
Waitai
Coastal-Burwood-Linwood Community Board
AGENDA

Notice of Meeting Te Pānui o te Hui:

The ordinary meeting of the Waitai Coastal-Burwood-Linwood Community Board will be held on:

Date: Monday 9 March 2026
Time: 4 pm
Venue: Boardroom, Corner Beresford and Union Streets,
New Brighton

Membership Ngā Mema

Chairperson	Paul McMahon
Deputy Chairperson	Jackie Simons
Members	Kelly Barber
	Celeste Donovan
	Alex Hewison
	Yani Johanson
	Greg Mitchell
	Kim Money
	Mihi-Rose Tipene

4 March 2026

Principal Advisor
Chris Turner-Bullock
Manager Community Governance
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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 previous meeting recordings, go to:
<https://www.youtube.com/@waitaicoastal-burwood-linw3626/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 Tīmatanga

Whakataka te hau ki te uru Whakataka te hau ki te tonga Kia mākinakina ki uta Kia mātaratara ki tai E hī ake ana te atakura He tio, he huka, he hauhūnga Tīhei Mauri Ora	Cease the winds from the west Cease the winds from the south Let the breeze blow over the land Let the breeze blow over the ocean Let the red-tipped dawn come with a sharpened air. A touch of frost, a promise of a glorious day.
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1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

2. Declarations of Interest Ngā Whakapuaki Aronga

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

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

That the minutes of the Waitai Coastal-Burwood-Linwood Community Board meeting held on [Monday, 9 February 2026](#) be confirmed (refer page 6).

4. 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 hearings process.

4.1 Linwood Rugby League Football Club

Representatives of the Linwood Rugby League Football Club will address the Board in relation to lighting concerns at Linwood Park.

4.2 Play Preservation Trust

Emma Woods and Naomi Ishihara will address the Board in relation to their upcoming project.

4.3 Smith Street Community Farm

Mary Smith on behalf of Smith Street Community Farm will address the Board in relation to the Better Off Funding they recently received and sharing progress on their projects.

4.4 Phillip Ridge

Phillip Ridge, local residents will address the Board in relation to freedom camping issues in North Beach and New Brighton.

5. 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.

Deputations will be recorded in the meeting minutes.

6. Presentation of Petitions Ngā Pākikitanga

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

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

Waitai
Coastal-Burwood-Linwood Community Board
OPEN MINUTES

Date: Monday 9 February 2026
Time: 4.01 pm
Venue: Boardroom, Corner Beresford and Union Streets,
New Brighton

Present

Chairperson	Paul McMahon
Deputy Chairperson	Jackie Simons
Members	Kelly Barber
	Alex Hewison
	Yani Johanson
	Greg Mitchell
	Kim Money
	Mihi-Rose Tipene (via audio/visual link)

Principal Advisor
Chris Turner-Bullock
Manager Community Governance
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Karakia Tīmatanga

Whakataka te hau ki te uru Whakataka te hau ki te tonga Kia mākinakina ki uta Kia mātaratara ki tai E hī ake ana te atakura He tio, he huka, he hauhūnga Tihei mauri ora	Cease the winds from the west Cease the winds from the south Let the breeze blow over the land Let the breeze blow over the ocean Let the red-tipped dawn come with a sharpened air. A touch of frost, a promise of a glorious day.
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The agenda was dealt with in the following order. Where no voting record is shown, the item was carried unanimously by those present.

14. Prestons Road Mitre10 - Road frontage changes

In accordance with Standing Order 6.8, Item 14 – Prestons Road Mitre10 – Road frontage changes was withdrawn from the agenda.

1. Apologies Ngā Whakapāha

Part C

Community Board Resolved CCBCC/2026/00001

That the apology from Celeste Donovan for absence, be accepted.

Kelly Barber/Alex Hewison

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

Kim Money declared an interest in Item 19, Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 – North Beach Residents' Association and took no part in any discussion or voting.

Yani Johanson declared an interest in Item 18, Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 – Avon Heathcote Estuary Ihutai Trust and took no part in any discussion or voting.

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

Part C

Community Board Resolved CCBCC/2026/00002

That the minutes of the Waitai Coastal-Burwood-Linwood Community Board meeting held on Monday, 8 December 2025 be confirmed subject to the following amendment:

Item 5.3 deputation - to amend the names to Andrew Barker and Hunter Brown.

Jackie Simons/Greg Mitchell

Carried

4. Public Forum Te Huinga Whānui

Part B

4.1 Eastern Community Sport and Recreation

Kate Latimer, Manager on behalf of Eastern Community Sport and Recreation provided the Board with an update on the organisation.

After questions from members, the Chairperson thanked Kate Latimer for her update.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

5.1 Linwood Rugby League Football Club

Representatives of the Linwood Rugby League Football Club were unable to attend the meeting.

5.2 Broadpark Road – Consideration for Extension of Overnight Parking Restrictions

Ann Farrall, local resident did not attend the meeting.

5.3 Prestons Road Mitre10 – Road Frontage Changes

Stephen Wood, local resident did not present at this meeting, his deputation has been rescheduled for when the Prestons Road Mitre10 – Road Frontage Changes report is presented to the Board.

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Correspondence

Community Board Resolved CCBCC/2026/00003 Original Officer recommendation accepted without change

Part B

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the letter of thanks from Eddie Richards on behalf of the Woolston Development Project in relation to Better Off Funding approved in December 2025.
2. Receives the correspondence from Linwood Rugby League Football Club and notes that a staff update on the issues raised will be provided to the Board in March 2026.

Jackie Simons/Greg Mitchell

Carried

8. Broadpark Road - Considerations for Extension of Overnight Parking Restrictions

Council Officers in attendance spoke to the accompanying report.

Kim Money moved an amendment, seconded by Alex Hewison that the officer recommendation be accepted with an additional motion to request a site visit with relevant staff to discuss potential mitigations on the effects of freedom camping.

The motion was put to the vote and declared carried.

Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Broadpark Road - Considerations for Extension of Overnight Parking Restrictions Report.

Community Board Resolved CBCC/2026/00004

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Broadpark Road - Considerations for Extension of Overnight Parking Restrictions Report.
2. Requests a site visit with relevant staff (Transport, Parks, Legal and Policy) at Broadpark and other freedom camping hotspots (Broadpark to Caspian Street) to discuss potential mitigations as soon as practicable.

Kim Money/Alex Hewison

Carried

9. Bancroft Place and Woodhaven Place - Proposed No Stopping Restrictions Community Board Resolved CBCC/2026/00005 Original Officer recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Bancroft Place and Woodhaven Place - 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 resolutions 4 to 10 below.

Bancroft Place

4. 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

southeast side of Bancroft Place, commencing at a point 105 metres south of its intersection with Bottle Lake Drive and extending in a southerly direction for a distance of 10 metres, as detailed on Agenda Attachment A.

5. 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 southeast side of Bancroft Place, commencing at a point 121 metres south of its intersection with Bottle Lake Drive and extending in a westerly direction for a distance of 14 metres, as detailed on Agenda Attachment A.
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 southwest side of Bancroft Place, commencing at a point 116 metres south of its intersection with Bottle Lake Drive and extending in a northerly direction for a distance of 9 metres, as detailed on Agenda Attachment A.
7. 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 southwest side of Bancroft Place, commencing at a point 103 metres south of its intersection with Bottle Lake Drive and extending in a northerly direction for a distance of 5 metres, as detailed on Agenda Attachment A.

Woodhaven Place

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 southern side of Woodhaven Place, commencing at a point 172 metres southwest of its intersection with Bottle Lake Drive and extending in a westerly direction for a distance of 15 metres, as detailed on Agenda Attachment A.
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 western side of Woodhaven Place, commencing at a point 192 metres southwest of its intersection with Bottle Lake Drive and extending in a northerly direction for a distance of 7 metres, as detailed on Agenda Attachment A.
10. 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 northern side of Woodhaven Place, commencing at a point 171 metres southwest of its intersection with Bottle Lake Drive and extending in an easterly direction for a distance of 9 metres, as detailed on Agenda Attachment A.
11. 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.

Jackie Simons/Greg Mitchell

Carried

10. Marine Parade - Parking Bay Resolution Adjustments

Community Board Resolved CCBCC/2026/00006 Original Officer recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Marine Parade - Parking Bay Resolution Adjustments Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Notes that recommendations 4 and 5 below address the previous Waitai Coastal-Burwood-Linwood Community Board request to investigate relocating no-stopping lines and parking spaces in Bays 3 and 6 of the approved Marine Parade scheme design, shifting them from the eastern to the western side.
4. Revokes the 9 June 2025 Waitai Coastal-Burwood-Linwood Community Board decisions only in relation to 6c and 6f, as noted below:
 6. Approves, pursuant to Clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times within the parking bays in accordance with that shown on the plan provided as Agenda Attachment A (Drawing TP363103, sheet 1 and 2, dated 13/05/2025) and detailed in 6a -6f below, unless otherwise marked as designated parking space:
 - c. In Parking Bay 3, on the eastern side of Marine Parade 341 metres south of the prolongation of the southern kerb of Bowhill Road.
 - f. In Parking Bay 6, on the eastern side of Marine Parade 36 metres south of the prolongation of the southern kerb of Rawhiti Avenue.
5. Approves, pursuant to Clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times within the parking bays in accordance with that shown on the plan provided as Agenda **Attachment A** (Drawing, sheet 1 and 2, dated 16/12/2025) and detailed in 4a – 4b below, unless otherwise marked as designated parking space:
 - a. In Parking Bay 3, on the eastern side of Marine Parade 341 metres south of the prolongation of the southern kerb of Bowhill Road.
 - b. In Parking Bay 6, on the eastern side of Marine Parade 36 metres south of the prolongation of the southern kerb of Rawhiti Avenue.

Kim Money/Alex Hewison

Carried

11. Connal Reserve / Ōpāwaho Heathcote River - Willow Removal

Community Board Resolved CCBCC/2026/00007 Original Officer recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Connal Reserve / Ōpāwaho Heathcote River - Willow Removal 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. The Community Board Approves the removals of five (5) willow trees in Connal Reserve. CCC Tree Asset IDs 126483, 143827, 169013, 109332, 109526.

Jackie Simons/Alex Hewison

Carried

12. New Brighton Rugby Football Club- variation to lease

Community Board Resolved CCBCC/2026/00008 Original Officer recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the New Brighton Rugby Football Club- variation to 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. Approve the construction of the storage shed generally as per the plans shown in Attachment B of the agenda report.
4. Approve a variation to the ground lease to New Brighton Rugby Football Club for an area of approximately 36 square metres of Rawihti Domain being Pt Res 1616, Lot 2-3 DP3276, lot 9 DP 5123, Sec 3 SO 491011 as generally shown on the plan described as Attachment A of the agenda report.
5. Requests that the Manager Property Consultancy do all things necessary and make any decisions at his sole discretion that are consistent with the intent of this report to implement the resolutions above including completing negotiations and administering the terms and conditions of the new lease.

Jackie Simons/Greg Mitchell

Carried

13. Coastal Spirit Football Club New Build Application, Linfield Park

Community Board Resolved CCBCC/2026/00009 Original Officer recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Coastal Spirit Football Club New Build Application, Linfield 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 placement of a relocatable storage container at Linfield Park Lot 2 DP 8686, as shown in Agenda **Attachment A**.
4. Grant a ground lease to Coastal Spirit Football Club for a lease period of 15 years (5 + 5 + 5) comprising a 5 year initial term with 2 rights of renewal at years 5 and 10 for the purpose of a relocatable storage container at Linfield Park, being Lot 2 DP 8686, as shown generally on Agenda **Attachment A**.
5. Requests that the Manager Property Consultancy do all things necessary and make any decisions at his sole discretion that are consistent with the intent of this report to implement the resolutions above including completing negotiations and administering the terms and conditions of the new lease.

Kelly Barber/Jackie Simons

Carried

15. Queenspark Drive Parking Restrictions

Community Board Resolved CCBCC/2026/00010 Original Officer recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Queenspark Drive Parking 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 2017, revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with resolutions 4 to 8 below.
4. Approves the removal of the **existing variable P5 parking restriction** active 8am to 9am and 2.30pm to 3.30pm Monday to Friday, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, on the south-eastern side of Queenspark Drive commencing at a point approximately 178 metres north of its intersection with Chadlington Street and extending in an nor'easterly direction for a distance of approximately 25 metres.

5. Approves the installation of **No Stopping restriction**, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, on the south-eastern side of Queenspark Drive commencing at a point approximately 178 metres north of its intersection with Chadlington Street and extending in an nor'easterly direction for a distance of approximately 12 metres as detailed in Agenda **Attachment A** (TG151693, Issue 1, dated 03/11/2025).
6. Approves the installation of a **mobility park**, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, on the south-eastern side of Queenspark Drive commencing at a point approximately 190 metres north of its intersection with Chadlington Street and extending in an nor'easterly direction for a distance of approximately 12 metres as detailed in Agenda **Attachment A** (TG151693, Issue 1, dated 03/11/2025).
7. Approves the installation of **variable P3 parking restriction** active 8:30am to 9:30am and 2:30pm to 3:30pm School Days Only, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, on the south-eastern side of Queenspark Drive commencing at a point approximately 209 metres north of its intersection with Chadlington Street and extending in an nor'easterly direction for a distance of approximately 18 metres as detailed in Agenda **Attachment A** (TG151693, Issue 1, dated 03/11/2025).
8. Approves the installation of **variable P3 parking restriction** active 8:30am to 9:30am and 2:30pm to 3:30pm School Days Only, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, on the south-eastern side of Queenspark Drive commencing at a point approximately 248 metres north of its intersection with Chadlington Street and extending in an nor'easterly direction for a distance of approximately 37 metres as detailed in Agenda **Attachment A** (TG151693, Issue 1, dated 03/11/2025).
9. Approves that these resolutions take effect when parking signage that evidence the restrictions described in this staff report are installed/removed.

Alex Hewison/Kim Money

Carried

16. Buckleys Road/Russell Street Intersection Improvements

Community Board Resolved CCBCC/2026/00011 Original Officer recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Buckleys Road/Russell Street Intersection 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:
 - a. All kerb alignments, traffic islands and road marking changes on Buckleys Road and Russell Street as detailed in **Attachment A** of the agenda report.
 - b. Changes to traffic signal phasing to allow for the control of right turn movements from Buckleys Road (southwest approach).
4. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in Recommendation 3 above.
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in Recommendation 3 are in place (or removed in the case of revocations).

Jackie Simons/Paul McMahon

Carried

18. Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 - Avon Heathcote Estuary Ihutai Trust

Community Board Resolved CCBCC/2026/00012 Original Officer recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 - Avon Heathcote Estuary Ihutai Trust 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. Approves a grant of \$1,600 from its 2025/26 Discretionary Response Fund to Avon Heathcote Estuary Ihutai Trust towards Event-related costs, volunteer recognition, and printing costs.

Alex Hewison/Greg Mitchell

Carried

19. Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 - North Beach Residents' Association

Community Board Resolved CCBCC/2026/00013 Original Officer recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 - North Beach Residents' Association 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. Approves a grant of \$750 from its 2025/26 Discretionary Response Fund to North Beach Residents' Association Incorporated towards Operational Costs.

Alex Hewison/Jackie Simons

Carried

20. Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 - Kōrero ki Ōtautahi

Community Board Resolved CCBCC/2026/00014 Original Officer recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 - Kōrero ki Ōtautahi 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. Approves a grant of \$3,000 from its 2025/26 Discretionary Response Fund to Kōrero ki Ōtautahi towards the costs of the Te Awa Whiria mural project.

Jackie Simons/Greg Mitchell

Carried

21. Waitai Coastal-Burwood-Linwood Community Board - Representation on Outside Organisations

Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood 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(s) as its representative on each of the following organisations for the 2025-28 term
 - a. **Outside organisations/other:**
 - New Brighton Community Gardens
 - New Brighton Historical Society
 - New Brighton Project
 - Pukeko Centre
 - Renew Brighton
 - Roy Stokes Hall Trust
 - b. **Residents' Associations:**
 - New Brighton Residents' Association
 - Spencerville Residents' Association
 - Waimairi Beach Residents' Association

Community Board Resolved CBCC/2026/00015

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood 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(s) as its representative on each of the following organisations for the 2025-28 term
 - b. **Residents' Associations:**
 - New Brighton Residents' Association – Alex Hewison
 - Spencerville Residents' Association – Alex Hewison
4. That the remaining appointments be made at the next meeting of the Waitai Community Board.

Paul McMahon/Kelly Barber

Carried

22. Waitai Coastal-Burwood-Linwood Community Board Area Report - February 2026

**Community Board Resolved CCBCC/2026/00016 Original Officer recommendation
accepted without change**

Part B

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board Area Report - February 2026.

Alex Hewison/Kim Money

Carried

The meeting adjourned between 4.57pm and 5.04pm.

17. Buckleys Road/Kerrs Road Intersection Improvements

**Community Board Resolved CCBCC/2026/00017 Original Officer recommendation
accepted without change**

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Buckleys Road/Kerrs Road Intersection 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, all kerb alignments, traffic islands and road marking changes on Buckleys Road and Kerrs Road as detailed in **Attachment A** of the agenda report.
4. Approves a shared path be installed on the north side of Buckleys Road extending northerly to Kerrs Road.
5. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in Recommendation 3 above.
6. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in Recommendation 3 are in place (or removed in the case of revocations).

Jackie Simons/Paul McMahon

Carried

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

Part B

Members exchanged information on matters of mutual interest:

- Event held at QEII Park over Waitangi weekend – no complaints received.
- Southshore Estuary Edge Project – consent granted.
- Coast to Coast – taking place this upcoming weekend.
- Rawhiti Primary School – have a new Principal.

Karakia Whakamutunga

Unuhia, unuhia Unuhia ki te uru tapu nui Kia wātea, kia māmā, te ngākau, Te tinana te wairua i te ara takatā Koia rā e Rongo, whakairia ake ki runga Kia tina! TINA! Hui e! TĀIKI E!	Draw on, draw on, Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind Rongo, suspended high above us (i.e. in 'heaven') Draw together! Affirm!
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Meeting concluded at 5.19pm.

CONFIRMED THIS 9th DAY OF MARCH 2026

PAUL MCMAHON
CHAIRPERSON

7. Correspondence

Reference Te Tohutoro: 26/235799

Responsible Officer(s) Te Pou Matua: Cindy Sheppard, 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
Stephen Wood	Refuge Crossing on Burwood Road

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the correspondence from Stephen Wood in relation to a refuge crossing on Burwood Road and refer to staff for investigation and response back to the Board.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Burwood Road Pedestrian Crossing	26/235793	22



5 February 2026

Waitai Coastal-Burwood-Linwood Community Board
cindy.sheppard@ccc.govt.nz

Tēnā koe Cindy

I spoke at the last Waitai board meeting in December 2025 about the proposals on the Burwood-Mairehau Rd intersection and a refuge pedestrian crossing on Burwood Rd. The main points I made were that I'd prefer the intersection decision to be made based on road user safety and cost effectiveness rather than politics, and that I definitely supported an additional Burwood Rd crossing.

I was not ecstatic about either of the decisions made, but I would like to do something about one of them by proposing a refuge crossing on Burwood Rd that doesn't have the speed bumps that are so opposed by some. There is still value in having a crossing that simply provides a refuge island so users can cross one direction of traffic at a time, i.e. I don't believe in the sentiment "If we don't have speed bumps, then why bother doing anything". I've also identified a possible alternative site, north of the original proposal and beside the northernmost entrance to the hospital car park, where there is an existing flush median and so no rearrangement of traffic lanes would be required. There is a slight bend in the road there, but it has good sight lines for pedestrians and drivers. It is approximately 300m north of the Burwood-Mairehau intersection which will eventually provide a signalised pedestrian crossing, and about 350m south of the next refuge crossing near the Burwood-Rothesay intersection. I believe that hospital staff that walk to work from Prestons Park via Cameo Grove, and other residents from there that walk to catch the No.7 bus that stops inside the hospital car park, would use and appreciate such a facility. Such people are unlikely to walk 300m to cross at the Burwood/Mairehau intersection and then 300m back and a more northerly crossing is better for them. I also note that there are several simple refuge island crossings along the Burwood hospital frontage on Mairehau Rd, and none on the Burwood Rd frontage (apart from at the intersection).

I would appreciate it if the board could consider this request and refer it to council staff for their evaluation. I have already provided some details of this idea and the alternate placement to staff via a Snap Send Solve request - reference 7677498. I'm willing and able do some investigation of public support for this amongst Preston Park residents and at the hospital and to come to a board meeting to talk on it.

Ngā mihi Nui



Stephen Wood

8. Wainoni Park Landscape Plan

Reference Te Tohutoro: 26/47210

Responsible Officer(s) Te Jason Tickner – Parks and Recreation Planner

Pou Matua: Jacqui Millar – Community Recreation Adviser

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 seek approval for the Wainoni Park Landscape Plan. This Landscape Plan is an update of the 2005 Wainoni Park Masterplan, and includes urban forest planting, community-initiated fitness stations and other minor park improvements.
- 1.2 The report is staff initiated to address a community request for fitness equipment at Wainoni Park, while taking the opportunity to include other park improvements.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Wainoni Park Landscape Plan 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 updated *Wainoni Park Landscape Plan* in Agenda **Attachment A**.
4. Approves the removal of two (2) trees to accommodate a new pathway identified in the Landscape Plan.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The purpose of this report is to seek approval for the updated Wainoni Park Landscape Plan (**Attachment A**), which incorporates community-initiated fitness stations (**Attachment B**), new urban forest planting (**Attachment C**), accessibility and safety improvements, and other minor upgrades to support the activation and enhancement of this key community park.
- 3.2 The plan responds to a community-led request for outdoor fitness equipment and provides an opportunity to integrate multiple Council projects into a single coordinated approach. It aligns strongly with the Community Board’s Aranui/Wainoni safety initiative and supports the objectives of the Urban Forest Plan 2023 to increase canopy cover across the city.
- 3.3 Engagement with local organisations, sporting groups, schools, Aranui Community Trust Incorporated Society (ACTIS), and the wider community was undertaken between December 2025 and January 2026. Feedback showed a high level of support for the plan, with 90% of submitters supporting or somewhat supporting the proposals, and 97% of participants in the Aranui Library display indicating they “loved” the plan. Community suggestions relating to seating, drinking fountains, pathways, and tree species have been incorporated where feasible.
- 3.4 The proposed Wainoni Landscape Plan (Attachment A) includes:
 - Installation of three outdoor fitness stations (Attachment B).

- Planting of 128 trees as part of the Urban Forest Programme (Attachment C).
 - Improved pedestrian and CPTED-informed pathways.
 - Additional park furniture, drinking fountain, seating, volleyball court surfacing, opportunities for public art and other amenity upgrades.
 - Spatial allowance for future sports field lighting to be progressed by the Eastern Eagles Rugby League Club.
- 3.5 Approval of the updated Landscape Plan will provide direction for coordinated implementation of funded projects, enhance safety and usability of Wainoni Park, improve shade and environmental outcomes through tree planting, and support wider community activation and wellbeing.
- 3.6 Two trees have been proposed for removal to facilitate the construction of a pathway through an existing desire line. Feedback from the Councils arborist have signalled that the trees are semi-mature and likely to outgrow their current location making removing them the recommended option.
- 3.7 The Landscape Plan does not include details or changes in respect to the playground renewal and associated picnic area. This component of the park will be consulted on and designed when funding is programmed.

4. Background/Context Te Horopaki

Background

- 4.1 Council staff have been working on multiple projects that require changes to be made to the existing 2005 Wainoni Park Masterplan (**Attachment D**):

Fitness Station Proposal

- 4.2 As part of the activation initiatives for Wainoni Park, it has been proposed that a series of three fitness stations be installed around the park.
- 4.3 Staff have been collaborating with an advisory group consisting of local representation from ACTIS, Aranui Library, A-Town Boxing, Sport Canterbury, Eastern Eagles Rugby League Club, St James and Haeta Campus and subject matter experts. The group has been providing advice and guiding the project through the planning phase and following community consultation.
- 4.4 This proposal supports the Community Board plan 2023-25 priority of the Aranui/Wainoni safety initiative. In particular, it aligns with the action to explore and investigate opportunities for wider use and activation of Wainoni Park by local community organisations and groups.

Urban Forest Plan

- 4.5 It is proposed that Wainoni Park has additional tree planting to provide increased shade and improve amenity as directed by the Urban Forest Plan 2023.
- 4.6 To streamline engagement and decision making, as well as to ensure all projects are integrated, the proposed tree planting has been included in the Wainoni Landscape Plan.

Tree Removals

- 4.7 The two trees identified for removal are semi mature and located in a space in close proximity to the building. The Councils Parks arborist have assessed the trees and determined that the trees are likely to outgrow their location in the medium to long term.

- 4.8 The alignment of the new pathway will come into direct contact with a number of surface roots making construction challenging and likely requiring special engineering solutions.
- 4.9 Given the trees likelihood of outgrowing the space in the medium to large term, staff have recommended the trees be considered for removal under section 4.7 of the Tree policy.
- 4.10 Details of the trees to proposed for removal have been appended to the report

Proposal

- 4.11 Council staff have prepared a proposed landscape plan (**Attachment A**) that is intended to supersede the 2005 Wainoni Park Masterplan. The plan incorporates the following budgeted projects:
 - Installation of three fitness stations around the park (**Attachment B**).
 - Tree planting and landscaping consisting of 128 specimen trees, as part of the [Urban Forest Plan \(Attachment C\)](#).
 - Three new pathways to improve accessibility, mitigate CPTED issues, recognise existing desire lines, and provide a circuit around the park.
 - The removal of two trees to accommodate one of the new pathways and improve CPTED outcomes.
 - Amenity improvements, including additional park furniture, drinking fountain install and volleyball area surfacing.
 - Indication of future sport field lighting which is to be progressed by the Eastern Eagles Rugby League Club.
- 4.12 The Landscape Plan does not include details or changes in respect to the playground renewal and associated picnic area. This component of the park will be consulted on and designed when funding is programmed.
- 4.13 The following related memos/information were circulated to the meeting members:

Date	Subject
28/11/2025	Wainoni Masterplan Update – Community Engagement Memo (TRIM 25/2384295)

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.14 The following reasonably practicable options were considered and are assessed in this report:
 - 4.14.1 Approve the Wainoni Park Landscape Plan.
 - 4.14.2 Request significant changes to the Wainoni Park Landscape Plan.
 - 4.14.3 Decline the Wainoni Park Landscape Plan.
- 4.15 The following options were considered but ruled out:
 - 4.15.1 Include the design of the playground and picnic area in the Landscape Plan – This option is not funded in the near future so detailed planning around the playground at this early stage is not considered appropriate.
 - 4.15.2 Do nothing - unacceptable solution for the community/not meeting our obligations.

Options Descriptions Ngā Kōwhiringa

- 4.16 **Preferred Option:** Approve the Wainoni Park Landscape plan.

- 4.16.1 **Option Description:** Approve the Landscape Plan to address community requests for fitness equipment, address short fall in tree planting/shade, and allow Council officers to progress park improvements in a strategic manner.
- 4.16.2 Option Advantages
- Provides certainty and direction regarding a number of budgeted projects to improve the park.
 - Aligns with the Urban Forest Plan and its underlying objectives.
 - Aligns with the Community Board plan priority relating to the Aranui/Wainoni safety initiative.
 - Supports ACTIS and other local community groups to activate the park and the community centre.
 - Improves our community's enjoyment of the park through improvement of facilities, activities, and amenity value the park provides.
- 4.16.3 Option Disadvantages
- As with any park development, there are costs associated.
- 4.17 **Alternative Option 1:** Request significant changes to the Wainoni Park Landscape Plan.
- 4.17.1 **Option Description:** Make substantial changes to the Landscape Plan on the direction of the Community Board and undertake a further round of engagement and reporting.
- 4.17.2 Option Advantages
- Gives the community a second chance to provide feedback on the proposal.
 - Opportunity to add additional options or projects for consideration.
- 4.17.3 Option Disadvantages
- Will delay the plan approval, and the subsequent projects already indicated and requested.
 - Additional costs involved in undertaking engagement and plan redesign.
 - Requested changes may not be budgeted.
- 4.18 **Alternative Option 2:** Decline the Wainoni Park Landscape Plan.
- 4.18.1 **Option Description:** Decline the plan and continue with status quo.
- 4.18.2 Option Advantages
- No further costs to the Council.
- 4.18.3 Option Disadvantages
- Does not align with the Community Board plan priority - Aranui/Wainoni safety initiative.
 - Provides no clear direction and no agreement of projects and priorities moving forward.
 - Does not align with the Urban Forest Plan and its underlying objectives.
 - Does not support ACTIS and other local community groups to activate the park and the community centre.

- Does not improve our community’s enjoyment of the park through improvement of facilities, activities and amenity value the park provides.

5. Financial Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option – Approve the Plan	Option 2 – Change the Plan	Option 3 – Decline the Plan
Cost to Implement	Fitness Equipment – \$125,000 Trees – \$64,000 Pathways – \$16,000 Other minor additions (tables, signage, surfacing) – \$20,000 Estimated Total: \$225,000	Unknown <i>Dependent on what changes/additional projects are added to the plan</i>	Nil
Maintenance/Ongoing Costs	Minor/within existing budgets	Unknown	Existing
Funding Source	Fitness Equipment – <i>Aranui Strengthening Communities Fund</i> Trees – <i>Urban Forest Capital Fund</i> Pathways – <i>Community Parks Development of New Assets Fund ID # 61803</i> Minor Additions/improvements – <i>Community Parks Recreation Space Development Fund ID # 61804</i>	Unknown	NA
Funding Availability	Yes	Unknown	NA
Impact on Rates	Nil – within existing budgets	Unknown	Nil

- 5.1 Although not specifically part of or detailed in this Landscape Plan, the playground and an associated family picnic area is identified in the Council Parks Renewal Programme in the medium term (approx. 5-7 years) with detail of that development and consultation to happen closer to that time.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

Budget Risks

- 6.1 There is a risk that the project budget may prove insufficient due to unforeseen factors such as cost escalations, scope changes, or market volatility.

Mitigations:

- Ensuring up-to-date cost estimates are prepared and incorporated into reporting.
- Confirming budget availability prior to procurement.
- Including a contingency allowance within the project budget.
- Retaining flexibility within the detailed design phase to reduce scope or scale if required.
- Proceeding to delivery immediately following design approval to minimise exposure to inflationary cost increases.

Delays in Delivery

- 6.2 There is also a risk that installation of the fitness equipment may be delayed due to supplier lead times, contractor availability, procurement processes, or other external factors.
- 6.3 There are also risks that suitable trees (i.e. desired species, grade, condition) are not available at time of proposed planting.

Mitigations:

- A Project Manager has already been assigned and is aware of the upcoming project, enabling procurement of equipment and contractors to commence immediately once approval is granted.
- Staged delivery can be considered if certain elements face supply delays.
- The availability of trees can be challenging. If not all trees and plants are available, staff will push planting out to 2027.

Vandalism

- 6.4 Vandalism is a known risk in the park and is a common issue across the city's parks network.

Mitigations:

- Strengthening community ownership through involvement of ACTIS, A-Town Boxing Gym, Eastern Eagles Rugby League Club in the development and implementation of the project, as well as involving the wider community in planting events or art initiatives.
- Applying CPTED principles, including careful placement of assets to improve visibility and reduce opportunity for vandalism.
- Maintaining a repair/replacement programme—particularly for trees—with the understanding that persistence is key to establishing long-term improvements.
- Ensuring that any park furniture and fitness equipment is made from resilient materials and has suitable rigidity.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.5 As per the Christchurch City Council's Delegation Register, 21st July 2025, the Community Board has the delegation to;

“Approve and adopt any new landscape development plans for parks and reserves provided the design is within the policy and budget set by the Council.”

(Part D – Sub Part 1 - Community Boards, pg. 96)

“Determine to plant, maintain and remove trees on parks within the policy set by the Council.”

(Part D – Sub Part 1 - Community Boards, pg. 99)

- 6.6 Other Legal Implications:

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

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](#), with a particular focus on a green, liveable city.

6.7.2 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 affected, the level of impact this plan would have on future social, economic, environmental, and cultural wellbeing of the area, and the low risks to the Council, ratepayers, and wider community of implementing this landscape plan.

6.7.3 Is consistent with Council's Plans and Policies:

- Urban Forest Plan
- Tree Policy
- Public Open Space Strategy
- Physical Recreation and Sports Strategy

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: 6.8.5 Resident satisfaction with the overall availability of recreation facilities within the City's parks and foreshore network - >= 70%.
- Level of Service: 6.8.2.1 Increasing tree canopy in Parks - A net increase in total number of trees is achieved (1:2 replacement policy), with a minimum of 50% of the trees being medium to very large species.

Community Impacts and Views Ngā Mariu ā-Hāpori

6.10 Consultation started on 3 December 2025 and ran until 6 January 2026.

6.11 Consultation details including links to the project information shared on the [Kōrero mai | Let's Talk webpage](#) were advertised via:

6.11.1 An email sent to 108 identified stakeholders, including sports groups who use the park, local schools, and community organisations.

6.11.2 Consultation documents delivered to 200 households bordering Wainoni Park and to 31 additional home owners who owned but did not reside in a home bordering the park.

6.11.3 A newsletter insert for a local community organisation and three local schools.

6.11.4 Six signs up around Wainoni Park.

6.11.5 Brightsigns, paper copy submissions and a pop-up token voting display at Aranui Library.

6.12 Council officers attended the 24AFFIRM Festival at Wainoni Park on 6 December 2025 to collect feedback and talk to the community about the plan.

