

Waihoru Spreydon-Cashmere-Heathcote Community Board Information Session/Workshop MINUTES ATTACHMENTS

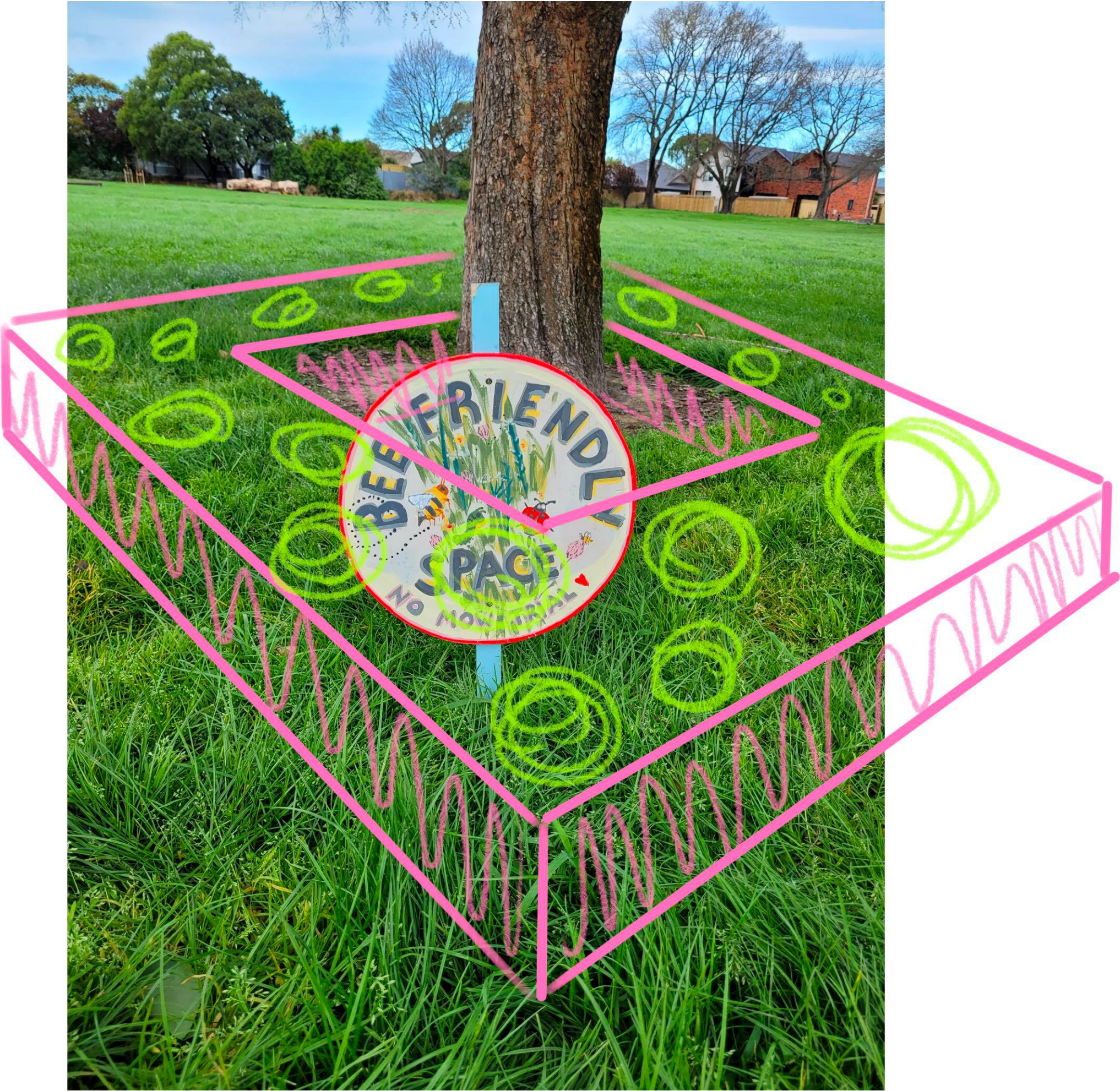
Date: Thursday 29 May 2025
Time: 4:29 pm
Venue: Linwood Boardroom,
Gate B, 180 Smith Street,
Woolston

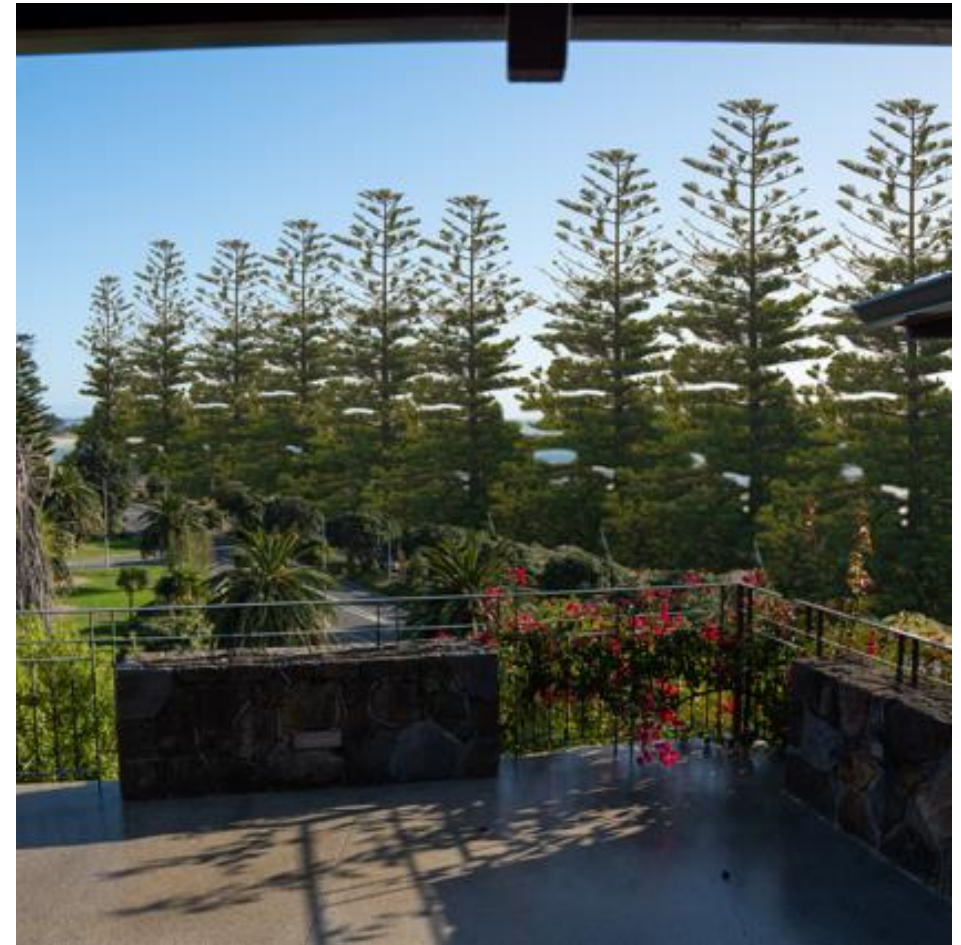
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Increased Biodiversity + Carbon Sequestration



Lowers CO₂ emissions









RICHMOND HILL ROAD

RICHMOND HILL RESIDENTS GROUP:
PRESENTATION TO WAIHORO-SPREYDON-CASHMERE-HEATHCOTE COMMUNITY BOARD
29 MAY 2025

1. Council Assurances

- We had been given assurances from the previous Council that the road was adequate to accomodate the Greenwood subdivision and the road side parking would not be affected.
- Clearly this is proven by the fact that the subdivision was allowed to go ahead in the first place without any changes or improvements being required to any parts of Richmond Hill Road at the time.
- What is concerning, is that these previous assurances seem to mean nothing now? And despite the fact we have raised this point it seems to continue to be ignored.

