerations Council record 25/2584248).

On balance, I consider the facility is overall in keeping with the surrounding environment, in consideration of permitted baselines, the existing environment, and technical, planning, and amenity considerations. I consider the adverse effects on the environment will be less than minor and acceptable in this context, and there will be no affected persons.

As noted in the application the proposal will also have positive effects associated with the improved mobile network coverage. For clarity, I have not relied on any positive effects in considering whether the wider environment or any persons are affected under sections 95A and 95D.

Notification assessment [Sections 95A and 95B]

Sections 95A and 95B set out the steps that must be followed to determine whether public notified or limited notification of an application is required.

PUBLIC NOTIFICATION TESTS – Section 95A

<i>Step 1: Mandatory notification – section 95A(3)</i>	
Has the applicant requested that the application be publicly notified?	No
Is public notification required under s95C (following a request for further information or commissioning of report)?	No
Is the application made jointly with an application to exchange reserve land?	No
<i>Step 2: If not required by Step 1, notification is precluded if any of these apply – section 95A(5)</i>	
Does a rule or NES preclude public notification for all aspects of the application?	No
Is the application a controlled activity?	Yes
Is the application a boundary activity (other than a controlled activity)?	No
<i>Step 3: Notification required in certain circumstances if not precluded by Step 2 – section 95A(8)</i>	
Does a rule or NES require public notification?	N/A
Will the activity have, or is it likely to have, adverse effects on the environment that are more than minor? (discussed above)	N/A
<i>Step 4: Relevant to all applications that don't already require notification – section 95A(9)</i>	
Do special circumstances exist that warrant the application being publicly notified?	No

The National Environmental Standards for Telecommunications Facilities have established a consistent national framework for assessing exposure to the radiofrequency field levels generated by telecommunications facilities. They incorporate the New Zealand Standard for radio-frequency fields (NZS 2272.1: 1999) which was based on international guidelines endorsed by the World Health Organisation. There is a considerable body of case law dealing with this matter, and the courts have concluded that the risks to the community are very low and are acceptable.

The information submitted with the application confirms compliance with the NES and relevant New Zealand Standard for radiofrequency field exposure. The only reason it requires resource consent is because of the width of the antenna envelope the height of the facility, the width of the pole, and the existence of the headframe. Accordingly, I do not consider there to be any special circumstances that would warrant notification of the application under sections 95A(9) or 95B(10).

In accordance with the provisions of section 95A, the application must therefore **not be publicly notified**.

LIMITED NOTIFICATION TESTS – Section 95B

<i>Step 1: Certain affected groups/persons must be notified – sections 95B(2) and (3)</i>	
Are there any affected protected customary rights groups or customary marine title groups?	No
If the activity will be on, adjacent to, or might affect land subject to a statutory acknowledgement - is there an affected person in this regard?	No
<i>Step 2: If not required by Step 1, notification is precluded if any of the following apply – section 95B(6)</i>	
Does a rule or NES preclude limited notification for all aspects of the application?	No

Is this a land use consent application for a controlled activity under the District Plan?	No
<i>Step 3: Notification of other persons if not precluded by Step 2 – sections 95B(7) and (8)</i>	
Are there any affected persons under s95E, i.e. persons on whom the effects are minor or more than minor, and who have not given written approval? (<i>discussed above</i>).	No
<i>Step 4: Relevant to all applications – section 95B(10)</i>	
Do special circumstances exist that warrant notification to any other persons not identified above?	No

In accordance with the provisions of section 95B, the application must not be limited notified.

Objectives, policies, rules and other relevant provisions of the District Plan [Section 104(1)(b)(iv)]

Regard must be had to any relevant objectives, policies and other provisions of the District Plan, which include:

- Objective 11.2.1 Provision of utilities, and supporting policy 11.2.1.4 Communication facilities.
- Objective 11.2.2 Adverse effects and supporting policies 11.2.2.1 Adverse effects of utilities and 11.2.3 Radio-frequency, electric and magnetic fields.

These provisions are generally enabling in relation to utilities, recognising their importance and their technical and operational requirements which can constrain the management of adverse effects. This is reflected in the permitted activity status under the District Plan for this facility. Further, as advised by the applicant, the facility and its location is considered important for the development of network coverage for the Redcliffs and Moncks Bay and location optimal in terms of design and location.

Relevant provisions of a National Environmental Standard, National Policy Statement, Regional Plan, Regional Policy Statement or Coastal Policy Statement [Section 104(1)(b)]

The National Environmental Standards for Telecommunications Facilities are relevant to this application as discussed above. The District Plan gives effect to the relevant provisions of the higher order planning documents, as such it is unnecessary to address them specifically in this report.

Other relevant matters [Section 104(1)(c)]

Transport and Structures on Road

The application and plans have been reviewed by the Council Asset Planning and Road Amenity and Asset teams for transport safety and any issues with existing street furniture (Council records 25/2413764,25/2424827, and 25/2488014). Liqi Chen, Transport Network Planner, has not identified any safety issues with the facility and cabinet location for transport users on Main Road and on the shared cycle/pedestrian pathway. Wayne Manu, Team Leader Road Amenity & Asset Protect, has advised the application will be accepted with standard conditions requiring a Corridor Access Request and Traffic Management Plan. Mr. Manu considers this as the proposed facility will be a compact combination of assets, the existing Stop sign will allow a vehicle to stop pass the pole to gain good sight lines for traffic on Main Rd in both directions, and pedestrian traffic can safely negotiate the corner. Additionally, Dianne Smith, Asset Protection Technician, has confirmed the proposed streetlight replacement is appropriate.

Archaeological Material

The proposal is located within 5m of an archaeological site, M36/553, a shell midden and oven. As advised by the applicant, works will be carried out under Accidental Discovery Protocol should archaeological material be encountered. An Advice Note includes a link to the procedures for following Accidental Discovery Protocol.

Part 2 of the Resource Management Act and any other relevant matters [Section 104(1) and 104(1)(c)]

Part 2

The NES regulations are made under the Resource Management Act and provide national consistency in rules relating to deployment of telecommunications infrastructure and management of effects on the environment. The NES references more stringent rules in District Plans in respect of areas with special identified amenity, heritage, cultural and natural values reflecting the matters in section 6 and 7 of the Act. Both the District Plan and NES have been reviewed relatively recently and are understood to appropriately reflect Part 2. Accordingly no further assessment against Part 2 is considered necessary.

Health impacts

As noted earlier, information regarding radiofrequency field levels from the proposed facility has been submitted with the application in accordance with the requirements of Regulation 55 of the NES. This information predicts that the radiofrequency field levels in areas reasonably accessible to the general public will comply with the applicable New Zealand Standard.

The proposal is therefore a permitted activity in respect of radio frequency fields, and on this basis I must conclude that the operation of this facility will not have any adverse effects on the health or safety of members of the public.