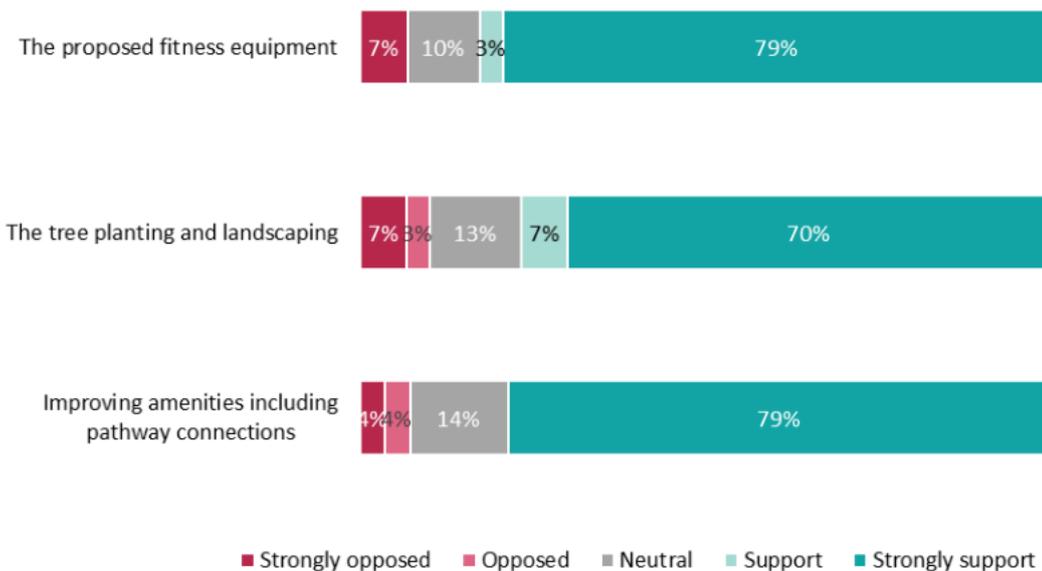
6.13 Council officers visited St James School on 8 December 2025 to engage with a class of students and collect feedback.

6.14 [The Kōrero mai | Let's Talk page](#) had 463 views throughout the consultation period.

Summary of Submissions Ngā Tāpaetanga

- 6.15 Submissions were made by four organisations and 26 individuals. All submissions are available on the [Kōrero mai webpage](#).
- 6.16 Overall, 90% of submitters supported (27), 7% somewhat supported (2), and 3% (1) did not support the plan.
- 6.17 Support varied across the aspects, with 63% of submitters strongly supporting all three aspects of the plan.

Figure 1. Support across the three aspects of the plan



- 6.18 In addition to submissions, the token voting display at Aranui Library received 341 votes. 97% (332) voted 'Love it' in response to the plan. 2% voted 'It's ok' (8), and one voted 'Not a fan'.
- 6.19 At a hui with St James School, a further 17 students provided feedback on the plan.
- 6.20 Both the formal submissions and feedback from school students provided information on whether people felt anything was missing from the plan. The main suggestions included:
 - 6.20.1 Increased lighting around the park and playing fields (10)
 - 6.20.2 The inclusion of drinking fountains (10)
 - 6.20.3 More seating (13), including shaded seating (3), seating for spectating basketball and rugby (4), picnic tables (5) and park benches/seating with backrests suitable for the elderly (6).
 - 6.20.4 Extra rubbish bins (8)
 - 6.20.5 A community garden (4)
 - 6.20.6 A barbecue (3)
- 6.21 Eleven people provided suggestions about the type of trees to be planted, including native trees (4), cherry blossom (5), fruit trees (4), and low-allergenic trees (2).
- 6.22 The following is the Council's Parks and Recreation Planner comments and amendments in response to the community engagement feedback:

Community Suggestion	Staff Comment
Increased lighting around the park and playing fields	<p>Sports field lighting is generally owned and developed by the relevant sports clubs. Additional sports-field lighting has been shown in the plan; however, it is the responsibility of the club to source funding and prepare plans for approval. (Note: approval of new sports-field lighting is delegated to the Community Board.)</p> <p>The option of additional general park lighting falls outside current budgets. Noting there is existing pedestrian lighting along the northern route across the park.</p> <p>If this is a priority for the Community Board, staff recommend undertaking a lighting assessment and receiving a formal recommendation. However, it is noted that lighting is not always the most effective tool for improving park safety. A CPTED report could better inform decision-making regarding safety improvements, especially given lighting projects typically require significant budgets to implement effectively.</p>
Inclusion of drinking fountains	<p>An additional drinking fountain has been included and budgeted for in this plan. It is proposed to be located between the basketball court and the playground, complementing the existing fountain located between the changing rooms and the main sports field.</p>
More seating - including shaded seating, seating for spectators at basketball and rugby, picnic tables, and benches with backrests suitable for older adults	<p>Additional seating has been included, including picnic tables and seats in key locations (next to volleyball net and sport field, and by the basketball court).</p> <p>Backrests will be required for any bench seats installed to ensure accessibility for older adults.</p>
Extra rubbish bins	<p>As part of this project, it was identified that the position of the 'big belly' bin was not well suited for the use of the space. As a result, we have relocated this bin from beside the A-town boxing gym and positioned it in a central position near the playground, basketball court, and picnic table to ensure it is better utilised by park users.</p> <p>It is also suggested that during the future playground renewal project and creation of the new picnic area an additional bin could be considered, or the existing bin near the library building could be relocated and renewed to service the new picnic space.</p>
A community garden	<p>Although not shown in the plan, if a community group wishes to develop and manage a</p>

	community garden in this area, Council staff can consider this when an application is received. Council Officers can also assist in suggesting other suitable locations for a community garden in this community as well.
A barbecue	A barbecue could be included as part of the upcoming playground and picnic area project, as this future project will have suitable budget capacity.
Eleven people provided suggestions about the type of trees to be planted – including native trees, cherry blossom, fruit trees and low-allergenic trees	The Urban Forest team will consider these suggestions and select appropriate species that reflect community preferences, while also ensuring species suitability for soil and climate conditions to support successful establishment.

- 6.23 A submitter raised concerns that the selected fitness-trail stations do not adequately consider the needs and physical capabilities of older adults and people with long-term health conditions.
- 6.24 Council staff met with the submitter and made changes to the plans based on their feedback; however, it is acknowledged that not all equipment is suitable for all abilities.
- 6.25 The submitter also recommended that the budget be redirected toward targeted community fitness and wellbeing classes rather than public outdoor fitness equipment.
- 6.26 This was discussed with the Working Group, who, although agreeing such classes would be beneficial, noted that the current funding is specifically allocated for outdoor fitness equipment in line with the Community Board plan priority for the Aranui/Wainoni safety initiative.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.27 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.
- 6.28 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

- 6.29 The decisions in this report are likely to:
 - 6.29.1 Contribute positively to adaptation to the impacts of climate change.
 - 6.29.2 Contribute positively to emissions reductions.
- 6.30 Tree planting will assist the Council in offsetting its emissions and coping with the impacts of climate change.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, staff will; begin ordering trees and assigning them to parks ready for planting during the next planting season and manage the implementation of the fitness station, as well as the other minor parks projects identified in the plan.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Wainoni Park - Proposed Landscape Plan 2026	26/323650	34
B  	Wainoni Park - Proposed fitness stations 2026	26/323690	35
C  	Wainoni Park - Proposed Urban Forest Plans 2026	26/323596	38
D  	2005 Wainoni Park Masterplan	26/323540	45
E  	Proposed tree removals Feb 2026	26/344263	46

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Jason Tickner - Parks & Recreation Planner Paris Porter - Engagement Advisor Jacqui Miller - Community Development Advisor
Approved By	Kelly Hansen - Manager Parks Planning & Asset Management Al Hardy - Manager Community Parks Toby Chapman - Manager Urban Forest Rupert Bool - Head of Parks



- Existing path realigned to improve sightlines around the existing building.
- New path alignment proposed to form fitness circuit.
- ① Boundary Fences
Investigate opportunities for modifying fences and improving visual and physical links between properties and park.
 - ② Mounding to approx. 1.0m
Low mounding and tree planting provide variety of sheltered seating opportunities around perimeter of sports field. Possible low level terraced seating in suitable location.
 - ③ Proposed new pathway to enhance accessibility and support CPTED principles.
 - ④ Pocket Park
Feature park within Wainoni Park incorporating: possible significant art element, shelter seating, indigenous planting themes, paths and additional tree planting. Incorporate art elements as key character feature of space and the wider park - art brief to be developed in consultation with community.
 - ⑤ Hampshire Street Shopping Centre
Promote opportunities for rear of shopping centre to increase/improve customer use, improve access to and visual linkages with the park, enhance safety, security and amenity values.
 - ⑥ Community Event Courtyard
Low grass mounding provides informal amphitheatre/seating opportunities. Seating opportunities facing the community centre and sports field
 - ⑦ Junior Play Area and Picnic Area
Existing range of play equipment including junior climbing rock and playground equipments. Playground renewal is scheduled in approximately five years, and consultation will take place closer to that time. Recommend inclusion of picnic, BBQ facilities and possible hāngī pit, including rubbish bins.
 - ⑧ Sports field lighting(not a council asset)
Possible future club-owned sports field lighting, subject to detailed design, public consultation, and board approval.
 - ⑨ Pedestrian network lighting
Provision for lighting improvements to the existing pedestrian network, to be confirmed.
 - ⑩ Sports fields
Sports field may include: rugby league, kī-o-rahi, touch rugby, softball, and cricket.
 - ⑪ Volleyball court
Surface upgrade to volleyball court with synthetic grass surface.
 - ⑫ Existing sormwater management basins.

PROJECT NAME
WAINONI PARK

Landscape Plan

ADDRESS
31 Hampshire Street, Aranui, Christchurch 8061

CLIENT
Christchurch City Council

- LEGEND
- Proposed footpath
 - Existing footpath to be removed
 - Existing garden bed
 - Existing trees
 - Proposed trees
 - Existing trees to be removed
 - Proposed fitness station
 - Proposed mound
 - Existing light
 - Existing sports field light
 - Proposed sports field light
 - Rubbish bin
 - Existing drinking fountain
 - Proposed drinking fountain
 - Toilet

REV	DATE	DESCRIPTION
G	17.02.26	PRELIMINARY
F	03.02.26	PRELIMINARY
E	01.12.25	PRELIMINARY
D	18.11.25	PRELIMINARY
C	31.10.25	PRELIMINARY

Kamo Marsh
Te Uruti Building, 48 Hereford St, Chch, 8140
Level 3, 36 Grant Rd, Qtn, 9300
T: +64 3 366 8181
E: admin@kamomارش.co.nz
W: kamomارش.co.nz

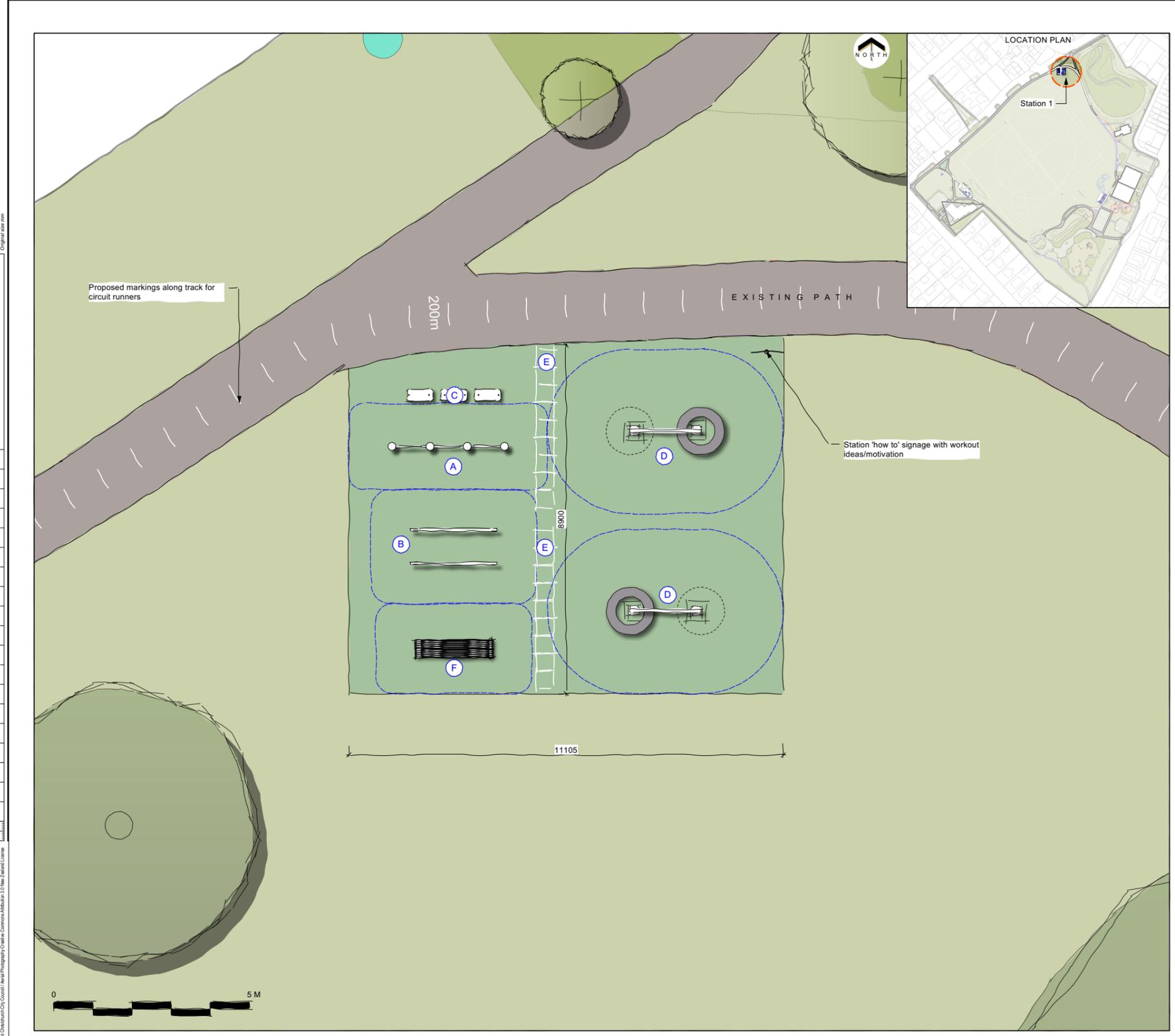
SHEET TITLE
Landscape plan

ISSUE
PRELIMINARY

DESIGN	DRAWN	REVIEW
JG	JG	TS

DATE: 17/02/2026
SCALE: 1:1500 A3

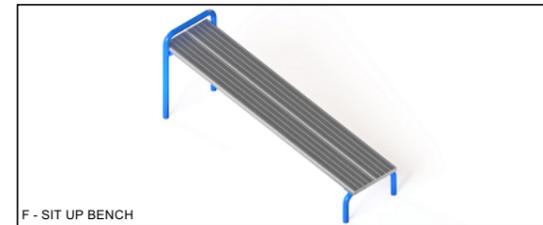
REF NO.: 5586
SHEET NO.: REVISION
M01 G



MATERIALS LEGEND

- Proposed artificial turf
- Free space around equipment
- Asphalt path
- Planting
- Lawn
- Proposed tree

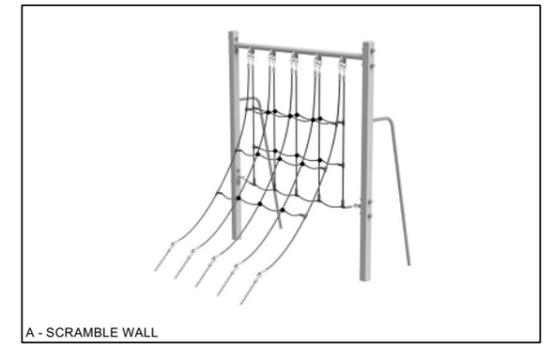
EQUIPMENT LEGEND



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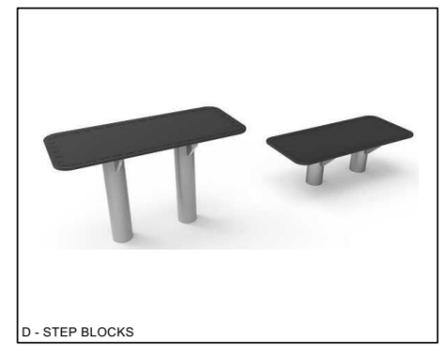
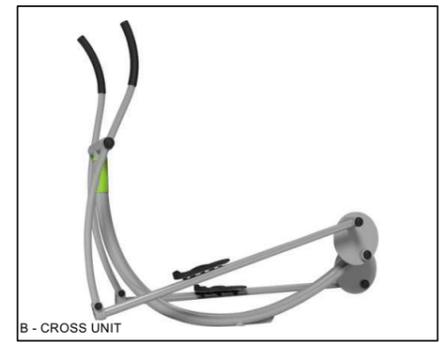
- MATERIALS LEGEND**
- Proposed artificial turf
 - Free space around equipment
 - Asphalt path
 - Planting
 - Lawn
 - Proposed tree
- EQUIPMENT LEGEND**



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- MATERIALS LEGEND**
- Proposed artificial turf
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WAINONI PARK

Urban Forest Planting Study

31 Hampshire Street, Aranui, Christchurch 8061

DATE 3/02/2026
REF NO. 5586
REVISION C

ISSUE
PRELIMINARY

PREPARED BY



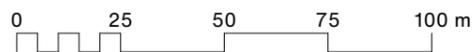
LANDSCAPE ARCHITECTS

Te Uruti Building, 48 Hereford St, Chch, 8140
Level 3, 36 Grant Rd, Qtn, 9300

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FOR
Christchurch City Council

SHEET NO.	SHEET TITLE
0000	Community Park Tree Planting Study
0001	Existing Planting
0002	Tree Planting Zones
0003	Tree Planting Zones - Lot Boundary Cross Sections
0004	Tree Planting Plan
0005	Tree Planting Plan - Design Intent
0006	Tree Planting Guidelines



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Christchurch City Council

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- Existing Services**
- Stormwater
 - Wastewater
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Existing Planting

ISSUE

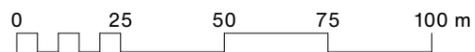
PRELIMINARY

DESIGN	DRAWN	REVIEW
JG	JG	TS

DATE: 3/02/2026
SCALE: 1:1500 A3

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Tree Planting Zones

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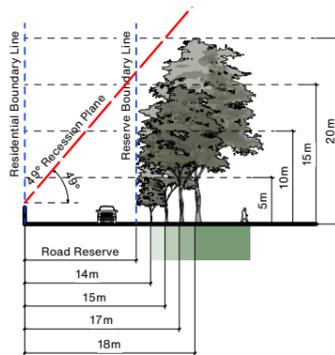
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SCALE 1:1500 A3

REF NO. 5586
SHEET NO. 0002 **REVISION** C

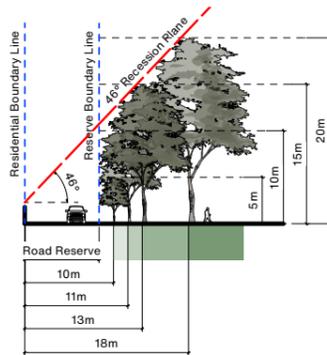


Location Plan @ 1:3000

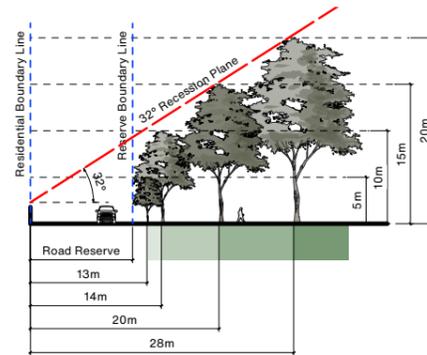
INDICATIVE CROSS SECTION THROUGH THE BOUNDARIES



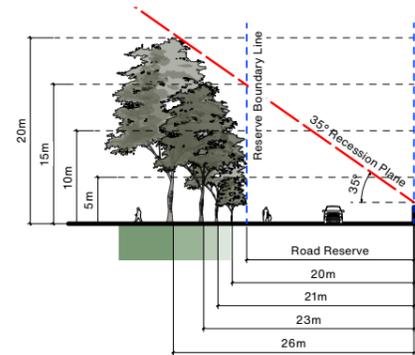
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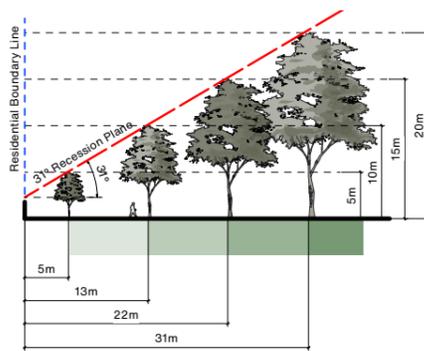
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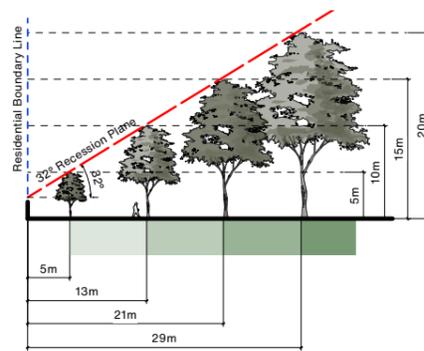
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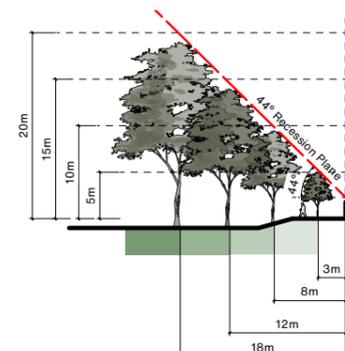
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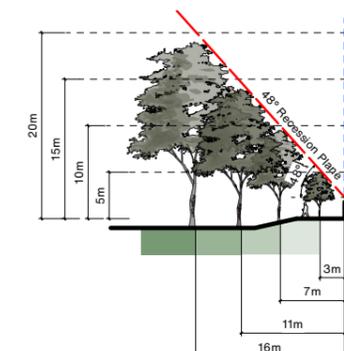
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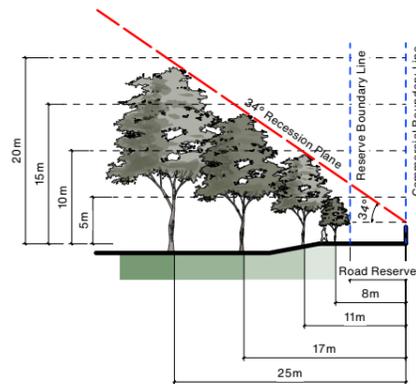
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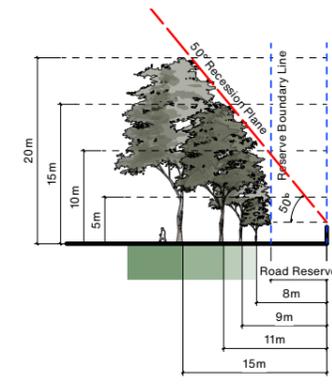
Cross Section G-G



Cross Section H-H



Cross Section I-I



Cross Section J-J

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Urban Forest Planting Study

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Tree Planting Zones - Lot Boundary Cross Sections

ISSUE: PRELIMINARY

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SCALE: Not to Scale A3

REF NO.: 5586

SHEET NO.: 0003 REVISION: C



ID	Qty	Tree Category	Tree Height
TREE HEIGHT 5-10M			
Small	75	Small Tree	5-10m Height
TREE HEIGHT 11-15M			
Medium	34	Medium Tree	11-15m Height
TREE HEIGHT 16-20M			
Large	12	Large Tree	16-20m Height
TREE HEIGHT 20M+			
Very Large	7	Very Large Tree	20+m Height

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Tree Planting Plan

ISSUE

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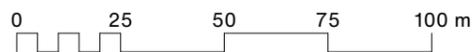
REF NO. 5586

SHEET NO. REVISION

0004 C

Note:
Contractor to confirm service and irrigation locations using on site service locators prior to commencing work. Tree locations may need to be adjusted by up to 1m if underground services are present.

WAINONI PARK		
Park Canopy Cover Summary		
Existing number of trees		171
Existing canopy cover	approx.	6%
Proposed number of new trees		128
Proposed net canopy cover(existing vegetation and proposed)	approx.	31%





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Tree Planting Guidelines

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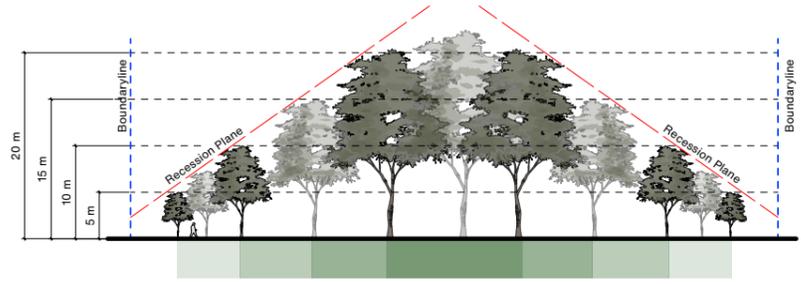
Guideline Summary

- Tree planting to Special Character Parks will continue the established theme.
- Trees will be positioned appropriately to allow for debris management.
- Tree species shall be well suited to the local conditions.
- Planting along waterways will be predominantly native species.
- CCC will aim for 40-60% of new tree plantings as natives.

Tree Setbacks & Spacings

- No tree shall intrude through the recession plane.
- No tree shall be planted closer than 3.0m from a pathway.
- No tree shall be planted closer than 5.0m from a sports field and no tree canopy drip line shall extend above a sports field.
- Tree spacings shall be a minimum of 5.0m apart to allow for easy lawn mowing.
- Min. 2.0m offset for low voltage power
- Min. 3.0m offset for 11kv power
- Min. 5.0m offset for 33-66kv
- Min. 2.0m offset for all other services not mentioned above.
- Min. 1.5m offset for all hard paving not mentioned above.

Typical tree planting pattern



Work Completed
2002 - 2005

- Rehabilitation and upgrade of playground
- New play items added including flying fox, climbing rocks, and nets
- Skate path and obstacles
- Specimen trees planted
- New toilets and changing rooms
- New boundary fence and planting
- Landscaping
- Volleyball net installed



1 BOUNDARY FENCES
Investigate opportunities for modifying fences and improving visual and physical links between properties and park.

2 PARK ENTRY
Feature planting incorporating significant air element.

3 COMMUNITY EVENT LAWN
Reclaim an open grassed space for flexible community use.

4 GARDEN AREAS
Low mounding and tree and shrub planting provide variety of sheltered seating opportunities around perimeter of event lawn.

5
PARK LINK
Recreation access from Aldershot Street to Ben Katerie Avenue.

6 PARK ENTRY
Possible multi purpose hard surface area as entry feature to park including seating, air element.

7 HOCKEY PARK
Feature park within Wainoni Park incorporating possible significant air element, shelter seating, indigenous planting themes, paths.

8 HAMPSHIRE STREET SHOPPING CENTRE
Promote opportunities for reed of shopping centre to increase/improve customer use, improve access to and visual linkages with the park, enhance safety, security and amenity values.

9 EXISTING BUILDING
Reclaim for expanded community use.

10 EXISTING CARPARK
To be redefined.

11 COMMUNITY CENTRE
Reclaim and promote opportunities for increased use. Investigate alternatives for providing a permanent stage with improved visual and physical links between the community centre and park. Enhance Hampshire Street heritage.

12 COMMUNITY EVENT COURTYARD
Provide all weather hard surface event space as part of permanent stage project to reed of community centre. Low grass mounding provides informal amphitheatre/seating opportunities. Incorporate air table to be developed in consultation with community.

13 NETBALL AND BASKETBALL
One or two hard surface courts developed over existing carpark.

14 VOLLEYBALL COURT
Grassed court surrounded by low grassed mound.

15 SENIOR PLAY AREA
Existing flying fox and senior climbing rock.

16 JUNIOR PLAY AREA
Existing range of play equipment including junior climbing rock.

17 PICNIC AND HANGI AREA
Community barbecue and hangi pit area with seating, tables and shelter.

18 SKATE CIRCUIT
Paths throughout park provide opportunities for skating and biking around a 600 metre long circuit.

19 CARPARK
Possible future car park dependent on demand.

20 BOUNDARY
Planting and boundary fence enhancement project in association with Housing New Zealand.

NOTE:
PROPOSED WORK TO BE CARRIED OUT SUBJECT TO FUTURE APPROVAL AND FUNDING

Proposed Work
2005 - 2026

SHORT TERM 1 - 3 years

- Boundary planting and fencing
- Swap park and housing NZ land
- New road construction
- Reassignment of sports fields
- Art work
- Mounding, planting, pathing and furniture installation
- Picnic tables

MEDIUM 4-10 years

- Netball and/or basketball court
- Additional trees and landscaping
- Improve look of shops
- Community event lawn and garden areas

LONG TERM 11 - 20 years

- New carpark off Hampshire Street if needed
- Stage and paved event area in connection with family centre
- Additional artwork

Legend

- Indigenous trees, shrub and tussock planting
- Tree planting
- Shrub planting up to 2 metres high
- Low grassed mounding up to 1 metre high
- Asphalt paving
- Feature paving
- Skate / bike circuit shared walkway
- Lawn



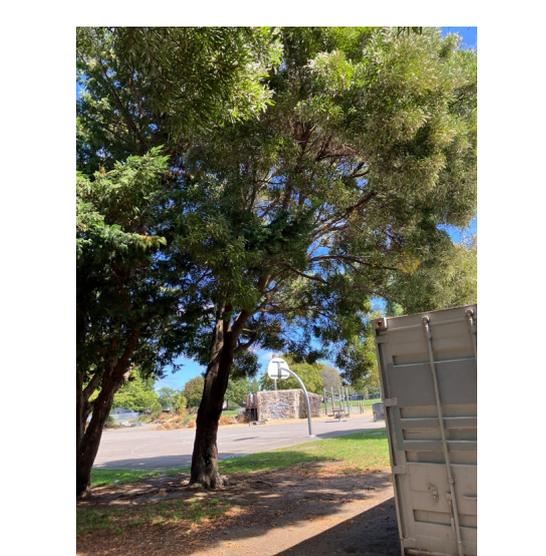
NOTES:
Proposed work to be carried out subject to future approvals and funding

DESIGNED: Wayne Gerner
DRAWN: Nicholas Gerner
DATE: 21/01/2024
DRAWING NUMBER: LPT 42302
PROJECT NUMBER: 15611159273

Wainoni Park - Proposed Landscape Master Plan



Proposed tree removals for Wainoni Park

<p>Tree ID: 89089 Species: Tasmanian blackwood (<i>Acacia oxymelanoxylon</i>) Age class: Semi-Mature Height: 8m Crownsread: 14m Trunk Diameter: 500mm Overall condition: Healthy and structurally sound. Comments: Surface roots visible on top of the ground, soil likely displaced over time by foot traffic.</p>	
<p>Tree ID: 89094 Species: Tasmanian blackwood (<i>Acacia melanoxylon</i>) Age class: Semi-Mature Height: 7m Crownsread: 10m Trunk Diameter: 400mm Overall condition: Healthy and structurally sound. Comments: Surface roots visible on top of the ground, soil likely displaced over time by foot traffic.</p>	

9. Porthills Paragliding Schools- proposed new licences

Reference Te Tohutoro: 26/309272

Responsible Officer(s) Te Felix Dawson, Leasing Consultant,

Pou Matua: Marie Gordon, Team Leader Parks Planning and Policy

Accountable ELT

Member Pouwhakarae: Andrew Rutledge, General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to consider the proposals for new licences from three paragliding schools to operate generally from the Port Hills/Banks Peninsula.
- 1.2 The report has been prepared in response to the expiry of the existing licences in March 2026 and follows a Request for Proposals process inviting new operators.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Porthills Paragliding Schools- proposed new licences 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 licences for a period of five years with two rights of renewal, to Christchurch Paragliding Ltd; Cloudbase Ventures Ltd; Progress Paragliding Ltd; for access to the site described as Pt Lot 2 DP 9714, CB6D/180 shown site 21 Attachment A of the agenda report
4. Requests that the Manager Property Consultancy do all things necessary and make any decisions at his sole discretion that are consistent with the intent of this report to implement the resolutions above including completing negotiations and administering the terms and conditions of the new licences.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Paragliding is a popular recreational activity practiced from a range of sites generally on the Port Hills but also on some Banks Peninsula sites. It is regulated by the Civil Aviation Authority, and all paragliders must be trained and registered with the New Zealand Hang Gliding and Paragliding Association before being able to free fly.
- 3.2 Training is undertaken by registered paragliding schools who have used key sites on the Port Hills for this purpose. Existing Council licences to use park/reserve land for current operators expire this year and new licences have been requested.
- 3.3 Staff have considered the popularity of this activity and impact on other users to determine whether any or how many licences should be issued, and support continuing with three licences for paragliding schools.
- 3.4 This report recommends the granting of licences to the three successful respondents to a Request for Proposal process.
- 3.5 The bulk of take-off and landing sites used for paragliding fall into the Waihoru Spreydon-Cashmere-Heathcote Community Board ward and will require approval from that Board.

Some five sites will require consideration by the Te Pātaka o Rāikaihautū Banks Peninsula Community Board.

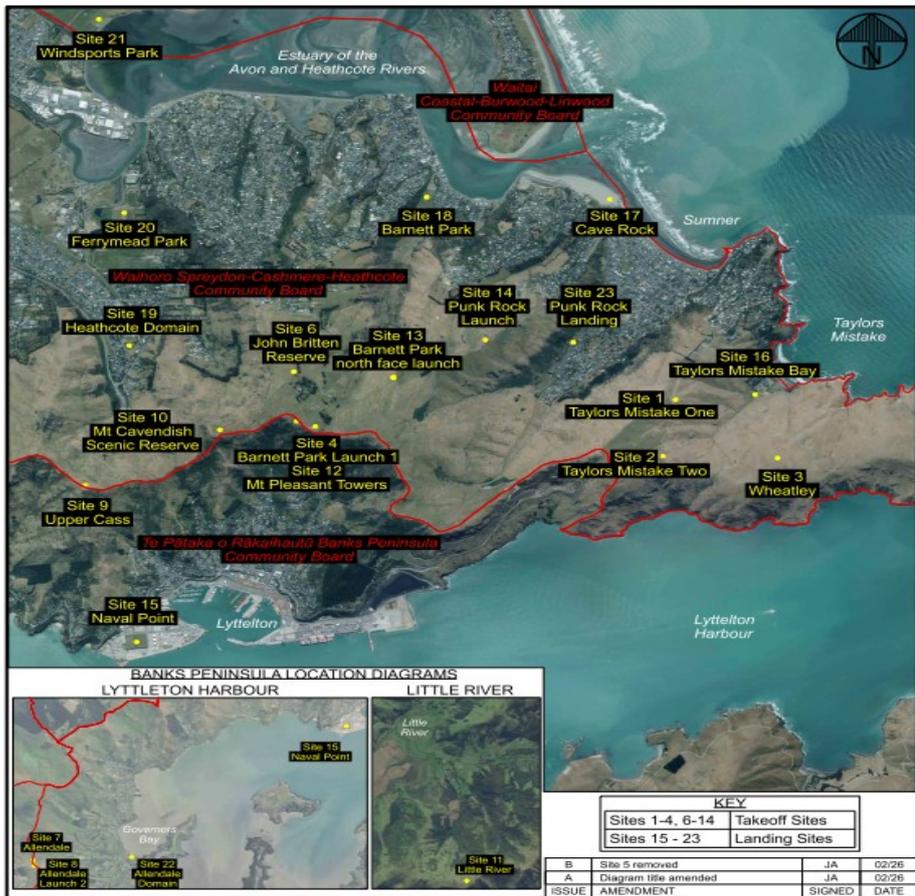
The site associated with this Board is at the windsurf park on Humphries Drive and is shown as site 21 on the plan below and is park. It is used purely for training: lifting and operation of kites. No landing or flying is involved at this site.