2. Policy and Precedents

- There does not seem to be any overall Council policy in regard to handling footpaths on insufficient old hill roads? Instead it seems a bit (no matter how well intended) like policy making on the fly, which is concerning given that this sets a precedent for many other hill roads throughout Christchurch and Banks Peninsula.
- In this case previous Council assurances are being overruled by 1-2 complainants with an unevidenced issue, that was overwhelming not supported within the community feedback. 74% of respondents submitted against the “no stopping proposal.”
- We don’t understand - how is this democracy?
- And how can we trust the Council, if previous assurances given are so easily forgotten?

3. Comparison

- Footpath/ walkway - suitability and budget comparison
- Comparison between walkway recently installed between numbers 70
-102 Richmond Hill Road and what is being suggested for 54 -70
Richmond Hill Road.

Richmond Hill Road - History

- Up until 2022 there was not & never had been any footpath or walkway on the middle section of Richmond Hill Road (at all) - street numbers:70-102.
- Clearly this was an acceptable situation to the Council when they consented the Greenwood subdivision to go at the top of the hill. Demonstrating quite clearly that having designated footpath access (roadside or otherwise) was not/ and is not a Council requirement for Richmond Hill Road (or in fact many other roads).
- It was not until the Council had acquired red zone land in this area - (following the Chch Earthquakes) that a now separate and designated walkway was installed.

70-102 RICHMOND HILL ROAD- LOOKING UPHILL BEFORE RED ZONE WALKWAY WAS INSTALLED



70-102 RICHMOND HILL ROAD

Work completed in this area (2022):

- CONSTRUCTED AN ENTIRELY SEPARATE WALKWAY (REMOVED FROM THE ROAD)
- THE WORKS INCLUDED:
- NEW KERB AND CHANNEL
- NEW ROAD SHOULDER
- NEW TIMBER RETAINING WALL
- OTHER RETAINING WORK
- NEW CONCRETE DRIVEWAY
- NEW GRASS BERMS
- NEW PLANTING AREAS
- FENCING ALTERATIONS
- NB: THE COST OF THESE WORKS - \$350,000

Source: GETS (Govt External Tender Service) - CCC - RFx ID:23460413

Richmond Hill Road - new separate walkway between numbers 70 -102



ESTIMATED COST \$350,000

COMPARISON TO WHAT IS BEING CONSIDERED FOR 54 -70 RICHMOND HILL ROAD:

- These two parts of Richmond Hill Road are very similar. Although in fact - many parts of 70-102 Richmond Hill Road are actually wider and have a flatter overall surface. Plus because it is red zoned land this area doesn't include the additional hazards of property driveways/ entrances etc.
- However when you compare what was completed on this middle stretch of Richmond Hill Road - to what is now being suggested to 'improve' pedestrian safety on the lower stretch. Which for all intents and purposes amounts to the removal of all/ some of the road side parking and to paint white pedestrian markings.
- The comparisons, imbalance, and the differences in approach, is just mind blowing.

54 -70 RICHMOND HILL ROAD - CCC PROPOSAL NOV 2024



ESTIMATED COST \$2,200

Questions:

- So if roadside painted pedestrian markings were not a safe or suitable option for the stretch of road btw 70-102 Richmond Hill Rd - Either before or after the acquirement of redzone land - Then why are they even being considered for this lower stretch of Richmond Hill Road between #'s 54 - 70?
- And if the CCC was prepared to spend \$350,000 to improve pedestrian safety on the upper stretch of Richmond Hill Road, than why is the budget to 'improve' pedestrian safety on this lower stretch of road to date only \$2,200? Which is less than 1% of what was spent just a bit further up the hill?

4. Consequences

- We appreciate that the Council often has to deal with differences in opinions of residents/rate-payers & that's not always easy.
- However what is very relevant is that decisions made by Council also have vastly different personal consequences for residents. As example in this case there are NO personal consequences for the complainant. In comparison, the affected residents would face extreme detriment, our day to day lives would become extremely and unnecessary more difficult.
- We understand that on street parking may not be a priority for the Council, however removing any historical and long used parking from a very steep hill road, that is not serviced by public transport - (meaning residents have no option but be reliant on private vehicles) is extremely significant.
- However what is the most significant issue though is that Richmond Hill Road would be less safe for all users; and in the case of the affected residents, we would be doubly disadvantaged by then being forced to have to spend more time walking on it.
- All things considered as a collective - we remain in disbelief as to why we're even talking about this. The time and money wasted to date is bewildering. It should have never got this far and many residents - not just directly affected residents but including those on other parts of Richmond Hill Road as well other hill residents that we have made contact with throughout Christchurch are very concerned that for whatever reason it has been allowed to get this far.









54-70 Richmond Hill Road

1



Background:

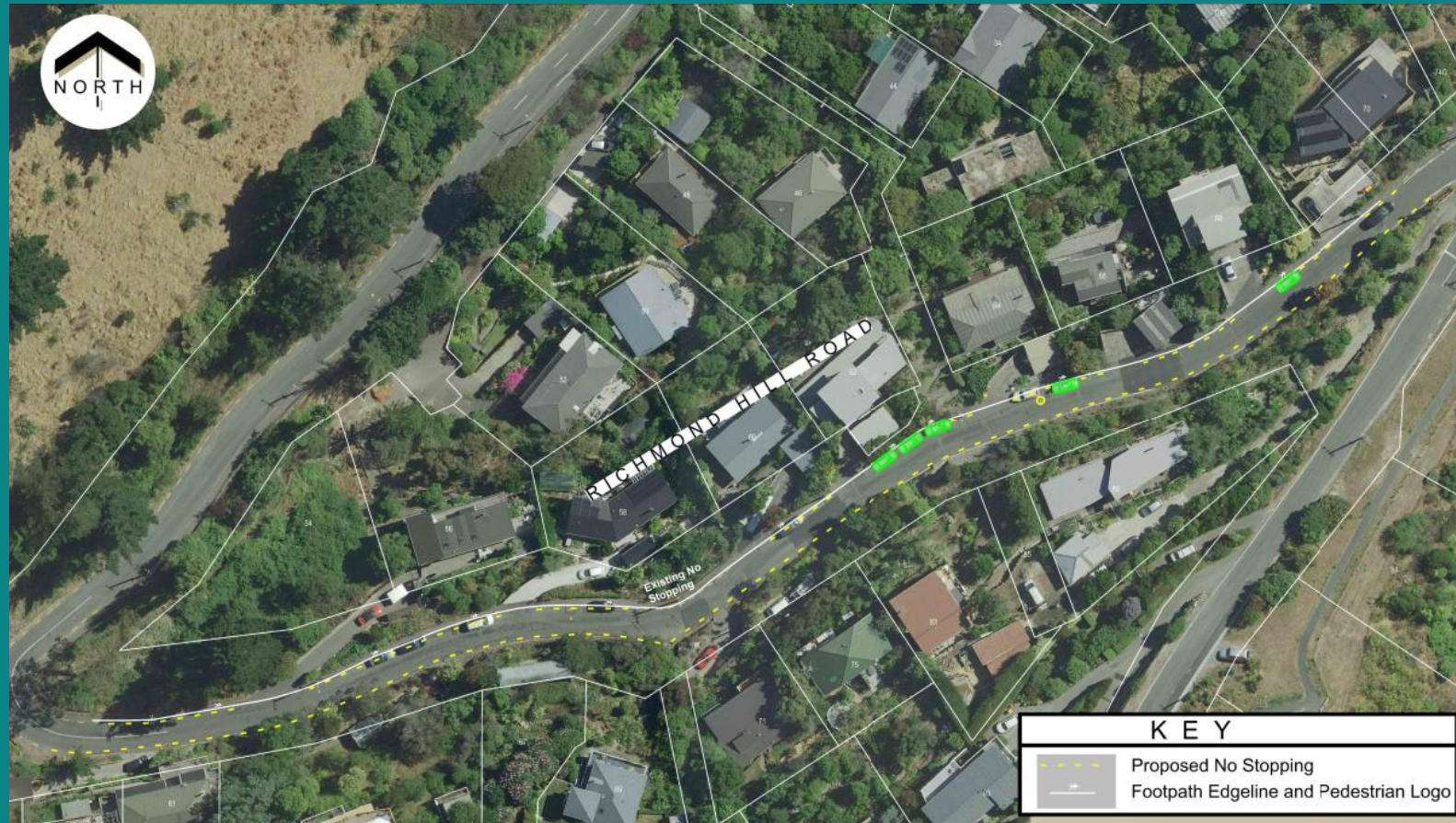
- Staff presented three options at the meeting on 14 November 2024:
 - The original consultation plan
 - Revised plan to retain more parking based on consultation feedback (no change downhill of the walkway, two parks retained uphill)
 - 'Do Nothing' (or minor signs and marking improvements only)
- Community Board resolved for staff to:

Set up a workshop to explore an alternate option that provides for a defined footpath and defined car parking areas

Purpose

- Present further options for discussion
- Confirm process to present a decision report to the Community Board

Original Consultation Plan



Consultation recap

'Original' plan consulted on in August to September 2024

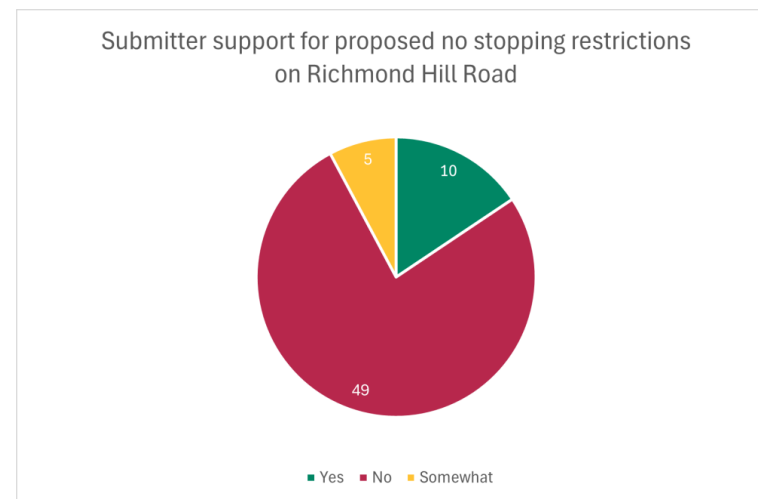
65 submissions received

74% of submitters did not support

The main issues raised by submitters were:

- Vehicles currently speed along this road (22)
- Speeds would increase without parked vehicles (22)
- The proposal would reduce overall safety (12)

We also received requests for lower speed limits (12), requests for better signage (10), suggestions that pedestrians should use the existing walkway (7).



Previous Report Option



Focus of further assessment

- Marked parking bays
- Access for pedestrians over the full length – connecting to both footpaths
- Options to manage speeds
- Signage