Property values

Case law has made it clear that perception of loss in property value is not a matter which Councils can have regard to in considering resource consent applications. It is the adverse effects of an activity on the environment which must be considered, rather than any resulting depreciation in property values. I have concluded above that the proposal will have less than minor adverse effects on the environment in the context of the planning framework within which potential effects must be assessed.

Section 104(3)(d) notification consideration

Section 104(3)(d) states that consent must not be granted if an application should have been notified and was not. No matters have arisen in the assessment of this application which would indicate that the application ought to have been notified.

Recommendations

- a) That the application be processed on a **non-notified** basis in accordance with Section 95A – 95F of the Resource Management Act 1991.
- b) That the application be **granted** pursuant to Sections 104 and 104A of the Resource Management Act 1991, subject to the following conditions:
 1. The development shall proceed in accordance with the information and plans submitted with the application, including the stamped approved plans entered into Council records as RMA/2025/3808.

Advice notes:

- (a) In accordance with Regulation 55 of the Resource Management (National Environmental Standards for Telecommunication Facilities) Regulations 2016 a post-commencement radio frequency report is not required as the pre-commencement report prediction was that the radiofrequency field levels will comply with NZS 2772.1 in the vicinity of the facility that are reasonably accessible to the general public.
- (b) This resource consent will **lapse five years from the date it is issued** unless it is given effect to (i.e. the activity is established) before then. Application may be made under Section 125 of the Resource Management Act 1991 to extend the period for giving effect to the resource consent, and this must be submitted prior to the consent lapsing.
- (c) This site may be an archaeological site as declared by Heritage New Zealand Pouhere Taonga. **Note that a known NZAA archaeological site (ID: M36/553) is located on the Main Road frontage.** Under Section 43 of the Heritage New Zealand Pouhere Taonga Act 2014, an archaeological site may be any place that was associated with human activity in or after 1900, and provides or may be able to provide, through investigation by archaeological methods, significant evidence relating to the historical and cultural heritage of New Zealand. **Please contact Heritage New Zealand Pouhere Taonga on infosouthern@heritage.org.nz or (03) 357 9629 before commencing work on the land.**

The consent holder is also directed to the Accidental Discovery Protocol set out in Appendix 3 of the Mahaanui Iwi Management Plan: <http://mkt.co.nz/mahaanui-iwi-management-plan/>

Reported and Recommended by: Shana Dooley, Planner Level 2

Date: 15 December 2025

Reviewed by: Kasuni Thewarapperuma, Senior Planner

Date: 15 December 2025

Decision

In reaching the following decision, I record that I have carefully read and considered all of the information and evidence contained in the application together with the detailed report prepared by Ms Dooley.

In considering the evidence before me, I record that I agree with and adopt the use of the permitted baseline as set out by Ms Dooley, including reliance on the relevant provisions of the Christchurch District Plan and the National Environmental Standards for Telecommunications Facilities. I am satisfied that the permitted baseline relied upon is not fanciful and provides an appropriate comparison for assessing the effects of the proposal. Further, in exercising my discretion under the Act, I am satisfied that the assessment of effects provided by Ms Dooley has appropriately identified and considered the actual and potential effects of the proposal on the environment, and has thoroughly considered the potential effects on *persons*, such that I am able to rely on those conclusions for the purpose of my decision.

For the reasons detailed herein, I record that:

- (1) The application can proceed on a **non-notified** basis in accordance with s.95A – s.95F of the Resource Management Act 1991

AND

- (2) That the application is **granted** pursuant to s.104 and s.104A of the Resource Management Act 1991

Commissioner:

Name: Nathan O'Connell

Signature: 

Date: 17 December 2025

Memos

Christchurch
City Council 

Memo

Date: 17 December 2025
From: Sarah Pahlen, Senior Adaptation Advisor
Jane Morgan, Team Leader, Climate Adaptation
To: Council, Community Boards
Cc:
Reference: 25/2548405

Adapting to Climate Change: Building Adaptive Capacity

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The Climate Hazards Adaptation Planning (CHAP) team has been working on several initiatives aimed to help residents and communities understand climate risks and build adaptive capacity to better navigate the impacts. This memo provides a brief update on these initiatives.
- 1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

What is adaptive capacity?

- 2.1 Preparing communities for more frequent and severe weather events is a key focus for Council. 'Adaptive capacity' is an individual or communities' ability to adjust to stressors or shocks, by gaining knowledge and understanding of the challenges ahead, being able to anticipate and respond to these challenges, and modifying expectations and behaviours to cope, minimise harm, or even seize new opportunities.
- 2.2 The CHAP team have therefore been developing a series of resources and opportunities which are set out in this memo, which can be promoted individually, but which will also be consolidated into a package of community resources that will be promoted alongside the release of Community Risk Profiles in early/mid 2026.
- 2.3 This work aligns well with recent central government direction, which emphasises the importance of sharing risk information with communities so that people can make informed decisions and take informed actions.

Climate Adaptation Toolkit

- 2.4 The first of the initiatives is the Climate Adaptation Toolkit. While 90 percent of New Zealanders expect to see more frequent and extreme storms, only 18 percent have taken steps to reduce these impacts on their homes¹. This Better-Off funded project aims to inform residents about simple things they can do to ready their homes and properties for the impacts of high heat, drought, wildfire, flooding, and strong winds.

¹ IAG, Climate Change Survey, 2025

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- 2.5 Tips have been split into 'easy, low-cost' ways (from free to roughly \$150) and 'investment' options which might be more efficient, effective, and/or last longer.
- 2.6 The material has been developed in a range of formats with the aim of engaging a wide range of people. Information will be available on the website, in physical brochures and in video format.
- 2.7 The material will be available at ccc.govt.nz/beready and in Council facilities year-round, and the specific hazard-related material will be promoted at appropriate times throughout the year (e.g. drought information will be actively marketed in summer, while flooding information will be actively marketed in late autumn and winter).
- 2.8 A range of marketing tactics will be used for this ongoing campaign including google, YouTube and social media ads, billboards, and physical collateral at Council facilities throughout the District. While some videos and the brochures have some practical tips in them, the aim is to drive people to the Council website where the full information is available.
- 2.9 Information will be available on the website from 17 December 2025 and in Council facilities from January 2026. Active marketing for high heat, drought, and wildfire will also begin in January 2026.

Example to show the tips provided in the 'high heat' brochure.



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Climate change course: Empowering communities for action, partnering with the University of Canterbury and UC Online

- 2.10 In a second initiative, we have collaborated with the University of Canterbury and UC Online to develop a short, online course "Climate change course: Empowering communities for action".
- 2.11 The idea to develop this course came from students who have participated in climate change education in schools around the district for the past few years. In submissions to Council, these students have sought a greater emphasis on access to climate education for adults.
- 2.12 The course material covers climate mitigation and adaptation. It has been prepared by University of Canterbury staff from across faculties, with resources also drawn from practitioners as well as whanau from Papatipu Rūnanga.
- 2.13 The course is being peer reviewed by climate experts from the Universities of Canterbury, Auckland and Lincoln with editorial content confirmed by Prof Bronwyn Hayward, a coordinating lead author on Cities and infrastructure for the IPCC 2022 report and current review editor for the IPCC Special report on cities. It aims to provide a 30-hour '101' for anyone wanting more information on climate change and it emphasises opportunities to take climate action locally.
- 2.14 The short eight-week course is free to take, with four carousels (course rounds) to be offered each year. The first carousel starts on 27 April 2026 and is already almost fully pre-booked.²
- 2.15 We know that communities make sense of complex issues best when discussing these with friends and family, and so we will be looking for opportunities with Community Governance teams to promote the course to community groups who can work through the material together. We are also exploring the idea of creating a community of practice amongst those who have completed the course.