Please note that site 21 is not fundamental to the operation of the schools but if approved will be included in the licences. The full report considered by the other two Community Boards is provided below primarily for context and information.

4. Background/Context Te Horopaki

Port Hills Paragliding- the sites

- 4.1 Paragliding has been practiced in the Port Hills for over thirty years and remains popular. The Canterbury Hang Gliding and Paragliding Club (CHGPC/the Club) is the second biggest club in the country with around 300 members. This is due to the quality of the wind conditions and take off sites with Taylors Mistake being a premium learner's site and the gondola being a top quality intermediate/advanced site. Other sites are used periodically dependent on the wind conditions.
- 4.2 The total number of take-off sites are shown 1-13 with landing sites 15-23 on the map below. All take off sites are currently grazed with sheep for management purposes; the landing sites are generally sports grounds. The sites are a mix of Reserves Act recreation reserve/scenic reserve together with Local Government Act park. The bulk of the sites fall within the Waihoru Spreydon-Cashmere-Heathcote Community Board ward with five within the Te Pātaka o Rāikaihautū Banks Peninsula Community Board ward and are subject to the decisions of those Boards.



4.3 The site associated with this Board is at the windsurf park on Humphries Drive and is shown as site 21 on the plan below. It is used purely for training: lifting and operation of kites. No landing or flying is involved at this site.



Paragliding Regulation and Training

4.4 Paragliding is regulated by the Civil Aviation Authority (CAA) who have delegated management of recreational paragliding by way of a Part 149 Aviation Recreation Certificate to the New

Zealand Hang Gliding and Paragliding Association (NZHGPA) issued pursuant to the Civil Aviation Act 1990. Under this regulation all pilots are required to be members of the New Zealand Paragliding Association and to be trained to a minimum standard (PG1-2) with a qualification issued by the NZHGPA who set training qualifications and quality assurance standards. Local clubs such as CHGPA assist NZHGPA in a local liaison role.

- 4.5 Training schools are regulated with requirements to maintain the NZHGPA Operations and Procedures Manual which is audited together with the Business Safety Management System and Emergency Response Plan every three years by NZHGPA. Commercial Tandem Paragliding remains managed by the CAA with three yearly audits.

Paragliding Schools Licencing and use

- 4.6 Paragliding businesses offering flying instruction and/or tandem flights have operated informally from Council sites on the port hills for a number of years. In 2020 following a request from an operator wishing to undertake tandem flights, the Council undertook a trial of operating licences with a term of five years. Three licences were issued and have functioned successfully since that time. All operators offer instruction and one offers tandem flights as well. The licences expire on 31 March 2026.
- 4.7 Staff reviewed the operation of the schools in 2024 with a view to determining whether licences should be continued for this use. This involved interview of existing operators and CHGPC Board members to:
- identify level of overall and school use;
 - potential conflict with other users/stock management;
 - capacity of sites.
- 4.8 Staff noted that use of sites for all use either instruction or recreation is weather dependent and so determining average level of use is difficult. In terms of business use: two would average around fifteen- twenty people per week in peak season which is September to March with April to August generally off season with low level use. One business runs at around half that level as it splits its business with paramotoring which is not permitted for instruction from Council land under the terms of the proposed licence.
- 4.9 The Taylors Mistake take off site near the Summit Road with landing behind the beach is by far the most popular as this is the best site for beginner level training and entry level recreational flying. At times this site can be congested with both types of use. The CHGPC have established protocols for sharing of the site in high use circumstances and the businesses have established informal communication to avoid unmanageable overlap. The other high use site is the gondola on Mt Cavendish. This is predominantly used by recreation users with a small amount of instruction undertaken.
- 4.10 In terms of conflict of paragliding with other use/users staff note that keeping sites clear for take-off on the hills can conflict with regeneration of native vegetation and use of sites for passive recreation. This is a particular issue on Mt Cavendish which is a scenic reserve with high native plant values. Staff have worked with the Club to establish a compromise that meets the needs of all parties. Dialogue with the Club over site issues has been undertaken with discussion of the potential for a Memorandum of Agreement style user agreement. Generally given the relatively short periods that paragliders use the site all park users can be accommodated.
- 4.11 The take-off sites do not significantly restrict stock management.
- 4.12 Both the existing businesses and the CHGPA have advised that three schools is the optimum number. Given the popularity of the sport and the integral part that schools play in enabling

participation, staff have proceeded on that basis with licences for three schools proposed to continue.

Request for Proposal Process

- 4.13 Given the commercial nature of the licences, an open transparent tender process (RFP) was undertaken in accordance with Council property policy.
- 4.14 The current licensees submitted proposals with two making them in the alternative to other proposals provided by their operating managers who have made offers to purchase the business. The proposed new operators have been in training with existing owners since early 2025 or longer. They have entered into an agreement to purchase the business together with all the existing operating systems which have been proven and are certified. All operators offer the fundamental beginners training service with each offering a slightly different emphasis in terms of other training options.
- 4.15 Staff are confident in the one existing and two new operators who have demonstrated capacity and sufficient skill either through the current licence or through their employment with the existing licensees.
- 4.16 The three operators have been recommended by both the Club President and the CE of NZHGPA and all three businesses have recently (December 2025) been audited and received accreditation from NZHGPA.
- 4.17 Staff have given conditional approval for licences to: Christchurch Paragliding Ltd (Ryan Scarlett); Cloudbase Base Ventures Ltd (Bevan Small) and Progress Paragliding Ltd (Ondrej Wieden). This report recommends approval to enter into licences with them.
- 4.18 Key Licence terms:
- Five year term with two rights of renewal;
 - Requirement to be certified by NZHGPA;
 - Rental: Base rate \$650 (plus GST) plus cost/flight. Method is a fair method of payment in proportion to use. Flight rate is comparable to CAA charges. At this rate for 2025, two existing schools would pay flat rate only and one would pay an additional \$137.00.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.18.2 Enter into three licences.
- 4.18.3 Enter into less than three licences
- 4.18.4 Do not enter into any licences.
- 4.19 The following options were considered but ruled out:
- 4.19.1 Reduce/increase the number of sites: The previous sites available to licence were reviewed by staff prior to the RFP process and considered in terms of ongoing suitability for use in terms of capacity and impact. Some additional sites were requested through the RFP process and assessed in the same way. Staff consider the proposed sites meet the balance between competing demand for use.
- 4.19.2 Rental: two alternative options were considered but not favoured: a flat rate would either punish businesses in low years or favour them disproportionately in a high year; base rate plus % of revenue- a percentage of revenue required high administrative costs for business to separate Council site revenue from other elements of the service, the charge per flight achieves the same end of paying in proportion to the level of use.

- 4.19.3 Additional licences: Existing licensees and the Club advised that the optimum number is three schools

Options Descriptions Ngā Kōwhiringa

- 4.20 **Preferred Option:** Enter into three licences.

4.20.1 **Option Description:** Accept all three proposals submitted as part of the RFP, to run paragliding schools from the sites as shown and enter into operating licences with them.

4.20.2 **Option Advantages**

- Supports existing business.
- Enables and supports paragliding recreation.

4.20.3 **Option Description:** Accept all three proposals submitted as part of the RFP, to run paragliding schools from the sites as shown and enter into operating licences with them.

4.20.4 **Option Advantages**

- Supports existing business.
- Enables and supports paragliding recreation.
- Is at a capacity that balances the competing needs of different users.

4.20.5 **Option Disadvantages**

- Restricts other users.
- Relatively high level of use for paragliding raising risk.

- 4.21 **Option 2:** Enter into less than three licences.

4.21.1 **Option Description:** Enter into less than three licences

4.21.2 **Option Advantages**

- Less pressure on sites and congestion at peak times.
- Less risk from congestion.
- Less impact on other users.

4.21.3 **Option Disadvantages**

- One existing business will be forced to close.
- Paragliding users will have less choice of trainers.
- There is no indication from the Club or NZHGPA that the current level is unmanageable from a safety perspective.
- The impact on other users with current level is not considered unreasonable.

- 4.22 **Option 3:** Do not enter into any licences.

4.22.1 **Option Description:** prioritise other users at the expense of paragliding schools.

4.22.2 **Option Advantages**

- Less pressure on sites and congestion at peak times.
- Less risk from congestion.

- Less impact on other users.

4.22.3 Option Disadvantages

- Three successful existing business will be forced to close.
- There will be no local trainers for new pilots.
- Paragliding as a recreational activity will not be supported.

Analysis Criteria Ngā Paearu Wetekina

- 4.22.4 Balance competing users: the popularity of recreational paragliding as against the values and use of the reserves/park for other uses.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option: Enter into three licences	Option 2: Enter into less than three licences	Option 3 Do not enter into any licences
Cost to Implement	Preparation of licence and running of RFP \$1,500, part to be recovered from licensee	Preparation of licence and running of RFP \$1,500, part to be recovered from licensee	nil
Maintenance/Ongoing Costs	minimal	minimal	nil
Funding Source	Operational funds	Operational funds	X
Funding Availability	yes	yes	X
Impact on Rates	minimal	minimal	x

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Operation of schools will increase the number of paragliders and lead to unmanageable congestion with accidents occurring leading to bad publicity. The risk is considered medium in that operation of the schools in recent years has not lead to an explosion of users. There is a natural attrition of students with relatively low numbers of pilots going on to take up the sport. NZHGPA has advised that the current level of schools is manageable from a congestion and safety management perspective. Existing site risks have been mitigated by Club operational guidelines.

Legal Considerations Ngā Hīraunga ā-Ture

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

- 6.2.1 Delegations Parks (Part D-sub Part 1- Community Boards) Authority delegated from Council to Community Boards.

“To grant leases of recreation reserves in accordance with this section”- section 54 Reserves Act 1977.

“To grant leases of recreation reserves in accordance with this section”- section 56 Reserves Act 1977.

“To grant leases or licences for a maximum term of 35 years to any person or body over parks and to authorise staff to sign all required documentation” Local Government Act 2002.”

- 6.2.2 Note licence covers land held as recreation reserve, scenic reserve and Park, so licence entered into pursuant to s54, s56 and s59A Reserves Act 1977 and general provisions for ‘Park’- Local Government Act.
- 6.3 Other Legal Implications:
- 6.3.1 Local Government Act 2002-Decision Making including consideration of community views.
- 6.3.2 Reserves Act 1977, use consistent with recreation use classification, public notice pursuant to section 54(1)(d), s56(1)(b).
- 6.3.3 Local Government Act 2002, use consistent with park, public notice pursuant to section s138.
- 6.3.4 Department of Conservation approval required pursuant to Reserves Act, authority delegated to CEO.
- 6.3.5 Legal advice is that the Council will be considered a ‘Person Conducting a Business or Undertaking’ in regard to the Health and Safety at Work Act 2015. Compliance requirements in regard to this act are overseen by the NZHGPA and legal advice is that the Council has limited practical control of the activity. Note also that the NZHGPA is not considered an adventure activity in terms of the Health and Safety at Work Act 2015 and so not subject to the regulations in that act applying to adventure activities, Refer Attachment B.

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](#), in particular the strategic priority of being an inclusive and equitable city that puts people at the centre. Paragliding is a popular recreation activity enabling wellbeing, accessibility and connection.
- 6.4.2 Are assessed as low significance based on the Christchurch City Council’s Significance and Engagement Policy. The level of significance was determined by considering the number of people affected, the level of impact on those affected and the low cost to Council associated with entering into the licences.
- 6.4.3 Are consistent with Council’s Plans and Policies.
- Physical Recreation and Sports Strategy 2002
 - Port Hills Plan Recreation Strategy 2004
 - Lease Policy December 2015
- “When seeking to lease premises for which there is a broader market or public interest, the Council will seek tenants through an open and transparent public process, such as by tender, by request for proposals or by advertising to attract potential tenants.”
- For the purpose of this policy lease is interpreted to include licence*
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.6 Parks, Heritage and Coastal Environment

6.6.1 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%.

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 Consultation started 17 November ran until 17 December 2025.

6.8 Consultation details including links to the project information shared on the [Kōrero mai | Let's Talk webpage](#) were advertised via:

6.8.1 An email sent to 32 identified stakeholders, including residents associations, sports clubs, environmental groups and paragliding bodies.

6.8.2 Public Notice – Christchurch Press 17 November 2025

6.8.3 Four signs up at the main commercial take-off and land sites.

6.9 The [Kōrero mai | Let's Talk page](#) had 144 views throughout the consultation period.

Summary of Submissions Ngā Tāpaetanga

6.10 Submissions were made by two organisations and 10 individuals. All submissions are available to read on the [Kōrero mai webpage](#).

6.10.1 **Canterbury Hang Gliding and Paragliding Club** submitted in support of the proposal, noting safety and operational procedures are well understood and that there was minimal environmental impact on the sites.

6.10.2 **Beach Bar Sumner** submitted in support of the proposal, noting it was a great activity that brought people out to the area.

6.11 Overall, 75% (9) submissions were in support and the remainder (3) were somewhat in support of the licences.

6.12 Eight submitters made additional comments, relating to safety/emergencies (4), tourism (2), and general comments in support for paragliding as an activity (4).

6.13 Issues raises -Officer Comment

Issue	Staff Comment
Is there an emergency plan in place for each site?	Safety management is handled by NZHGPA with all safety and emergency management systems audited on a three yearly basis.
It seems like every time there is a major rescue that puts volunteer rescuers at risk its involving a paraglider down. I support this activity but it does pose a higher risk for technical rescue. Do the groups that are involved in this activity contribute in any way to the organisations that rescue them? If not they should be required to pay a levy and not put that burden solely on the taxpayers.	The question of tax payer costs for recreation activity is not a matter for Council decision.
My feedback might be out of date - my wife paid for a tandem flight in port hills around 30 years ago. The operator at time didn't have a second person to assist him, and tried to land same place he took off. Top landings are difficult and problematic and in our case landed us in hospital. The safest and usual landing is a playground, beach, etc.	All operational systems including staff levels and safety issues are subject to management oversight and audit by NZHGPA. All three businesses have recently received audit certification.
Having more available landing sites could allow for easier landings in an emergency situation.	The proposed landing sites have been reviewed by the club and business and are considered suitable and adequate.
The one near Little River may bother local residents.	The take off site is on Te Oka Reserve with a landing site on private land. It is only used periodically and staff consider that it will have low impact.
Whether money from commercial operations would be passed on to the local communities for the inconvenience.	Rental as a matter of practice is contributed to the general income pool and is received by the community in that sense. Inconvenience to local communities is considered low overall and distribution would be problematic.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.14 The decisions do not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 6.15 The decision does involve a matter of interest to Mana Whenua and could impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.16 Background material for the consideration of licences was forwarded to Whitiōra and Ngāti Wheke on 8 August 2025 prior to the RFP process in an early notice of the matter. No issues were identified at that point. The operators requested additional sites in their proposals, and these additional sites were forwarded to both Whitiōra and Ngāti Wheke in a further notice on 13 November 2025. No issues were identified. The operator request for an additional site on Te

Oka Reserve was also forwarded to Wairewa Rūnanga on 13 November 2025. A number of points were raised and these were addressed by staff to the satisfaction of the Rūnanga.

Please note that there were no issues raised relating to the single site that is the subject of the decision in this report.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.17 The proposals in this report are unlikely to contribute significantly to adaption to the impacts of climate change or emissions reductions. The proposal to enter new licences does not have an impact on climate change as there is limited carbon footprint associated with licencing itself and there is no change to current emissions. In terms of the activities associated with the licence there is some travel involved getting to take off and pick up sites. The sites are generally local and this is considered reasonable in the circumstances.

7. Next Steps Ngā Mahinga ā-muri

7.1 Subject to approval of recommendations, Property staff to complete negotiation of licence terms and complete documentation.

Attachments Ngā Tāpirihanga

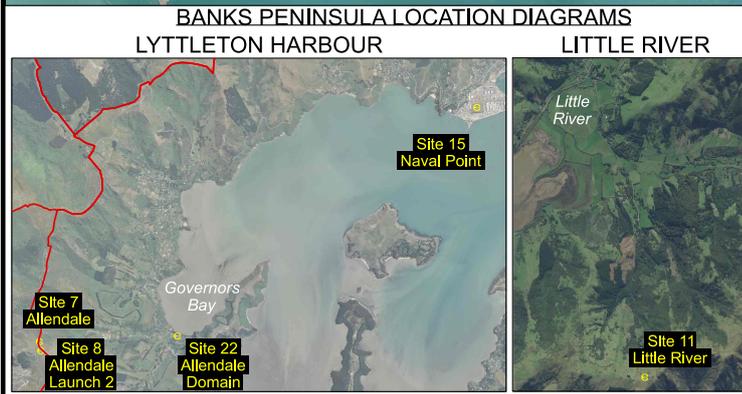
No.	Title	Reference	Page
A  	Paragliding Sites	26/231533	58
B  	Health and Safety obligations legal advice	26/259938	59

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Felix Dawson - Leasing Consultant
Approved By	Kathy Jarden - Team Leader Leasing Consultancy Rupert Bool - Head of Parks



KEY

Sites 1-4, 6-14	Takeoff Sites
Sites 15 - 23	Landing Sites

B	Site 5 removed	JA	02/26
A	Diagram title amended	JA	02/26
ISSUE	AMENDMENT	SIGNED	DATE

PARAGLIDING SITES - LAUNCH AND LANDING AREAS

<p>Christchurch City Council</p> <p>TECHNICAL SERVICES & DESIGN</p>	SURVEYED		DRAWING NUMBER	ORIGINAL SHEET SIZE	SCALES
	DRAWN	JA	SM224104	A4	1:40,000
	DATE	02/2026	WBS		
© COPYRIGHT CHRISTCHURCH CITY COUNCIL AERIAL PHOTOGRAPHY CREATIVE COMMONS ATTRIBUTION 3.0 NEW ZEALAND LICENSE		PROJECT NUMBER		SHEET	
		RPS6397		1 OF 2	

Dawson, Felix

From: Gordon, Marie
Sent: Monday, 2 February 2026 1:28 pm
To: Dawson, Felix
Subject: FW: Paragliding licences

Here is the advice regarding H & S

From: Wijnveld, Will <Will.Wijnveld@ccc.govt.nz>
Sent: Tuesday, 14 October 2025 4:27 pm
To: Dawson, Felix <Felix.R.Dawson@ccc.govt.nz>; Gibbs, Rob <Rob.Gibbs@ccc.govt.nz>
Cc: Gordon, Marie <Marie.Gordon@ccc.govt.nz>; Connell, Chris <Christopher.Connell@ccc.govt.nz>
Subject: RE: Paragliding licences

Hi Felix,

In my view the Council will be a PCBU for the purposes of the licence, however our level of control is very limited given we have no practical control of the activity and the health and safety requirements of operators are overseen by the NZHGPA. I understand our H&S obligations may also change once the licensee's activities become airborne, but I think we can disregard that for the meantime.

I would be comfortable with the audit clauses being removed, although I would prefer there was a requirement for the licensees to notify the Council of any notifiable events. The Council should also retain any requirements for the licensee to comply with the HSWA generally (see 12.1-12.2 of the Stoked Surf Licence)

Happy to discuss.

Thanks
Will

Will Wijnveld

Senior Legal Counsel– Commercial and Property
Te Ratonga Ture me te Manapori – Legal Services

-  03 941 6780
-  Will.Wijnveld@ccc.govt.nz
-  Te Hononga Civic Offices, 53 Hereford Street, Christchurch
-  PO Box 73015, Christchurch 8154
-  ccc.govt.nz

Christchurch
City Council 

Licence Proposal – Christchurch City Council



10 Worksafe letter

11 November 2021

Nick Taber
New Zealand Hang Gliding and Paragliding Association
C/ - 27 Strathaven Place
Atawhai
Nelson
7010

Dear Nick

I'm writing in response to your request to review the status of the New Zealand Hang Gliding and Paragliding Association (NZHGPA) Hang Gliding and Paragliding activities (the activities) under the Health and Safety at Work (Adventure Activities) Regulations 2016. [the Regulations].

On 04 October 2021 you provided WorkSafe with information about the activities. I have considered that information, and other information available to me from Worksafe Guidance 'What do we mean by 'adventure activity' 09 September 2021 and the Worksafe NZ website [What we mean by adventure activity | WorkSafe](#). I have also consulted with Paula Moore from Civil Aviation Authority (CAA) and a colleague within the Health & Technical Services Team.

The Regulations outline criteria to determine what constitutes an 'adventure activity'. The criteria are set out in regulation 4 of the Regulations. I have considered them in light of the information available to me about your activity. The criteria and my notes on them are attached as appendix 1.

On that basis, it appears that at this time New Zealand Hang Gliding and Paragliding Association **is not** an adventure activity operator (as defined by the Regulations) because:

- Parachuting and Hang gliding are not Land or Water based activities
- Hang gliding and Paragliding are described as Adventure Aviation on our website. Adventure Aviation is subject to CAA rules AND
- New Zealand Hang Gliding and Paragliding Association is registered as an Incorporated society, registered associations of this nature are currently not subject to the regs

[I must advise you that it is an offence under regulation 8 of the Regulations to provide an adventure activity when not registered to do so.

Please review this letter carefully, including the information documented in appendix 1. If the circumstances of the activity as I have outlined them are not accurate, or if you consider that there is other information that may materially affect my view, please contact me immediately.

It remains your responsibility to determine if New Zealand Hang Gliding and Paragliding Association is subject to the Regulations and accordingly whether you are required to apply for registration; and to obtain the legal and professional advice you need to do so. However, if we do not hear further from you within 10 working days from the date of this letter, we will record that New Zealand Hang Gliding and Paragliding Association is **NOT SUBJECT** to the Regulations.

WORKSAFE
Mahi Haumarū Aotearoa

Level 6, 86 Customhouse Quay
PO Box 165, Wellington 6140

0800 030 040 [worksafe.govt.nz](https://www.worksafe.govt.nz)

NZBN 9429041926437

Version: 1.0

Date: 14 August 2025

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10. North Beach parking restrictions

Reference Te Tohutoro: 26/246985

Responsible Officer(s) Te
Pou Matua: Nick Reid, 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 Waitai Coastal-Burwood-Linwood Community Board to:
 - 1.1.1 Consider the results of consultation during the trial of P360 (7am-7pm) parking restrictions at North Beach Car Park between November 2025 and end of January 2026.
 - 1.1.2 Make a decision regarding the implementation of parking restrictions at North Beach car park based on the results of the trial and updated staff advice.
 - 1.1.3 Consider the staff responses to requests made at the 8 September 2025 community board meeting regarding wider matters related to the installation of the timed parking restrictions.
- 1.2 The report has been prepared in response to the conclusion of the parking trial. The trial was instigated from concerns about parking availability of the car park.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the North Beach parking 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 2017, revokes any previously approved resolution within the North Beach Car Park, pertaining to the parking of all vehicles to a maximum period of 360 minutes, made pursuant to any Bylaw, Local Government Act, or any Land Transport Rule, as detailed in agenda Attachment A (TG150177b, dated 20/02/2026).
4. Approves that, in accordance with clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 180 minutes within the areas of North Beach Car Park, as detailed in agenda Attachment A (TG150177b, dated 20/02/2026). This restriction is to apply between the hours of 7am and 7pm, Monday to Sunday; AND.
5. Approves that, in accordance with clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 30 minutes within the areas of North Beach Car Park, as detailed in agenda Attachment A (TG150177b, dated 20/02/2026). This restriction is to apply between the hours of 7am and 7pm, Monday to Sunday.

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 Staff were directed to investigate options to address a lack of parking turnover/parking availability at North Beach.
- 3.2 At the community board's September 2025 meeting, staff recommended P180 parking restrictions be implemented to increase parking turnover/availability. This was not approved by the Board and staff were instructed to implement a trial of parking restrictions of P360 in the North Beach carpark.
- 3.3 A trial of timed parking restrictions (P360) at the North Beach Car Park was installed on Thursday 20 November 2025. These were in place until 2 February 2026.
- 3.4 The P360 parking restriction was found to be ineffective in enabling parking turnover but was effective in enabling extended time period parking, the same as having no parking restrictions.
- 3.5 While some respondents of the consultation commented the trial improved parking availability, more people commented that the trial had no notable impact on parking availability.
- 3.6 The staff recommendation is to remove the trial P360 restrictions. Staff recommend instead: adding a small proportion (eight parking spaces) of P180 time restricted parks and two P30 time restricted parks. These time restrictions would apply between the hours of 7am and 7pm. The recommended option includes no changes to existing mobility parks and adds white parking ticks on Marine Parade to highlight the on-street car parking.
- 3.7 Staff do not recommend further changes to the car park (beyond the recommendation in 3.6) until further progress on an upgrade to the car park is made as part of the Long-Term Plan.
- 3.8 Concerns were raised about the impact of freedom camping on the car park. If the Board wants to address freedom camping overnight stays, the Freedom Camping Act 2011 is the right legal mechanism, not parking restrictions. If the Board wants to address daytime freedom camping stays, parking restrictions are the right mechanism, but will apply to all users, not just freedom campers.

4. Background/Context Te Horopaki

- 4.1 On 10 March 2025 a Notice of Motion was submitted to the Waitai Coastal-Burwood-Linwood Community Board, raising a number of requests about parking restrictions in the North Beach area. Staff advice was provided to the Community Board via a memo on 23 May 2025, which provided detail about the North Beach Car Park and suggested options for the Community Board to consider, ranging from minor improvements to a full redesign.
- 4.2 On 9 June 2025 an option for the management of parking issues at North Beach Car Park was presented to the Community Board. The Community Board asked staff to design and consult on restrictions that could be implemented at low cost before the summer period of 2025-2026.
- 4.3 On 8 September 2025 a proposal for P180 parking restrictions and some on-street P10 parking restrictions was presented to the Community Board. Staff recommended P180 to encourage parking turnover, but the board resolved a trial of P360 to enable long stays. The intent of a

P180 timed parking restriction was to improve access to the beach by encouraging parking turnover – meaning car parks are available more often.

4.3.1 Resolutions 1-8 resolved a trial between November 2025 and January 2026 of timed parking restriction signs (P360 between 7am-7pm) at the North Beach Car Park.

4.3.2 Resolution 9 resolved a request that staff investigate and provide advice on:

- (a) *Installing yellow lines for the remainder of the road and installing four 30 minute car parks.*
- (b) *Setting car parks for the Surf Club as part of their lease.*
- (c) *Undertaking consultation on improving the exit and entranceway of the car park to improve safety; and a pedestrian crossing (opposite the car park) with a report to come back for funding as part of the next Annual Plan.*
- (d) *Bringing forward the Freedom Camping Bylaw Review to 2026.*

With regard to Resolutions 1-8 for P360 parking restrictions:

(1-8) P360 timed parking restrictions

4.4 P360 timed parking restrictions were trialled from 20 November 2025 until 2 February 2026. Consultation on the parking restrictions ran from 15 January until 1 February 2026.

4.5 The issue identified is that there are limited parking spaces available at the North Beach Car Park when people are visiting North Beach. It should be noted that during the day people in vehicles that can be used for freedom camping have the same parking rights and obligations as any other vehicle.

4.6 The restriction applied between 7am and 7pm. This was because if it applied at all times, it would be in conflict with freedom camping laws.

4.7 A need for parking turnover and a need for people to park for an extended period of time are issues that conflict with each other. The methods to address both issues conflict with each other. Collectively, a range of parking options will encourage some parking turnover as well as provide for those who want to use the car park for long periods of time

4.8 During the trial, parking enforcement ticketed no vehicles infringing the P360 timed parking restriction. Enforcement was present in the area, and ticketed vehicles on footpaths/berms and non-compliant vehicles (Warrant of Fitness or Vehicle Registration). The enforcement of the 6-hour time period was difficult due to resourcing and the current method of undertaking compliance checks.

4.9 This practical difficulty in enforcing a P360 restriction was noted verbally during the September 2025 decision meeting.

4.10 In the September 2025 decision meeting report (Attachment C), it was noted that:

4.10.1 *There are no parking restrictions longer than the P180 restriction. To be consistent with other parking restrictions, enforcement and patrolling P180 was determined to be the longest recommended parking restriction (Section 4.32 Options Analysis).*

4.10.2 *Longer periods of time would discourage turnover. (Section 4.10.1 Options Considered but ruled out).*

Consultation feedback on timed parking restrictions

4.11 The consultation scope and summary is provided in more detail in Section 0: **7.**

Considerations Ngā Whai Whakaaro of this report.

- 4.12 Consultation feedback on the P360 timed parking restriction included comments about banning freedom camping in the North Beach Car Park. There is some complexity to the interaction between parking restrictions under the Council's Traffic and Parking Bylaw 2017, the Council's Freedom Camping Bylaw 2021 and the Freedom Camping Act 2011. Freedom camping information can be found in Section 0: **7. Considerations Ngā Whai Whakaaro** of this report.
- 4.13 The visual appearance of the substantial number of signs at North Beach was raised by 18 respondents. To enable parking restrictions to be legally enforceable, Council must install signs in accordance with the Land Transport Rule: Traffic Control Devices. The current layout of the car park results in a substantial number of signs (with twenty-six P360 signs mounted on sixteen sign-poles), as signs must be installed and visible on the ends of every parking aisle to enable this.
- 4.14 The alternative method for car park signage would be to create a **zone-parking** area by way of resolution. Due to the current layout of the car park (nine entranceways/exits), a similar number of signs would be required, however these signs would need to be larger to enable these to be read by the drivers of moving vehicles.
- 4.15 The P360 timed parking restriction caused confusion for users, with some people not understanding that P360 meant 360-minutes or 6 hours of parking.
- 4.16 The construction (and associated temporary traffic management) of the Marine Parade renewal project¹ was noted by six respondents as displacing some vehicles from the road to the car park, affecting the trial.

In response to Resolution 9, staff provide the following advice:

(9a) Installing yellow lines and 30-minute parking restrictions

- 4.17 Resolution 9a requested staff investigate and provide advice on installing yellow lines for the remainder of the road and installing four 30-minute car parks on Marine Parade.
- 4.18 Staff do not support installing yellow lines. Installing yellow lines for the remainder of the road is considered inappropriate given the high parking demand in this area. The request for additional visibility at car park entranceways/exits for motorists must be balanced with nearby parking demands. It should also be noted that vehicles parked on-street have a traffic calming effect, making it safer with slower moving motorists.
- 4.19 Staff support installing two P30 time restricted parking spaces noting that four P30 parking spaces would be excessive given the high demand for long-term parking at the car park.
- 4.19.1 P10 parking spaces were proposed in the September report as it allows *'for high turnover and an area that can be used for drop-offs/pick-ups.'* On the proposed P10 restrictions on the road alongside the car park, 41% of the August consultation submitters supported, 41% did not support, and 18% were not sure.
- 4.19.2 P10 would be more suited for drop off/pick up activities - relevant for people involved with surf club activities and family drop-off/pick up on beach days, however P10 parking spaces were previously declined at the September meeting.
- 4.19.3 P30 are generally installed where high turnover and short stay parking is needed, such as retail shopping strips / town streets. Whilst a P30 would be considered too short of a time period for most beachgoers, in this location where drop off / pick up

¹ [Marine Parade renewal project](#)

activities, or short-term coffee-cart customers exist, P30 time restrictions are appropriate.

- 4.19.4 If P30 parking restrictions are approved, staff will monitor usage to determine if more 30-minute restricted parking spaces are warranted, or if a P10 parking restriction would be more appropriate in this location.
 - 4.19.5 It should be noted that P30 parking restrictions are provided for all users of the car park and not solely limited to drop off / pick up activities or café customers.
- 4.20 If the Board was to request more P10 or P30 restrictions, staff would recommend that signage be added within the car park (using existing poles) to avoid adding visual signage clutter, rather than on the parallel parks on Marine Parade, as this location would require additional poles.

(9b) Setting aside parking spaces for the surf club

- 4.21 The Board requested that staff investigate and provide advice on setting aside car parks for the surf club.
- 4.21.1 Providing parks for the club's exclusive use within North Beach car park would set a precedent for other surf clubs and may have wider implications. The exclusive use of some of the car park would reduce the number of available car parks for others.
 - 4.21.2 The North Beach Surf Life Saving Club did not propose a parking space as part of their lease plan and in relation to the Club's redevelopment. This would be the appropriate place to consider such an arrangement. However, it is unlikely that Council would support this as there is plenty of car parking available on-street in the wider area for staff and club member use.
 - 4.21.3 An alternative to setting aside car parks for North Beach Surf Life Saving Club may be for the club to consider putting temporary traffic management plans in place when they have events. (The same would apply to North Wai Boardriders Club). This may help to manage parking access for events.

(9c) North Beach Car Park upgrade

- 4.22 The Board requested that staff investigate undertaking consultation on improving the exit and entranceway of the car park to improve safety; and a pedestrian crossing (opposite the car park) with a report to come back for funding as part of the next Annual Plan.
- 4.23 Design option
- 4.23.1 A design option to address the safety of numerous exits/entranceways to the car park, as well as improved crossings points across Marine Parade near Leaver Terrace in the form of kerb cuts and kerb build-outs (a non-priority crossing point), was presented at the 9 June 2025 Board Information Session.
 - 4.23.2 Attachment F provided to the Community Board in June 2025 had a high-level cost estimate of \$700,000. It should be noted that this car park redesign featured more benefits than solely safety of the car park (where nine entranceway conflict points would be reduced to two) as well as a slight increase in the number of parking spaces.
 - 4.23.3 The additional benefits included an extension to the (soon to be built) Marine Parade shared path, fixing known stormwater flooding issues around the Leaver Terrace intersection, and making the car park easier to use with one exit/entrance meaning it is easier to spot a parking space.