For discussion





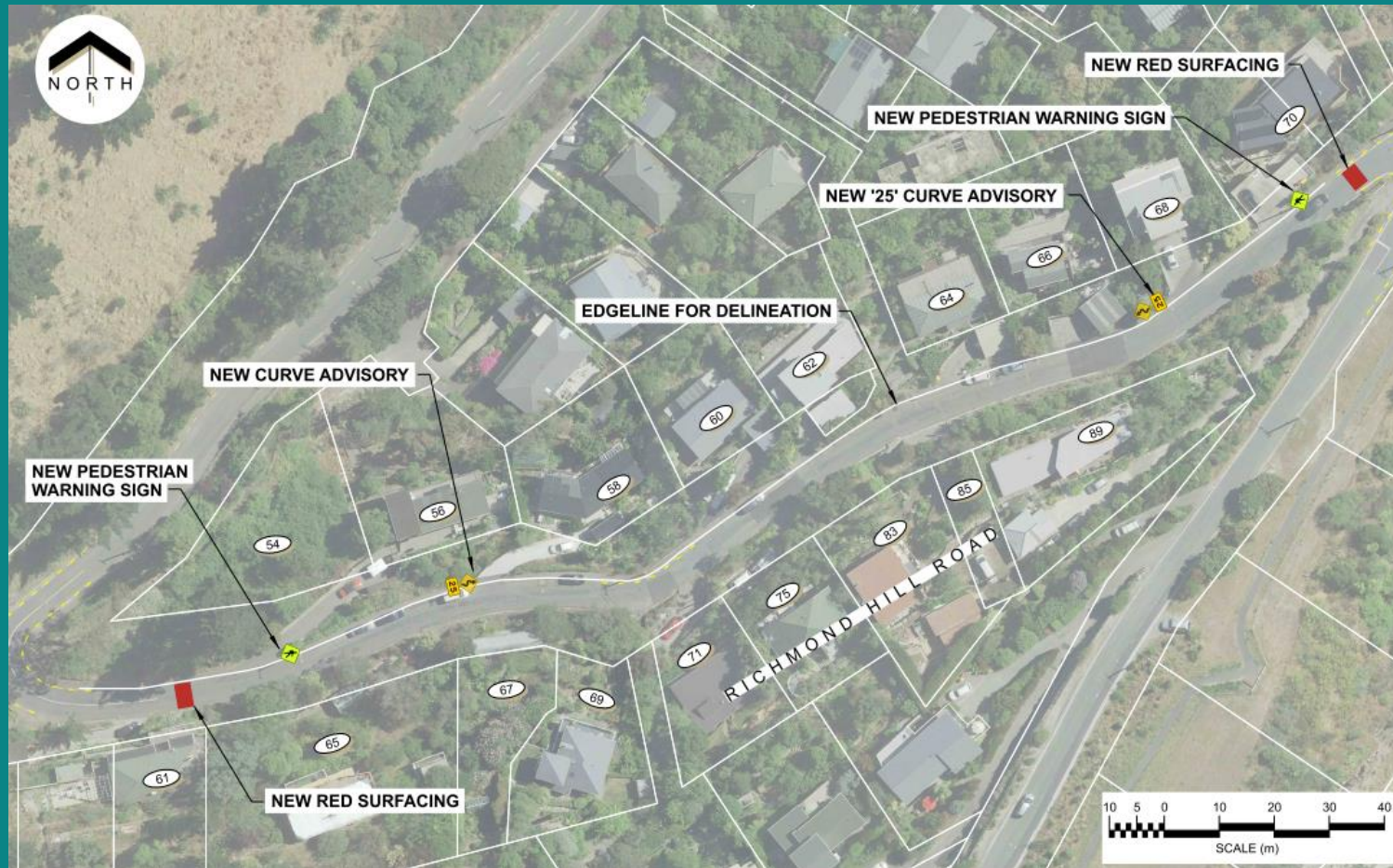
Discussion Points

- Marked parking bays – if marked bays are to be installed on narrow sections, they will compromise on pedestrian space (minimum 600mm width for pedestrians)
- One way sections for through traffic – consistent with current operation

Note plan shows a formalised give way set up which indicates the main decision points - not required initially based on current operation (if an option based on this plan were to proceed further)

- Confined traffic lane width and clearance for through traffic

Signs / Markings – for discussion



Christchurch Yacht Club

Building, Fencing and Improvements Proposal

Engagement Findings

Jason Tickner and Felix Dawson

Application Background

- The club is located at 239 Main Road, Moncks Bay, on the council owned 'Yacht Club Reserve'
- The Club has been on this site in Moncks Bay for over 130 years
- In the 1971 Council purchased the land from the Club and granted a Deed of Licence to club in perpetuity for the clubroom portion of the site
- The Club made an application to install fencing around the eastern end of their lease in June 2023
- They made a further application for land owner approval in November 2023 which included plans for a workable boat storage, improved rigging area and boat launching solution.



Engagement Process

- Letter drop undertaken with surrounding residents for original fencing proposal in September 2023
- The new building, boat ramp extension and concourse expansion engagement was undertaken in December 2024
- The club made changes to the plans, including reducing length of the building, changing the architectural style of the building and included an updated eastern fence design
- Further engagement undertaken in April 2025 with the original submitters



Christchurch Yacht Club - application to vary lease

26 September 2024

Christchurch
City Council

Summary of Matters raised by Submitters

Fencing Proposal

- Loss of public access
- Visual impact and unsightly
- Fencing style and colour not in keeping with area
- Club should consider other security options
- Club should prioritise other projects
- Impacts on the principal of Te Tiriti o Waitangi along with the Marine and Coastal Areas act
- Conflict between public and club use identified
- Suggestion that the fence should be left open when the club is not operating



Summary of Matters raised by Submitters

Building, Ramp and Concourse Development

- Loss of views and amenity
- Loss of access to the estuary and facilities
- Criticism of the building design and aesthetics
- Impact on property values
- Maintain and utilise existing facilities before seeking further expansion
- Impacts on the natural habitat
- Noise impacts both from construction and reflection of traffic noise
- Inconsistent with the Council's Public Open Space Strategy 2010-2040 and the Estuary Management Plan 2020-2030.
- Safety concerns regarding the building and fencing design and interface with the coastal pathway
- Submissions in support highlighted the importance of the Yacht Club in the community



Christchurch Yacht Club - application to vary lease

26 September 2024

Christchurch
City Council

Next Steps

- Complete Mana Whenua engagement (currently underway)
- Officer reports on the proposal, provides options and a recommendation to the Community Board to make a decision
- If the Community Board provide landowner approval to the proposal, the Club will need to make further applications for building and resource consent (both with the City Council and Regional Council).