² Initially the course was intended to start in February 2026, however it is now going through a series of reviews to ensure that the content is up to date across the multiple facets of climate change science, policy and practice.

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- 2.16 We are very grateful to the University of Canterbury and UC Online for working with us to provide such a unique and highly accessible educational offering to community members. Further information will be shared, particularly with Community Governance groups as the course date approaches.
- 2.17 Further information and enrolment details are available at <https://uonline.ac.nz/courses/climate-change-course>

Awareness raising through the arts

- 2.18 Council collaborated with Word Festival to run a “Blue Sky Dreaming” creative writing competition with writers imagining the future in 100 years’ time while thinking about a changing climate.
- 2.19 The competition received 68 entries, with 43 percent from writers aged under 20, and 15 winners were selected.
- 2.20 The winning entries are being printed on Phantom Billstickers which will be displayed throughout the city and across Council facilities between 14 December – 25 January.
- 2.21 Council has also collaborated with Flare and Watch This Space to raise awareness of the impacts of climate change through the delivery of street art. Local Pasifika artists Kophie Su’a-Hulsbosch and Monti Masiu are seeking to spark reflection and conversation about how we can adapt together, while protecting our coastlines and rivers. The artwork weaves together Pacific siapo/tapa painted barkcloth with patterns representing the interconnected water systems that shape Ōtautahi Christchurch and representing both the impacts of sea level rise and the risks of wildfire.
- 2.22 The artwork, at 225 Manchester Street was reported in The Press and it has been attracting significant interest from passersby. Further ocean and sustainability-related street art is planned for the city through the upcoming Pangea Seeds festival which brings artists and scientists together to raise awareness about ocean conservation issues.



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Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Authors	Jane Morgan - Team Leader Climate Hazards Adaptation Planning Sarah Pahlen - Senior Adaptation Advisor Jamie Hanton - Community Arts Advisor
Approved By	David Griffiths - Acting General Manager Strategy, Planning & Regulatory Services

Memos



Memo

Date: 19 December 2025
From: Peter Rodgers, Transport Network Planner
To: Waihoru Spreydon – Cashmere -Heathcote Community Board
Cc: Head of Transport & Waste Management
Reference: 25/2549141

Update: Cashmere/Penruddock Roundabout

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The Purpose of this memo is to update the Community Board on the proposed roundabout at Cashmere Road / Penruddock Rise associated with subdivision development at 250 Cashmere Road.
- 1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

Context

- 2.1 In February 2024 Council granted subdivision / land use consent for RMA/2023/126 for a residential subdivision of 250-258 Cashmere Road. This subdivision included the following condition:
 - 8.3 Existing Road Frontage

Cashmere Road frontage is to be upgraded as per the Scheme Plan provided and stamped plans page 4. The upgrade is to include a roundabout, service strip, 2.5 metre shared path, kerb and channel, bus bay, pedestrian refuge, landscaping and undergrounding of services. Lighting will be reviewed and upgraded if required.

Note: Council will enter into a Private Developer Agreement with the developer to upgrade Cashmere Road.
- 2.2 The timing of the delivery of this roundabout is outside of Council's direct control as it is dependent upon work first happening upon the subdivision land. Following the issuing of the subdivision consent, the design of the access roundabout has been progressing towards engineering acceptance in accordance with the conditions of consent.
- 2.3 Engineering acceptance for on-site sediment control and earthworks plans has been issued.
 - 2.3.1 Any works observed in the area of the intersection relate solely to the execution of the earthworks consent which are wholly within the developers land and as such do not require board approval.
 - 2.3.2 The roundabout is not to commence construction until Community Board approval is given, the detailed construction schedule indicates that this will be ready to construct in mid-February, meaning that delays to approval will mean delays to the roundabout project as well as to the development.

Memos

Design

- 2.4 **Attachment A** shows that the design includes enhanced footpaths and cycle facilities. These plans include:
- Refuge/splitter island(s) on Cashmere Road, Penruddock Rise and the new subdivision road.
 - Changes to the Cashmere Road kerb alignment between Penruddock Rise and Brookford Place
 - Shared path (minimum 2.5m) on both sides of Cashmere Road, including within the splitter islands
 - Speed humps to reduce speeds at crossing points and where on-road cyclists are merging into the traffic lane. These are required as the traffic lanes are wider in order to accommodate larger vehicles, requiring vertical deflection in order to reduce speeds prior to conflict points at the pedestrian and cyclist crossing points.
 - On-road cycle lanes with the option to transition to off-road shared path prior to the roundabout
 - Changes to existing bus stops on Cashmere Road
- 2.5 To facilitate the new footpath, an existing tree at the intersection of Brookford Place/Cashmere Road is required to be removed.

- 2.5.1 This is damaging the existing infrastructure so can be removed using current staff delegations (*picture to right from Google Streetview, March 2025*)



Timelines

- 2.6 The plans will be published for residents' feedback on the Council's "Letstalk" consultation website from 8th to 25th January 2026.
- 2.6.1 The Board will be informed of the website when this goes live
- 2.6.2 As much of the roundabout design is a condition of the resource consent for the development (see 2.1), the intent is to inform residents of the change.
- 2.6.3 There is limited scope for changes to the design without the risk of breaching the resource consent conditions, which could have a financial impact on Council.
- 2.7 Staff aim to compile feedback for a decision making report to be presented to the Community Board on 12th February 2026.
- 2.7.1 This will allow the Board to formally approve the design including the new intersection controls and any traffic control devices, such as 'no stopping' restrictions and shared paths.
- 2.7.2 Approval of the changes to the on-road cycle lanes will require a Part A report to Council.

Memos



- 2.8 The roundabout is expected to be ready to start construction mid-February, or as soon as possible following Community Board and Council approval.