- 4.24 The Parks and Transport Units have been investigating options for the North Beach Car Park to inform consideration by elected members for inclusion in the Long-Term-Plan item.
- 4.25 Given the substantial funding required for the North Beach Car Park upgrade project, it would have to be included in the Long-Term Plan 2027 as an individual line item. Should the Waitai Board wish to advocate for this project they should include it as a Board priority as part of the Long-Term Plan process.
- 4.26 Consultation should not be undertaken until there is more certainty around funding and how the car park is used in the future.
- 4.27 Any improvements to the car park would need to align with the redevelopment of the surf club.

(9d) Freedom Camping Bylaw Review

- 4.28 The Board requested that staff investigate and provide advice on bringing forward the Freedom Camping Bylaw review to 2026.
- 4.29 The Council has a ten-year timetable that coordinates the review of its 16 bylaws. Legislation requires that bylaws must be reviewed within five years of first being made, and then at least once every ten years. A bylaw review process can take 12-18 months to complete. A bylaw can be amended at any time, following the processes set out in legislation, and where there is a clear need and resourcing to consider amending it.
- 4.30 Eleven bylaw reviews must be completed this Council term to meet legislative deadlines, including as a result of the new water services legislation. This heavier-than-usual bylaw review programme severely limits the Council's capacity to undertake out-of-cycle bylaw review work or amendments. Adding a review or amendment would require rescheduling of programmed reviews and could result in the Council struggling to meet its legislative obligations.
- 4.31 The Freedom Camping Bylaw is on a ten-year review schedule, with its most recent review completed in 2021. It must be reviewed again by 11 November 2031. The 2021 review specifically considered concerns in the City Coastal area, which led to amendments including prohibiting freedom camping at North Beach Car Park on weekends between 1 October and 1 May, creating the City Coastal Restricted Zone and prohibiting freedom camping at Southshore.
- 4.32 The bylaw was amended in 2023 in response to changes to the Freedom Camping Act made by the Self-contained Vehicles Legislation Amendment Act 2023. These national changes are still being implemented. The changes relating to the regulation of self-contained vehicles are within the transitional phase, with the final requirement for vehicles to comply ending on 7 June 2026. Once this is completed there are likely to be fewer smaller camping vehicles able to comply with self-containment requirements. The exclusion of people experiencing homelessness from coverage under the Act has recently been evaluated (as required by the Act), with a report presented to Parliament on 7 December 2025. That report acknowledges that the freedom camping system is not yet fully in force until after 7 June 2026. More information on the national changes can be found here: [Freedom camping changes | Ministry of Business, Innovation & Employment](#)
- 4.33 A recent successful legal challenge to Queenstown Lakes District Council's (QLDC) freedom camping bylaw will have an impact on any future bylaw review or amendment that the Council undertakes. In summary, the challenge to the QLDC bylaw focused on the assessment the Council used to decide if it could prohibit camping in certain areas. The Judge ruled that the Council had considered "irrelevant matters" when deciding to prohibit – this included

impacts on private property near the areas where freedom camping had been prohibited, such as amenity and noise impacts on residents. The implication of the judgement is that an assessment of freedom camping impacts is limited to the council land where the prohibition would apply, and cannot include impacts on nearby private properties / residents. This limits what councils can consider when looking at prohibiting freedom camping with a bylaw. This means, for example, that freedom camping bylaws cannot ban freedom camping because it is occurring in a residential area.

- 4.34 Proactive morning and evening Compliance Monitoring and Enforcement for the season in the City Coastal area has not shown a significant increase in non-compliance activity, and formal reported complaints about freedom camping non-compliance have not risen significantly over the summer.
- 4.35 Given the heavy bylaw review programme this term, the recent bylaw changes, the continuing transition towards implementation of the national changes, the recent case law limiting what can be considered, and the absence of data indicating significant non-compliance, staff do not recommend bringing the review forward at this time. We expect to see some changes to the nature of the vehicles used for freedom camping after 7 June 2026, which may also reduce overall freedom camper numbers.

5. Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 5.1 To address the issue of parking demand in the North Beach Car Park, and in response to the trial and community feedback, the following reasonably practicable options were considered and are assessed in this report:
- 5.1.1 **Option A (preferred).** Remove all P360 parking restrictions at the North Beach Car Park, install a small number of P180 parking restrictions (eight parking spaces) and P30 parking restrictions (two parking spaces).
- 5.1.2 **Option B.** No parking restrictions at the North Beach Car Park.
- 5.1.3 **Option C.** Make the trial permanent - P360 parking restrictions.
- 5.2 The following options were considered but ruled out:
- 5.2.1 P180 timed parking restrictions between the hours of 7am and 7pm within all parking spaces at the North Beach Car Park. This proposal was previously declined by the Board, as the time period was considered too short for all users of the North Beach car park.
- 5.3 The following design components will be included with all three options**
- 5.3.1 Retain the four existing mobility parks being reserved for vehicles with an approved disabled person's parking permit (resolved in previous decision meeting) inside the North Beach Car Park.
- 5.3.2 Install parking ticks on Marine Parade parallel parking adjacent to the North Beach Car Park. Parking ticks on the road will help to better define where to park, addressing the issue of motorists parking in the footpath between the car park and Marine Parade by further highlighting the footpath.

Options Descriptions Ngā Kōwhiringa

- 5.4 **Preferred Option: Option A:** Remove all P360 parking restrictions at the North Beach Car Park, install a small number of P180 parking restrictions (eight parking spaces) and P30 parking restrictions (two parking spaces). These restrictions to be active between the hours of 7am and 7pm.

5.4.1 Option Advantages

- Addresses the request to provide time restricted parking to improve turnover, leaving the remainder of parks without time restrictions.
- Encourages some parking turnover (with a 3-hour period).
- Low cost to implement.
- Gives Council the ability to use enforcement and infringements in appropriate circumstances.
- Is not in conflict with freedom camping laws.
- Encourages drop-off/pick up zone with the P30 parking restrictions.

5.4.2 Option Disadvantages

- Restricts users in how long they can use the eight P180 parking spaces and two P30 parking spaces within the car park between 7am and 7pm.
- Requires some operational costs with ongoing enforcement.
- Makes some of the trial signs and sign poles redundant and there will be a cost to remove them.
- May raise conflict or confusion about the interaction between freedom camping and parking restrictions for North Beach Car Park during hours outside of the 7am-7pm restriction. This is considered minor as the restriction only applies to 10 car parks (eight P180 car parks and two P30 car parks) and only during the hours indicated. Freedom camping will continue to be prohibited at the North Beach Car Park at weekends over the surf lifesaving season (7pm Fridays to 7pm Sundays from 1 October to 1 May each year under the Freedom Camping Bylaw).
- A P180 restriction does not necessarily mean that the designated P180 parking spaces will be free when someone is looking for a park. It is still a lengthy time restriction, meaning people are able to park for long periods of time.
- The parking effects of the nearby residential development and the surf club rebuild will not be understood until completion. Adding parking restrictions in the interim period between now and project(s) completion may not be fit-for-purpose if the parking demands substantially change. It may be more useful to add restrictions when/if the car park is redone.

5.5 **Option B:** No parking restrictions at the North Beach Car Park.

5.5.1 **Option Description:** No timed parking restrictions at the North Beach Car Park, removing all existing signage used in the trial.

5.5.2 Option Advantages

- Parking is not restricted by time.
- Full flexibility in how the parking spaces are used.
- Is not in conflict with freedom camping laws.
- The parking effects of the nearby residential development and the surf club rebuild will not be understood until completion. Adding parking restrictions in the interim period between now and project(s) completion may not be fit-for-purpose if the parking demands substantially change. It may be more useful to add restrictions when/if the car park is redone.

- 5.5.3 Option Disadvantages
- Does not encourage parking turnover, availability of car parking may still be an issue.
 - Does not address some of the community concerns.
 - Cost of implementation (removal of existing signs and signposts).
- 5.6 **Option C:** Make the trial permanent - P360 parking restrictions.
- 5.6.1 **Option Description:** Make the trial permanent - P360 parking restrictions that are active between the hours of 7am and 7pm at the North Beach Car Park.
- 5.6.2 Option Advantages
- Very minor implementation costs (unwrap the signs).
 - Is not in conflict with freedom camping laws.
 - Restricts users in how long they can use this space between 7am and 7pm.
- 5.6.3 Option Disadvantages
- Ineffective timed parking restriction as a six hour time period does not encourage parking turnover.
 - Very difficult to enforce.
 - P360 parking restrictions are not widely supported in consultation because it does not increase turnover and has practical enforcement challenges.
 - May raise conflict or confusion about the interaction between freedom camping restrictions and parking restrictions for North Beach Car Park.

Analysis Criteria Ngā Paearu Wetekina

- 5.7 The demand for parking can at times exceed the supply at this car park as it's a popular area, particularly over summer. The P360 time restriction is not effective as it was largely seen as ineffective in encouraging parking turnover and is not enforceable, enabling parking for most of the day.
- 5.8 North Beach and the City Coastal area are increasingly busy, including with new housing developments. The downside to this may be reduced parking availability or increased inconvenience at times. Any parking restrictions would apply to everyone – locals, new residents, visitors, freedom campers, etc. The recommended option to the Board includes a mix of time-limited and unlimited parking to manage access at North Beach Car Park, as well as accepting roadside parking as part of the offering for people accessing the beach and facilities.
- 5.9 Collectively, a range of parking options will encourage some parking turnover as well as provide for those who want to use the car park for long periods of time.

6. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended option: remove P360 and add P180 parking restrictions in 8 car parks and add P30 parking restrictions in 2 carparks	Option 2: No parking restrictions	Option 3 – continue existing P360 parking restriction
Cost to Implement	Cost of removal of some poles: \$1,600	Cost of removal: \$2,100	Cost to remove bagged signs: \$450
Maintenance/Ongoing Costs	Covered by existing maintenance contract	Covered by existing maintenance contract	Covered by existing maintenance contract
Funding Source	Traffic Operations Road Markings and Signs budget	Traffic Operations Road Markings and Signs budget	Traffic Operations Road Markings and Signs budget
Funding Availability	Yes	Yes	Yes
Impact on Rates	N/A	N/A	N/A

7. Considerations Ngā Whai Whakaaro

Regulation of Freedom Camping Activities

The Freedom Camping Act and regulation of camping vehicles

7.1 The Freedom Camping Act 2011 was amended in 2023. Three changes are relevant here:

- 7.1.1 The Act now requires vehicles that freedom camp on council land to be self-contained (this used to vary by council).
- 7.1.2 The changes to the Act included changes to the system for self-contained of vehicles. These changes will be fully implemented in June 2026. Compliance with the new system is demonstrated by a green warrant card in the front windscreen of a vehicle (stickers on the back of vehicles have no regulatory meaning).
- 7.1.3 The Act was changed to exclude people experiencing homelessness from coverage under the Act. This means a person experiencing homelessness cannot be infringed/ticketed under the Act or a council's bylaw. People experiencing homelessness can add to perceptions about freedom camper numbers, but are not considered freedom campers.

Bylaws made under the Freedom Camping Act

- 7.2 The Freedom Camping Act allows anyone to freedom camp on any council land if certain conditions are met, unless a bylaw or other law prohibits or restricts it.
- 7.3 The Act gives councils limited powers to put bylaws in place to restrict or prohibit freedom camping. The bylaw-making powers in section 11(b) of the Act set out the following:

A local authority may make a bylaw... only if it is satisfied that—

(a) the bylaw is necessary for 1 or more of the following purposes:

(i) to protect the area:

(ii) to protect the health and safety of people who may visit the area:

- (iii) to protect access to the area; and
- (b) the bylaw is the most appropriate and proportionate way of addressing the perceived problem in relation to that area; and
- (c) the bylaw is not inconsistent with the New Zealand Bill of Rights Act 1990.
- 7.4 These bylaw-making powers are limited and the assessment requirements further limit what can be considered and regulated. A council must be satisfied that a bylaw is necessary for a specific range of purposes (and only those purposes). It must identify the perceived problems in relation to an area and then be satisfied that a bylaw is the most appropriate and proportionate way of addressing those problems.
- 7.5 The Act makes it clear that bylaws cannot be made that have *the effect* of prohibiting freedom camping in a council's district. This includes applying other regulatory tools (such as parking restrictions) that may work to prohibit or restrict freedom camping and their overall, collective impact.
- 7.6 Care needs to be taken as to what considerations are used to determine whether an area should or can be regulated with a freedom camping bylaw under the Freedom Camping Act, and that any considerations align with the assessment criteria in the Act.
- 7.7 A wider practical consideration is that if freedom camping is prohibited from one area, it may move campers to a new area nearby. This displacement can lead to new issues occurring – for example, prohibiting freedom camping in a car park away from houses could push freedom campers to new locations closer to houses.

Freedom Camping Bylaw 2021

- 7.8 The Council's [Freedom Camping Bylaw 2021](#) regulates North Beach Car Park in several ways. It
- prohibits freedom camping from 7pm Fridays until 7pm Sundays between 1 October and 1 May each year (this was put in place in 2021 to protect access to the area during busy summer weekends, aligning with the surf lifesaving season)
 - restricts freedom camping at all other times. It limits how long anyone can stay (up to two nights in any 30-day period)² and requires that any freedom camping vehicle, equipment or activities are kept within one marked parking space (this was also put in place as part of the 2021 bylaw review).

Land Transport Act 1998 and Traffic and Parking Bylaw 2017

- 7.9 The P360 parking restrictions are applied under the Council's Traffic and Parking Bylaw 2017, which is made under the Land Transport Act 1998.
- 7.10 The Land Transport Act has a wide range of bylaw-making powers, some of which relate to parking restrictions. The bylaw enables parking restrictions to be put in place by resolution under the bylaw, and decision-making is delegated to community boards.³
- 7.11 There is no prescribed assessment criteria for regulating under transport legislation, whereas the Freedom Camping Act has clear and narrow assessment criteria. Overnight parking restrictions should not be used to address freedom camping issues – the Freedom Camping Act is the appropriate legislative mechanism for addressing freedom camping issues. There is no identified need for overnight parking restrictions at North Beach Car Park, other than to

² Freedom campers can stay with the wider City Coastal Restricted Zone for up to two nights in any 30-day period, but must move to a new location (at least 500m away) after two nights – meaning campers can only stay in the North Beach Car Park for two nights in a row

³ Freedom camping changes would require an amendment to the bylaw – there is no delegation to community boards for decision-making in relation to the Freedom Camping Bylaw.

limit freedom campers. Using overnight parking restrictions to 'in effect' prohibit freedom camping may open the Council to legal challenge.

- 7.12 The trial parking restriction was active from 7am-7pm, to avoid being in conflict with the Freedom Camping Act and the Council's Freedom Camping Bylaw.

Good regulatory practice

- 7.13 The general concept of good regulatory practice in relation to bylaws involves:

- clear problem identification
- an exploration of options to address the problem(s), including non-regulatory options
- a good understanding of the regulatory context and its limitations
- using the right regulatory tool to address the problem(s)
- understanding the benefits and risks of regulating.

- 7.14 Transport legislation has wider powers and does not come with the same assessment criteria as the Freedom Camping Act, however, there must still be a logical connection between the problem and the regulatory response. The Board needs to be clear about what problem(s) it is trying to address – facilitating parking turnover, enabling longer stays, providing a mix of options, managing freedom camping, etc. The available options for addressing the issues will then be clearer, and may be limited in some circumstances (e.g. in relation to freedom camping due to the national legislative settings).

- 7.15 Any use of regulatory power can be challenged, and this includes the process used to apply regulatory power (i.e. regulate with a bylaw or regulate using a power in a bylaw). Care needs to be taken not to apply regulation in a way that may create legal risk.

Impact of parking restrictions on freedom camping and daytime activities

- 7.16 If the Board is concerned about freedom camping vehicles being parked in the North Beach Car Park during the day, time-limited parking may help to increase turnover (for example, P60, P120 or P180). However, this would apply to all vehicles, not just vehicles that can be used for freedom camping.
- 7.17 Even if the Freedom Camping Bylaw could prohibit freedom camping at North Beach, this would not prohibit vehicles that could be used for freedom camping from parking during the day (so it would not address daytime parking issues). During the day people in vehicles that can be used for freedom camping have the same parking rights and obligations as any other vehicle.

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 7.18 There is a risk that the issue of parking availability at North Beach Car Park remains, with limited mechanisms to address parking availability whilst also enabling long-term parking, as described in Section 0: **3. Executive Summary Te Whakarāpopoto Matua:** *A need for parking turnover and a need for people to park for an extended period of time are issues that conflict with each other. The methods to address both issues conflict with each other. Collectively, a range of parking options will encourage some parking turnover as well as provide for those who want to use the car park for long periods of time.*

Legal Considerations Ngā Hiraunga ā-Ture

- 7.18.1 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.

- 7.18.2 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.
- 7.18.3 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.
- 7.18.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 7.18.5 The Freedom Camping Act 2011 enables anyone to freedom camp on any council land if certain conditions are met, unless a bylaw or other law prohibits or restricts it. The Act gives councils limited powers to put bylaws in place to restrict or prohibit freedom camping.
- 7.18.6 If the Board wants to address freedom camping overnight stays, the Freedom Camping Act 2011 is the right legal mechanism, not parking restrictions. If the Board wants to address daytime freedom camping stays, parking restrictions are the right mechanism, but will apply to all users, not just freedom campers.
- 7.18.7 Under the Council's Freedom Camping Bylaw 2021, freedom camping is prohibited at weekends over the summer months, and restricted at other times.
- 7.18.8 Freedom camping is prohibited during weekends between 1 October – 1 May, from 7pm Fridays -7pm Sundays.
- 7.18.9 Freedom camping is restricted at other times. The North Beach Car Park is part of the City Coastal Restricted Zone. Anyone can freedom camp for up to two nights in one place, and up to four nights in total in the Zone in any 30-day period. See: <https://ccc.govt.nz/rec-and-sport/camping> for a summary.
- 7.18.10 This report has been written using a general approach previously approved by the Legal Services Unit and has been reviewed and approved by the Legal Services Unit. The recommendations are consistent with the policy and legislative framework outlined in this report.

Strategy and Policy Considerations Te Whai Kaupapa here

- 7.19 The required decision:
- 7.19.1 Aligns with the [Christchurch City Council's Strategic Framework](#).
- 7.19.2 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 level of impact on car park users.
- 7.19.3 Is consistent with Council's Plans and Policies.
- 7.20 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 7.21 Transport
- 7.21.1 Activity: Transport
- Level of Service: 10.3.7 Maintain customer satisfaction with vehicle and personal security at Council off-street parking facilities - >=50%

Community Impacts and Views Ngā Mariu ā-Hāpori

- 7.22 Consultation started on 15 January and ran until 1 February 2026.
- 7.23 Project details including links to the [Kōrero mai | Let's Talk webpage](#) were advertised via:

- An email sent to key stakeholders, including the North Beach Residents' Association, North Beach Coffee Shed, North Beach Surf Life Saving Club, and North Wai Boardriders Club, as well as everyone who submitted on the August 2025 consultation about North Beach Car Park.
 - Signs in the car park.
- 7.24 The [Kōrero mai | Let's Talk webpage](#) had 391 views throughout the consultation period.
- 7.25 Submissions were made by five recognised organisations or businesses and 65 individuals. All submissions are available on our [Kōrero mai | Let's Talk webpage](#).
- 7.26 The North Beach Residents' Association wrote that the P360 signage has not reduced freedom camping activity and has simply made it harder to navigate the car park. This was supported by the New Brighton Residents' Association. The North Beach Surf Life Saving Club has similarly observed no change as a result of the P360 restrictions and remains concerned about safety issues in the car park. The Club also noted that six hours is not long enough to meet the needs of lifeguards on voluntary patrol.
- 7.27 Common themes in the overall feedback on the trial were:
- It had no notable impact on parking availability (21)
 - Increased monitoring/enforcement is required / the restrictions were ignored (17)
 - People who have been parked overnight can remain for the entire morning (8)
 - The amount of signage is excessive and visually unappealing / makes the car park harder to use (18)
 - The trial had a positive impact / improved parking availability / led to fewer campers in the car park (14)
 - Nearby roadworks made it hard to tell what the true effect was (6).
- 7.28 In addition, 12 submitters requested that freedom camping be banned at North Beach Car Park. Submitters also raised concerns about the compliance of freedom campers, in regards to the self-containment of vehicles (5) and to spilling out over multiple parking spaces (5).
- 7.29 Eighteen submitters noted that the new housing development on Marine Parade will affect car park use.
- 7.30 No general community views have been collected on having eight car parks with P180 restrictions and two car parks with P30 restrictions. However, North Beach Coffee Shed and North Beach Surf Lifesaving Club have been spoken with and are supportive of this option. We know from the consultation in August 2025 that there were concerns about P10 restrictions being too short to be useful and about P180 restrictions for the whole car park limiting community members' ability to use the area.
- 7.31 The Team Leader Parking Compliance supports the preferred option.
- 7.32 The decision affects the following wards/Community Board areas:
- 7.32.1 Coastal Ward
 - 7.32.2 Waitai Coastal-Burwood-Linwood Community Board

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 7.33 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.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

8. Next Steps Ngā Mahinga ā-muri

8.1 If approved, the recommendation will be implemented (signs with restrictions will be installed along with parking ticks on Marine Parade).

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	TG150177b North Beach proposal for P360 removal and installation of a portion of P180 and two P30	26/306183	79
B  	9 February 2026 Community Board Broadpark Road - Considerations for Extension of Overnight Parking Restrictions Report	25/2361882	80
C  	08 September 2025 Decision Meeting Waitai Coastal-Burwood-Linwood Community Board North Beach - Proposed Carpark Improvements 8 September 2025 Report	25/1582308	89
D  	08 September 2025 Decision Meeting North Beach - Car Park design proposal	25/1699620	99
E  	09 June 2025 Information Session Presentation Slides - Options for North Beach Car Park	26/260347	100
F  	09 June 2025 Information Session Agenda Item - Options for North Beach Car Park	25/986701	115
G  	23 May 2025 Staff response to Notice of Motion regarding North Beach Parking Restrictions 31 May 2025 Report	25/858460	117
H  	10 March 2025 Waitai Coastal-Burwood-Linwood Community Board Notice of Motion - North Beach Parking Restrictions Report	25/345664	124

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Nick Reid - Traffic Engineer Amy Rice - Engagement Advisor Lachlan Beban - Principal Advisor Transportation Signals Ron Lemm - Manager Legal Service Delivery
Approved By	Kathy Graham - Team Leader Traffic Operations Stephen Wright - Head of Transport & Waste Management



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North Beach Carpark - Marine Parade
Proposed Unrestricted Parking, P30 Time Restricted Parking and P180 Time Restricted Parking
For Board Approval

Original Plan Size: A3
Drawn: MCD Issue 1 23/02/2026
Designed: NR Drawing: TG150177b
Approved: LB Project:

8. Broadpark Road - Considerations for Extension of Overnight Parking Restrictions

Reference Te Tohutoro: 25/2361882

Responsible Officer(s) Te
Pou Matua: Courtney Fale, Traffic Engineer

Accountable ELT
Member Pouwhakarae: Brent Smith, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to provide information to the Waitai Coastal-Burwood-Linwood Community Board regarding consultation feedback and other significant considerations relating to the possible extensions of overnight parking restrictions on Broadpark Road.
- 1.2 This report has been written in response to the Waitai Coastal-Burwood-Linwood Community Board resolution CCBCC/2025/00075 from 11 August 2025 which requested that staff '*consult with the community and stakeholders on proposed options to extend the parking restrictions of the angled carparks along Broadpark Road down to Larnach Street ...*'.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Broadpark Road - Considerations for Extension of Overnight Parking Restrictions Report.

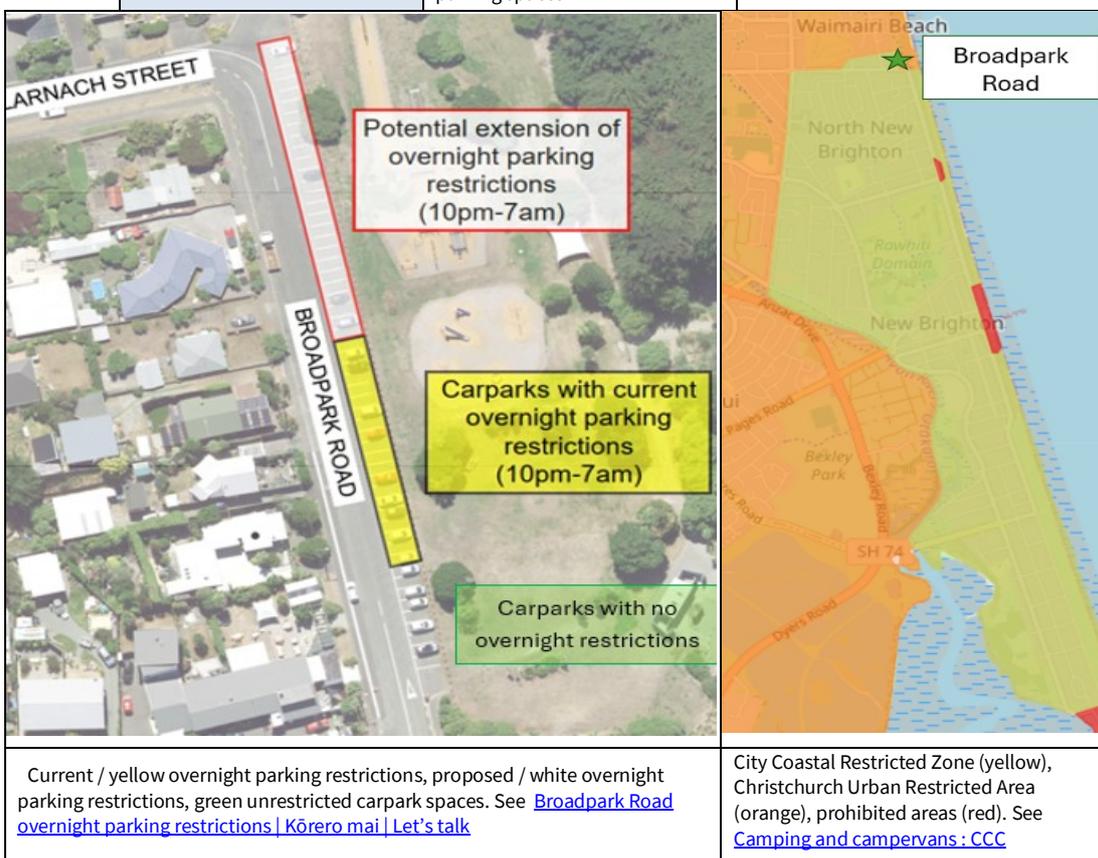
3. Background/Context Te Horopaki

- 3.1 At the 2 April 2025 Council meeting a resident from Broadpark Road shared concerns about noise impacts from vehicles parked overnight on Broadpark Road. The resident said they were distressed by the noise of slamming and sliding van doors impacting her household's sleep and asked the Council to act.
- 3.2 Noise control officers have responded to noise complaints (relating to music and general people noise) on Broadpark Road however monitoring has not been carried out due to the intermittent nature of any noise generated.
- 3.3 On [12 May 2025](#) the Waitai Coastal-Burwood-Linwood Community Board agreed to a three-month trial of overnight parking restrictions for 20 angled parks on Broadpark Road. While the trial was underway, the Council consulted with the public on their views.
- 3.4 After analysing the 31 submissions received, staff recommended that the overnight parking restrictions on 20 parking spaces be made permanent to reduce the disruption to directly affected residents, whilst allowing vehicles to continue to utilise the remaining 35 marked, unrestricted parking spaces along Broadpark Road.
- 3.5 Amending the Council's Freedom Camping Bylaw to address the concerns was not a viable option, hence overnight parking restrictions were proposed.

Waitai Coastal-Burwood-Linwood Community Board
09 February 2026

- 3.6 At its meeting held on 11 August 11 2025, the Waitai Coastal-Burwood-Linwood Community Board agreed with staff to permanently restrict parking overnight for 20 parking spaces on Broadpark Road and asked staff to consult on extending the restrictions to Larnach Street (proposing restrictions to an additional 26 parking spaces).
- 3.7 The Community Board decision on 11 August allows 35 unrestricted marked parking spaces along Broadpark Road. Extending restrictions to an additional 26 parking spaces would leave nine unrestricted parking spaces.

Total marked angled car parking spaces on Broadpark Road = 55	Car parking spaces with overnight restrictions	Unrestricted car parking spaces
Original approach in response to identified issue	20 car parking spaces	35 unrestricted car parking spaces
Board direction to consult on extending	26 further parking spaces, resulting in 46 restricted car parking spaces	9 unrestricted car parking spaces



- 3.8 Limiting the restrictions to 20 parking spaces addresses concerns raised by affected residents while minimising impacts to anyone else wanting to park in this location overnight.

4. Considerations Ngā Whai Whakaaro

Regulation of Freedom Camping Activities

There is some complexity to note on how Council Bylaws and (legislative) Acts interact that may affect future decision making. The various areas are outlined below.

The Freedom Camping Act and bylaws made under the Act

- 4.1 The Freedom Camping Act 2011 regulates freedom camping in New Zealand. The Act allows anyone to freedom camp on any council land if certain conditions are met, unless a bylaw or other law prohibits or restricts it.
- 4.2 The Act gives councils limited powers to put bylaws in place to restrict or prohibit freedom camping. The bylaw-making powers in section 11(b) of the Act set out the following:
A local authority may make a bylaw... only if it is satisfied that—
- (a) the bylaw is necessary for 1 or more of the following purposes:*
 - (i) to protect the area;*
 - (ii) to protect the health and safety of people who may visit the area;*
 - (iii) to protect access to the area; and*
 - (b) the bylaw is the most appropriate and proportionate way of addressing the perceived problem in relation to that area; and*
 - (c) the bylaw is not inconsistent with the New Zealand Bill of Rights Act 1990.*
- 4.3 These bylaw-making powers are limited and the assessment requirements further limit what can be considered and regulated. A council must be satisfied that a bylaw is necessary for a specific range of purposes (and only those purposes). It must identify the perceived problems in relation to an area and then be satisfied that a bylaw is the most appropriate and proportionate way of addressing those problems.
- 4.4 The Act makes it clear that bylaws cannot be made that have *the effect* of prohibiting freedom camping in a council's district. This includes applying other regulatory tools (such as the Traffic and Parking Bylaw) that may work to prohibit or restrict freedom camping and their overall collective impact.
- 4.5 The proposition of restricting overnight parking in a small set of parking spaces is quite different to restricting overnight parking along the majority of the angle parks on Broadpark Road (which could be viewed as having the effect of prohibiting freedom camping and is in contravention of the Freedom Camping Act 2011).
- 4.6 Bylaws can be challenged by Judicial Review and under the Bylaws Act 1910. Recent case law on a freedom camping bylaw challenge¹ concluded that a bylaw was invalid because it considered "irrelevant matters" – matters outside of section 11(a)(i), (ii) and (iii). This included consideration of impacts on private land.
- 4.7 Care needs to be taken as to what considerations are used to determine whether an area should or can be regulated with a freedom camping bylaw under the Freedom Camping Act, and that any considerations align with the assessment criteria in the Act.
- 4.8 The Freedom Camping Act does not provide clear means to protect residents from impacts such as noise.

Freedom Camping Bylaw 2021

- 4.9 The Council has had a bylaw to regulate freedom camping since 2015. It was amended in 2016, again in 2018 and was reviewed in 2020/2021. Legislation requires that bylaws must be reviewed at least once every ten years (the next scheduled review date for the Freedom

¹ Judge Osborne in the matter of New Zealand Motor Caravan Association Incorporated v Queenstown Lakes District Council, 20 September 2024, CIV-2023-425-2 [2024] NZHC 2729

Camping Bylaw is 2031). An amendment can be made at any time, provided the requirements of the FCA are met and resourcing allows.

- 4.10 The [Freedom Camping Bylaw 2021](#) restricts freedom camping on Broadpark Road as it is included in the [City Coastal Restricted Zone](#). Certified self-contained vehicles are able to freedom camp within the zone for a maximum of four nights in any 30-day period, with only two nights in any one place. The bylaw restricts campers from spreading across parking spaces or taking up more than one parking space with their vehicle, equipment or activities.
- 4.11 The 2021 review of the bylaw included changes to address concerns about freedom camping activities in the city coastal area, including creating the City Coastal Restricted Zone. This limits how long freedom campers can stay in the coastal area. It was amended to include Broadpark Road following submissions. The restrictions in the area are similar to other residential areas in the city and Banks Peninsula, however have slightly more limitations to prevent freedom campers from remaining in the area for longer than intended.
- 4.12 Camping is prohibited in parks and reserves by the Council's [Parks and Reserves Bylaw 2016](#). In some cases, this includes associated carparks (depending on the legal status of the land). The two car parking areas at either end of Broad Park are within park boundaries, so camping is prohibited under the Parks and Reserves Bylaw.
- 4.13 The Parks and Reserves Bylaw is made under different legislation (the Reserves Act 1977 and the Local Government Act 2002) and in order to enable any form of camping on park or reserve land a separate assessment would need to be undertaken to determine if it is possible or appropriate.

Land Transport Act 1998 and Traffic and Parking Bylaw 2017

- 4.14 The current overnight parking restrictions are applied under the Council's Traffic and Parking Bylaw 2017, which is made under the Land Transport Act 1998.
- 4.15 The Land Transport Act has a wide range of bylaw-making powers, some of which relate to parking restrictions. The bylaw enables parking restrictions to be put in place by resolution under the bylaw, and decision-making is delegated to community boards. Alternatively, freedom camping changes would require an amendment to a bylaw.
- 4.16 There is no prescribed assessment criteria for regulating under transport legislation, whereas the Freedom Camping Act has clear and narrow assessment criteria.

Good regulatory practice

- 4.17 The general concept of good regulatory practice in relation to bylaws involves:
- clear problem identification
 - an exploration of options to address the problem(s), including non-regulatory options
 - a good understanding of the regulatory context and its limitations
 - using the right regulatory tool to address the problem(s)
 - understanding the benefits and risks of regulating.
- 4.18 As set out above, freedom camping legislation has clear and narrow assessment criteria for regulating and cannot take into account "irrelevant matters" outside of the assessment criteria (including impacts on nearby private property). It also does not enable overall regulation that has *the effect* of prohibiting freedom camping in a council's district when all regulation is taken into account. This means freedom camping powers should be used only where necessary and appropriate. The situation on Broadpark Road does not meet the assessment criteria.