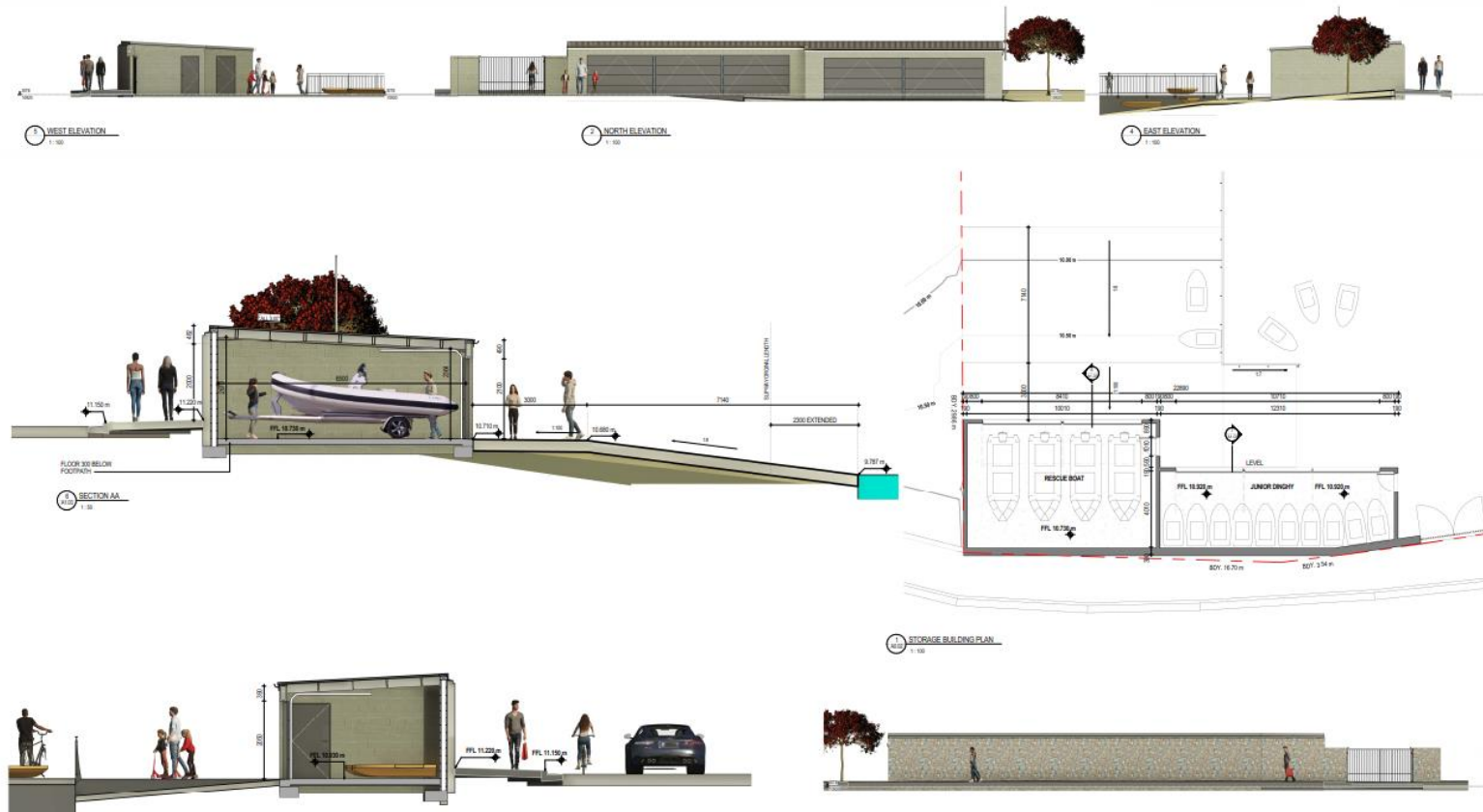


Any Questions?