3. Conclusion Whakakapinga

- 3.1 Next Steps:
- 3.1.1 Any feedback or questions from Community Board members can be sent via the governance team following this memo
 - 3.1.2 Consultation will open in January 2026
 - 3.1.3 Staff are aiming to bring this for a Community Board Decision in February 2026
 - 3.1.4 Construction will start following the board decision.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Cashmere Penruddock Roundabout Plan for Consultation	25/2628346

Signatories Ngā Kaiwaitohu

Authors	Peter Rodgers - Transport Network Planner Krystle Anderson - Senior Engagement Advisor
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management



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Cashmere Road / Penruddock Rise
Proposed Intersection Improvements
For Consultation

Original Plan Size: A3
 Drawn: MJR Issue 1 17/12/2025
 Designed: Drawing: TG146201
 Approved: Project:

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Memo

Date: 22/12/2025
From: Emily Arthur, Project Manager Community Parks
To: Waihoru Spreydon Cashmere Heathcote Community Board
Cc: Andrew Rutledge, GM Citizens & Community
Reference: 25/2650010

Hunter Terrace Draft Landscape Concept Plan Stage 1

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 To share the draft concept plan for Stage 1 of the Hunter Terrace development, as discussed at the Waihoru Spreydon Cashmere Heathcote Community Board (the Board) meeting on the 11th of December 2025.

2. Confidentiality

- 2.1 The information in this memo is not confidential and can be made public.

3. Origin Te Pūtaketanga mai

- 3.1 At the December meeting staff offered to share the draft concept plan with the Board.

4. Decisions Required Ngā take me whakatau

- 4.1 For information purposes.

5. Key Points Ngā Take Matua

- 5.1 The *Mid Heathcote Ōpāwaho Masterplan 2009* (the Masterplan) provides guidance for the long-term management of the Ōpāwaho Heathcote River between Colombo Street and Opawa Road.
- 5.2 The Masterplan includes a proposal to remove the existing seal from a portion of Hunter Terrace and replace it with grass, trees, and pathways.
- 5.3 A project to develop part of Hunter Terrace as per the Masterplan is now funded and currently in the design phase.
- 5.4 Attached is the draft concept plan for stage 1, showing a shared cycle/walking pathway and plantings along the Ōpāwaho Heathcote River.

6. Financial Implications Ngā rara ahumoni

- 6.1 Budget Code: WBS: 562/002983 Mid Heathcote Master Plan Implementation
- 6.2 Currently the site is already maintained by the Parks Unit. The new site will have more plantings and therefore it will have higher maintenance costs, although this is expected to reduce over time as plants become established.

Memos



7. Significance Te Hiranga

- 7.1 The project is of 'Medium' significance due to its proximity to the Heathcote River and the Ōmōkihi South Library rebuild.

8. Community Interest and Consultation Ngā Aronga me ngā Whiriwhiringa i te Hapori

- 8.1 The proximity to the river and library means that there is likely community interest in the site.
- 8.2 Community engagement occurred in 2009 when the Mid Heathcote Master Plan was created.
- 8.3 In December 2025, the draft concept plan was shared with Whitiora, a conduit for Ngāi Tūāhuriri Rūnanga. It was also shared with the Beckenham Neighbourhood Association and the Ōpāwaho Heathcote River Network. They are currently considering it.

9. Risk Mitigation Te Whakamauru Tūraru

- 9.1 Soil testing confirmed that much of the old road is underlain by historic landfill material, including traces of asbestos at two test pits. Fortunately, no coal tar was identified in the road surface or basecourse across the site. Once the old road is removed, further testing will be undertaken to better define the extent of the asbestos-affected area, and appropriate risk management measures will be applied.
- 9.2 Potential flooding will be considered by designers during the design phase.

10. Next Steps Te neke whakamua

- 10.1 Receive feedback from Whitiora, the Beckenham Neighbourhood Association and the Ōpāwaho Heathcote River Network and make any amendments.
- 10.2 Present the amended concept plan to the Board for approval at the meeting on the 12 of February 2026, including notes on feedback from the groups engaged with.
- 10.3 Proceed to detailed design and construction, with construction aiming to be completed in time for the Ōmōkihi South Library opening in October 2026.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Ōpāwaho_Pathway_Landscape_Design_Report_DRAFT_2025	25/2649823

Signatories Ngā Kaiwaitohu

Author	Emily Arthur - Project Manager - Community Parks
Approved By	Bridie Gibbings - Manager Operations - Parks Development Rupert Bool - Head of Parks

Memos



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DOCUMENT QUALITY ASSURANCE

BIBLIOGRAPHIC REFERENCE FOR CITATION:

Boffa Miskell, 2025. *Ōpāwaho Pathway - Stage 1. Landscape Concept Report*

Prepared for Christchurch City Council.

PREPARED BY:	Ella Wood Landscape Architect / Graduate Boffa Miskell Ltd
REVIEWED BY:	Megan Walker Landscape Architect / Principal Boffa Miskell Ltd 
STATUS: DRAFT	Revision 0 Issue date: 18.12.2025

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DRAFT

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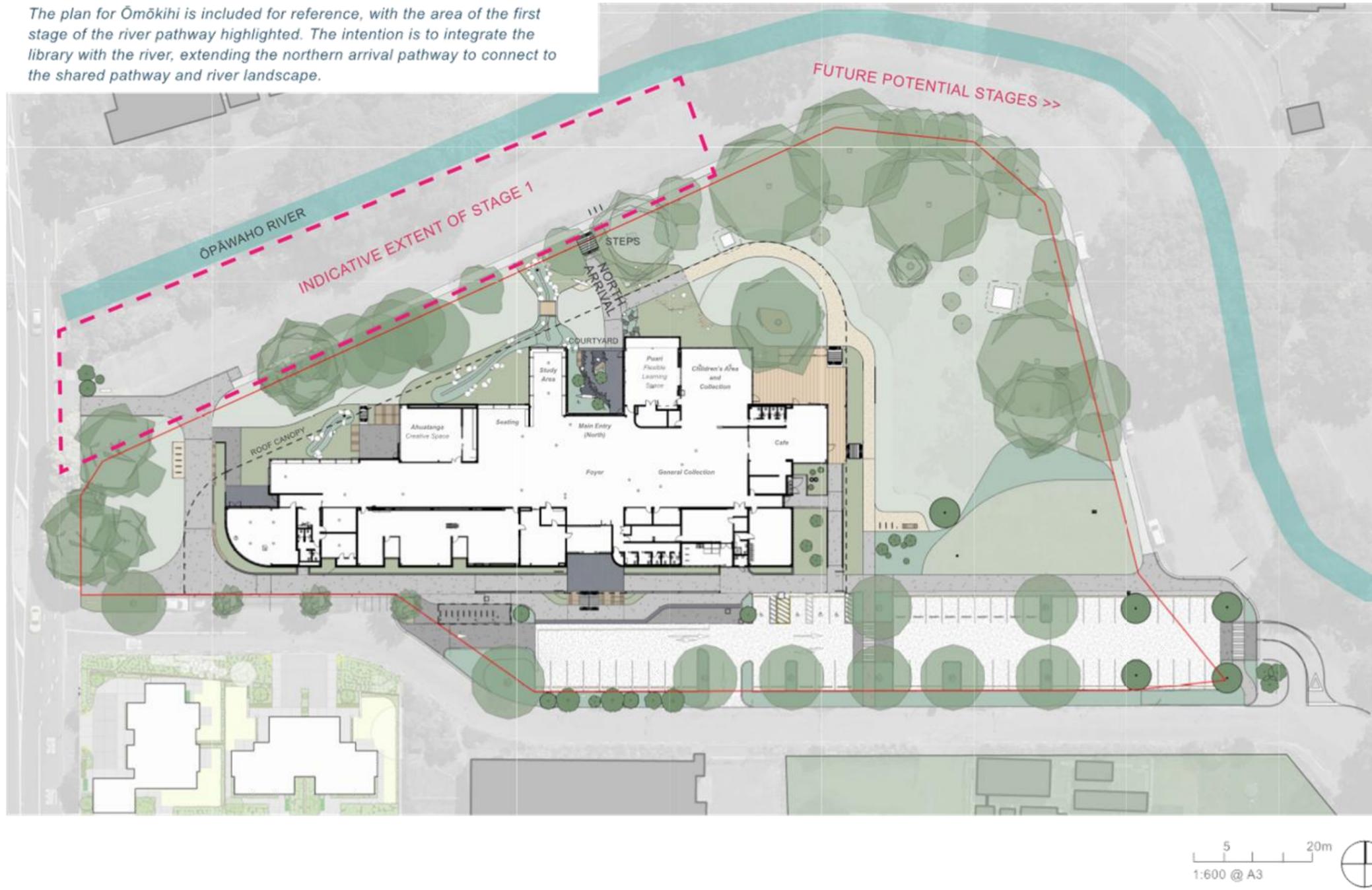
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SITE CONTEXT ŌMŌKIHI LANDSCAPE PLAN + SCOPE