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- 4.19 Transport legislation has wider powers and does not come with the same assessment criteria, however, must still have a logical connection between the problem and the regulatory response and must be considered “reasonable”. Care needs to be taken not to apply regulation in a way that may create legal risk.
- 4.20 Any use of regulatory power can be challenged, and this includes the process used to apply regulatory power (i.e. regulate with a bylaw or regulate using a power in a bylaw).

Overnight parking restrictions, prohibiting freedom camping and daytime activities

- 4.21 Key information about regulating with overnight parking restrictions, and impacts on freedom camping and daytime activities:
- overnight parking restrictions apply to all vehicles and not to a specific class of vehicle
 - restrictions would limit any vehicle from remaining in a parking space between the hours of 10pm and 7am
 - this would also apply to residents’ vehicles and any visitors they may have, as well as vehicles left overnight after events at the café, for example
 - during the day people in vehicles that can be used for freedom camping have the same parking rights and obligations as any other vehicle
- 4.22 Key information about regulating to prohibit freedom camping:
- the assessment criteria make it difficult to prohibit freedom camping, and impacts on nearby private property are not a part of what can be considered under legislation
 - freedom camping is largely about sleeping overnight in a vehicle (during the day people in vehicles that can be used for freedom camping have the same parking rights and obligations as any other vehicle).
- 4.23 Some of the concerns raised in submissions related to assumed impacts from freedom camping activities, like rubbish and damage to facilities – these would not necessarily be impacted even if freedom camping could be prohibited. Additionally, littering is already an offence, as is damage, under other laws.
- 4.24 Some submitters mentioned Park Run, a weekly running event that starts at the corner of Broadpark Road and Larnach Street on Saturday mornings at 8am. As with many Park Run events, parking is limited and online information about the event advises attendees to consider this when planning their involvement.

Freedom camping activities

- 4.25 Freedom campers may be drawn to Broadpark Road as it has angle parks, looks over Broad Park, and has facilities and beach access nearby. This may be preferable to parking on a street with houses on both sides and no view of greenspace. Restrictions may displace campers to less appropriate areas.
- 4.26 [Rankers](#) is a popular tourism app with a broad range of information related to freedom camping. As with many camping-related apps, users can add pins and details about their experiences. Broadpark Road had been added as a freedom camping location, which may have contributed to its popularity and potentially concentrated campers in this area (when in fact they can freedom camp on any roadside in the zone, and in some off-road car parks).
- 4.27 The Rankers pin has since been removed - the effect of this recent change is yet to be determined. People can continue to freedom camp in this location, but by removing the pin recommending it, it may mean fewer campers are drawn to the area.

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4.28 The monitoring of freedom camping on Broadpark Road is as follows:

- 1 Oct until 30 Nov: Monitoring of freedom campers on Friday evenings, Saturday mornings and evening, Sunday morning and evenings.
- 1 Dec until 31 May: Monitoring of freedom campers 7 days a week morning and evening.

Outside of these monitoring times Council will only respond at the time an issue is reported. There is currently no availability to respond to non-compliance with parking restrictions outside of the Parking Enforcement Team operating hours.

During monitoring photos are being taken and vehicle counts noted. This excludes people displaced/experiencing homelessness.

So far, contractors and Council staff carrying out routine monitoring report that the evidence gathered this season shows general compliance with overnight parking restrictions on Broadpark Road. There has been one ticket issued for a vehicle parking in a restricted area after hours and one incident where another vehicle was ushered away from the area.

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 4.29 There is a risk of precedence-setting and the potential raising of expectations about using overnight parking restrictions under the Traffic and Parking Bylaw 2017 for the ongoing management of freedom campers in the area. This is likely to result in greater scrutiny and the increased likely risk of legal challenge.
- 4.30 There is a risk that putting overnight parking restrictions in place may displace freedom campers. This is mitigated by the current restrictions being limited to 20 angled parks but would not be the case if overnight parking restrictions were to be extended to 55 angled parks along most of the road.

Legal Considerations Ngā Hīraunga ā-Ture

- 4.31 The Freedom Camping Bylaw 2021 limits freedom camping in the City Coastal Restricted Zone, which includes Broadpark Road. The Freedom Camping Bylaw is the appropriate regulatory mechanism to address freedom camping issues. However, there are limitations on the use of bylaws to address issues associated with freedom camping activities. The Freedom Camping Act 2011 takes a permissive approach to freedom camping and only empowers councils to regulate freedom camping with a bylaw in limited circumstances. Those limited circumstances are not applicable to the situation on Broadpark Road and therefore the decision to impose further restrictions holds a high risk of legal challenge.
- 4.32 The Freedom Camping Act 2011 makes it clear that bylaws cannot be made that have *the effect* of prohibiting freedom camping in a council's district. This includes using other regulatory tools that may work to prohibit or restrict freedom camping and their overall collective impact. The proposition of restricting overnight parking in a small set of parking spaces is quite different to restricting overnight parking along the majority of the angle parks on Broadpark Road (which could be viewed as having the effect of prohibiting freedom camping).
- 4.33 This report has been written using a general approach previously approved of by the Legal Services Unit and has been reviewed and approved by the Legal Services Unit.

Community Impacts and Views Ngā Mariu ā-Hāpori

- 4.34 Consultation was held from 5 to 23 November 2025.
- 4.35 Consultation details, including links to the project information shared on the [Kōrero mai | Let's talk](#) webpage, were advertised via:

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- An email sent to everyone who submitted on the temporary overnight parking restrictions in June 2025.
- A letter drop to the Broadpark Road residents who did not submit previously.
- An email sent to Brighton Beach House (café), Waimairi Beach Residents' Association, Broad Park Parkrun, and the Waimairi Beach Surf Club.
- A sign in front of the car parks.

4.36 The [Kōrero mai | Let's talk](#) webpage had 114 views throughout the consultation period.

Summary of Submissions Ngā Tāpaetanga

- 4.37 Submissions were made by one recognised organisation and 19 individuals. Four of these submitters live on Broadpark Road. All submissions are currently available on our [Kōrero mai | Let's talk](#) webpage.
- 4.38 The New Zealand Motor Caravan Association has expressed reservations about the process and legal basis for extending the restrictions. In particular they are concerned that it circumvents the Freedom Camping Act 2011.
- 4.39 When asked whether they have any concerns about overnight parking on Broadpark Road,
- 15 submitters responded Yes
 - 2 submitters responded No
 - 3 submitters did not respond to this question.
- 4.40 When asked whether they are experiencing any impacts from overnight parking on Broadpark Road,
- 8 submitters responded Yes
 - 9 submitters responded No
 - 3 submitters did not respond to this question.
- 4.41 The key themes raised by submitters when commenting on their concerns and/or how they are impacted included:
- Rubbish (7)
 - Noise (5)
 - Availability of parking spaces (4).
- 4.42 In terms of extending the restrictions,
- 14 submitters were supportive
 - 5 submitters were not supportive
 - 1 submitter did not specify.
- 4.43 Of those who live on Broadpark Road, two support extending the restrictions and two don't support extending them.
- 4.44 The main reasons given for wanting the restrictions to be extended were:
- It would improve parking availability (5)
 - Broadpark Road is not suitable for camping due to the proximity of residential housing (5).

- 4.45 Submitters who did not support extending the restrictions suggested that alternative mechanisms should be used to address noise-related issues and that the current restrictions are sufficient.

5. Final Analysis

- 5.1 The initial concern was in relation to distress of resident/s from an individual property, however, the extension to a further 26 car parking spaces is outside the scope of the initial concern. It is not clear what problem the extension of further overnight parking would be seeking to address. Normal good regulatory practice would involve identifying the perceived issue and then assessing options to address the issue, and if regulating, using the appropriate regulatory tool(s).
- 5.2 There are few, if any, regulatory options for addressing concerns about noise from vehicles coming and going and/or opening and closing of doors overnight. Overnight parking restrictions were viewed as the most appropriate option for addressing the very localised concerns that were initially raised.
- 5.3 There is no proposal to amend the [Freedom Camping Bylaw 2021](#). There are no clear grounds under the Freedom Camping Act 2011 to amend the bylaw to address these very localised concerns.
- 5.4 It is difficult to monitor compliance with overnight parking restrictions as the suggested restrictions fall outside of Parking Enforcement operating hours. Contractors monitor freedom camping concerns however cannot issue infringements.
- 5.5 Of the 19 submissions received only 4 were from residents of Broadpark Road. 2 were in support of extending restrictions and 2 were against. It could be argued that this feedback holds high value as these individuals are most likely to experience potential impacts of overnight parking.
- 5.6 Staff recommend that the Board do not pursue extending overnight restrictions on Broadpark Road. The current number of carparks with overnight restrictions were put in to address a specific localised issue. Limiting the restrictions to these 20 parking spaces directly addresses the initial concern raised (being the distress of some residents living on Broadpark Road) while minimising impacts to residents and visitors wanting to park in this location overnight.

Attachments Ngā Tāpirihanga

There are no attachments to this report.

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Courtney Fale - Traffic Engineer Teena Crocker - Senior Policy Analyst Ron Lemm - Manager Legal Service Delivery Amy Rice - Engagement Advisor
Approved By	Kathy Graham - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)

10. North Beach - Proposed Carpark Improvements

Reference Te Tohutoro: 25/1582308

Responsible Officer(s) Te
Pou Matua: Christina Weston, 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 Waitai Coastal-Burwood-Linwood Community Board to
 - 1.1.1 Consider the results of consultation for proposed parking restrictions at North Beach car park; and
 - 1.1.2 Make a decision regarding the implementation of parking restrictions at North Beach car park.
- 1.2 The report has been prepared in response to queries from the community about improving the safety and usability of this carpark.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the North Beach - Proposed Carpark 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. 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 4 to 7 below.
4. Approves that, in accordance with clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 180 minutes within the North Beach car park, as detailed in agenda Attachment A (TG150177a, dated 27/08/2025). This restriction is to apply between the hours of 7am and 7pm, Monday to Sunday.
5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, and in accordance with section 12.4 of the Land Transport Rule: Traffic Control Devices 2004, that parking be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, within the North Beach carpark, in the areas identified in agenda Attachment A (TG150177a, dated 27/08/2025). This restriction is to apply at all times, except between 7am and 7pm, Monday to Sunday.
6. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, and in accordance with section 12.4 of the Land Transport Rule: Traffic Control Devices 2004, that the parking of vehicles be restricted to a maximum period of 180 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, within the North Beach carpark, in the areas identified in agenda Attachment A (TG150177a, dated 27/08/2025). This restriction is to apply between the hours of 7am and 7pm, Monday to Sunday.

7. Approves that, in accordance with clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 10 minutes, on the east side of Marine Parade, adjacent to the North Beach carpark, as detailed in agenda Attachment A (TG150177a, dated 27/08/2025). This restriction is to apply between the hours of 7am and 7pm, Monday to Sunday.
8. 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 On 10 March 2025, a Notice of Motion was submitted to the Waitai Coastal-Burwood-Linwood Community Board, raising a number of requests about parking restrictions in the North Beach area. Staff advice was provided to the Community Board via a memo on 23 May 2025, which provided detail about the North Beach car park and suggested options for the Community Board to consider, ranging from minor improvements to a full redesign.
- 3.2 On 9 July 2025 transport staff presented an option for the management of parking issues at North Beach car park to the Community Board. The Community Board asked staff to design and consult on restrictions that could be implemented at low cost and before the summer period of 2025-2026.
- 3.3 The public were consulted on a proposal for a three-hour parking restriction at the car park (P180) at all times) and to formally mark the parking spaces on the road next to the car park and apply a 10-minute time limit at all times.
- 3.4 Following consultation and analysis of the submissions, staff recommend the three-hour parking restrictions apply between 7am-7pm to balance the competing use of the car park by the community, the surf lifesaving club and leases of the car park and its facilities. Staff also recommend the parking spaces on Marine Parade are marked out and a 10-minute time limit applied.
- 3.5 The amended plan for the proposed design is attached to this report as **Attachment A**. The aim for the recommended option is to increase the turnover of this carpark and improve safety and access of this space whilst facilitating provision for the community to use this space.

4. Background/Context Te Horopaki

Background

- 4.1 The North Beach car park services a surf lifesaving club and a community hall and provides access to the beach and a small park to the east, with Marine Parade to the west. The car park is a shared facility for users of the buildings and general beachgoers. As a busy car park, there can be times when the demand for parking is high.
- 4.2 On 10 March 2025, a Notice of Motion was submitted to the Waitai Coastal-Burwood-Linwood Community Board by Councillor Donovan, raising a number of requests about parking restrictions in the North Beach area.
- 4.3 Staff advice was provided to the Community Board via a memo on 23 May 2025. In regard to the request to investigate options for North Beach car park specifically, the memo provided detail on the facilities and users of the car park, including the surf life-saving club, the coffee

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cart, the Community Centre, freedom campers, as well as Council transport projects that are underway or planned for the North Beach area. Options for the car park were also included in the memo.

- 4.4 On 9 June 2025 staff presented multiple options of redesign of the car park to the Community Board during an information session/workshop to address the concerns of the local community. Due to the cost to implement two of the options (approximately \$700,000), it was recommended to design and consult with an option that could be covered by internal budgets and implemented before the busy summer period.

Consultation and submissions summary

- 4.5 Consultation for the North Beach project included a proposal to limit parking to P180 at all times. This would limit the parking of all vehicles at all times, including overnight. It also proposed to formally mark the parking spaces on the road next to the car park and apply a 10-minute time limit.
- 4.6 Submissions indicate that parking availability at North Beach car park is an issue when activities are occurring in association with the surf lifesaving club, community hall, coffee cart and beach access. Demand is highest during the day (particularly at weekends and over summer) and in the evening (particularly over summer, and when events and club activities are on). Although overnight parking does occur, there are instances where freedom campers remain parked when other activities begin and the car park can become congested in the mornings, rather than there being a parking demand overnight. Further information on the consultation and a detailed summary of submissions is included in the Community Views section below.
- 4.7 Given the lack of overnight parking demand issues, staff recommend the P180 parking restrictions apply between 7am and 7pm year-round, instead of “at all times”. This ensures the parking restrictions address the identified problems, do not create unintended consequences and do not create inconsistencies. Unintended consequences from applying parking restrictions at all times may include:
- Displacement of freedom campers closer to residential properties.
 - Conflict or confusion about the interaction between freedom camping restrictions¹ and parking restrictions.
 - Other vehicles not being able to park overnight (e.g. to avoid driving under the influence from attending an event).
 - Expectations that parking enforcement will be active overnight.

¹ The Freedom Camping Act explicitly limits freedom camping regulation (bylaws must not absolutely prohibit freedom camping – section 12). Freedom camping is limited in North Beach carpark under the Council's Freedom Camping Bylaw 2021. It is prohibited at weekends over the warmer months (7pm Fridays to 7pm Sundays, between 1 October and 1 May each year), when demand for the car park is highest. At other times, freedom camping is allowed, with certain conditions (vehicles must be self-contained, camping activities must not spread into nearby parking spaces, and duration of stay is limited). These same conditions apply to the surrounding area, including the roadside and in the parking bays along Marine Parade. Legal challenges to bylaws have been based on councils regulating too broadly using bylaw-making powers, or considering irrelevant matters (Article: [Queenstown told its freedom camping rules are invalid | RNZ News](#) (24 September 2024)).

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- 4.8 The following related information session/workshops and memo have taken place for the members of the meeting:

Date	Subject
23/05/2025	Staff response to Notice of Motion regarding North Beach Parking Restrictions
9/07/2025	North Beach Carpark

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

- 4.9.1 **Option A (preferred).** Implement P180 parking restrictions between the hours of 7am and 7pm to North Beach car park, including 4 parks being reserved for vehicles with an approved disabled person's parking permit, and P10 parking restrictions to parallel parking adjacent to the carpark on Marine Parade
- 4.9.2 **Option B.** Implement P180 parking restrictions at all times to North Beach car park as consulted on.
- 4.9.3 **Option C.** Do not implement any parking restrictions (status quo)

- 4.10 The following options were considered but ruled out:

- 4.10.1 Parking restrictions of alternate lengths of time. There are numerous ways to set timed parking restrictions. For North Beach car park P180 was deemed the most appropriate length of time as the activities at the beach often require more than an hour or two, whether that is for a surf lesson, or recreational purposes, etc. Longer periods of time would discourage turnover. The on-street parking adjacent to the car park can also be used for long periods of time. Having a P10 allows for high turnover and an area that can be used for drop-offs/pick-ups.

Options Descriptions Ngā Kōwhiringa

- 4.11 **Preferred Option: Option A** - Implement P180 parking restrictions between the hours of 7am and 7pm to North Beach car park, including 4 parks being reserved for vehicles with an approved disabled person's parking permit, and P10 parking restrictions to parallel parking adjacent to the carpark on Marine Parade

- 4.11.1 **Option Description:** Implement parking restrictions of P180 between the hours of 7am and 7pm within North Beach car park, including 4 parks being reserved for vehicles with an approved disabled person's parking permit and P10 on Marine Parade on 16 adjacent parks on road parallel to the North Beach car park, which will be defined by parking ticks.

- 4.11.2 Option Advantages

- Addresses the request to provide restricted parking.
- Encourages parking turnover at North Beach car park.
- Allows for flexibility with parking in the morning and evenings.
- Does not take away any of the current parking provisions.
- Parking ticks on Marine Parade will help to make entry and exit point more visible.
- Still allows provisions for freedom campers over the week and weekends over the winter months, consistent with the Freedom Camping Bylaw.

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- g) There was strong support from the community for the P180 restrictions.
 - h) Gives Council the ability to use enforcement and infringements in appropriate circumstances.
 - i) Does not pose changes to resourcing, financial and operational challenges that may impact service levels.
- 4.11.3 Option Disadvantages
- a) Some of our community submissions do not support this option.
 - b) There is a risk that this could cause displacement of freedom campers closer to residential properties.
 - c) Cost of implementation.
 - d) Restricts users in how long they can use this space between 7am and 7pm.
- 4.12 **Option B** – Implement P180 parking restrictions at all times to North Beach car park as consulted on.
- 4.12.1 **Option Description:** Implement a parking restriction of P180 at all times to North Beach car park.
- 4.12.2 Option Advantages
- a) Encourages parking turn over.
 - b) Close parking to facilities where there are no parking restrictions.
 - c) There was strong support from the community for the P180 restrictions.
 - d) Gives Council the ability to use enforcement and infringements in appropriate circumstances.
- 4.12.3 Option Disadvantages
- a) There is a risk that this could cause displacement of Freedom Campers closer to residential properties.
 - b) May raise conflict or confusion about the interaction between freedom camping restrictions and parking restrictions for North Beach car park.
 - c) Other vehicles not being able to park overnight (e.g. to avoid driving under the influence from attending an event).
 - d) Implementation costs.
- 4.13 **Option C** – Do not implement any of the proposed parking restrictions
- 4.13.1 **Option Description:** This option would implement no changes to the current working of the car park and Marine parade.
- 4.13.2 Option Advantages
- a) No implementation costs.
 - b) Full flexibility in how this space can be used.
- 4.13.3 Option Disadvantages
- a) Does not address any of the community concerns.
 - b) Does not encourage turn over.
 - c) Does not give staff the ability to use enforcement and infringement measures.

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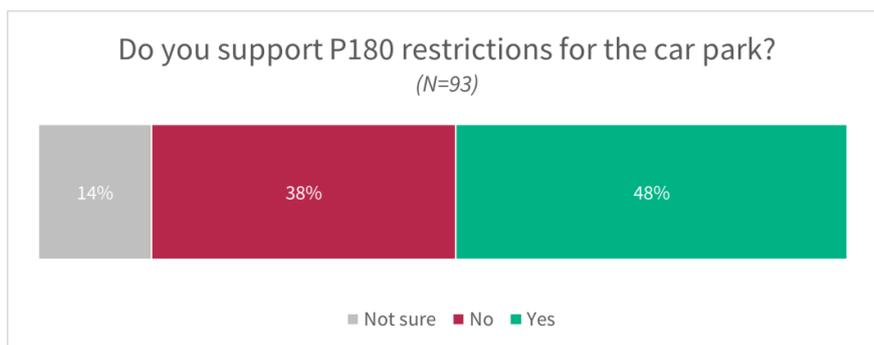
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Community Impacts and Views Ngā Mariu ā-Hāpori

- 4.14 Early engagement with community facilities around the North Beach car park started in July 2025. Staff met representatives from the North Beach Surf Lifesaving Club, North Wai Boardriders Club, North Beach Coffee Shed, North New Brighton Indoor Bowls Club, New Brighton Friendship Club, Pegasus Rangers, and New Brighton Seido Karate. They also emailed Health New Zealand - Te Whatu Ora about its Mobility Action Programme.
- 4.15 These discussions focused on how the groups use the car park and the current problems they face. This information, in addition to considerations about the enforceability of restrictions, informed the proposal that went out for public consultation.
- 4.16 Consultation started on 5 August and ran until 17 August 2025.
- 4.17 Project details including links to the [Kōrero mai | Let's talk](#) webpage were advertised via:
- An email sent to 93 key stakeholders, including an invitation to meet sent to the North Beach Residents' Association.
 - Two signs in the car park.
- 4.18 The [Kōrero mai | Let's talk](#) webpage had 556 views throughout the consultation period.

Summary of Submissions Ngā Tāpaetanga

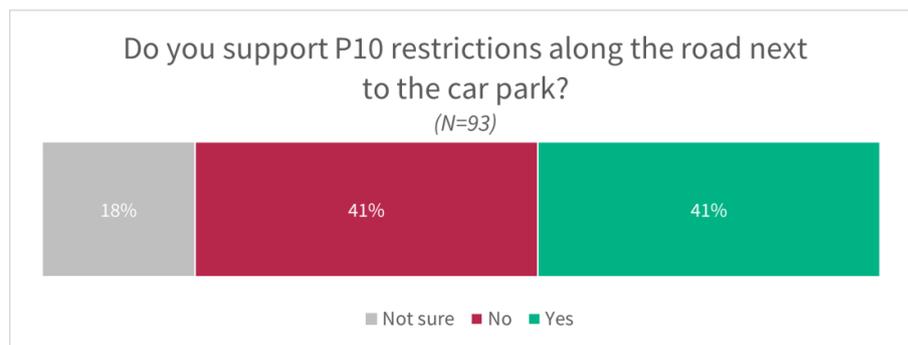
- 4.19 The proposed restrictions consulted on were P180 to all parks in the North Beach Car Park and P10 to approximately 16 parallel parks on Marine Parade at all times.
- 4.20 Submissions were made by five recognised organisations/businesses and 88 individuals. All submissions are available on our [Kōrero mai | Let's talk](#) webpage.
- 4.21 North Beach Residents' Association and Nomadic Barbers did not support the proposed time restrictions, North Beach Community Preschool and Spokes Canterbury did support the proposed time restrictions, and the North Beach Coffee Shed supported the proposed P10 restrictions on the road and was not sure about the proposed P180 restrictions within the car park
- 4.22 On the proposed P180 restrictions in the car park, 48% of submitters supported, 38% did not support, and 14% were not sure.



- 4.23 Key things submitters liked about the P180 restrictions were:
- They would prevent freedom camping in the car park (21)
 - They would make it easier for people to visit North Beach (10)
 - They allow sufficient time to visit the area (9)

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- They would prevent the car park being used as residential parking for the new housing development (7)
 - They strike a good balance/are fair (6)
- 4.24 Key things submitters didn't like about the P180 restrictions were:
- Three hours would not allow enough time to visit the area, especially if attending an event or on surf lifeguard patrol (28)
 - They would restrict community members' use of the area (14)
 - They are unnecessary (5)
- 4.25 Submitters made the following requests for North Beach car park:
- Ban freedom camping (17)
 - Allow overnight parking but require vehicles to move on in the morning (6)
 - Only restrict overnight parking (5)
- 4.26 On the proposed P10 restrictions on the road alongside the car park, 41% of submitters supported, 41% did not support, and 18% were not sure.



- 4.27 Key things submitters liked about the P10 restrictions were:
- They would make it easier to do drop-offs/pick-ups, including getting a coffee (16)
 - It is safer to not have long-term parking on the road (5)
- 4.28 Key things submitters didn't like about the P10 restrictions were:
- Ten minutes is not long enough to be useful (15)
 - It is dangerous to have cars parked on the road alongside the car park (9)
 - They would encourage more traffic movement, making the area more dangerous (5)
- 4.29 Submitters made the following requests for the road alongside the car park:
- Put in no parking restrictions (11)
 - Mark the pathway between the car park and the road more clearly (8)
 - Put in a pedestrian crossing on Marine Parade (8)
 - Have fewer P10 parking spaces (6)
- 4.30 Across both proposed time restrictions, twelve submitters shared questions or concerns about how the restrictions would be enforced.
- 4.31 The decision affects the following wards/Community Board areas:

4.31.1 Waitai Coastal-Burwood-Linwood Community Board

Analysis

- 4.32 Staff have considered different parking restriction timing. Investigation showed that in Christchurch there are no parking restrictions longer than the P180 restriction. To be consistent with other parking restrictions, enforcement and patrolling P180 was determined to be the longest recommended parking restriction.
- 4.33 Consultation also showed concerns from residents regarding one day events that occur annually and how parking restriction would influence these events. Event permits can be applied for all day which can apply to the car park through Temporary Traffic Management (TTM) meaning the restrictions during that event would be void (if approved with the permit and TTM).
- 4.34 Consultation with key stakeholders and the wider community have informed staff more of the current situation at North Beach car park. The issue with the carpark is primarily during the daytime and not over the evening period, and the restrictions for Freedom Camping through the summer months over the weekend has proven to be successful. This proposal has been amended to be in line with those restrictions. It also ensures there is no conflict with the provisions for North Beach car park under the Freedom Camping Bylaw.
- 4.35 There were 28 submitters who believed that three hours was not long enough for a parking restriction. Having the parking restrictions only apply only during the hours of 7am-7pm allows for unrestricted parking in the early morning and evenings. These hours are consistent with the District Plan noise provisions.
- 4.36 There were also comments from submitters regarding a housing development being built adjacent to the property. Staff acknowledge that this could have potential adverse effects in the future. It has not been a consideration for this report as the focus is for minor safety and accessibility improvements to the North Beach car park.
- 4.37 If approved, the recommendation will be implemented (signs with restrictions will be installed along with parking ticks on Marine Parade).

5. Financial Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2	Option 3 -
Cost to Implement	2000	2000	\$0
Maintenance/Ongoing Costs	Will be added to and covered by the area maintenance contract	Will be added to and covered by the area maintenance contract	\$0
Funding Source	Traffic Operations Team Traffic Signs and Markings budget	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 There is a risk the parking restriction could become incompatible with the restrictions already in place from the Freedom Camping Bylaw 2021². This has been mitigated by proposing timed restrictions of P180 between 7am and 7pm.

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 The community boards have delegated authority for the 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 control devices.
- 6.3 Other Legal Implications:
- 6.4 The Freedom Camping Bylaw 2016 permits Freedom Camping in the City Coastal Restricted Zone; North Beach car parks is captured within this zone.
- 6.5 The carpark is a prohibited area for Freedom Camping during weekends over the summer period during 1 October – 1 May, 7pm Friday -7pm Sunday as per the Freedom Camping Bylaw 2021.
- 6.6 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

- 6.7 The required decision:
- 6.7.1 Align with the [Christchurch City Council's Strategic Framework](#).
 - 6.7.2 Are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy 2019. The level of significance was determined by the minor nature of the proposed changes.
 - 6.7.3 Is consistent with Council's Plans and Policies, in particular the Traffic and Parking Bylaw 2017. The proposed timed restrictions of P180 between 7am and 7pm mean that there is consistency with the Freedom Camping Bylaw provisions related to North Beach car park.
- 6.8 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.9 Transport
- 6.9.1 Activity: Transport
 - a) Level of Service: 16.0.13 Respond to customer service requests within appropriate timeframes. (The percentage of customer service requests relating to roads and footpaths to which the territorial authority responds within the timeframe specified in the Maintenance contracts) (DIA 5) - >=80% customer

Waitai Coastal-Burwood-Linwood Community Board
08 September 2025

service requests are completed, or inspected and programmed within timeframes.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.10 The decisions do not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 6.11 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. The decisions described are adding paint as signs to already existing infrastructure

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If the Community Board agrees to the proposed option, signs and white lines will be implemented by the contractor.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	North Beach Car Park Proposal	25/1731982	
B	North Beach Car Park petition	25/745472	

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Tina Weston - Traffic Engineer Amy Rice - Engagement Advisor Toni Dakers - Traffic Engineer
Approved By	Kathy Graham - Acting Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)



Christchurch
City Council

North Beach Carpark - Marine Parade
Proposed Parking Restrictions
For Consultation

Original Plan Size: A4
Drawn: MR Issue 1 02/08/2025
Designed: TW Drawing: TG150177a
Approved: ... Project:

North Beach Carpark

*Staff response to Notice of Motion regarding
North Beach Parking Restrictions*

9 June 2025

Notice of Motion - North Beach carpark

- Investigate parking restrictions at North Beach Car Park
 - to improve accessibility, safety, and availability of short-term parking
 - time-limited and permit parking, and mobility parks
 - demand on parking due to multiple community facilities and surrounding amenities
- Undertake a comprehensive parking and safety assessment

Steps to respond to the NOM for North Beach carpark

- Parking and safety assessment – provided in memo to the Board on 23 May
- Discuss with the Board about possible options
 - Minor safety improvements
 - Redesign of the car park (requires LTP bid)
- If the Board wants staff to progress any options:
 - Public consultation
 - Report back to the Board for a decision
 - Implementation

Other work underway

- The Council has other projects underway in the vicinity of North Beach Car Park
 - Marine Parade (Hawke St to Bowhill Rd) Street Renewal Project
 - Eastern Orbital Cycle Route (Bowhill Rd)
- North Beach Surf Lifesaving Club
 - Proposal to rebuild club facilities and renew the licence
 - Public consultation has now closed
 - Report back to the Board following submissions analysis

See Section 6, North Beach Parking Restrictions Memo

North Beach Carpark



Facilities at North Beach Carpark

- North New Brighton War Memorial Hall and Community Centre
- North Beach Surf Lifesaving Club
- Public toilets and an outdoor shower
- Coffee Cart
- A park and access to the beach

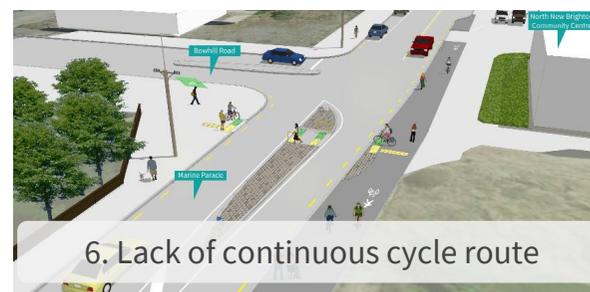
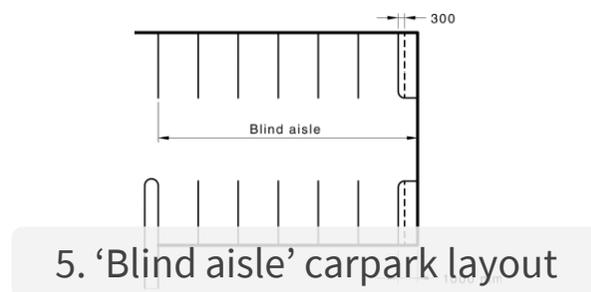


See Section 3, North Beach Parking Restrictions Memo

Users of North Beach Car Park

- Surf club
- Beach-goers
- Locals
- Visitors to the area
- People going to events at the community centre
- Freedom campers

Parking and safety assessment



See Section 3, North Beach Parking Restrictions Memo & Attachment A

Options

- The options that will best address the issues at North Beach Car Park range from minor safety improvements through to a full redesign of the car park
- The memo to the Board provided some detail about what aspects could be included for these options
 - A starting point for discussion with the Board
 - Detail on what types of changes could be made to the car park
 - A draft plan to help visual what the carpark could look like with any of those changes

Minor safety improvements



Funding options

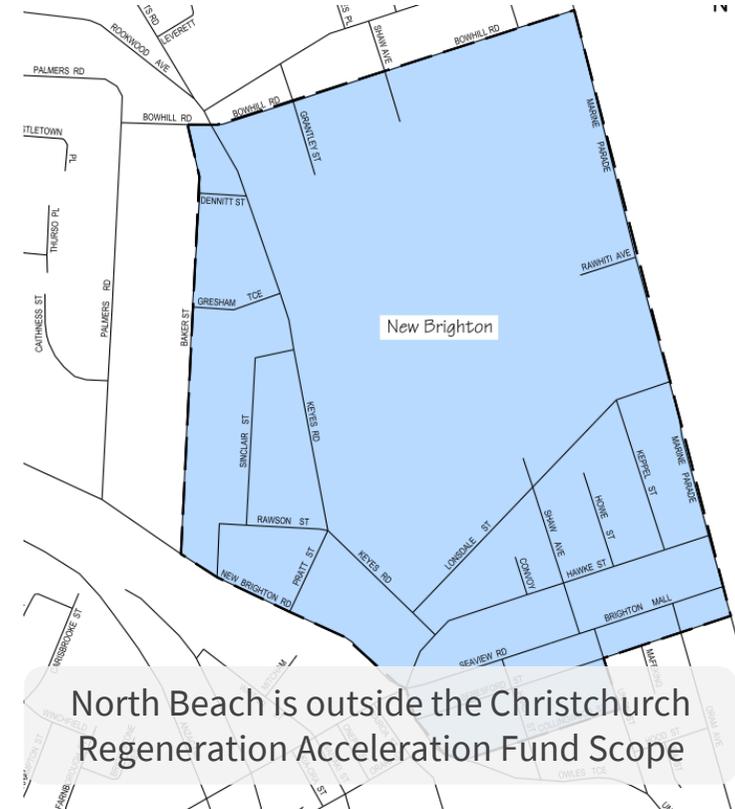
Minor improvements (Option 1)

- Funding available: Transport Unit

Major improvements (Option 2A/2B)

- Funding not currently available: Line item in Long Term Plan

Note: CRAF funding not available as outside the area scope of CRAF (defined by Govt)



Car parking spaces

	Total	Off-street			On-street
		Standard carparks	Mobility carparks	P5 drop off	Standard carpark
Existing	62	42	4	1	15
Current proposal: <u>North Beach Surf Lifesaving Club rebuild and new lease</u>	56	36	4	1	15
Option 1: Minor Safety Improvements	59	40	6	1	12
Option 2A: Carpark redesign with entrance at northern end	67	59	4	0	4
Option 2B: Carpark redesign with entrance near Leaver Tce	62	54	4	0	4

Surf club response to design options

- Feedback on options:
 - *Option 1 – I don't feel will increase the safety much at all, as a frequent user of the car park it's hard to see out onto Marine parade when people park on the road side and you have to nose out to be able to see the traffic.*
 - *For us Option 2B is the plan that helps with - accessibility for emergency vehicles to the surf club, gives a clear area for loading of IRBS for emergency call outs, space for gear trailers for surf lifesaving events and that won't impede on the public accessing the car park.*
- *Timing for Club rebuild subject to the following - ECAN approval, Building consent & Funding. May be sooner if can secure funding*
 - *Stage 1 – Surf Club Shed and Patrol Tower (North Building) – 2026-2027*
 - *Stage 2 – Surf Club Building (South Building) - 2028-2029*

Waitai Coastal-Burwood-Linwood Community Board Information
Session/Workshop
09 June 2025

Christchurch
City Council 

2. Options for North Beach Car Park

Reference Te Tohutoro: 25/986701

Presenter(s) Te Kaipāhō : Nick Reid, Traffic Engineer
Stephen Wright, Manager Operations (Transport)

1. Detail Te Whakamahuki

Timing	This workshop is expected to last for 45 minutes.
Purpose / Origin of the Workshop	<ul style="list-style-type: none"> This workshop is to discuss options with the Community Board to address the issues at North Beach Car Park; and for the Board to give direction to staff on whether to proceed with consultation on any of the options.
Background	<ul style="list-style-type: none"> At the Board's meeting of 10 March 2025, Councillor Donovan raised a Notice of Motion requesting staff investigate parking restrictions to improve accessibility, safety and availability at North Beach Car Park. The North Beach Car Park services a surf lifesaving club and a community hall and provides access to the beach and a small park to the east, with Marine Parade to the west. The car park is a shared facility for users of the buildings and general beachgoers. As a busy car park, there can be times when the demand for parking is high. The North Beach Surf Life Saving Club are proposing to rebuild the club facilities and renew their lease. Consultation on the proposal took place between 10 April and 12 May 2025, with the intention to start construction of stage one in March 2026. On 23/05/2025 the Community Board received a memo responding to the Notice of Motion. This memo included some high-level detail about the possible options for minor safety improvements and parking restrictions through to a full redesign of the car park.
Key Issues	<p>Staff have undertaken a safety and accessibility assessment of North Beach Car Park:</p> <ul style="list-style-type: none"> Cars parking on the footpath resulting in pedestrians walking on the road to get around the parked cars. There are nine combined carpark entries/exits which increases the number of conflict points between motorists (turning in/out) and other motorists, pedestrians and cyclists. It can be difficult to cross Marine Parade. Users of the community centre have requested more mobility carparks. The 'Blind aisle' carpark layout with one entry/exit only can create some difficulty for drivers in manoeuvring in and out of the aisle. As part of the Marine Parade street renewal project, the shared path will end just south of the car park.