Attachment A Item 4



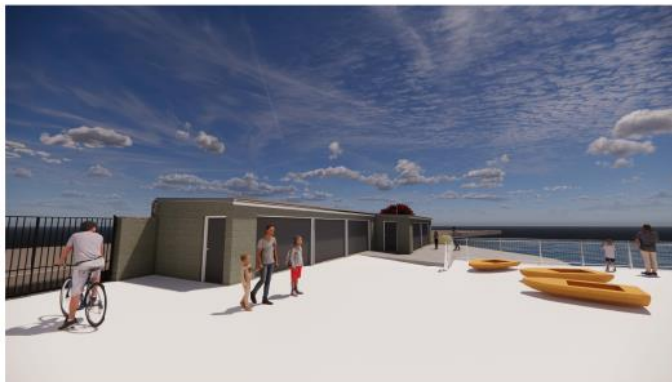
Original Proposal



Christchurch Yacht Club - application to vary lease

26 September 2024

Original Proposal



Christchurch Yacht Club - application to vary lease

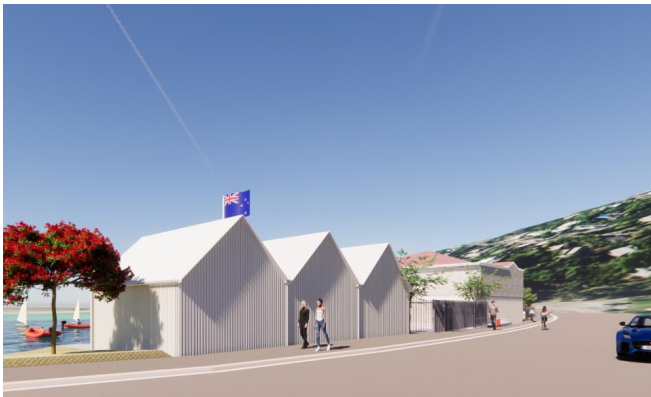
26 September 2024



Revised Proposal



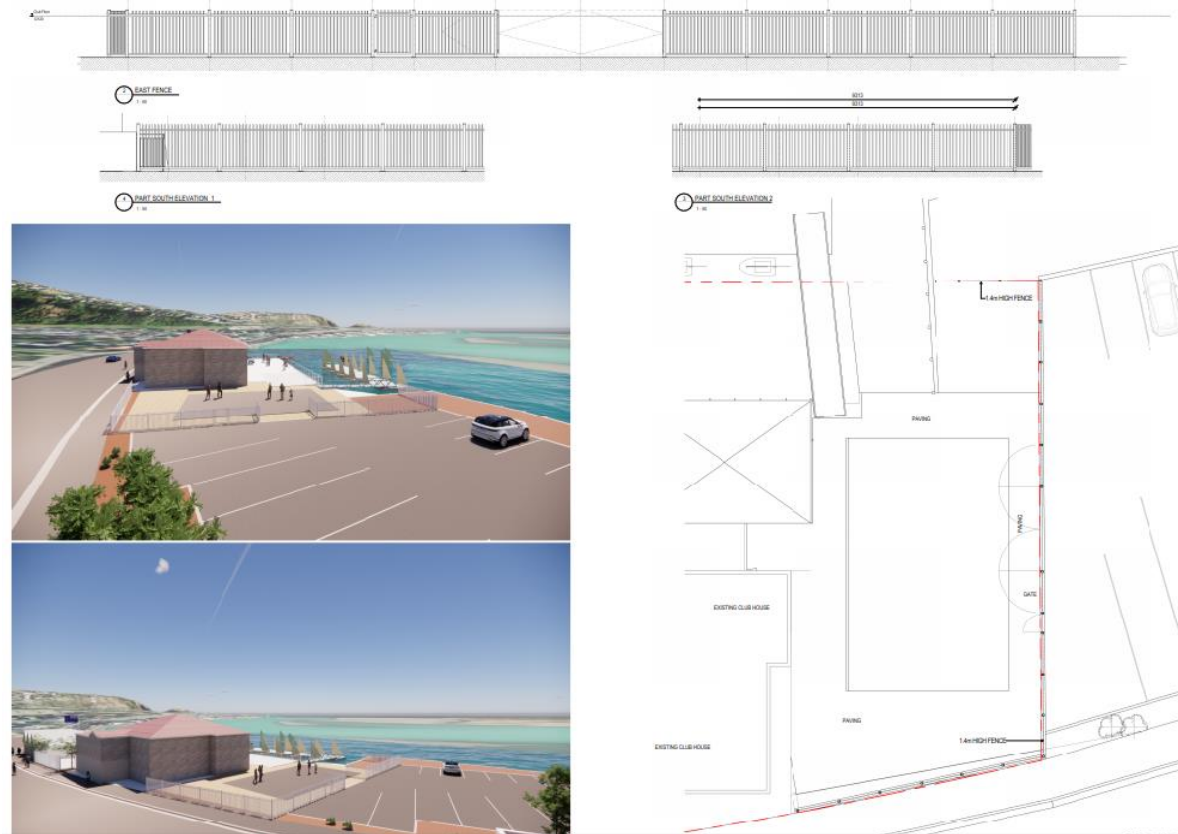
Revised Proposal



Christchurch Yacht Club - application to vary lease

26 September 2024

Revised Proposal – Fencing



Christchurch Yacht Club - application to vary lease

26 September 2024

Christchurch Yacht Club redevelopment of Clubhouse and land based facilities

Westside Facilities Project

29th May 2025

Community Board Meeting – CYC Presentation

29-5-2025

Why are we here

- Subsequent to earthquake damage, CYC are in the process of reinstatement and rebuilding damaged facilities.
- There are three facilities being addressed: namely the Clubhouse building, the former Rowing Club site and the Westside Project.
- To consider the Clubhouse building, the entire Westside concourse area surrounding the Clubhouse must be remediated. Firstly to establish a large rigging area for yachts as they prepare for racing, and a Boat Shed to house the large fleet of rescue boats located away from people (for Health & Safety reasons during launching and recovery).

- This new concourse will contribute approximately 550m² of new additional rigging platform for the fleet, easing the very crowded carpark area on the East Side of the Clubhouse.
- The completion of the West Side Project will give clarity for developing the future of the Clubhouse Building without rescue boats occupying valuable space on the ground floor.
- The West Side Project is located within the parcel of land CYC occupy and will ease the congestion on the East Side carpark shared with the public.

drone view of CYC on race day



small section of East rigging concourse on race day



Clubhouse slipway – too restrictive for new larger Rescue Boats



West Side Project location here



- Initial Proposal to Community Board 2024



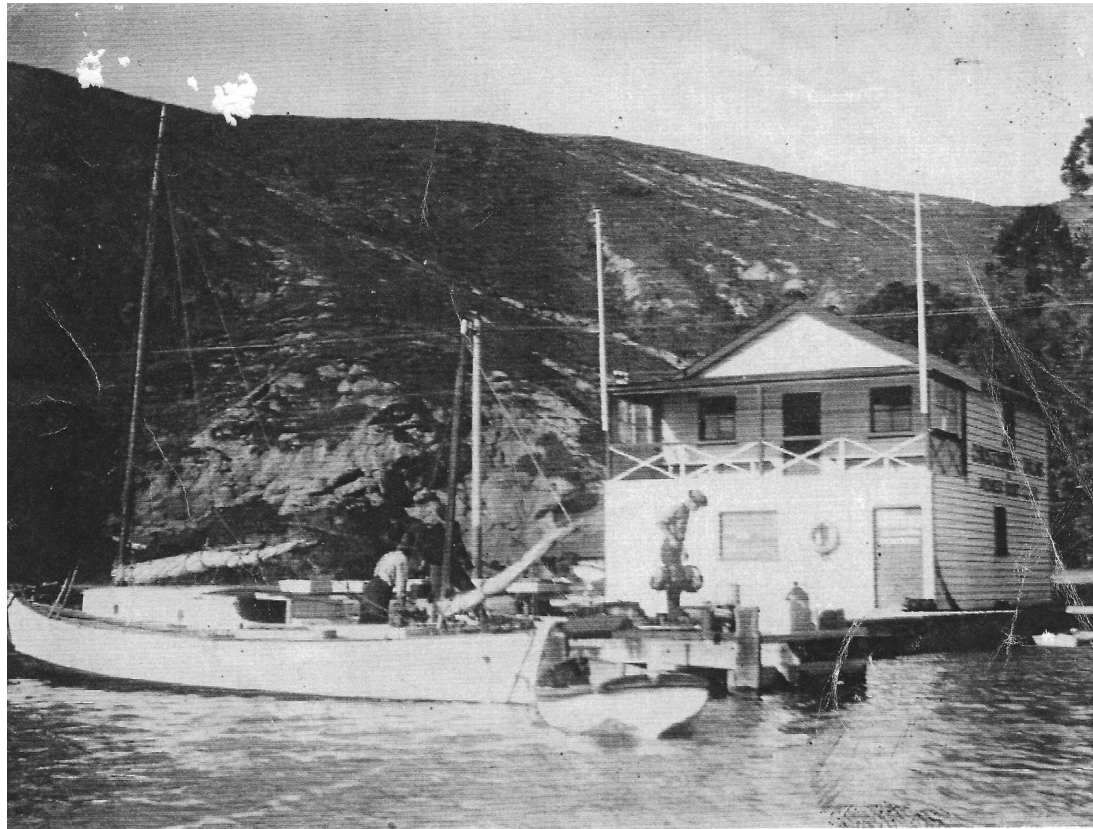
Intention was to hide new rescue boat sheds behind boundary wall



Intention was to hide new rescue boat sheds behind boundary wall



Christchurch Yacht Club - Clubhouse Year 1910



The roofline of the original 1910 Clubhouse is reflected in the new rescue boat facility.

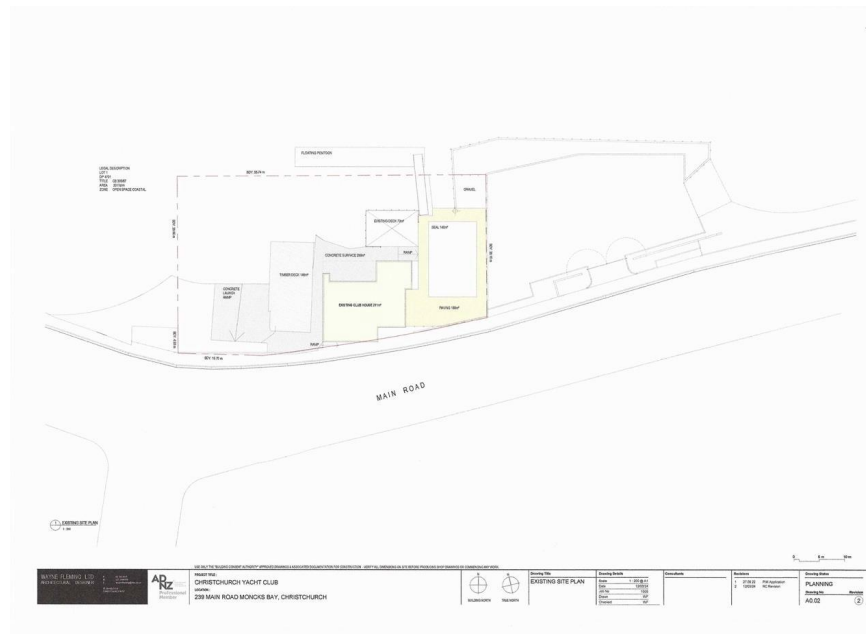
Also shown is the enlarged West Side concourse rigging area

new rescue boat facility –
seaward view from West

very open views from the road - encouraging
observation of yachts being rigged for racing



floorplans; old, & new, with expanded rigging area



Health and Safety issues such as this.
outboard motors and swimmers don't mix



Health and Safety issues



low profile fence on east side of Clubhouse required for Health & Safety protocols



Tsunami risk update

Briefing for the Waihoru Spreydon-Cashmere-
Heathcote Community Board Members
Thursday 29 May 2025



Christchurch Civil Defence
Emergency Management

Christchurch
City Council 

Tsunami – what is it?