The plan for Ōmōkihi is included for reference, with the area of the first stage of the river pathway highlighted. The intention is to integrate the library with the river, extending the northern arrival pathway to connect to the shared pathway and river landscape.



BOFFA MISKELL | ŌPĀWAHO SHARED PATHWAY STAGE 1

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SITE CONTEXT

EXISTING SITE PHOTOS + OPPORTUNITIES



RIVER BANK

The river bank with approximately 1.2m high retaining wall of stacked rock in exotic grass. Library site is to the left of the view. The bank edge could pose safety risks for falling with increased people moving along the river edge. Sketch options explore different edge treatments.



EXISTING ASPHALT TO BE REMOVED

The view towards Colombo Street with area of asphalt to be removed and existing trees to the east on the river bank. Some trees are exotic and could be replanted with native trees for improved ecological outcomes.



VIEW FROM NORTHERN ENTRANCE OF LIBRARY

The view from the northern entrance is directly to the houses across the river. There is opportunity to buffer views by increasing native planting to the river corridor. Due to the height of the river bank, the water is not visible. Options explore ways to better connect with the river.



VIEW FROM RIVER TO ŌMŌKIHI

The Ōmōkihi northern arrival path will align with the right hand side of the building in this view, adjoining the courtyard. This connection can be extended to the river and shared pathway.

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SITE CONTEXT

EXISTING SITE PHOTOS + OPPORTUNITIES



EXISTING VEGETATION

There are clusters of cabbage trees with exotic grass along the river bank. Native planting of flax and toetoe is established on the northern river bank at the bend in the river, this planting character could be extended with native trees retained.



HERITAGE BRIDGE

The bridge has ornate iron balustrade that could be refurbished. The extension is constructed from timber and mesh has a temporary appearance. This could be upgraded as part of the arrival experience to the library/river corridor.



EXISTING VEGETATION

Trees are more dense near the bridge on the south side of the river bank with a mix of exotic and native trees. Views to the river are obscured. Large Elm trees within the library site (left of image) will be protected during works.



VIEW TO LIBRARY ENTRANCE COURTYARD

The alignment of the shared path could give greater clearance to this significant tree, which is lifting the existing footpath.

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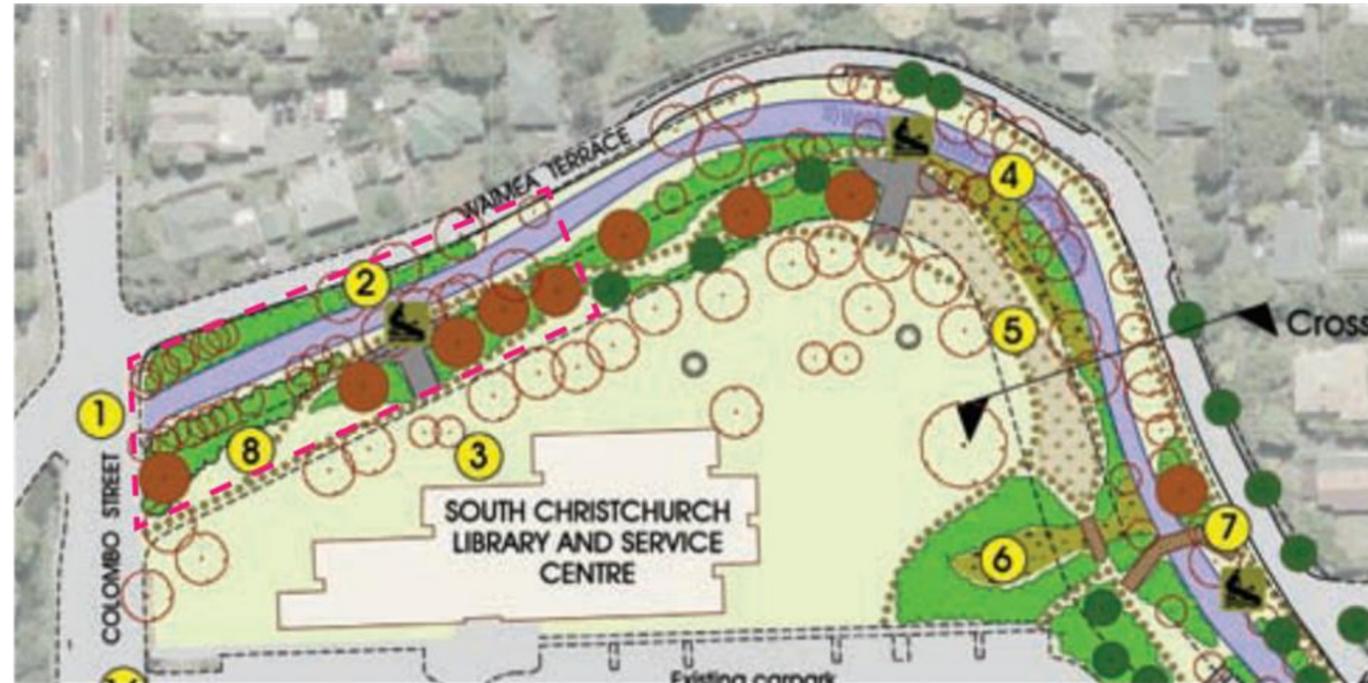
SITE CONTEXT

MID-HEATHCOTE RIVER / ŌPĀWAHO LINEAR PARK MASTERPLAN

In 2009 the Christchurch City Council prepared a masterplan for the river corridor which included the Library site. Some of the features that can be progressed through the scope of this project include:

- 1 Celebrate the 1863 heritage bridge.
- 2 'Old Dam' site - new path and steps to the water.
- 8 Remove seal and introduce paths and soft landscape.