Waitai Coastal-Burwood-Linwood Community Board Information
Session/Workshop
09 June 2025



Next Steps	<ul style="list-style-type: none">• If the Community Board directs staff to proceed with any of the options, staff will refine the detail and consult the public.• A decision report will then be brought back to the Community Board (aiming for the final Board meeting before the elections)
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Attachments Ngā Tāpirihanga

There are no attachments to this coversheet.

Signatories Ngā Kaiwaitohu

Authors	Nick Reid - Traffic Engineer Libby Elvidge - Principal Advisor Citizens & Community
Approved By	Gemma Dioni - Acting Team Leader Traffic Operations/Principal Advisor Stephen Wright - Manager Operations (Transport)

Memos



Memo

Date: 23/05/2025
From: Nick Reid, Traffic Engineer, Transport Operations
To: Waitai Coastal-Burwood-Linwood Community Board
Cc:
Reference: 25/858460

Staff response to Notice of Motion regarding North Beach Parking Restrictions

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 To provide the Waitai Coastal-Burwood-Linwood Community Board with staff advice in response to the Notice of Motion regarding North Beach Parking Restrictions submitted by Councillor Donovan at the Board's meeting of [10 March 2025](#).
- 1.2 Pursuant to Standing Order 22 of Christchurch City Council's Standing Orders, the Notice of Motion reads as follows:

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Requests that staff urgently investigate parking restrictions in the following locations to improve accessibility, safety, and availability of short-term parking for community and council facilities and businesses:
 - The North Beach car park.
 - Parking and accessibility improvements for the North Beach Surf Club, the North Beach Coffee Cart, the North Beach Memorial Hall, and nearby commercially zoned premises, including Bowhill Road (between Marine Parade and the North Beach Beer Garden).
 - Broadpark Road.
 - Leaver Terrace (from Tonks Street to Marine Parade) and Tonks Street (from Leaver Terrace to Bowhill Road) and other streets adjacent to key freedom camping sites, in anticipation of increased demand from new development and future commercial activity.
2. Requests that the investigation consider:
 - Parking restrictions, including time-limited and permit parking, and mobility parks to ensure equitable access to community facilities while maintaining availability during peak periods.
 - Significant demand on parking due to multiple community facilities, including a Council-owned facility, a surf club, and a café operating under a Council lease, as well as the beach and surrounding amenities.
 - A comprehensive parking and safety assessment of the North Beach car park, with recommendations for improvements to support safer and more accessible parking,

Memos

- including provisions for safety, movement, amenity, and mobility parking as outlined in the suburban parking policy.
- Request for a comprehensive parking management plan to address ongoing parking challenges, balance competing demands, and ensure sustainable long-term solutions.
- 3. If funding is unavailable within existing budgets, requests that the Board consider allocating funds from other sources i.e. Discretionary Response Fund/Better Off Safety Fund and/or any remaining funds in the NB CRAF project to ensure timely implementation.

2. Locations covered by the Notice of Motion

- 2.1 The locations covered by the Notice of Motion are shown in Figure 1 below, and include Broadpark Road and the North Beach Car Park and surrounding streets, which includes:
- Marine Parade near the North Beach Car Park,
 - Bowhill Road (from the North Beach Beer Garden to Marine Parade),
 - Leaver Terrace (from Tonks Street to Marine Parade), and
 - Tonks Street (from Leaver Terrace to Bowhill Road).



Figure 1: Areas investigated

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

3. North Beach Car Park

- 3.1 The North Beach Car Park services a surf lifesaving club and a community hall and provides access to the beach and a small park to the east, with Marine Parade to the west. The car park is a shared facility for users of the buildings and general beachgoers. As a busy car park, there can be times when the demand for parking is high.
- 3.2 In the past two years, the Council has received three parking complaints for North Beach Car Park with one ticket issued for parking on the footpath. There has also been a small number of other complaints related to parking or driving behaviour in the surrounding area.

Memos



- 3.3 **North Beach Surf Life Saving Club:** The surf lifesaving club regularly holds training and events. The North Beach Surf Life Saving Club are proposing to rebuild the club facilities and renew their lease. [Consultation on the proposal](#) took place between 10 April and 12 May 2025, with the intention to start construction of stage one in March 2026. There are minor changes proposed to the carpark - to remove up to six parking spaces and a new location for a coffee cart adjacent to the carpark and outside the southern side of the building.
- Staff will bring a report to the Community Board in mid-2025 to make a decision on the proposed building work and lease renewal.
- 3.4 **Coffee cart:** There is a popular coffee cart next to the lifesaving club, near to the entry/exit at the north end of the carpark. The location is on park land and does not utilise a parking space in the car park. The operator of the coffee cart has a mobile trading permit and must remove the cart at the end of trading hours agreed in the permit. The operator has advised staff that on occasion there can be access issues due to the car park being full. When the Lifesaving Club construction begins, the coffee cart will need to be temporarily relocated until the new permanent location to the south is ready. Staff are working with the operator to find a suitable temporary location.
- 3.5 **North New Brighton War Memorial Hall and Community Centre:** The community centre has a mix of leaseholders and casual bookings, as well as events. Some groups that regularly use the community hall have raised concerns about the lack of mobility parking.
- 3.6 **Freedom campers:** The car park and Marine Parade parking bays are popular with freedom campers due to the beach access, public toilets, lighting and other facilities.¹ Remaining in a parking space after sleeping overnight can be problematic for public access to car parking, as spaces are seen to be monopolised by freedom campers. Vehicles that can be used for freedom camping are subject to the same parking rights and obligations as other vehicles.
- Subsequent to this Notice of Motion, on 2 April 2025 the Council received a petition ([item 4.1](#)) signed by over 800 people. The petition asked that freedom camping is temporarily banned and that a permanent ban is put in place by amending the Council's Freedom Camping Bylaw. On 14 May 2025, the Chief Executive declined the request, with emails outlining the reasoning sent to the Mayor and Councillors, the Waitai Community Board and the presenters of the petition.
- 3.7 **Marine Parade street renewal project:** In February 2025 the Council approved ([item 14](#)) the Community Board recommendations for the Marine Parade street renewal project between Hawke Street and Bowhill Road. This project includes shared paths, improved footpaths and upgrades to infrastructure. More detail can be found on the Council's [Have Your Say page](#). This project ends at the intersection of Bowhill Road and Marine Parade, directly adjacent to the North Beach Car Park.
- 3.8 **Eastern Orbital Cycle Route:** a project for minor cycle safety improvements in New Brighton (e.g. painted cycle lanes without separation from traffic) is currently in the scheme design stage. The project will connect to existing cycling infrastructure in the area and was initiated at the request of the Community Board. The alignment of this project includes Bowhill Road, however design options are still being investigated. An information session with the Board will be scheduled before the Eastern Orbital Cycle Route project progresses any further.

¹ The [Freedom Camping Bylaw 2021](#) prohibits freedom camping at North Beach Car Park at weekends between 1 October and 1 May each year (when the car park is at its busiest). On weeknights in the carpark, and in the surrounding areas year-round, anyone in a self-contained vehicle can freedom camp for up to four nights within any 30-day period, provided they move somewhere new after the first two nights.

Memos

Options for North Beach Car Park

- 3.9 Staff have undertaken a safety and accessibility assessment of North Beach Car Park (**Attachment A: North Beach safety, accessibility and ease-of-use issues**). The issues are summarised below:
- **Cars parking on the footpath:** there is some confusion from users of the car park about the delineation between the car park and designated footpath that runs adjacent, resulting in pedestrians walking on the road to get around the parked cars.
 - **Entries and exits:** there are nine combined carpark entries/exits to give access to each blind aisle of parking spaces, which increases the number of conflict points between motorists (turning in/out) and other motorists, pedestrians and cyclists.
 - **Crossing points:** it can be difficult to cross Marine Parade at Leaver Terrace as there is no crossing point there. At the Bowhill Road intersection, there is a pedestrian refuge island where people can cross (this is getting a new island as part of the [Marine Parade shared path project](#), with construction expected in late-2025).
 - **Mobility parks:** there are two mobility parks at the community centre end of the car park, and two by the Surf Lifesaving Club. Users of the community centre have requested more mobility carparks.
 - **'Blind aisle' carpark layout:** the layout of the car park has aisles of parking spaces that have one entry/exit only. This can create some difficulty for drivers in manoeuvring in and out of the aisle.
 - **Lack of a continuous cycle route:** as part of the Marine Parade street renewal project, the shared path's most northern point will be at the intersection of Bowhill Road and Marine Parade, just south of the car park. Construction is expected to start in late-2025.
- 3.10 The options that will best address the issues at North Beach Car Park range from minor safety improvements through to a full redesign of the car park. Staff suggest that a workshop is held to discuss options with the Community Board before a report is prepared for public consultation and decisions. This will be scheduled as soon as possible.
- 3.11 A minor safety improvement option (**Attachment B** – draft plan to discuss with the Board) could include aspects such as:
- **Time restrictions:** time restrictions would ensure vehicle turnover would be more likely to occur during the day, especially in the early mornings when the car park is used by people going for walks on the beach and getting coffee from the coffee cart. Options for time restrictions could be, for example:
 - P180: the timed parking would apply between 8am-6pm Mondays-Fridays. It could be for all, or part of the car park.
 - P180 At All Times: the timed parking would apply at all hours of the day throughout the week (24/7). Staff recommend that if the Community Board preferred this option, that it should only be for part of the car park, e.g. retaining some car parks away from the buildings for people to park for longer, and also to mitigate any displacement of freedom campers² to other areas.

² Nation-wide changes to the requirements for self-contained vehicles will come into effect on 7 June 2026 requiring privately-owned camping vehicles to comply with a higher standard, in accordance with the Plumbers, Gasfitters, and Drainlayers (Self-Contained Vehicles) Regulations 2023. This is likely to reduce the proportion of smaller camping vehicles.

Memos



- **Mobility parks:** an additional two mobility parks next to the community hall could be added. This would resolve the concerns about not having enough mobility parks.
 - **Bollards/Flexi-posts:** flexi-posts could be installed along the edge of the footpath in the aisles where there are no existing planters to show a delineation between the car park and the footpath. Approximately 4-5 flexi-posts would be required to cover the length of two parking spaces.
 - **Parking ticks:** staff could install parking ticks on the road carriageway on Marine Parade, adjacent to the car park. These are intended to create an area that is clear to road users where to park.
 - **Shared path:** the Marine Parade street renewal project is constructing a shared path. That shared path will end at North Beach Car Park. The Community Board may want to consider extending the shared path to the northern most point of the car park. This could include some shared path markings to reinforce to road users the purpose of this area. This process could take longer than the other options above.
- 3.12 A trial of any of the above is not recommended as the issues at North Beach Car Park can be addressed through usual decision-making processes. The busyness at the car park is likely to reduce over the winter with activities such as surf lifesaving training and beach patrols finishing up for the summer. Over the off-season freedom camper numbers, beachgoers and tourism all tend to reduce. Minor safety improvement changes to the car park can be implemented before the next summer season.
- 3.13 A full redesign would be costly and require a Long-Term Plan bid. A redesign could include aspects such as:
- **Entries/Exits:** this could be changed from the nine current entries/exits that give access to each blind aisle to a one-way style with one entry and one exit. This would also mean that the parking spaces would be angled differently and approximately five additional parking spaces could be incorporated.
 - **Minor safety improvements:** a full redesign would be able to incorporate the minor safety improvements for time restrictions, mobility parks, and a shared path described in paragraph 3.10.
 - **Pedestrian access:** this could include the addition of pedestrian crossing points at the intersection of Leaver Terrace and Marine Parade. With the current layout of the car park, there is an entry/exit point to a blind aisle that means this change cannot occur with the minor safety improvements option.
 - **Stormwater design:** a full redesign could improve stormwater run-off through the addition of rain-gardens.

4. Broadpark Road

- 4.1 The Broadpark Road angle parks provide 56 parking spaces. There are a further 16 standard car parks adjacent to the residential houses opposite Broad Park and ample on-street parking on nearby streets. There are also two carparking areas nearby: one to the north at the corner of Larnach Street which is closed each night; and one to the south that services the Waimairi Surf Lifesaving Club. There are two speed humps³ installed on the corner where Marine Parade and Beach Road intersect, intended to slow traffic.

³ Approved by the Waitai Coastal-Linwood-Burwood Community Board on 9 December 2024 ([item 13](#))

Memos



- 4.2 In addition to this Notice of Motion, a Waimairi Beach resident raised their concerns with the Council on 2 April 2025 about noise caused by freedom camping in Broadpark Road and asked the Council to take action. The concerns raised by the owners at Broadpark Road are causing distress and impacting on their health. The usual process for parking restrictions would not be an expedient way to address their concerns.
- 4.3 On 12 May 2025 ([item 15](#)) the Community Board endorsed a three-month trial for overnight parking restrictions on Broadpark Road, applying to approximately 20 angle parks adjacent to Broad Park. This will restrict parking to all vehicles overnight in those angle parks alongside Broad Park and opposite the affected house and direct neighbours.
- 4.4 Consultation will be undertaken to seek the views of the wider Broadpark Road community while the trial is underway. Staff will bring a report back to the Community Board after the trial for the Board to consider the submissions and make a decision as to whether or not to make the overnight parking restrictions permanent.

5. New development in the area

- 5.1 The Notice of Motion requests that the investigation of parking restrictions includes the residential area between Leaver Terrace, Tonk Street, Bowhill Road and Marine Parade. There is upcoming development happening in this area with the introduction of higher density housing and guest accommodation, which will be a change for the neighbourhood. The District Plan does not require car parking to be included in developments such as multi-unit buildings. It can be expected that some parking will spill out into the road environment, and this may increase over time as future developments are built.
- 5.2 On 27 March 2025, at an information session ([item 4](#)), staff provided the Community Board with an overview of the proposed multi-unit development of the former Ozone Hotel site on Marine Parade.⁴ The developers have chosen to include some parking in their development, even though it is not required to.
- 5.3 In residential areas where new development is occurring, there can be impacts on the demand for parking. The [Suburban Parking Policy](#) allows for parking management in areas of high demand on a case-by-case basis. This could include, for example, timed parking restrictions which would apply to all vehicles. The development at the former Ozone Hotel site has not yet been constructed. If, following construction, there are impacts to on-street parking that would require consideration of options, this can be addressed at that time.

6. Next steps

- 6.1 The Community Board will be receiving decision reports in the coming months for:
 - North Beach Surf Lifesaving Club (submissions are currently being analysed)
 - Broadpark Road overnight parking restrictions trial (three-month trial commencing shortly)
- 6.2 For North Beach Car Park, staff will schedule a workshop with the Community Board to discuss the options covered in this memo. If the Community Board directs staff to proceed with any options, public consultation will need to be undertaken.

Attachments Ngā Tāpirihanga

⁴ Information on the Freedom Camping Bylaw relating to North Beach Carpark was also discussed at the information session.

Memos

No.	Title	Reference
A	North Beach safety, accessibility and ease-of-use issues	25/988151
B	North Beach draft design options for discussion	25/997199

Signatories Ngā Kaiwaitohu

Authors	Nick Reid - Traffic Engineer Libby Elvidge - Principal Advisor Citizens & Community
Approved By	Gemma Dioni - Acting Team Leader Traffic Operations/Principal Advisor Stephen Wright - Manager Operations (Transport)

7. Notice of Motion - North Beach Parking Restrictions

Reference Te Tohutoro: 25/345664

Elected Member Te
Mema Pōti: Celeste Donovan

Accountable ELT
Member Pouwhakarae: Mary Richardson – Chief Executive

Pursuant to Standing Order 22 of Christchurch City Council's Standing Orders, the following Notice of Motion was submitted by Celeste Donovan.

1. Celeste Donovan Notice of Motion to the Waitai Coastal-Burwood-Linwood Community Board – North Beach Parking Restrictions

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Requests that staff urgently investigate parking restrictions in the following locations to improve accessibility, safety, and availability of short-term parking for community and council facilities and businesses:
 - The North Beach car park.
 - Parking and accessibility improvements for the North Beach Surf Club, the North Beach Coffee Cart, the North Beach Memorial Hall, and nearby commercially zoned premises, including Bowhill Road (between Marine Parade and the North Beach Beer Garden).
 - Broadpark Road.
 - Leaver Terrace (from Tonks Street to Marine Parade) and Tonks Street (from Leaver Terrace to Bowhill Road) and other streets adjacent to key freedom camping sites, in anticipation of increased demand from new development and future commercial activity.
2. Requests that the investigation consider:
 - Parking restrictions, including time-limited and permit parking, and mobility parks to ensure equitable access to community facilities while maintaining availability during peak periods.
 - Significant demand on parking due to multiple community facilities, including a Council-owned facility, a surf club, and a café operating under a Council lease, as well as the beach and surrounding amenities.
 - A comprehensive parking and safety assessment of the North Beach car park, with recommendations for improvements to support safer and more accessible parking, including provisions for safety, movement, amenity, and mobility parking as outlined in the suburban parking policy.
 - Request for a comprehensive parking management plan to address ongoing parking challenges, balance competing demands, and ensure sustainable long-term solutions.
3. If funding is unavailable within existing budgets, requests that the Board consider allocating funds from other sources i.e. Discretionary Response Fund/Better Off Safety Fund and/or any remaining funds in the NB CRAF project to ensure timely implementation.

2. Meeting Advisor Recommendation to the Chief Executive Accept or Decline the Notice of Motion

- 2.1 In consideration of the advice provided below and the procedural requirements set out in Standing Orders' Section 22, it is recommended to the Chief Executive that the Notice of Motion be accepted.

3. Officer Advice

Any Current Related Work Underway / Achievability of the Notice of Motion

- 3.1 This work is an operational matter already programmed within existing business as usual process.

Signatories Ngā Kaiwaitohu

Officer Advice Provided by	<Enter Name> - <Enter Title>
Approved By	Mary Richardson – Chief Executive

Attachments Ngā Tāpirihanga

There are no attachments to this report.

11. Waitai Coastal-Burwood-Linwood Community Board - Representation on Outside Organisations

Reference Te Tohutoro: 26/278032

Responsible Officer(s) Te Pou Matua: Cindy Sheppard, Community Board 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 Waitai Coastal-Burwood-Linwood Community Board to consider the appointment of Board representation on local outside organisations for the 2025-28 term.
- 1.2 At its meetings on 8 December 2025 and 9 February 2026, the Board did not appointment representatives to the full list provided in the staff report. It was noted that this report would be before the Board in March to appoint liaisons to the organisations that did not have an appointed Community Board Member.
- 1.3 This report is staff generated to provide continuity with the Board's existing liaison representation arrangements and links with local community groups and organisations.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board - 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(s) as its representative on each of the following organisations for the 2025-28 term
 - a. **Outside organisations/other:**
 - New Brighton Community Gardens
 - New Brighton Historical Society
 - New Brighton Project
 - Pukeko Centre
 - Renew Brighton
 - Roy Stokes Hall Trust
 - b. **Residents' Associations:**
 - Waimairi Beach Residents' Association

3. Background/Context Te Horopaki

- 3.1 Each triennium, Community Boards have routinely appointed members to various local organisations to be a Board liaison and point of contact for those groups. This important

liaison role enables two-way contact and information sharing between the Board member(s) appointed and community organisations on behalf of the Board.

3.2 At the commencement of its new term, the Board will appointed members as liaison to a number of groups that represents and/or plays a key role in local projects and issues, is included in supporting community engagement of the same, and represents a geographic area or specific sector of the community. The projects and/or issues are generally of local significance and relate to the Council's Long Term and Annual Plans, and the Community Board Plan.

3.3 At its meeting on 8 December 2025, the Board made the following appointments:

Organisation	Member(s) Appointed
Better for Brighton Group	Alex Hewison and Celeste Donovan
Youth Alive Trust	Alex Hewison
Bridge South Brighton Trust	Celeste Donovan
(Together, Innovation, Development, Enterprise) TIDE New Brighton Business	Celeste Donovan
Marshlands Hall Trust	Greg Mitchell
Wainoni Avonside Community Services Trust	Greg Mitchell
Burwood East Residents' Association	Greg Mitchell
Linwood Resource Centre	Jackie Simons
Orion Customer Advisory Panel	Jackie Simons
Smith Street Community Garden	Jackie Simons
Burwood Pegasus Community Watch	Kelly Barber
Dallington Residents' Association	Kelly Barber
Christchurch Streets and Garden Awards Committee	Kim Money
Keep Christchurch Beautiful Committee	Kim Money
North Beach Residents' Association	Kim Money
Southshore Residents' Association	Kim Money
Tumara Park Residents' Association	Kim Money
Waimairi Beach Residents' Association	Kim Money
Aranui Community Trust (ACTIS)	Mihi-Rose Tipene
Eastern Community Sport and Recreation	Mihi-Rose Tipene
Bromley Traffic Plan Community Working Party	Yani Johanson

3.4 At its meeting on 8 December 2025, the Board made the following appointments:

Organisation	Member(s) Appointed
New Brighton Residents' Association	Alex Hewison
Spencerville Residents' Association	Alex Hewison

3.5 For its 2022-25 Term, the Waitai Coastal-Burwood-Linwood Community Board made the following appointments:

Organisation	Member(s) Appointed
All Saints Anglican Church	Kelly
Aranui Community Trust (ACTIS)	Paul
Better for Brighton Group	Celeste and Alex
Bridge South Brighton Trust	Alex
Burwood Pegasus Community Watch	Kelly
Christchurch Streets and Garden Awards Committee (partnership between Christchurch City Council and Christchurch Beautifying Association)	Jackie
Dallington Community Cottage Trust	Greg
Eastern Community Sport and Recreation	Alex
Keep Christchurch Beautiful Committee (2 members)	Jackie and Jo
Marshlands Hall Trust	Greg
Neighbourhood Support Canterbury	Alex
New Brighton Community Gardens	Jo
New Brighton Historical Society	Tim
New Brighton Project	Celeste
Orion Customer Advisory Panel	Paul
Project Employment Environmental Enhancement Programme (PEEEP) Trust	Jackie
Pukeko Centre	Tim
Renew Brighton	Jo
Roy Stokes Hall Trust	Tim
Sustain South Brighton Incorporated	Celeste
Wainoni Avonside Community Services Trust	Jackie
Youth Alive Trust	Greg
Residents' Association	Member(s) Appointed
Avondale Residents' Association	Kelly
Burwood East Residents' Association	Greg
Dallington Residents' Association	Kelly
New Brighton Residents' Association	Alex
North Beach Residents' Association	Jo
Parklands Residents' Association	Alex
Prestons Residents' Association	Greg
Southshore Residents' Association	Jo
Spencerville Residents' Association	Paul
Tumara Park Residents' Association	Celeste
Waimairi Beach Residents' Association	Jo
Waitikiri Residents' Association	Kelly

Attachments Ngā Tāpirihanga

There are no attachments for this report.

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Cindy Sheppard - Community Board Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood

12. Waitai Coastal-Burwood-Linwood Community Board Area Report - March 2026

Reference Te Tohutoro: 26/225903

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

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

1. Purpose of Origin of the Report Te Pūtake Pūrongo

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

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board Area Report - March 2026.

3. Community Support, Governance and Partnership Activity

3.1 Community Funding Summary

3.1.1 For the Board's Information, a summary is provided (refer **Attachment A**) on the status of the Board's 2025-26 funding as at 18 February 2026.

3.1.2 Youth Development Fund

Board members with the delegation for the Waitai Coastal-Burwood-Linwood Community Board Youth Development Fund (Kim Money, Mihi-Rose Tipene and Paul McMahon) made one decision under delegation:

- A grant of \$200 to Ella Lomax to travel to the NZSS Volleyball Nationals in Palmerston North.

3.1.3 Koru Fund

Board members with the delegation for the Waitai Coastal-Burwood-Linwood Community Board Koru Fund (Alex Hewison, Greg Mitchell and Jackie Simons) made one decision under delegation:

- A grant of \$250 to Anglican Diocese of Christchurch – Parish of East Christchurch to deliver the New Brighton Pottery Festival

3.1.4 Parklands @ Play event

The annual Parklands @ Play event took place on Sunday 15 February at Parklands Reserve and was led by the Pukeko Centre and Queenspark Community Trust. The day brought the community together for a fun-filled celebration, with live entertainment, "have a go" sessions with local sports clubs, and a wide range of activities for all ages.

Families enjoyed popular attractions such as crazy bikes and ride-on jeeps, alongside stalls and activities hosted by local community groups including the Parklands Toy Library. The event also featured the naming of the new helicopter play equipment, following a community competition a special moment that added to the excitement of the day.

The event was made possible through Strengthening Communities funding, granted via the Pukeko Centre’s application, supporting local initiatives that bring people together.



3.1.5 Green Lab's Butterfly Day at Rawhiti Domain

The Green Lab Mobile Workshop at Rawhiti Domain delivered a creative and educational event. Attendees painted rocks and learned about butterfly host plants, discovering what they could grow in their own gardens to support local butterflies and pollinators.

The hands-on workshop was enjoyed by all ages and offered a fun way for the community to connect with the local environment.



3.2 Participation in and Contribution to Decision Making

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

- **Raranga te Rawhiti Weaving the East**

Attached for the Board's information is a copy of the Raranga te Rawhiti Weaving the East status report (refer **Attachment B**).

The report has a structure of "what we heard", "what we are currently doing" and then "what we are working on".

By having conversations with community we have been able to tease out some every day priorities. These include themes of improving communication, foot path renewals, parks issues etc. Staff have taken these issues to the relevant Council units to try and achieve quick wins and will continue to do this. You will see from the report there were around 246 recommendations, or tasks, from the researcher. A large number of these have been completed with many also underway and being initiated.

The next steps are for staff to report back to the community groups interviewed. To update them on progress and to take the opportunity to tell the story of the work council have been doing and future status reports will be provided to the Board via the area report on those tasks as they are updated.

- **Resource Consent Approved for the Estuary Edge**

Resource consent has now been granted for the Estuary Edge project. This is a significant milestone for Southshore.

The project will provide erosion and flood protection along the Avon Heathcote Ihutai estuary edge, including through South New Brighton Park and along Southshore, as well as a shared path and improved access to the estuary.

- **Waste Water Treatment Plant Response**

Following the recent increase in odour at the Waste Water Treatment Plant, the Council organised a community meeting at the Bromley Community Centre. This was an opportunity for Council to present an update on what has caused the stench to increase and impact our community, as well as provide information on what the Council is doing to mitigate this issue. The meeting was well attended and the Q&A session was really valuable in order to hear from those directly affected. Following this meeting it was clear that we needed to get out and hear more from those living near the Plant.

Subsequently, we visited 750 homes and received 545 responses and for those who were not home, a calling card was left with contact details. A clear message came through in our conversations: you want this issue resolved as quickly as possible, and we hear you. These visits were an important step in listening directly to the community, and we're committed to doing more of this – spending real time with people, answering questions, and hearing concerns firsthand.

- **Linwood Drain Concept Plan**

Council are working on the development of a concept plan for the drain pathway and adjacent spaces of the drain, a draft plan will go out for community consultation. Timeframes for this work are to be confirmed.

- **Village Green Te Hiato Kuaka**

Over the past few weeks, the Village Green welcomed its first tenants into the iconic, colourful huts and surrounding spaces, bringing fresh energy and life to the area. Wave Wellness boutique yoga and mindful movement by the sea opened earlier this week, marking the beginning of an exciting new chapter for the site.

An inspiring mix of new tenants arrived, including Harlow Gold Gelato, serving up artisanal scoops for sunny beach days; The Goat Shed, offering an eclectic range of custom-shaped surfboards for the folks of Aotearoa to try; and pavlova, delighting customers with modern, delicious twists on the classic Kiwi pavlova.

Grumpy Donuts brought traditional American donuts made with local ingredients, fresh flavours, and plenty of great yarns, while Princess Room added a touch of magic with princess dresses, tutus, petals, fairy dresses, and accessories. Dream Dog Design introduced specially selected lines of beautifully designed products from New Zealand, and Tibetan Gifts filled their space with unique homewares and gifts.

This is just the beginning, with more exciting additions on the way.



- **Linwood Waterway Group - Mural**

The new Linwood drain mural was completed. During term 4 of 2025 Jenny Bond (environmental educator) hosted lessons about the waterways and the tuna (eels) that call it home for the year 8 art classes at Te Aratai College. Local artist Nick Lowry completed the artwork before Christmas, and has attached shapes painted by the year 8 Te Aratai College students, to represent the rubbish they found at their section of the waterway by Te Aratai, as well as shapes found in nature – transitioning to the environment we want to see tuna living in. The class was awarded a certificate for their efforts at their prize giving assembly in December.

Art teacher Ali Nightgale commented on the students learning from being involved “After the project ākonga from tāhuhu felt a strong sense of tūrangawaewae for the waterway that runs behind their building at kura, we talked about what we could do next to improve the environment for the tuna living downstream”.



- **Duke Festival – 10th Anniversary**

Celebrate Duke Kahanamoku's legacy with surfing and skateboarding events plus visual arts, live music and cultural performances from 19 to 22 March 2026.

Now in its 10th year, the Duke Festival showcases Aotearoa talent in surfing, skateboarding, art and music to raise awareness for the historic event for New Brighton and surfing's cultural ties. It consistently provides a great festival appealing to a diverse range of people, is family friendly and most events are free.

The surf and skate competitions have many divisions for those keen to enter. Last year there were over 200 competitors ranging from under 12's through to over 70's. The cultural performances are dynamic and colourful. Spectating is unique, with all events taking place at the heart of our festival – New Brighton Pier, Amphitheatre and Village Green.

Also, the CARVE Street art and Graffiti exhibition with some of the best street artists and graffiti artists in Ōtautahi, creating a trail of hand-painted/crafted surfboards throughout New Brighton.

Plus, there will be a number of mini-festival events such as a surfboard shaping demo, beach yoga, sandcastle competition, Duke dogs, battle of the bands and Salty Sessions. There will also be a free live music event featuring Casual Healing, King Tides and Single Malt.

- **The Walking Festival**

This annual festival has a great range of guided and self-guided walks which are led by the community. The festival runs over three weeks from 28 March to 19 April 2026. The full Festival programme is available on [Whats On](#).

A new walk to feature in the Festival for 2026 is a Play Trail walk from Bromley to Linwood Park being held on Wednesday 15 and Friday 17 April 2026 organised by the Play Preservation Trust, and Bromley Community Centre with support from Council and Te Whatu Ora.

- **House of Hoopz**

The Aranui event held on 22 January 2026 was moved indoors to the court in the Aranui/Wainoni Community Centre due to poor weather. Despite the weather there was a great turnout of rangatahi and high level of basketball played. The next event was held at Linwood Park on 1 March 2026 and the House of Hoopz finale will be held at the New Brighton beach court.

- **TĪMA Adapted Sport**

A new programme run by TĪMA ADAPTED SPORT will launch in March after school from 3.30 to 4.30pm at the Aranui Wainoni Community Centre. TĪMA's vision is to transform lives through adapted movement. They have been operating in Christchurch for 10 years and have a home base at the Avon Hub Gym in Shirley. Their programmes are designed to meet the sport and recreation needs of tamariki, rangatahi and pakeke with adapted needs or disabilities by providing adapted/integrated sport and recreation programmes. These include TĪMA Trumotion Dance Group, TĪMA Rangatahi Recreation, and TĪMA Pakeke Recreation for pakeke 18+

with a disability. The programme has been funded by Sport Canterbury Tū Manawa funding.

- **Kite Day**

Kite Day and the World Buskers Festival came to New Brighton Beach on Saturday 24 January 2026, drawing a lively crowd despite the changeable weather. Families, friends, and visitors enjoyed a colourful display of kites soaring above the beach, with plenty of opportunities for everyone to get involved. People could bring their own kites or purchase one from the on-site kite shop, making it easy for newcomers to join in the fun.