1

A tsunami is a series of powerful waves caused when large volumes of water are displaced suddenly. They are fast and incredibly destructive.

2

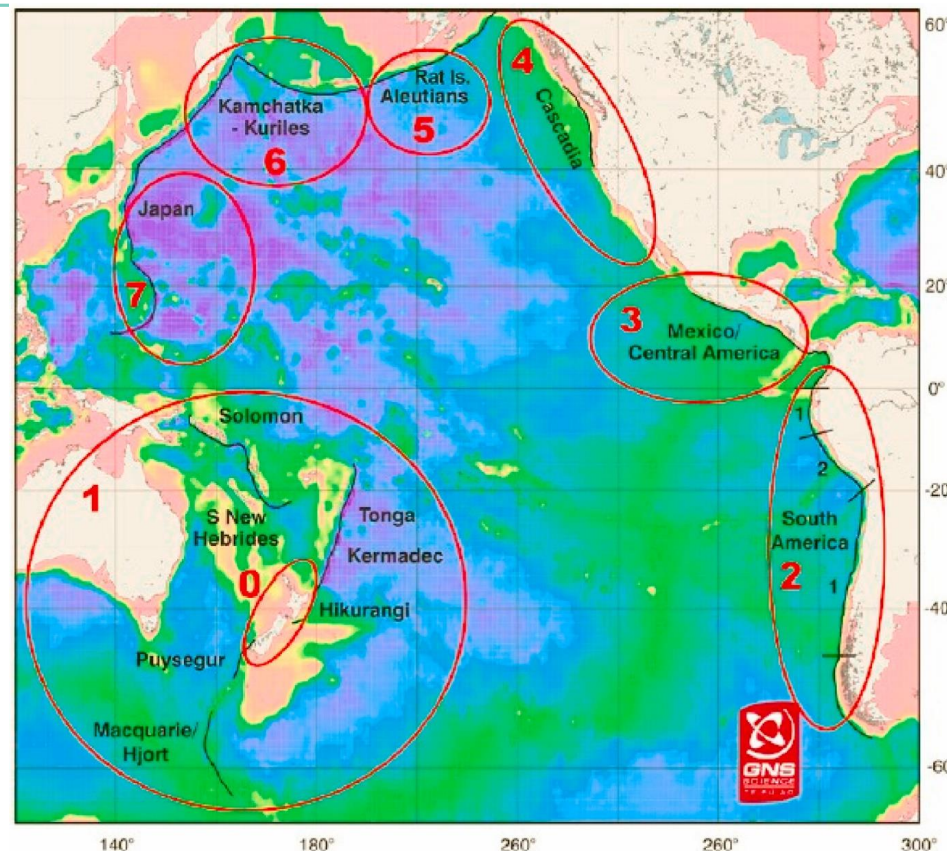
Even relatively small tsunamis can cause strong, unpredictable and dangerous currents and surges around the coast.

3

Tsunami waves have very long wavelengths (the distance between successive waves) which can be from several kilometres to over 400km.

Christchurch tsunami vulnerability

- Located on the Pacific Ring of Fire.
- Christchurch and Banks Peninsula have approx 65k residents in our evacuation zones.
- Our impacted Wards:
 - Coastal
 - Burwood
 - Linwood
 - Heathcote
 - Banks Peninsula



Tsunami Evacuation Zones



- Current tsunami evacuation zones determined in 2019/20.
- Tsunami evacuation zones do not account for sea level rise, storm surges, or coastal changes.
- Evacuation zones are changing. on next slide.

Tsunami Evacuation Zones Review

- NEMA and GNS Science conducted a national review into the tsunami evacuation zones and found they can cause confusion and could be simplified.
- NEMA is finalising the Tsunami Evacuation Zone Guidelines to provide a new nationally consistent approach to the tsunami evacuation zones.
 - Change to one single zone for the entire country, with a compliance date of 2030.
- The Council will update our zones with the rest of the region. This will likely take place in mid-2026.
- Communications, marketing and a range of other initiatives are being planned to embed the changes to the evacuation zone.

Tsunami Evacuation Zones Review

The change to the evacuation zones is good for Christchurch and the country.

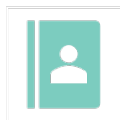
- Either - you're in an evacuation zone or you're not.
- Nationally and regionally consistent.
- Simplifies pre-and-during event communications.

Local Tsunami Planning Ecosystem

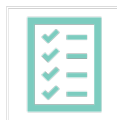
- “The Tsunami Plan” is multiple *smaller* plans or “parts”.



Part A – Initial
Response Actions



Part B – Response
Arrangements



Part C – Detailed Task
Checklists



Part D – Tsunami Hazard
Overview



Evacuation Plan – New
Zealand Police

- Plans can be read individually or as a complete document.
- Primary focus on our initial response “to save lives.”
 - Sustained response and recovery plans will be developed in the future.

Building community resilience

The Council's Community and CDEM teams are partnering with coastal community groups, delivering education sessions, workshops, supporting development of their response plans and establishing response hubs.

- Minimising the risk to loss of life.
- Building stronger communities.
- We are planning for this workload to increase.
- Care taken with vulnerable or overloaded communities.
- Weaving The East.



Public Education July 2022 – March 2025

Waitai:

- 69 sessions
- 105 hours
- 3,125 attendees

Te Pātaka o Rākaihautū:

- 53 sessions
- 113 hours
- 1,666 attendees

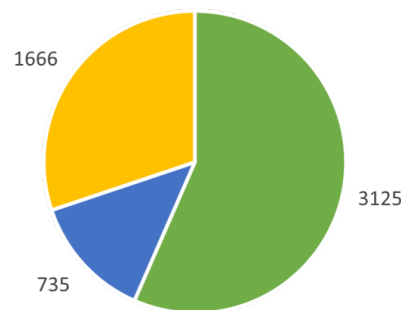
Waihoru:

- 37 sessions
- 51.5 hours
- 735 attendees

Total:

- 159 sessions
- 269.5 hours
- 5,526 attendees

Number of attendees



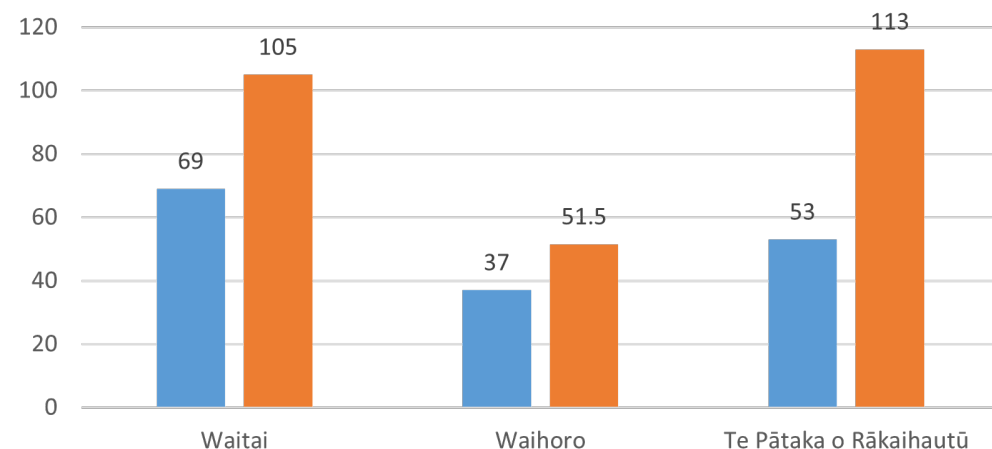
Community Response Plans July 2022 – March 2025

- 6 Waitai (tsunami evacuation plans)
- 1 Waihoru (general preparedness plan)

Community Hubs July 2022 – March 2025

- 3 Waitai (1 active, 1 developing, 1 scoping)
- 6 Waihoru (3 active, 1 developing, 2 scoping)
- 16 Te Pātaka o Rākaihautū (6 active, 2 developing, 8 scoping)

Number of sessions and hours



City wide annual CDEM activity plan targets

- 60 public education sessions
- 30 community response plans/hubs supported

Progress (July 2024 – March 2025) – both targets exceeded

- 126 public education sessions
- 66 community response plans/hubs supported

Further targets by June 2025 (end of FY)

- Identify 2 more potential community hubs in Waitai
- Maintain relationships with community hubs
- Support capability building of community hubs

Community Response Plans

- A community response plan can be defined as *'a list of actions or steps that people can take to help keep themselves or others safe, to prevent further harm, or to support people after an event'*.
- Many community groups have included tsunami planning in their response plans. Any changes to evacuation zones will be included.
- The Council supports community groups in creating and owning community response plans for the risks they are likely to face.

Upcoming community resilience initiatives

- Localised tsunami warning signage and evacuation maps.
- Comprehensive tsunami preparedness resource packs.
 - Various audiences.
 - Schools, languages, etc.
- Enhanced community public information and messaging.
- Community resilience & engagement activity expanded.

Tsunami alerting system – overview

- A tsunami alerting system is a method or collection of methods to alert the public to a potential tsunami threat.
- Christchurch has a multi-modal warning system encompassing Emergency Mobile Alerts (EMA's), radio broadcasts, emergency services, traditional & social media and sirens.
- Our tsunami alerting system is being reviewed following a Council decision in 2021 to expand the current siren array and the current sirens approaching end of life.
- A full options report will be presented to the Council.

Tsunami alerting system – best practice

- Best practice is a multi-modal approach, with EMA's as the primary warning method supported by, radio broadcasts, emergency services, traditional & social media and – in some instances – sirens.
- The official warning mechanism for NZ.
- The alert messages are compatible with most phones.
- System coverage and compatibility improves year on year.
- Tsunami EMA's are issued by NEMA or Canterbury CDEM Group.
- Alerts provide key messages, instructions and links.

Risks with our current tsunami alerting system

- Our current system is over-complicated.
- The main concern is the fragile and outdated siren network.
- Expert advice is that our siren array and function as a primary warning mechanism is not fit for purpose.
- Installed in 2012 and 2015, our 45 sirens have a design life of 15 years, they need to be replaced in 2027 and 2030.
- Fragile due to age and earthquake damage, our sirens are vulnerable to power and internet outages, making them inoperable at times.

Risks with our current tsunami alerting system

- Sirens are inaudible in windy conditions, can not hear them on the beach in an easterly.
- This recording is fixed, english only, difficult to hear/understand.
- Sirens are not a best practice primary tsunami warning mechanism.
- The sirens are not a part of the national tsunami warning system.
- The sirens are a single-hazard-only alerting tool. Can be confused with other alerting tools such as rural fire alarms.
- Our sirens cannot be triggered locally – they are operated by a small company in Auckland using obsolete technology.

Tsunami Alerting System - Preferred Option

- Retain our multi-modal system, EMA's as the primary warning system.
- Supported by radio broadcasts, emergency services, traditional & social media and, to a lesser extent - sirens.
- The existing siren network is replaced by a reduced number of new sirens located at specific points where the efficiency of alerting systems such as EMAs may be reduced.
- Specific locations may include popular beaches, recreational forests etc where people are less likely to have cell phones.
- Implementation supported by extensive public information and community engagement.

Options for sirens – robust analysis criteria

- Clear, unambiguous call to action for all. Save lives.
- Best supports EMA's and other alerting tools.
- Locally controlled.
- Consistent with national approach.
- Efficient, reliable and straightforward.
- Simple and effective.

Preferred Option - Rationale

- Most effective alerting system.
- Aligns with the National Warning System, is best practice and is national consistency.
- Provides clear and accurate directions, improve understandability for the public, simplify the existing alerting system.
- Updated sirens will compliment primary alerting method.
- Updated sirens become multi functional sensors.
- Increased reliability and accessibility of sirens.

Other options for sirens – considered

- Decommission current sirens – (no sirens).
 - Does not provide for sirens located at specific points where the efficiency of alerting systems such as EMAs may be reduced.
- Replace current sirens (45).
 - Continued reliance on sirens is not the best alerting system.
- Expand current array (41).
 - Continued reliance on sirens is not the best alerting system.

Communications and Engagement



If the Council approves changes to the tsunami alert system, communications and marketing will be done across multiple channels e.g. Newsline, social media, advertising, e-newsletters, information to community boards etc.



Memo to elected members regarding NEMA evacuation zone changes upon release: outlining next steps and implications for Christchurch. Public communications and marketing will follow once zone changes are understood and about to be implemented.



Communications and engagement – to ensure we can effectively reach and engage with residents and key stakeholders, supporting stronger relationships and better outcomes. Special care will be taken when engaging with vulnerable and/or overloaded communities.



A messaging framework – to ensure internal alignment and external consistency through clear and focussed messaging. This framework will address critical, and often related issues, including tsunami preparedness, city planning and responses to climate change.

Next steps & recommendations

Decide:

- Meet with Coastal Boards to inform recommendations.
- Seek a decision from Council on alerting systems & sirens.

Continue Development:

- Tsunami evacuation and response planning.

Expand and Evolve:

- Community resilience activities.
- Communications and public information.

Implement:

- Council's decisions on alerting systems & sirens.
- Council's tsunami response planning and signage.

Pātai?



Christchurch Civil Defence
Emergency Management