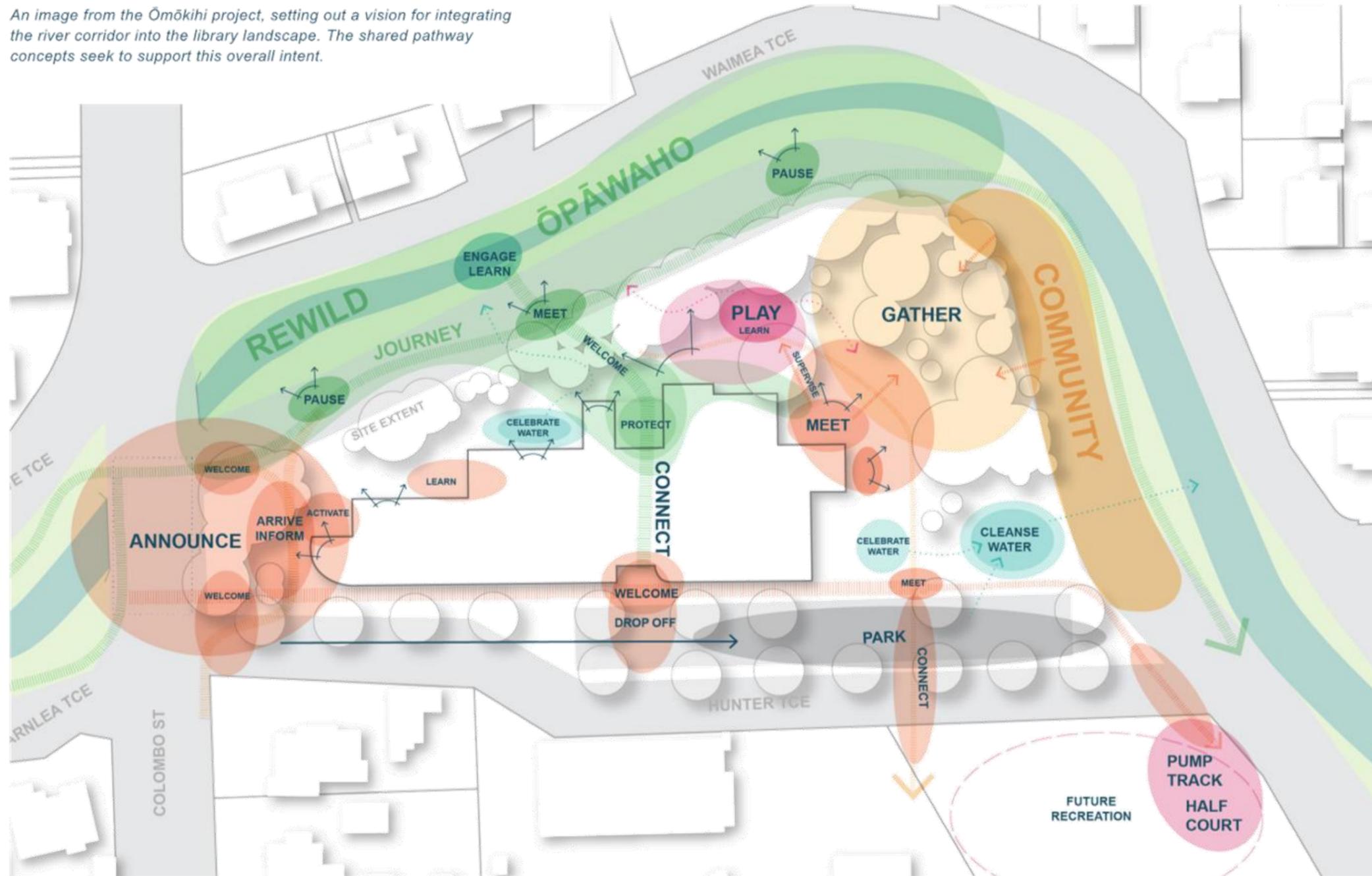
 Scope of Stage 1 of the shared pathway



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SITE CONTEXT ŌMŌKIHI CONCEPT DIAGRAM FOR WIDER SITE

An image from the Ōmōkihi project, setting out a vision for integrating the river corridor into the library landscape. The shared pathway concepts seek to support this overall intent.



BOFFA MISKELL | ŌPĀWAHO SHARED PATHWAY STAGE 1

LANDSCAPE CONCEPT SKETCH PLAN

DRAFT

A 3m wide shared path with the option to add sittable terracing in the future.
An arrival space and ramp connecting to the northern entrance of Ōmōkihi.
Native planting to river banks with clusters of larger shrubs and trees.



- KEY**
- LIBRARY SITE BOUNDARY
 - - - EXISTING ROCK RETAINING (~1m HIGH)
 - ASPHALT
Shared path and existing road.
 - FEATURE PAVING
eg Bluestone reclaimed from South Library.
 - EXPOSED AGGREGATE CONCRETE
 - NATIVE PLANTING
 - GRASS
 - ARTWORK OPPORTUNITY
Eg sculpture, paving pattern/etching, wayfinding.
 - EXISTING TREE RETAINED
 - PROPOSED NATIVE TREE
 - TREE REMOVED (1 x Prunus ssp.)

- KEY FEATURES**
- ① SHARED PATH
3m wide shared pathway, predominantly asphalt surfacing. Change in texture and material where people and children are likely to be pausing or crossing the flow of movement (eg entrance to Ōmōkihi). Opportunity to integrate cultural artwork into surface treatment.
 - ② ARRIVAL SPACE
Paved space at the northern entrance to Ōmōkihi with seat and wayfinding signage.
 - ③ RAMP
Library pathway connected with 1:20 ramp for step free access to library.
 - ④ NATIVE PLANTING
To river banks with clusters of native trees.
 - ⑤ EXISTING ROAD
Asphalt retained in the interim for the market to continue operating. Potential to introduce colourful temporary linemarking relating to children learning to ride bikes.

- POTENTIAL FUTURE WORKS**
- Ⓐ UPGRADE CROSSING
To provide for increased use of the river corridor and new desire lines.
 - Ⓑ REFURBISH HERITAGE BRIDGE
Remove existing mesh / timber balustrade, replace with planting and bollards if needed.
 - Ⓒ TEDDINGTON CHIP PATHWAY
Meandering through planting.
 - Ⓓ SITTABLE TERRACING
With steps to the river edge. Existing retaining wall removed, river bank relaxed and planted, basalt rock reused in new design.