Alongside the kite flying, the World Buskers Festival brought energy and entertainment to the sands, with performers delighting the crowd with music, juggling, acrobatics, and comedy acts. The combination of sky-high kites and ground-level performances created a vibrant, festive atmosphere, celebrating creativity, skill, and community spirit on one of Christchurch’s most iconic beaches.



- **North Beach Changing Sheds – Student Art Display**

Chisnallwood Students took part in the Huringa āhuarangi climate learning programme where they created mural boards focused on caring for the environment and sustainability. The mural boards are located at the North Beach Changing Sheds and were officially opened on Saturday 14TH February. The students were supported by Watch this Space and staff from Christchurch City Council.



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

4.1 Customer Service Request/Hybris Report

For the Board's information, attached is a copy of the January 2026 Hybris Reports (refer **Attachment C**).

4.2 Parklands Toilet Refurbishment

For the Board's information, attached a copy of a staff memorandum in relation to the Parklands Toilet Refurbishment (refer **Attachment D**).

4.3 Graffiti Snapshot

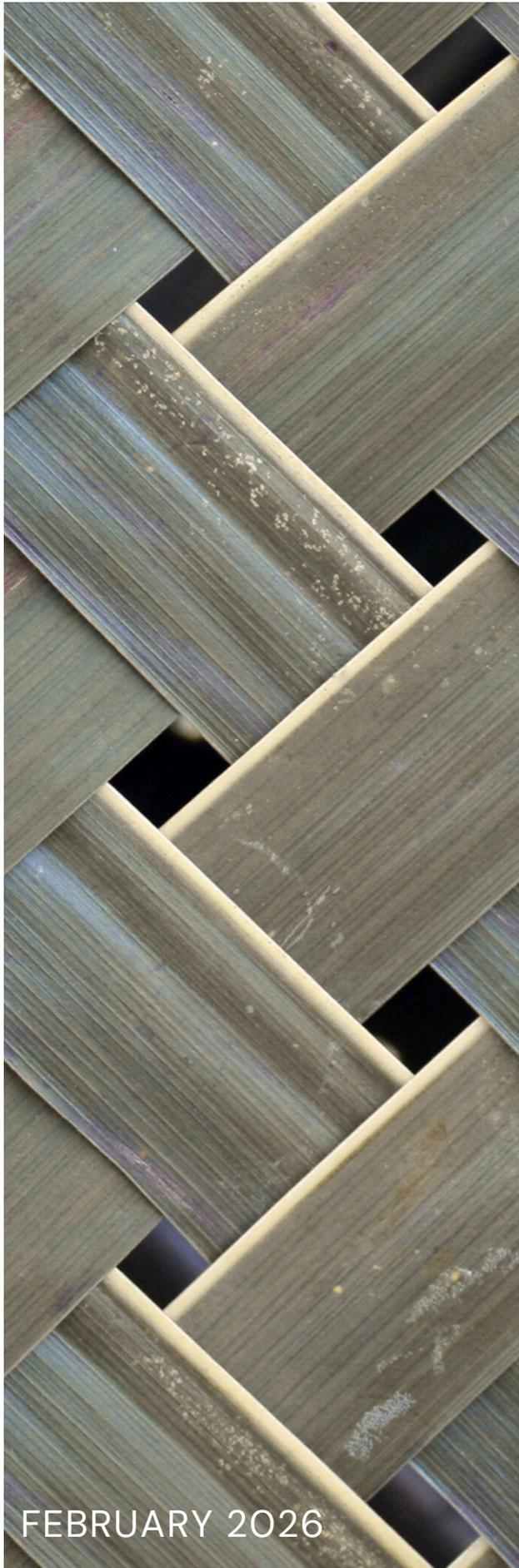
For the Board's information, attached is a copy of the January 2026 Graffiti Snapshot (refer **Attachment E**).

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Waitai Coastal-Burwood-Linwood 2025/26 Community Board Funding Update as at 18 February 2026	26/321970	141
B  	Raranga Te Rawhiti Action Status Report	26/434974	143
C  	Waitai Coastal-Burwood-Linwood Community Board - Hybris Report January 2026	26/225755	179
D  	Waitai Coastal-Burwood-Linwood Community Board - Parklands Toilet Refurbishment - Memorandum - February 2026	26/268493	180
E  	Waitai Coastal-Burwood-Linwood Community Board - Graffiti Snapshot January 2026	26/328487	183

Signatories Ngā Kaiwaitohu

Authors	Cindy Sheppard - Community Board Advisor Tim Samson - Support Officer Sam Savage - Community Development Advisor Rory Crawford - Community Development Advisor Jacqui Miller - Community Development Advisor Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships



FEBRUARY 2026

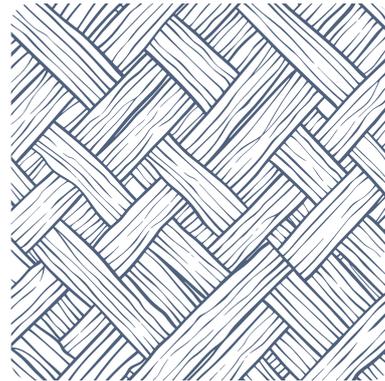
Weaving the East
Raranga Te Rawhiti

ACTION STATUS REPORT

RARANGA TE RAWHITI ACTION STATUS REPORT FEBRUARY 2026

About Us

Raranga Te Rāwhiti – Weaving the East aims to strengthen the threads that connect Council and communities across Ōtautahi’s eastern suburbs. Emerging from the Wastewater Treatment Plant Fire Review, this work is part of a wider commitment to listen, learn, and co-create with residents in the Eastern Suburbs.

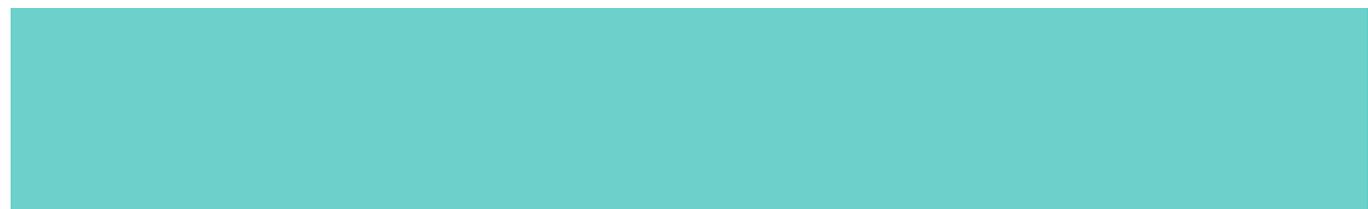


In this follow-up report, the practical recommendations identified by the Social Equity and Wellbeing Network are now being reviewed and classified to guide Council’s actions. Each recommendation has been assessed and categorised according to its stage of progress: Seeding, Growing, Established and Under Review. This approach allows Council and communities to track progress of projects and focus effort where it is most needed, acknowledging that relationship-building and community resilience are ongoing organic processes.

By grounding the classification of recommendations in these values, Council ensures that its actions are practical, achievable, and aligned with the aspirations and wellbeing of the communities of the East.

At the heart of Weaving the East are shared values that guide how Council works in partnership with communities:

- Kotahitanga (we are all in this together)
- Trust
- Respect
- Equity
- Managing expectations well



RARANGA TE RAWHITI ACTION STATUS REPORT FEBRUARY 2026

Classifications

Tasks:	246
Under Review:	52
Seeding:	19
Growing:	60
Established:	93

Under Review: Work or Project has yet to be considered
Seeding: Idea or intention has been identified
Growing: Work is underway
Established: Work or Project is Complete and is delivering value for the community



To stay up to date with the work so far, read our Recommendations Report from October here:

<https://login.app.bigtincan.com.au/story/1137282868>.



Ward Wide

Council Communications

What we have heard from community

Residents want clearer, more transparent communication from Council, particularly around consultation processes for new developments. They expressed a need for accessible ways to raise concerns and provide feedback and emphasised that early engagement helps build trust and stronger community connections.

People asked for better coordination across Council teams to ensure consistent messaging and to reduce confusion. They also suggested notifying community groups before public announcements so these groups can help share accurate information with residents.

There is a desire to reduce survey fatigue by streamlining engagement and demonstrating how community feedback leads to visible follow-up actions. Participants strongly value ongoing, proactive engagement on environmental and local initiatives, recognising the importance of community involvement.

What we are currently doing

Council acknowledges the community's feedback and notes that consultation on new developments is guided by the District Plan and the resource consenting process. Formal engagement occurs where required or during set consultation periods. Clear pathways remain available for residents to raise concerns through Customer Services or relevant Council teams. The recommendation to strengthen communication and coordination has been accepted and referred to the Engagement Team. While early notification and engagement are always sought, project timeframes are not always within Council's control.

Kāinga Ora has worked alongside local community groups to host welcome events for new developments, supporting early connection, safety, and information sharing.

Council also continues to value and support proactive community involvement through initiatives such as the bi-monthly Woolston Well-Being Network Hui, facilitated by the Waitai Governance Team, which provides an ongoing forum for local groups and agencies to connect, share information, and coordinate efforts. There are also a number of other community networking Huis across the East including LinWard, New Brighton Wellbeing Meeting and the Burwood Collective amongst others.

Ward Wide

Council Process

What we have heard from community

Across the east but particularly within the South New Brighton, Southshore, and Woolston, communities want decision making that better reflects the social and community value of local spaces, not just technical or complaint driven considerations. People called for stronger internal capability in community development to improve planning outcomes, and for the community board to continue growing as a trusted bridge between residents and Council.

Residents appreciated when staff listened, tested solutions, and adapted approaches, and want to see more of this.

In Woolston, community groups emphasised the need for simpler, more supportive event processes including clearer guidance, fewer administrative barriers, and more flexible, community-friendly policies to make local events easier to run and better support neighbourhood connection.

What we are currently doing

We are committed to supporting community groups and improving engagement with Council. Staff working on upcoming projects, such as Plan Change 12, CHAP, and Tsunami Planning, have undertaken workshops with external facilitators to strengthen skills in engaging and working with local communities. Many community groups across the Community Board area are assigned a community board liaison to provide a direct connection to the Community Board and all groups have a dedicated community advisor who through regular check-ins, guidance, and advice to help navigate Council processes.

The Events Team is responsible for coordinating the needs of multiple units, ensuring community groups can connect easily and receive consistent support in relation to their events. Staff within this team are continuously reviewing and refining these processes to make the application process as simple and accessible for all community groups.

Ward Wide

Housing

What we have heard from community

The community emphasised the importance of thoughtful, human-centred planning for new housing developments. People want growth to be balanced with adequate infrastructure, manageable traffic and parking, and overall neighbourhood liveability. Residents stressed the need for developments to include communal spaces, green areas, and safe, usable outdoor environments that encourage social connection and support family wellbeing.

There was strong support for more affordable and family-sized housing options, alongside mixed developments that cater to diverse household needs. Community members also expressed concern about poor-quality intensification and overcrowding, calling for planning rules that prevent negative impacts and promote housing layouts that reduce conflict and foster positive community relationships.

What we are currently doing

We acknowledge the community's desire for well-planned, liveable neighbourhoods that balance housing growth with infrastructure capacity, social connection, and wellbeing. Within the resource consent process, the Council assesses the effects of proposed developments where there is non-compliance and where discretion allows. This includes the design of developments with more than three units. However, this process does not extend to requiring community facilities or mandating specific housing types in individual applications. Development contributions continue to be applied to help fund infrastructure, noting that the broader funding and financing system for development is currently under government review.

National direction plays a significant role in determining where and to what extent intensification can occur. Council has implemented these requirements through Plan Change 14 to the District Plan, and further direction is expected as part of the Government's Going for Housing Growth programme. In addition, the Council continues to plan for long-term housing growth through spatial planning across urban and greenfield priority areas.

The District Plan includes an objective to increase the supply of housing that provides for a wide range of types, sizes, and densities to meet diverse community needs and improve affordability. While Council can encourage this diversity, it cannot require specific housing mixes through individual consent processes. Minimum outdoor living space standards are in place, implementing the national Medium Density Residential Standards in relevant zones.

Monitoring remains a priority, with ongoing tracking of intensification through Council's built environment reporting dashboard and the Greater Christchurch Partnership's residential dashboard. Wider initiatives, such as the Greater Christchurch Joint Housing Action Plan, also identify methods to support the delivery of more social and affordable housing. Additionally, the Ōtautahi Christchurch Planning Programme provides a framework for local area planning, with Eastern Christchurch identified for further work to support neighbourhood wellbeing and resilience.

Ward Wide

Public Transport

What we have heard from community

Residents value the current bus network and want its core coverage, frequency, reliability, and affordability maintained. Many highlighted the importance of frequent services on main routes, noting that these help reduce isolation and would like to see good access extended to side streets as well.

People expressed a desire to review and improve route design, especially to create better East to West and cross-city connections that don't rely on the central bus exchange. This was seen as particularly important for young people travelling to schools, sports, and activities. Improving late-night services also emerged as a priority.

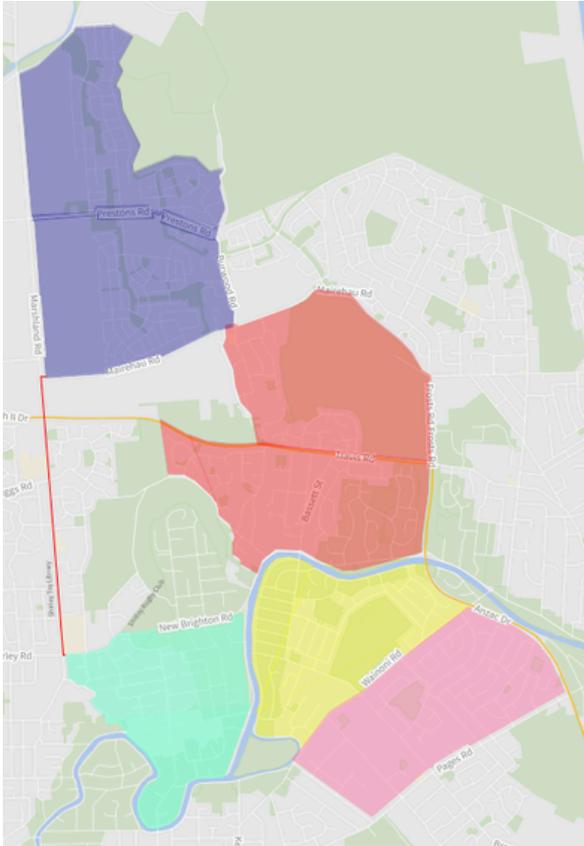
There was strong interest in exploring smaller, more eco-friendly buses and ensuring transport planning keeps up with population growth and evolving community needs. Safety was a recurring theme, with requests for bus driver practices to better support passengers with mobility challenges.

What we are currently doing

As the majority of the feedback received relates to responsibilities that sit with Environment Canterbury rather than Christchurch City Council, local governance team staff have connected with and will be presenting the data to E-Can staff for consideration.

Once information on any potential actions are received these will be presented through the project monitoring reports that will be completed throughout 2026.

Burwood Ward

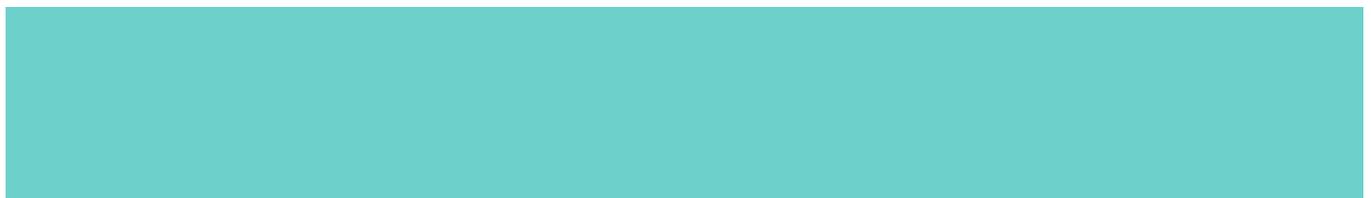


A map of the Burwood Ward Area highlighting the project “zones” – Burwood, Avondale, Dallington, Aranui and Prestons/Marshlands

Key

- Burwood
- Avondale
- Dallington
- Aranui (Burwood)
- Prestons Marshlands

Tasks:	79
Under Review:	20
Seeding:	6
Growing:	23
Established:	25
External:	5



Burwood

Community

What we have heard from community

The Burwood community values strong support from Council for local events and initiatives that encourage participation, foster social connection, and strengthen community identity. People highlighted the importance of welcoming new families and helping them connect into local networks, as well as supporting residents particularly in higher density or rental heavy areas to build relationships with their neighbours.

Community groups, gardens, and local events were repeatedly noted as key ways to promote wellbeing and inclusion. Residents want ongoing Council support and funding for these activities to ensure events remain free, accessible, and effective in keeping the community connected and engaged.

What we are currently doing

Community Development Advisors are actively supporting local groups by providing guidance and assistance for community events and initiatives. Staff have also connected with the Welcoming Communities Coordinator to better understand the scope of work taking place in the east of the city and to strengthen alignment across programmes.

Many of these initiatives are supported by the Te Haumako Te Whitingia – Strengthening Communities Together Strategy, which guides efforts to build strong, connected neighbourhoods. In addition, Summer with Your Neighbours funding is available each year to help individuals and groups run activities that foster local connection during the summer months.

Staff are also working collaboratively with community organisations across the Burwood Ward to establish a Networking Hui, aimed at improving communication, strengthening relationships, and supporting more coordinated community focused activity.

Burwood

Community Spaces

What we have heard from community

Residents want accessible, welcoming community spaces that naturally encourage gathering, play, and social connection. There is strong support for developing affordable and flexible community facilities that can accommodate a variety of activities and needs.

People suggested exploring the use of the vacant site next to All Saints Church for community activities and occasional parking, seeing this as an underused asset that could strengthen local amenity. Protecting and enhancing trees and green spaces was highlighted as essential for recreation, providing shade, and overall neighbourhood liveability. Continued improvements to The Dallington Landing were also encouraged, including better parking and potential access options via Glenarm Terrace or Locksley Avenue.

There is clear support for the proposed Marshland Hall project, which residents see as an important investment in local connection and wellbeing.

What we are currently doing

Completion of the newly expanded All Saints Facility provides a much-needed capacity boost for community facility uses in the area. Staff support groups who manage these facilities to access Council and external funding to keep hire costs affordable. Burwood Tennis Club continue to provide their space for community to hire including free hire for the Dallington Residents Association.

Staff continue to work alongside the Marshland Hall Trust to progress the project with the feasibility report recently being completed by RSL. This report will allow the Trust to begin work on securing land for the facility and begin conversations with funders and sponsors to fundraise the remaining funds required to complete the project.

What we are working on

Urban Forest Plan is progressing through the ward to identify parks with low tree canopy and implement planting plans.

Connections to Dallington Landing from the City to Sea Pathway will be improved as wider works in this area, once the long-term stopbanks are installed. Parking improvements are difficult due to the presence of the Gayhurst Road cycleway, but we are aware of the interest in this aspect and will continue to review potential solutions to this.

Burwood

Cycleways

What we have heard from community

There is strong support for safer, better-connected cycleways and footpaths, with particular concern about gaps and poorly maintained sections on key routes such as Marshland Road, New Brighton Road, and Avondale Road. Safety is a top priority, and the most hazardous areas should be addressed first when planning upgrades.

Valued routes like the City to Sea Pathway should be maintained and enhanced for walking, cycling, and community use, while additional commuter-friendly cycle routes are needed to complement recreational paths and support everyday travel.

Improved lighting along cycleways and footpaths especially in areas used during dark winter evenings was highlighted as essential for the safety of walkers and cyclists.

What we are currently doing

Lighting for the City to Sea West is currently being installed, and this will be included in all upcoming sections of the City to Sea Pathway. These lights won't run all night, but will dim down at a certain time, and will run on activation sensors after that time.

What we are working on

Construction of the next section of the City to Sea Pathway, from Avon Park to SH74, is scheduled to begin in January and is expected to be completed by mid-year. Sections of the pathway will be opened as construction is finished, allowing gradual public access. As part of the broader Regeneration Plan, additional shared paths will be developed to connect this route to surrounding neighbourhoods, improving walking and cycling links across the area.

Burwood

Footpaths

What we have heard

The community highlighted strong concerns about pedestrian and cyclist safety. People want uneven and hazardous footpaths repaired especially in high-use areas such as Vivian Street and Carlsen Street. They emphasised the need to prioritise the most dangerous locations when planning road, footpath, and cycleway upgrades. Many asked for additional safety measures to support vulnerable users including cyclists, parents with prams, older residents, and children travelling to and from school.

Residents also stressed the importance of maintaining and enhancing well-used routes like the City to Sea Pathway, improving accessibility around the hospital, and repairing earthquake-damaged footpaths and curbs. Better lighting along cycleways and walkways especially during the darker winter months was a recurring theme, with specific mention of the Georgina Street walkway.

The community also wants extended or new footpaths along Marshland Road, Mairehau Road, and other high-traffic areas, as well as improved connections to create safe, accessible routes in and out of the suburb.

What we are doing now

Footpaths across the city are regularly assessed to ensure they remain safe and accessible for all users. In Vivian Street, the footpaths are in good to average condition and are not currently scheduled for renewal. In contrast, the footpaths on Carlsen Street have been assessed as being in poor to very poor condition and are planned for inclusion in the 2026/27 footpath renewal programme. When planning renewals for footpaths, carriageways, and kerb and channel networks, we take into account a range of factors including safety risks, daily usage, heavy traffic volumes, asset condition, and age. For footpaths in particular, accessibility and usage such as whether they serve schools or other community facilities—play an important role in prioritising works. While most renewals are like-for-like, the goal is to bring these assets up to modern, safe standards for all users.

The Mairehau Road Corridor Improvement project, which extends from Burwood to Marshland, is delivering new paths along the entire length of Mairehau Road in multiple stages. Stages 1–3 have been completed, while the final stage will include a path connecting Prestons Park Drive to Marshland Road and linking to the existing path near SH74 QEII Drive.

What we are going to do

Construction on the next section of the City to Sea Pathway, from Avon Park to SH74, is due to begin in January and is expected to be completed by mid-year. Sections of the pathway will open as works are finished. Lighting is being installed along City to Sea West and will be included in all upcoming sections of the pathway. This lighting will not run all night but will dim after around 10pm and then operate on sensors to maintain safety while respecting the surrounding environment.

The Mairehau Road Corridor Improvement project will require additional funding in the next Long Term Plan to complete the final connection. All pathway lighting is being assessed to ensure compliance with current standards, and upgrades will be considered where required.

Burwood

Parks

What we have heard from community

The community highlighted the importance of maintaining and promoting pathways, parks, and outdoor amenities to support recreation, informal interaction, and physical activity. Residents also want park planning to consider sufficient car parking, particularly during events such as sports activities. There is strong support for sustainable planting strategies that reduce ongoing maintenance, as well as proactive management of public safety risks, such as identifying and removing toxic plants like hemlock and implementing monitoring systems to prevent future hazards.

What we are currently doing

Parking levels in parks are guided by District Plan requirements, and we assess these against peak-use needs during events. Any increase in parking has to be balanced with protecting green space and maintaining the park's character. We'll continue to review parking as part of future planning.

What we are working on

The Urban Forest Tree Plan and green asset garden renewal programmes are in progress. Plant species are selected to increase biodiversity, improve amenity value, and reduce maintenance requirements.

Burwood

Red Zone

What we have heard from community

The community expressed a strong desire for clear and consistent updates on Red Zone regeneration timelines, along with genuine inclusion of residents in planning decisions. People want support for community-led projects such as gardens, planting days and recreational activities to help make Red Zone spaces feel safer, more welcoming, and more valued.

There is a call for shared community use of these areas to build local pride and improve safety, as well as ongoing maintenance of high-use spaces, including bins, walking trails, and general monitoring. Interviewees emphasised that regeneration in this part of the ward should be prioritised, with better management of pathways to reduce motorbike and quad-bike activity while still encouraging safe cycling. They also highlighted the need for monitoring vegetation to manage scrub fire risks.

What we are currently doing

We are committed to keeping the community informed, and the best way to stay updated on progress in the Ōtākaro Avon River Corridor is through our regular newsletter. Information is also kept up to date on our website.

We actively collaborate with a wide range of community groups and welcome opportunities to work with more. This includes leasing several community gardens at peppercorn rentals such as the Richmond Community Garden and hosting community planting days, maintenance events, and specialised ecological activities like the BioBlitz. Community members with ideas for collaboration are encouraged to contact transform@ccc.govt.nz. In the Dallington area, significant recent work has been completed compared to other parts of the Corridor.

Managing motorbike and quad-bike activity in the Red Zone remains challenging, as physical barriers that block motorbikes also impact accessibility for prams, wheelchairs and bicycles. While signage is used, it has limited effect on behaviour. Our rangers address issues when possible, including following up with individuals directly, and the problem is expected to reduce as planting increases.

Vegetation monitoring and fire-risk management are ongoing priorities for our operations team. As exotic grasses are gradually replaced with native plantings, fire risk will continue to decrease. We also maintain clear fenceline borders to act as fire breaks.

What we are working on

We will continue to make progressive improvements across the Corridor, acknowledging that the size of the area means development will take time. Additional furniture and amenities are scheduled to be installed starting next year to enhance community use and comfort.

While significant work has recently been completed in the Dallington area, planning efforts are now shifting to other parts of the Corridor. The Fitzgerald–Stanmore sector is currently in the concept design phase, and further planning and development work will continue as this design progresses.

Burwood

Roads

What we have heard from community

The community expressed a strong desire for safer, better maintained, and more efficient roads. Residents highlighted the need to repair and upgrade New Brighton Road between The Palms and Burwood to improve both road condition and traffic flow. Intersections at Travis Country Drive, Parnell Street, and Bassett Street were noted as areas needing review and adjustment to reduce congestion and improve turning access.

There were also concerns about road safety and usability, with requests to repair damaged streets such as Sutton Place and Cheam Street, and to improve road markings and parking near key community facilities like All Saints Church. Strategic parking solutions were requested near the Burwood Hospital roundabout, and the community expressed interest in monitoring and managing traffic and noise impacts from large commercial developments to maintain liveability in the area.

What we are currently doing

New Brighton Road is an extensive length, with several completed and upcoming works planned along it.

The intersections at Travis Country Drive, Parnell Street, and Bassett Street include a state highway managed by NZTA, and transport staff have received these community concerns about the nearby intersection.

Staff have acknowledged the feedback relating to strategic parking solutions near the Burwood Hospital roundabout. However, funding for safety and improvement projects is very limited and any potential upgrades will need to be prioritised alongside other needs across the city.

What we are working on

Cheam Street is now being evaluated for inclusion in the road renewal programme due to its roughness and condition.

There are a number of projects underway or planned along Mariehau Road. More detailed information has been sought from the researcher to enable staff to investigate particular examples and can provide further responses once this information has been received.

Burwood

Safety

What we have heard from community

The community emphasised the importance of being actively involved in identifying and addressing local safety issues, noting that this helps build trust and a sense of ownership. Residents expressed strong support for community-led initiatives such as neighbourhood watch groups and locally driven lighting or planting projects that strengthen neighbourhood safety and connection.

People also highlighted the need for ongoing monitoring and action in areas like the Red Zone to ensure public spaces remain well lit, secure, and welcoming for everyone.

What we are currently doing

Much of this work is supported by the Te Haumako Te Whitingia – Strengthening Communities Together Strategy, with our Community Development Advisors working closely with the Burwood Pegasus Community watch and other groups to support the promotion of Neighbourhood Safety Initiative.

We are currently adding lighting to the City to Sea Pathway and key access routes to improve safety and usability for commuters, particularly during winter. We do not plan to add further lighting beyond this, as doing so could encourage ad-hoc use of the red zone at night and would conflict with the ecological goals of the project.

Burwood

Waste Management

What we have heard from community

From our interviews, the community highlighted the importance of well-maintained and accessible public bins. Residents want an increased number of bins in high-use areas, including parks and Red Zone spaces, and emphasised the need for prompt replacement of lost or uncollected bins to avoid service gaps. Maintaining clean and usable bins is a priority, alongside monitoring bin placement to ensure coverage matches community usage. There was also strong support for preventative strategies to reduce illegal dumping, recognising that adequate bin provision encourages the active use of public spaces.

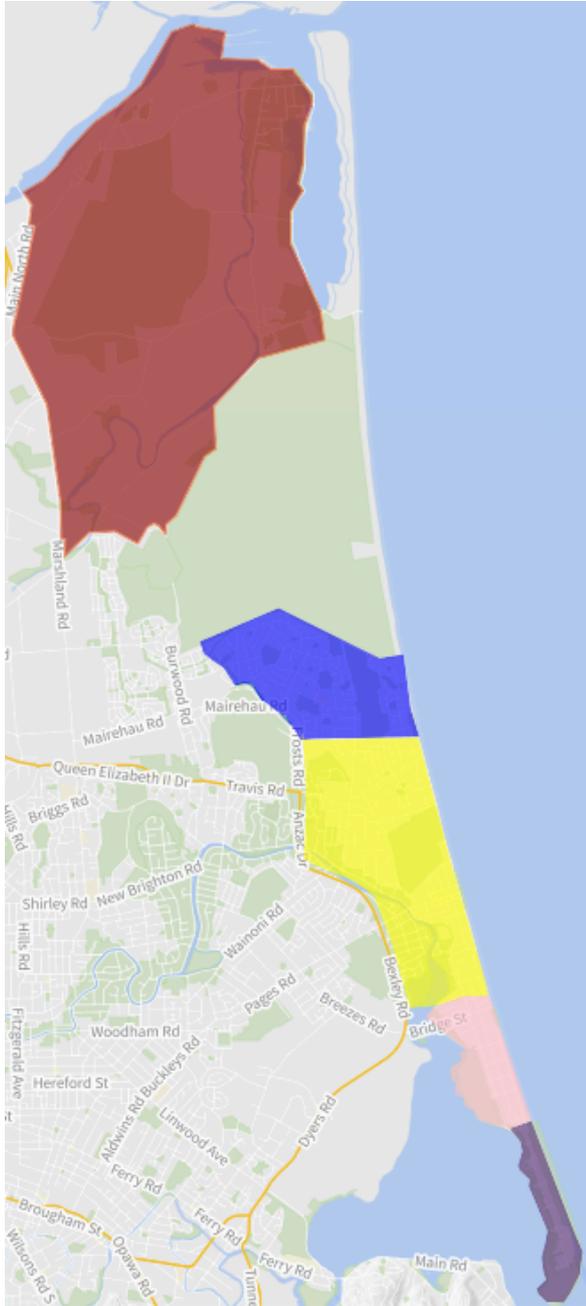
What we are currently doing

Staff have recently expanded bin capacity by installing a second Smart Bigbelly bin at Burwood Park.

We are also actively working on tackling illegal dumping by identifying hotspot areas and taking preventive measures such as installing bollards, closing road ends, and trimming vegetation to improve visibility, which is helping reduce incidents over time.

We've made it easier for residents to report lost, stolen, or missed bins directly to Council, with the updated 2023 Waste Bylaw allowing free replacement if a lost bin cannot be found within 48 hours, and contractors aiming to collect missed bins within 24 hours when they are left at the kerb.

Coastal Ward



A map of the Coastal Area highlighting the project “zones” - Spencerville/Brooklands, Parklands, New Brighton, South New Brighton and Southshore

Key

- Parklands
- New Brighton
- Spencerville/Brooklands
- South New Brighton
- Southshore

Tasks:	80
Under Review:	12
Seeding:	7
Growing:	17
Established:	39
External:	5



Coastal Community

What we have heard from community

The Coastal community wants ongoing support for local groups that address social isolation, financial stress, homelessness, and other challenges. Residents highlighted the importance of coordinated outreach services and affordable access to community programs and wellbeing activities for all.

People value opportunities to combine environmental activities, such as clean-ups and planting, with social events to increase participation and strengthen connections. Maintaining strong relationships between Council staff particularly local rangers and Development Advisors. These staff are seen as essential for collaboration, timely responses to issues like rubbish removal and maintenance, and leveraging local knowledge to inform Council projects and decision-making.

What we are currently doing

Many of the researcher recommendations are supported by the Te Haumako Te Whitingia – Strengthening Communities Together Strategy, which guides efforts to build connected and resilient communities. Funding has also been provided to local groups through the Community Board Strengthening Communities Fund to support neighbourhood-led projects.

CCC staff actively participate in the New Brighton Safety Partnership, advocating for improved support services from relevant social organisations and Central Government on behalf of the community. Local Governance staff and the Community Partnership Ranger support residents with clean-up and planting events, building strong connections with local groups such as Spencerville Residents' Association, who have established long-standing relationships with rangers.

The Snap Send Solve system enables fast responses to issues like rubbish removal by directing reports to the appropriate teams. Residents and groups are also encouraged to attend Community Board meetings to share their views on projects and decision-making processes.

Coastal Community Spaces

What we have heard from community

New Brighton interviewees want the mall to feel more welcoming, vibrant, and comfortable, with more greenery, seating, and shade. They emphasised the importance of coordinating mall improvements with the Village Green project to ensure progress is timely and well-aligned. Cleanliness and maintenance were recurring themes, with requests for seagull-proof rubbish bins and collection times that better match peak usage. People also want practical fixes, such as using alternative bark chips that don't blow around and to keep the area tidy and usable. There was also support for preserving the murals that express New Brighton's identity, as well as broader investment in revitalising the mall to address issues such as vandalism, empty shops, and general neglect.

Residents also highlighted the need for safe, accessible outdoor spaces where local teenagers can gather, socialise, and be active.

What we are currently doing

The New Brighton Mall Redevelopment Project is actively working to improve the Mall and surrounding spaces. Staff are installing additional seating, greenery, and bins designed to prevent seagulls from scattering waste, while alternative solutions are being implemented to address issues with existing bark chips. The project aims to enhance the overall condition and maintenance of the Mall, reduce vandalism, and create a more attractive environment that encourages new businesses to establish themselves in the area.

Community engagement and coordination are supported through the Better for Brighton group, which connects Council, community, and commercial interests to ensure the Mall Redevelopment and Village Green projects are aligned.

Additional initiatives include the incorporation of youth-friendly features in the new QE2 Play Space and close collaboration with the Graffiti team to provide graffiti removal services accessible to local community groups.

Following the results of the interviews CCC Facilities Staff will be installing No Parking Signs to ensure the access way remains clear at the Parklands Community Centre.

What we are working on

The Village Green was opened to the public on the 21st December 2025, and the Mall Redevelopment has recently ran a community consultation which closed on the 1st February 2026.

Coastal

Cycleways and Footpaths

What we have heard from community

The community highlighted the need for safe, accessible, and well-maintained pathways. Residents want footpaths to be consistently upgraded and repaired, addressing trip hazards and uneven surfaces to improve safety for the elderly, parents with prams, and mobility scooter users. Maintaining pathways also includes managing overgrowth along the estuary paths and reducing slip hazards, such as lichen on street footpaths.

There is strong support for the delivery of the Estuary Edge Pathway project, which will provide safe, upgraded routes for both pedestrians and cyclists.

What we are currently doing

When planning renewals for carriageways, footpaths, and kerb & channel networks, we consider a wide range of factors, including safety risks, daily usage on and off the road, traffic volumes, the condition and age of the asset, and accessibility. For footpaths in particular, we prioritise areas that service schools, community facilities, or other high-use locations. While most renewals are like-for-like, we aim to bring assets up to modern, safe standards that are accessible for all users.

What we are working on

Resource consent has now been granted for the Estuary Edge project. This is a significant milestone for Southshore. The project will provide erosion and flood protection along the Avon Heathcote Ihutai estuary edge, including through South New Brighton Park and along Southshore, as well as a shared path and improved access to the estuary.

Coastal

Environmental Risks

What we have heard from community

The community told us they want stronger, more coordinated action to keep people and the environment safe. Residents emphasised the need for a clear plan to manage fire risk in the Bottlelake forest and called for increased local Civil Defence capacity, so communities are better prepared for emergencies.

People also stressed the importance of improved collaboration between Council and Environment Canterbury to ensure timely, effective decisions on flood protection and other environmental hazards. Finally, there was a strong message that rivers must be properly maintained and kept free of rubbish and debris.

What we are currently doing

Fire risk and response planning in the area is actively managed through ongoing collaboration between Christchurch City Council, Fire and Emergency New Zealand (FENZ), and Matariki Forests. Seasonal control measures, including the maintenance of firebreaks around regional park forest areas, are regularly implemented. FENZ has indicated that they are generally confident in the current management of forest perimeters and have established evacuation and response plans should a significant forest fire occur. The Council commonly receives community concerns during fire season and will meet with residents to discuss specific risk areas when needed. In addition, Community Resilience Coordinators are working with the Spencerville Residents Association to develop a local Emergency Response Plan to further strengthen community preparedness.

Coastal Parks

What we have heard from community

The community expressed the need for safe, accessible, and well-maintained recreational spaces. Residents want playgrounds upgraded to reflect previous facilities, with input from parents and children, and requests were made to repair aging equipment and conduct regular safety audits.

There is strong support for upgrading and increasing the number of public toilets, particularly near playgrounds and sports fields, with a focus on regular cleaning, repair schedules, and vandal-resistant fixtures.

People also highlighted the importance of safety through adequate lighting around playgrounds, toilets, and pathways. Maintenance of parks and sports facilities including netball courts, tennis courts, and basketball courts was a key concern, with a desire for timely repairs and upgrades. Community members suggested improving underused green spaces, such as the area across from the Parklands library, with seating, shade, or a community garden. Engagement with the community in planning and designing park improvements was strongly encouraged, ensuring parks meet local needs while remaining safe, inviting, and well-kept.

What we are currently doing

Our parks team carries out playground safety checks and minor repairs on a regular 4-6 week rotation, with additional reactive repairs completed as issues are identified. Larger or older assets are prioritised for replacement through our asset-renewal programme, and vandal-resistant fixtures are used wherever possible. Community consultation is already a standard part of all park upgrade projects, and we appreciate the ongoing input from residents, including recent examples shared with us.

What we are working on

We are currently investigating options to redesign the layout of the Parklands reserve toilet to improve accessibility and aesthetics. The proposed option will be presented to the Community Board early in the New Year for approval.

Requests for increased lighting around playgrounds and toilets have been noted for consideration where they do not create safety risks for park users as well as looking at ways to improve the space across from the parklands library with amenities such as seating, shade or community garden.

Coastal Roads

What we have heard from community

The community emphasised the need for safer, better-maintained roads. Residents want repairs to uneven and damaged roads, particularly along Mairehau Road, to reduce vehicle damage and ongoing costs for residents. Clear “no parking” markings were requested to keep accessways behind the Parklands community centre and sports club, unobstructed.

Safety was also highlighted, with calls to install or improve street lighting along Spencerville Road and Chaney’s Corner to make roads and pathways safer for drivers and pedestrians.

What we are currently doing

Following the results of the interviews CCC Facilities Staff will be installing No Parking Signs to ensure the access way remains clear at the Parklands Community Centre.

What we are working on

There are a number of projects underway or planned along Mariehau Road. More detailed information has been sought from the researcher to enable staff to investigate particular examples and can provide further responses once this information has been received.

Coastal Safety

What we have heard from community

The community wants stronger, ongoing engagement with the local safety panel to ensure concerns are heard and acted upon. People identified a need for improved security at the mall and called for more effective responses to antisocial behaviour, including rubbish dumping and illegal street racing.

There was strong support for increased security measures such as a more visible police presence, CCTV cameras at Spencer Park, and better lighting in dark or isolated areas to deter theft, dumping, and other unsafe activity.

What we are currently doing

Local Governance staff continue to attend the monthly meetings of the New Brighton Safety Partnership to support community safety initiatives.

The New Brighton Mall Redevelopment Project aims to improve security by increasing the number of security cameras along marine parade and within the mall. The redevelopment consultation recently closed on the 1st February 2026.

What we are working on

Funding from the Waitai Community Board Better Off Fund has supported the Mall Redevelopment project to increase the number of security cameras, which will provide coverage across the central business area once the mall redevelopment is completed.

Coastal

Waste Management

What we have heard from community

The community highlighted concerns about illegal rubbish dumping and the need to promote proper waste disposal. Residents suggested implementing deterrents, such as security cameras, to prevent dumping and ensure public spaces remain safe, clean, and welcoming.

What we are currently doing

We have installed Smart Bigbelly bins at Parklands Reserve, Queenspark Reserve, and Broadhaven Reserve, each providing ten times the capacity of a standard bin through onboard compacting and real-time monitoring.

What we are working on

Staff are progressing work on a new Litter and Illegal Dumping Policy as part of the wider review of the Waste Management and Minimisation Plan (WMMP), with Council currently considering whether to revoke and replace, retain, or amend the existing plan. Once a decision is made, policy development will move forward, with adoption planned ahead of the next Long-Term Plan.

Coastal

Youth

What we have heard from community

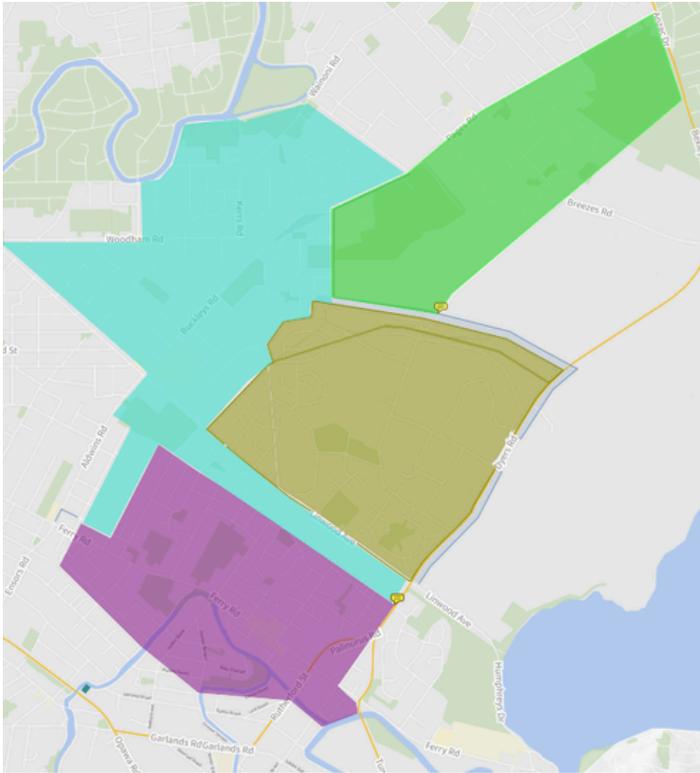
Interviewees highlighted the need for dedicated youth spaces and programs that are inclusive, welcoming, and engaging. Residents suggested building on existing community spaces, such as the library, and ensuring youth programs are diverse, offering opportunities beyond sports to include creative and recreational activities like music and arts.

There is strong support for involving young people in the development of activities, expanding the frequency and availability of youth programs, and exploring partnerships with schools, churches, and community groups to provide more regular opportunities for young people to engage and participate.

What we are currently doing

Expanding youth programmes depends on both community capacity and the availability of funding, which is allocated through competitive funding rounds, with final decisions made by the Community Board. This suggestion will be considered alongside other community priorities, and Community Governance staff can explore potential partnerships to support future initiatives.

Linwood Ward



A map of the Linwood Ward Area highlighting the project “zones” – Linwood, Woolston, Bromley and Aranui.

Key

- Woolston
- Aranui (Linwood)
- Bromley
- Linwood

Tasks:	83
Under Review:	20
Seeding:	6
Growing:	20
Established:	29
External:	8



Linwood

Community

What we have heard from community

The Linwood community highlighted the importance of sustained support for local organisations that provide essential services, including food relief, budgeting assistance, wellbeing programs, and resources for those experiencing financial pressure or homelessness. People want coordinated efforts between Council, social services, and local groups to ensure equitable access to support across the Eastern suburbs. Residents emphasised the need for initiatives that address systemic cost-of-living pressures, such as affordable housing, transport, energy, and accessible banking services, including support for older residents and those without digital access.

The Linwood Library and community centres, such as the Bromley Community Centre, are valued as trusted hubs for services, learning, and social connection. Residents want continued investment in programming that fosters creativity, culture, lifelong learning, and digital literacy, alongside support for youth, families, and diverse communities.

Community members also stressed the importance of initiatives that reduce social isolation, strengthen community cohesion particularly in new or higher density housing areas and enhance safety. They want ongoing resourcing for networks, forums, and collaborative projects that connect groups, leverage local knowledge, and provide low-cost, accessible wellbeing activities. Overall, residents are calling for Council to continue supporting and coordinating these efforts to improve inclusion, connection, and resilience across the community.

What we are currently doing

Many of the Community initiatives are supported by the Te Haumako Te Whitingia – Strengthening Communities Together Strategy, and we acknowledge the many organisations already contributing to community wellbeing in the area. Large number of community groups in the area receive support through the Waitāi Community Board Strengthening Communities Fund either on annual or multi-year grants, and the Board has also funded a range of Linwood-based groups delivering financial literacy, wellbeing, and social support programmes.

Ki Te Tihi (The Loft) continues to provide vital wrap-around services through its Navigator model, helping residents with complex needs such as housing, food security, and mental health. CCC Libraries remain committed to offering free programmes, attending local networks such as the LinWard Collective and Greater Linwood Forum, and hosting community-building events like 'Cup of Tea'.

In Woolston, the Community Board supports several groups delivering local services, including Youthtown's partnership with Westpac to provide accessible banking. CCC staff will continue to facilitate the Woolston Wellbeing Network and explore opportunities for collaboration across all community sectors.

What we are working on

A funding review is planned for 2026 which aims to explore how community funding is prioritised through the Strengthening Communities Fund. The point around funding kai and social services has been raised with project leads to be included in the discussions.

The Council is currently reviewing its Food Resilience Policy and Action Plan to ensure they remain relevant and effective. Engagements have been undertaken with key stakeholders across the food system from supermarkets and food rescue organisations to waste minimisation groups, academics, health, community gardens, and education providers as well as with residents in eastern Christchurch. These insights will inform the refreshed policy and action plan.

Linwood

Community Spaces

What we have heard from community

The community values the library as a key hub for learning, connection, and wellbeing, and wants its role to be sustained and strengthened.

Residents highlighted the importance of inclusive, accessible, and community focused programs, alongside initiatives that provide safe public spaces for all, particularly young people. There is also interest in expanding youth friendly spaces and opportunities to support engagement, learning, and social connection.

What we are currently doing

Libraries remain committed to providing inclusive and accessible services for the foreseeable future, supporting learning, wellbeing, and community connection. Council staff are actively working with local organisations to maximise the use of the Mobile Youth Pahi in the Linwood community, ensuring Rangatahi benefit from this resource.

In Woolston, staff collaborated with Youth Town to secure a long-term lease for the Woolston Community Centre, which now provides drop-in sessions, activities, and programmes for Rangatahi.

The Community Board has supported local organisations to activate public spaces through events such as Whānau Day, FRESH events, and the Woolston Gala, helping build connection and engagement within the community.

What we are working on

Opportunities to enhance youth friendly spaces are being explored through the redevelopment of Linwood Park.

Linwood

Footpaths

What we have heard from community

The community told us that improving footpath safety and accessibility is a top priority. Residents want uneven footpaths repaired and levelled especially where tree roots have caused damage to better support mobility scooter users, older adults, parents with prams, and people with disabilities.

People also asked for a comprehensive audit of the existing footpath network to identify gaps, missing links, and “pathways to nowhere,” with upgrades prioritised in high use or high risk areas.

The community called for better lighting and regular trimming of overgrown vegetation to increase visibility and help people feel safer when walking at night.

What we are currently doing

When planning renewals for carriageways, footpaths, and kerb & channel networks, we consider a wide range of factors, including safety risks, daily usage on and off the road, traffic volumes, the condition and age of the asset, and accessibility. For footpaths, priority is given to areas that service schools, community facilities, or other high use locations. While most renewals are like for like, the aim is to bring assets up to modern, safe standards for all users.

A high-level audit of footpath assets and aerial imagery has identified some gaps on several roads, including Francella Street, Keighleys Road, Ruru Road, McGregors Road, Butterfield Avenue, Cuthberts Road, and SH74 Dyers Road. Some gaps are due to challenging terrain or existing alternative paths, such as routes through the cemetery. These locations are not currently included in the “New Footpaths” programme.

What we are working on

For areas where constructing footpaths may be unfeasible or prohibitively expensive, alternative solutions—such as crossings or improving adjacent paths will be explored to enhance the pedestrian network. Path links outside the road reserve, such as through parks, reserves, or cemeteries, fall under the scope of the Parks unit, and any potential paths along state highways will require NZTA approval. The Community Board will continue to advocate for the upgrade and replacement of footpaths across the area.

Linwood

Parks

What we have heard from community

The community expressed a strong desire for safe, accessible, and well maintained parks. Residents want upgrades to park infrastructure, with priority given to overdue facilities, and enhancements that support gatherings, such as picnic tables, BBQs, and public toilets in Cypress Reserve. People also highlighted the importance of safety, asking for park designs that minimise hidden areas that could attract antisocial behaviour.

There is strong support for improving recreational facilities, including maintaining and upgrading the skate park, and adding plantings, landscaping, and nature play features to make parks more inviting. Residents want better upkeep of reserves, footpaths, and high use areas through regular rubbish collection, as well as the provision of adequate rubbish bins where needed. The community also expressed interest in working in partnership with Council to enhance the canal area.

What we are currently doing

There are four projects underway to improve facilities and infrastructure in Linwood Park: the Linwood Park Development, the Linwood Park Skate and Scooter Park Renewal, the Linwood Park Changing Facility, and the Linwood Park Path Renewals.

Additionally upgrades to the Cypress Reserve Skate Ramp are planned for 2026 which will ensure the ramp is accessible and safe to use for a wider range of skate abilities when compared with the existing ramp.

Linwood

Roads and Road Safety

What we have heard from community

The community expressed a strong focus on improving road safety, particularly around schools and high-risk areas. Interviewees highlighted the need to address traffic flow, parking, and visibility issues, and requested additional pedestrian crossings to ensure children can cross safely.

Traffic calming measures were also a key concern across the area, with a desire to expand, maintain, and complete planned improvements while balancing congestion management around key intersections, such as Eastgate. Specific requests included installing a pedestrian crossing at the Ferry Road roundabout to improve access to Ngutuawa School and improving road markings and signage on smaller roads near the river to reduce accidents.

Parking management was also raised, with feedback to review limits near community facilities and churches to better meet user needs. Overall, residents want ongoing implementation and development of the traffic management plan to address safety concerns and maintain safe, accessible roads for all users.

What we are currently doing

Funding has been allocated in the 25/26 and 26/27 Annual Plans to continue on from the works already implemented from the Bromley Transport Action Plan as identified through previous community engagement. Several of the comments raised by community area covered under this project and work is underway with key stakeholders in the area to launch the local working group.

It is not common for Council to install centrelines on local roads. Data shows centre lines encourage traffic to go faster down local streets as they perceive there won't be conflict with other traffic because they are on their own side of the road.

Linwood

Safety

What we have heard from community

The community expressed a strong desire for safer public spaces, calling for improved lighting and surveillance at Linwood Park and other well used areas. Residents want better collaboration between businesses, community groups, and police to improve safety and perceptions of Eastgate Mall.

People also emphasised the need for locally tailored safety strategies developed with residents and community partners, rather than relying on enforcement alone. Reducing visible alcohol and drug use in community spaces was highlighted as a key priority for improving overall safety and wellbeing.

What we are currently doing

The Community Board is actively engaging with the community to address safety concerns in and around Eastgate Mall and Woolston Village. An initial hui, organised by the Community Board Chair, brought together representatives from local businesses, community groups, and Ngā Maata Waka to discuss safety issues.

Staff and partners have begun building relationships with businesses, community organisations, government agencies, social services, and residents. Initiatives such as the Woolston Well-Being Network and the Woolston Way e-newsletter have been established to strengthen community connections and provide a platform to address safety and social challenges.

In addition, an alcohol ban area was introduced in Woolston Village in late 2023 following a trial led by the Waitai Community Board, helping to improve the safety and amenity of public spaces.

Linwood

Waste Management

What we have heard from community

Residents highlighted the need for improved waste disposal in public spaces. Suggestions included installing rubbish bins within Cypress Reserve at the Bromley Community Centre and exploring flexible disposal options to better support large households.

What we are currently doing

Staff are aware that there are currently no bins at the Bromley Old School Reserve, and will continue to monitor the situation and encourage community to log snap-send-solve tickets relating to litter in the area should.

In terms of kerbside an enhanced service is currently in place where residents can request larger recycling or organics bins. Additional charges do apply and need to be paid in advance before any larger bin is delivered. My bins : Christchurch City Council . Our three EcoDrop transfer stations each contain Resource Recovery Centres that accept a wide range of unwanted household items for free, including hazardous items and excess recycling.

Linwood

Youth

What we have heard from community

The community highlighted the need for accessible, inclusive, and engaging spaces and programs for children and young people. Residents emphasised providing areas for older children and preteens to socialise, supporting free or low cost activities to reduce financial barriers, and ensuring after-school and holiday programs remain accessible and well resourced.

There is strong support for involving young people in planning activities and designing spaces to better meet their needs, strengthening mechanisms for meaningful youth voice in decision making, and addressing barriers such as literacy, language, and resource limitations. Residents also value continued investment in sports, recreation, and youth workers to provide mentoring, relationship building, and consistent support. Overall, there is a clear call for youth focused initiatives that directly engage young people and offer a diverse range of creative, recreational, and social opportunities.

What we are currently doing

Many of the Youth initiatives mentioned are supported by the Te Haumako Te Whitingia – Strengthening Communities Together Strategy and we acknowledge the strong partnerships already in place across the area. The Bromley Community Centre continues to work closely with local rangatahi and tamariki on projects such as the Cypress Reserve upgrades and Activate Bromley, with Governance staff maintaining regular collaboration.

The Community Board's Strengthening Communities Fund supports a range of clubs and organisations in Linwood and Woolston that provide accessible sport, recreation, and youth development opportunities.

Te Kete Wānanga o Ihutai (Linwood Library) also partners with youth organisations to deliver programmes that encourage engagement and participation. In Woolston, the Board has supported Youthtown through Better Off funding for a Kaimahi Rangatahi role and continues to fund local groups to help keep costs low for participants.

Ticket Report

01 01 2026 - 31 01 2026

Filter by Ward

Coastal-Burwood-Linwood

Filter by month

2026 (Year) + January (Month)

3771

Reported Tickets last month

88.20%

Resolved within SLA

Status as of Report Date

Closed/Resolved

70.80%

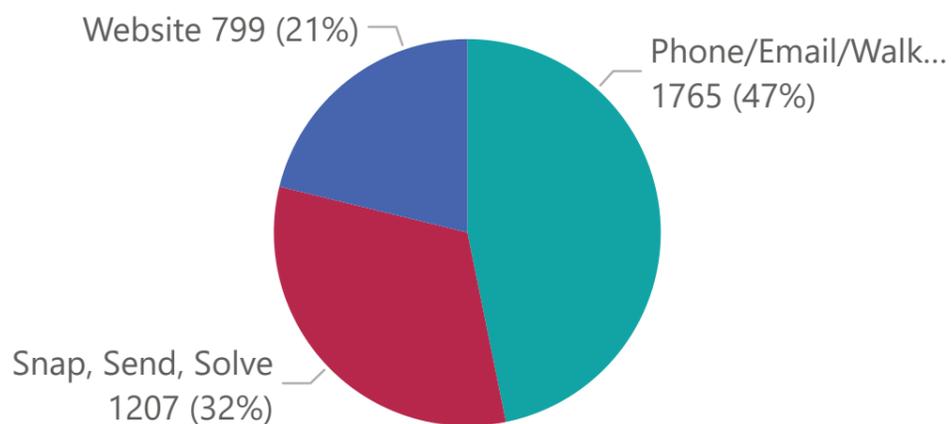
Open

27.21%

Programmed Work

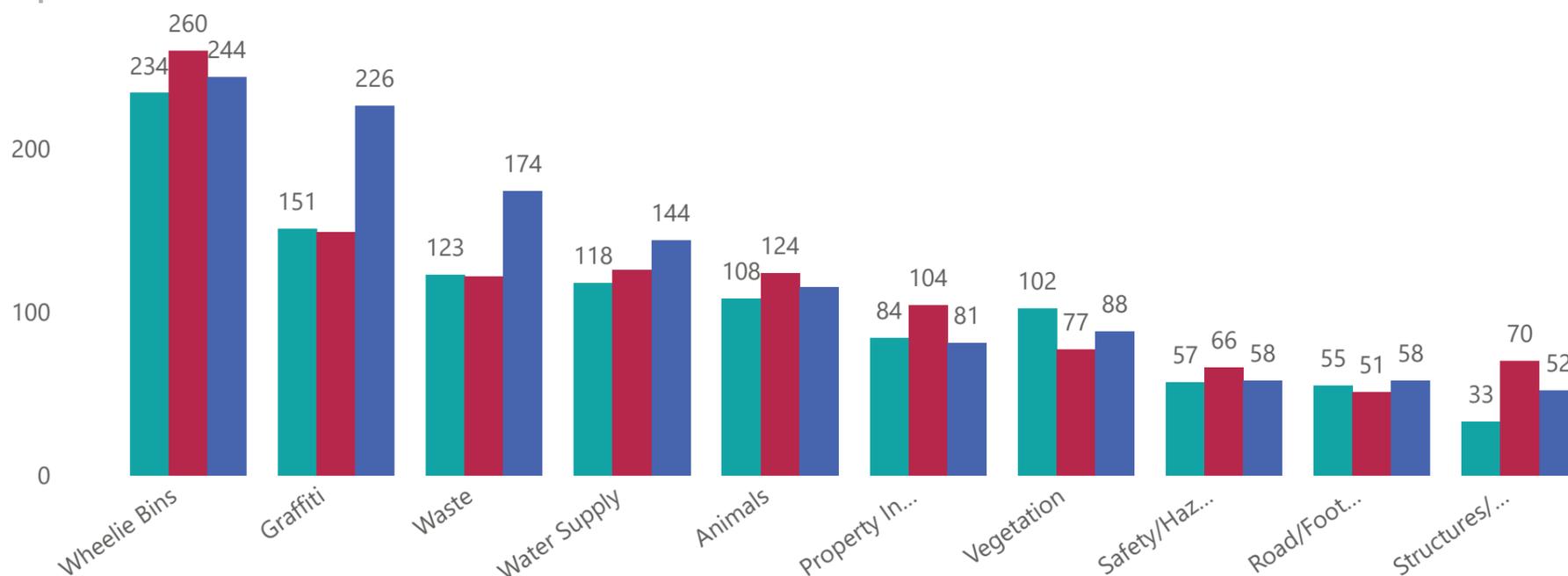
1.99%

Channels



Top 10 Incident Categories

Burwood Coastal Linwood



Top 10 Object Categories

# Tickets	ObjectCategory	+/- Previous Month
388	Litter	54
349	Graffiti - Fence, building or structure	135
293	Damaged Bin	58
266	Bin Not Collected	19
241	Water Leak	-16
171	Trees	68
115	Residential LIM	29
107	Residential Property Files	39
96	Graffiti - Utility box, pole, railway	40
77	Missing Bin	15

Report date:
01 Feb 2026

Memos

Christchurch
City Council 

Memo

Date: 10 February 2026
From: Andrew Brown – Manager Metropolitan Parks
To: Waitai Coastal-Burwood-Linwood Community Board
Cc: Cindy Sheppard – Community Board Advisor
Reference: 26/252962

Parklands Toilet Refurbishment

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this memo is to advise Waitai Coastal-Burwood-Linwood Community Board of the plan to refurbish the Parkland Reserve Public Toilets.

2. Confidentiality

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

3. Origin Te Pūtaketaanga mai

- 3.1 This memo is written as requested during the Annual Plan Deliberations.

4. Decisions Required Ngā take me whakatau

- 4.1 For Information purposes.

5. Key Points Ngā Take Matua

- 5.1 The Parklands Reserve public toilet building was constructed in 1997; the last building condition assessment deemed the building to be in moderate condition and not earthquake prone.
- 5.2 This proposal outlines a planned upgrade of the Parklands Pavilion toilet facilities to enhance safety, durability, usability, and overall amenity for the community. The current fixtures and layout are no longer fit for purpose and are increasingly subject to damage and inefficient use of space.
- 5.3 Proposed upgrades include
- A. Reconfiguration of the Public Toilets as drawn below. This proposal outlines a revised layout for the Parklands Domain toilet facilities aimed at improving safety, usability, and reducing loitering.
- The existing multi-use urinal room will be removed and replaced with a single, fully enclosed unisex toilet. In addition, the current women's toilet which contains two cubicles will be reconfigured to remove one cubicle, resulting in a single unisex toilet.
- By reducing multi-cubicle and shared spaces and replacing them with individual, lockable toilets, we eliminate areas that encourage loitering. Single-use cubicles are less attractive for groups to congregate in and are generally perceived as safer by users.

Memos

Christchurch
City Council 

- B. All toilet pans will be replaced with new, robust stainless steel, anti-vandal units designed to withstand high use and reduce ongoing maintenance costs.
- C. All taps and hardware to be replaced with robust anti-vandal units.
- D. New bulkheads will be constructed in each cubicle to allow for recessed installation of toilet cisterns, toilet roll holders, and other fittings. This approach helps prevent theft and vandalism, while maintaining compliance with current accessibility codes.
- E. Floors will be recoated with a hardwearing epoxy surface suitable for high-traffic public use.
- F. The interior and exterior of the building will be fully repainted.
- G. Motion-sensor LED lighting will be installed to improve safety, reduce energy consumption, and deter antisocial behaviour after hours.

6. Financial Implications Ngā rara ahumoni

- 6.1 CPMS61812 Community Parks Building Reactive Renewals has budget to be allocated to this project.
- 6.2 The estimated cost of the upgrade is approximately \$80,000 - \$100,000

7. Next Steps Te neke whakamua

- 7.1 Procurement plan and planned works schedule to be defined.
- 7.2 Planned works completed mid-2026.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Author	Andrew Brown - Manager Metropolitan Parks
Approved By	Rupert Bool - Head of Parks

GRAFFITI SNAPSHOT January 2026

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

Ward	Graffiti reported January 2026	Graffiti reported December 2025	% Monthly Change
Central	864	789	10%
Heathcote	315	252	25%
Linwood	222	124	79%
Burwood	149	76	96%
Coastal	145	92	58%
Spreydon	143	119	20%
Riccarton	141	88	60%
Banks Peninsula	104	38	174%
Innes	99	76	30%
Harewood	69	24	188%
Papanui	59	43	35%
Cashmere	56	122	-54%
Hornby	33	21	57%
Fendalton	27	24	13%
Halswell	24	24	0%
Waimairi	12	6	100%
Total	2,462	1,918	28%

Reporting Hot Spots

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

Suburb	Reports made January 2026	Reports made December 2025
Central City	624	640
Sydenham	181	154
Addington	133	104
New Brighton	113	61
Linwood	110	100
Lyttelton	93	37
Woolston	84	49
Waltham	83	45
Richmond	70	28
St Albans	70	31
Riccarton	50	52
Wainoni	50	20
Bromley	46	16
Phillipstown	44	19
Sockburn	44	21
North Linwood	38	31
Opawa	36	19
Burwood	35	13
Papanui	33	27
Shirley	33	40
Bishopdale	32	8

Monthly Draw Winner:



Ward Removal

Graffiti removed

Ward	Graffiti cleaned mtrs2 January 2026	Graffiti cleaned mtrs2 December 2025
Central	845	1297
Heathcote	732	837
Linwood	406	459
Harewood	320	58
Spreydon	311	389
Coastal	276	318
Burwood	217	146
Innes	140	160
Hornby	131	12
Riccarton	84	190
Papanui	66	109
Banks Peninsula	65	60
Cashmere	57	49
Fendalton	18	91
Halswell	14	5
Waimairi	3	1
Total	3684	4181

Removal Hot Spots

Locations with the most graffiti removed (m2)

Street	Cleaned Graffiti sqm
Washington Way Reserve	280
Main North Road, Empire to End	194
Validation Park	141
Main South Road, Lowther to Symes	110
Ferry Road	90
Harbour Road \ Kainga Road, Brooklands	75
Bishopdale Park	74
Christchurch Southern Motorway, Christchurch Southern to Christchurch Southern	59
Newtown Street, Maces to Tanya	56
Colombo Street \ Bath Street, Central City	43
St Albans Park	38
Cypress Garden Reserve	36
Ruru Lawn Cemetery	36
Wordsworth Street \ Buchan Street, Sydenham	36
Ensors Road, Brougham to Sullivan	34
Mandeville Reserve	32
Brooklands Domain	29
Madras Street, Edgeware to Edward	28
Worcester Street \ Tramway Lane, Central City	28
Derby Street	27
St Asaph Street, Duke to Fitzgerald	27
Tuam Street	26
Rail Corridor, Lyttelton Line between Lincoln and Whiteleigh	25
Jubilee Street, Bamford to End	24
Manchester Street \ Aberdeen Street, Central City	24

GRAFFITI SNAPSHOT January 2026

Further Insights

January Reports

Reporter Type	Reports made January
Friend Volunteer	47
Group Volunteer	60
Non Volunteer	897
Individual Volunteer	1457

% of Reports made by Volunteers



Direct reports to Snap send Solve



Painted outside popular Mexican restaurant 'Mexicano's' on Victoria Street, Dcypher's beautiful painting of a winged Virgin Mary figure standing in a desert landscape is fitting for the location.

Artist Guy Ellis aka Dcypher

13. 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 Whakamutunga

Unuhia, unuhia Unuhia ki te uru tapu nui Kia wātea, kia māmā, te ngākau, Te tinana te wairua i te ara takatā Koia rā e Rongo, whakairia ake ki runga Kia tina! TINA! Hui e! TĀIKI E!	<i>Draw on, draw on, Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind Rongo, suspended high above us (i.e. in 'heaven') Draw together! Affirm!</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
Burwood & Mairehau intersection improvements	8 December 2025	9 March 2026	Transport & Waste	Project Management
Public Forum - Shirley Sports Club	8 December 2025	9 March 2026	Parks	Community Parks
North Beach Surf Life Saving Club- approval for new build and lease	11 August 2025	20 March 2026	F&P Unit	Property Consultancy
South New Brighton Park development- design approval	8 September 2025	27 March 2026	Parks	Parks & Recreation Planning
67989 Improving Bromley's Roads - Scheme Design for Approval and Approval to Proceed with Detail Design and Construction	9 December 2024	31 March 2026	Transport & Waste	Project Management
Cypress Garden/Bromley Old School Reserves - park improvements and renewals	8 September 2025	31 March 2026	Parks	Parks & Recreation Planning
Grant of Electricity Easement over Linwood Park	11 August 2025	31 March 2026	F&P Unit	Property Consultancy
Grant an Easement over Birkdale Reserve	6 November 2023	2 April 2026	F&P Unit	Property Consultancy
Broadpark Road - Considerations for Extension of Overnight Parking Restrictions	9 February 2026	11 May 2026	CS&P	CS&P - Governance (Coa-Bur-Lin)
Buckleys Road/Kerrs Road Intersection Improvements	9 February 2026	11 May 2026	Transport & Waste	Traffic Operations
Buckleys Road/Russell Street Intersection Improvements	9 February 2026	11 May 2026	Transport & Waste	Traffic Operations
Coastal Spirit Football Club New Build Application, Linfield Park	9 February 2026	11 May 2026	F&P Unit	Property Consultancy
Marine Parade - Parking Bay Resolution Adjustments	9 February 2026	11 May 2026	Transport & Waste	Project Management
New Brighton Rugby Football Club- variation to lease	9 February 2026	11 May 2026	F&P Unit	Property Consultancy
Public Forum - James Ridpath - Rawhiti Domain Play Equipment	10 June 2024	30 June 2026	Parks	Parks & Recreation Planning
New Brighton Community Gardens - proposed new lease	10 March 2025	12 December 2026	F&P Unit	Property Consultancy

Actions Closed Since the Last Meeting Ngā Mahinga kua Tutuki nō Tērā Hui

REPORT TITLE/AGENDA SECTION	MEETING DATE	DUE DATE	ACTION CLOSURE DATE	UNIT	TEAM
Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration	8 December 2025	9 March 2026	2 February 2026	CS&P	CS&P - Governance (Coa-Bur-Lin)
Waitai Youth Development Fund and Koru Fund Delegations	8 December 2025	9 March 2026	2 February 2026	CS&P	CS&P - Governance (Coa-Bur-Lin)