BOFFA MISKELL | ŌPĀWAHO SHARED PATHWAY STAGE 1

Memos

LANDSCAPE CONCEPT
CONCEPT PLAN

DRAFT

TBC



LANDSCAPE CONCEPT TREE PALETTE

DRAFT

Native trees planted in clusters along the river banks, to provide shade over seating areas and the water for ecological benefit. Key species include:



KAHIKATEA



TĪ KŌUKA



KŌWHAI



MANATU / RIBBONWOOD

To be supplemented from the following list:

Natives Std. (River bank widths 8m or less)	
<i>Cordyline australis</i>	ti kouka
<i>Elaeocarpus hookerianus</i>	pokaka
<i>Fuchsia excorticata</i>	tree fuchsia
<i>Hedycarya arborea</i>	pigeonwood
<i>Myrsine australis</i>	mapau
<i>Myrsine divaricata</i>	weeping mapau
<i>Pseudopanax arboreus</i>	five-finger
<i>Pseudopanax crassifolius</i>	horoeke
<i>Pseudopanax ferox</i>	fierce lancewood
<i>Plagianthus regius</i>	manatu
Native Specimen (River bank widths 8m or more)	
<i>Dacrydium dacrydioides</i>	kahikatea
<i>Elaeocarpus dentatus</i>	hinau
<i>Hoheria angustifolia</i>	houhere
<i>Myrsine divaricata</i>	weeping matipo
<i>Nothofagus fusca</i>	red beech
<i>Podocarpus totara</i>	totara
<i>Prumnopitys taxifolia</i>	matai
<i>Sophora microphylla</i>	kowhai
<i>Aristotelia serrata</i>	wineberry
<i>Griselinia littoralis</i>	broadleaf
<i>Carpodetus serratus</i>	putaputaweta
<i>Pittosporum tenuifolium</i>	kohuhu
<i>Alectryon excelsus</i>	titoki
<i>Streblus heterophyllus</i>	turepo
<i>Pittosporum eugenioides</i>	Tarata, lemonwood

LANDSCAPE CONCEPT PLANT PALETTE

DRAFT

A selection of native mass planting that is naturally suited to the river corridor.
Some larger shrubs planted in clusters, while ensuring good visibility for safety using the pathway.



Arthropodium cirratum
renga renga



Apodasmia similis
oioi



Anemanthele lessoniana
hunangamoho



Austoderia richarii
Toe toe



Carex secta
purei



Libertia ixiodes
mikoimikoi



Phormium cookianum
Wharariki



Astelia fragrans
kakaha



Phormium tenax
Harakeke

INTEGRATE FROM PREVIOUS WORK

On upper and mid banks in sunny areas

<i>Dodonaea viscosa</i>	Akeke
MID BANK	
<i>Austroderia richardii</i>	Toe Toe
<i>Phormium tenax</i>	Harakeke
<i>Carex geminata</i>	Cutty grass
<i>Polystichum vestitum</i>	puniu (fern)

On lower banks in sunny areas

FRONT	
<i>Bolboschoenus caldwellii</i>	Club rush
<i>Carex maorica</i>	Maori sedge
<i>Eleocharis acuta</i>	spike sedge
<i>Juncus sarophorus</i>	NZ blue tussock rush/wiwi
BACK	
<i>Carex geminata</i>	Cutty grass
SCATTERED	
<i>Pratia angulata</i>	panekeneke
<i>Schoenus pauciflorus</i>	bag sedge

In gardens around pathway

<i>Acaena inermis 'purpurea'</i>	Bidibidi
<i>Dianella nigra</i>	Turutu
<i>Libertia peregrinans</i>	Mikoikoi
<i>Pseudowintera colorata</i>	Horopito
<i>Carex solandri</i>
<i>Uncinia uncinata</i>	Hook grass
<i>Cyathea dealbata</i>	silver fern
<i>Coprosma lucida</i>	Karamu

TO BE REVIEWED BY CCC ECOLOGIST

Memos

Christchurch
City Council 

About Boffa Miskell

Boffa Miskell is a leading New Zealand professional services consultancy with offices in Auckland, Hamilton, Tauranga, Wellington, Christchurch, Dunedin and Queenstown. We work with a wide range of local and international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, cultural heritage, graphics and mapping. Over the past four decades we have built a reputation for professionalism, innovation and excellence. During this time we have been associated with a significant number of projects that have shaped New Zealand's environment.

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Memo

Date: 12 January 2026
From: Toni Dakers, Traffic Engineer
To: Waihoru Spreydon-Cashmere-Heathcote Community Board
Cc:
Reference: 25/2644517

Richmond Hill Road - Update on future works

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this memo is to update the Waihoru Spreydon-Cashmere-Heathcote Community Board on a recommendation about funding to investigate longer term options for improving pedestrian access on the section of Richmond Hill Road between 54 and 80 Richmond Hill Road.
- 1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

- 2.1 Over the last 18 months staff have investigated and consulted on options for low-cost signage and line marking changes to improve pedestrian safety along the section of Richmond Hill Road extending between 54 and 80 Richmond Hill Road.
- 2.2 Options were presented to the Waihoru Spreydon-Cashmere-Heathcote Community Board at the meeting on 11 September 2025 and a decision made to proceed with the 'do minimum' option (minor signage and line marking improvements, no loss of on street parking).
- 2.3 The above project was restricted to line marking and signage changes only as any physical works would require funding through the Councils Long Term Plan.
- 2.4 Members of the Richmond Hill Resident's Group presented submissions on this project which included requests for staff to provide a cost estimate for an option to widen the path in isolated sections to provide a more usable width over the full length of road (and retain parking). This was intended to provide a basis so the residents could begin to advocate for a longer-term solution through consultation on the future Long Term Plan.
- 2.5 Due to the topography and unknowns around ground conditions, it became clear that there needs to be investment in investigation (Geotech etc.) to provide an accurate estimate and to scope the most suitable and feasible long term (or interim) options for pedestrian access on this section of road.
- 2.6 Looking forward to the Annual Plan being considered early this year and the next Long Term Plan in late 2026, staff have discussed funding options for this to be properly considered and informed.
- 2.7 If providing an improved footpath connection along this section of road is a priority for residents and the Community Board, it is recommended that residents and the Board advocate for funding to be allocated to the investigation of Richmond Hill footpath in the upcoming Annual Plan (which is likely to be consulted on in early 2026) to enable investigation

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work to be undertaken, with the view to further funding being provided in the Long Term Plan for physical works when there is a better understanding of what will be required.

- 2.8 Staff will advise the Residents Group of this process so they can advocate for funding through consultation on the Annual Plan and seek support from the Community Board, if they choose to.

Resurfacing

- 2.9 The path resurfacing for Richmond Hill Road is on the programme for this financial year and was planned to be undertaken early 2026.
- 2.10 In advance of the resurfacing, maintenance works have been completed which includes minor repairs and wooden battening to maximise the usable path width.
- 2.11 To avoid possible duplication of works the resurfacing will be put on hold until it is clear if any further funding will be allocated. This will be reprogrammed if no further funding is allocated to either the investigation or physical works.

3. Conclusion Whakakapinga

- 3.1 If providing an improved footpath connection along this section of road is a priority for residents and the Community Board, it is recommended that residents and the Board advocate for funding to be allocated to the investigation of Richmond Hill Road footpath in the upcoming Annual Plan for investigation works, with the view to further funding being provided in the Long Term Plan for physical works (depending on the outcome of the investigation).
- 3.2 The resurfacing of the path has been put on hold for now to avoid possible duplication of works.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Author	Toni Dakers - Traffic Engineer
Approved By	Kathy Graham - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)

19. Elected Members' Information Exchange Te Whakawhiti Whakaaro o Te Kāhui Amorangi

This item provides an opportunity for Board Members to update each other on recent events and/or issues of relevance and interest to the Board.

Karakia Whakakapi

Tukuna te wairua kia rere ki te taumata Ko te matatika te mātāpono hei arahi i ngā mahi Ka arotahi te tira kia eke panuku, kia eke Tangaroa Haumi e, hui e, tāiki e	<i>May the spirit be released to soar to its zenith. Ethics is the principle that guides our work. As we focus on the success for our community Bring together! Gather together and bind together!</i>
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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
Public Forum - Old stone tram shelter Sumner	11 September 2025	27 February 2026	Transport & Waste	Asset Management
Public Forum - Spokes Canterbury	12 June 2025	27 February 2026	Transport & Waste	Asset Planning
Correspondence	11 September 2025	28 February 2026	Transport & Waste	Traffic Operations
Public Forum - Traffic management in the Beckenham Loop	11 September 2025	28 February 2026	Transport & Waste	Traffic Operations
14-15 Mary Muller Drive - Proposed No Stopping Restrictions	11 December 2025	12 March 2026	Transport & Waste	Traffic Operations
Public Forum - Noise from basketball court at Spreydon School	11 December 2025	12 March 2026	Regulatory Compliance	Regulatory Compliance
Public Forum - Road safety issues with cyclists on Sumner Hills	11 December 2025	12 March 2026	Transport & Waste	Traffic Operations
Taylor's Mistake Road Wastewater Pump Station - Proposed No Stopping Restrictions	11 December 2025	12 March 2026	Transport & Waste	Traffic Operations
Sumner Valley Riding School Trust - proposed new lease	10 April 2025	20 March 2026	Facilities & Property Unit	Property Consultancy
The Green Effect Trust (Trees for Canterbury) - Proposed new lease - Charlesworth Reserve	13 March 2025	25 March 2026	Facilities & Property Unit	Property Consultancy
Cave Rock Lighting	28 August 2025	28 March 2026	Parks	Asset Management
Correspondence	11 September 2025	31 March 2026	Transport & Waste	Traffic Operations
Orion Easement at Waltham Park	10 April 2025	31 March 2026	Facilities & Property Unit	Property Consultancy
Grant an Easement over Waterworks Reserve 109 Scruttons Road Heathcote Christchurch.	15 February 2024	1 May 2026	Facilities & Property Unit	Property Consultancy
Beach Hospitality Limited - Landlord Consent to Improvements and Request for Further Lease	13 March 2025	29 May 2026	Facilities & Property Unit	Property Consultancy
Spreydon, Somerfield, Waltham, Beckenham CRAF - Lyttelton Street safety improvements	10 July 2025	26 June 2026	Transport & Waste	Project Management
Spreydon, Somerfield, Waltham, Beckenham CRAF - Selwyn Street pedestrian and cycle safety improvements	10 July 2025	26 June 2026	Transport & Waste	Project Management
Spreydon, Somerfield, Waltham, Beckenham CRAF - Strickland Street/Somerfield Street safety improvements	28 August 2025	26 June 2026	Transport & Waste	Project Management
Kordia Licence at Sugarloaf and Thomson Scenic Reserves	11 September 2025	30 June 2026	Facilities & Property Unit	Property Consultancy
Public Forum - Basketball court at Ti Rakau Reserve	10 July 2025	30 June 2026	Parks	Parks & Recreation Planning
Public Forum - Parking Issues on Opawa Road	14 August 2025	30 June 2026	Transport & Waste	Traffic Operations
Redcliffs Village - Coastal Pathway safety improvements.	15 February 2024	30 June 2026	Transport & Waste	City Streets Maintenance
Richmond Hill Road - Proposed Parking Changes and Pedestrian Improvements	11 September 2025	30 June 2026	Transport & Waste	Traffic Operations
Sumner Tennis and Squash Club Application to lease 8-14 Heberden Avenue and 140 Nayland Street	11 May 2023	1 July 2026	Facilities & Property Unit	Property Consultancy

Actions Closed Since the Last Meeting Ngā Mahinga kua Tutuki nō Tērā Hui

Actions closed from 5 December 2025 to 3 February 2026.

REPORT TITLE/AGENDA SECTION	MEETING DATE	DUE DATE	ACTION CLOSURE DATE	UNIT	TEAM
Correspondence	14 August 2025	8 December 2025	9 December 2025	Transport & Waste	Traffic Operations
Public Forum - Request for the recommencement of the Grange Street Renewal	15 May 2025	31 December 2025	12 December 2025	Transport & Waste	Asset Management
Public Forum - Accessibility issues at Kaiwara Reserve	11 December 2025	12 March 2026	15 December 2025	Parks	Community Parks
Community Parks Rolling Renewal Programme	11 December 2025	12 March 2026	16 December 2025	Parks	Community Parks
Hansen Park Baseball Backstop Net Installation	11 December 2025	12 March 2026	16 December 2025	Recreation, Sports & Events	Recreation & Sports Services
Urban Forest Planting Plan for Hansen Park	11 December 2025	12 March 2026	16 December 2025	Parks	Botanic and Garden Parks
Waihoru Spreydon-Cashmere-Heathcote 2025/26 Strengthening Communities Fund Applications for Consideration	14 August 2025	31 January 2026	18 December 2025	Community Support & Partnerships	Governance (Pap-Inn-Cen)
Public Forum - Road safety issues with cyclists on Sumner Hills	11 December 2025	12 March 2026	7 January 2026	Transport & Waste	Travel Demand Management
Waihoru Spreydon-Cashmere-Heathcote Community Board - Governance Arrangements for 2025-2028	11 December 2025	12 March 2026	7 January 2026	Community Support & Partnerships	Governance (Spr-Cas-Hea)
Waihoru Spreydon-Cashmere-Heathcote Community Board - Representation on Outside Organisations	11 December 2025	12 March 2026	7 January 2026	Community Support & Partnerships	Governance (Spr-Cas-Hea)
Waihoru Spreydon-Cashmere-Heathcote 2025-26 Discretionary Response Fund Heathcote River Day Trust Board Event and Library Knit Group Venue Hire	11 December 2025	12 March 2026	22 January 2026	Community Support & Partnerships	Governance (Spr-Cas-Hea)
Public Forum - Tree shading property in Hillsborough	10 July 2025	22 January 2026	2 February 2026	Parks	Botanic and Garden Parks