

Waihoru
Spreydon-Cashmere-Heathcote Community Board
AGENDA

Notice of Meeting Te Pānui o te Hui:

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

Date: Thursday 10 July 2025
Time: 4 pm
Venue: Linwood Boardroom,
Gate B, 180 Smith Street,
Woolston

Membership Ngā Mema

Chairperson	Callum Ward
Deputy Chairperson	Keir Leslie
Members	Melanie Coker
	Will Hall
	Roy Kenneally
	Tim Lindley
	Lee Sampson
	Tim Scandrett
	Sara Templeton

3 July 2025

Principal Advisor

Jess Garrett
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Meeting Advisor

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

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

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

To view copies of Agendas and Minutes, go to:

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



What is important to us?

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

Our focus this Council term 2022–2025

Strategic Priorities



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



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



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

Adopted by the Council on 5 April 2023



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



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



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

Our goals for this Long Term Plan 2024–2034

Draft Community Outcomes



Collaborative and confident

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



Green and liveable

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

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



A cultural powerhouse

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



Thriving and prosperous

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

Our intergenerational vision

A place of opportunity for all.

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



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

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

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Actions Register Ngā Mahinga Tuwhera

Karakia Tīmatanga

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

Waiata

<p>Manu tiria manu tiria</p> <p>Manu werohia ki te poho o Te Raka</p> <p>Ka tau rērere</p> <p>Ka tau mai i te Ruhi</p> <p>E tau e koia a</p> <p>Koia koia ko Tararauriki</p> <p>Kī mai i Māui</p> <p>Ehara i te whitu me te waru e</p> <p>E tau e koia, koia</p>	<p>Te whakamārama</p> <p>This song tells the story of Māui changing into a kererū and following his father into the underworld whereupon he returns with the kūmara.</p> <p>The kūmara is seen not only as food for the body but also food for the mind, thus referring to the importance of mātauranga.</p>
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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 Waihoru Spreydon-Cashmere-Heathcote Community Board meeting held on [Thursday, 12 June 2025](#) 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 hearing process.

4.1 Tree shading property in Hillsborough

Alex Dieudonne, local resident will address the Board regarding issues from a large tree shading the resident's property in Hillsborough.

4.2 Tree removal Farnley Reserve

Karen Baas, local resident will speak regarding the removal of two Pittisporum trees in Farnley Reserve .

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.

Waihoru
Spreydon-Cashmere-Heathcote Community Board
OPEN MINUTES

Date: Thursday 12 June 2025
Time: 4.01 pm
Venue: Linwood Boardroom,
Gate B, 180 Smith Street,
Woolston

Present
Chairperson Callum Ward
Deputy Chairperson Keir Leslie
Members Melanie Coker
Will Hall
Roy Kenneally
Lee Sampson
Tim Scandrett
Sara Templeton

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

Karakia Tīmatanga

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

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

Community Board Resolved SCBCC/2025/00041

That the apology from Tim Lindley for absence be accepted.

Callum Ward/Melanie Coker

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

Roy Kenneally declared an interest in Item 14 - Waihoru Spreydon-Cashmere-Heathcote 2024-25 Discretionary Response Fund Cashmere Residents Emergency Response Team, Rowley Community Centre, Addington Workshop Brass Band and St Peter's Indoor Bowling Club.

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

Part C

Community Board Resolved SCBCC/2025/00042

That the minutes of the Waihoru Spreydon-Cashmere-Heathcote Community Board meeting held on Thursday, 15 May 2025 be confirmed.

Callum Ward/Will Hall

Carried

4. Public Forum Te Huinga Whānui

Part B

4.1 Basketball court at Ti Rakau Reserve

Fionna Chapman, Community Development Practice Lead at Christchurch Methodist Mission sent her apology and did not speak regarding a request for a Basketball court at Ti Rakau Reserve.

4.2 BUPA care home

Louise Ayling, local resident sent her apology and did not speak regarding matters relating to BUPA care home.

4.3 Large Oak Tree in Remuera Reserve - Unresolved Issue

Adrian Ramsay, local resident, addressed the Board regarding an unresolved issue with a large Oak tree in Remuera Reserve.

After questions from members, the Chairperson thanked Adrian Ramsay for his presentation to the Board.

The Chairperson noted that staff had advised next steps will be to undertake some minor consultation with local residents to get their feedback on removal of the tree and staff will report back to the Board. A member requested that as part of that advice it include how many trees had been added to Remuera Reserve.

Attachments

A Adrian Ramsay - Oak Tree Remuera Reserve - Presentation to the Board

4.4 Cumbria Lane Lighting, Westmorland

Peter Richardson spoke on behalf of Cumbria Lane residents regarding Cumbria Lane lighting.

After questions from members, the Chairperson thanked Peter Richardson for his presentation to the Board.

Part B

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Requested that staff contact Peter Richardson to provide details about Council funding.

Attachments

A Peter Richardson - Cumbria Lane Lighting Westmorland - Presentation to the Board

4.5 Development of New Sections in West Halswell

David Hawke spoke on behalf of Halswell Residents' Association regarding the development of 500 new sections in West Halswell. David invited Elected Members to attend the upcoming Halswell Residents' Association meeting on 30 June 2025.

After questions from members, the Chairperson thanked David Hawke for his presentation to the Board.

Part B

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Refers the issues raised in the presentation to staff for advice and report back to the Board, including how the matters raised relates to the South-West Area Plan, Ōtautahi Christchurch Future Transport Plan and the Council's development contributions policy.

Attachments

A David Hawke - Map of new sections -Tabled to the Board

4.6 Home & Family Charitable Trust

Val Carter, Chief Executive spoke on behalf of the Home & Family Charitable Trust and provide the Board with an introduction to the Trust's work.

The Chairperson thanked the Val Carter for her presentation to the Board.

Attachments

- A Home & Family Charitable Trust - Documents tabled to the Board

4.7 Spokes Canterbury

Anne Scott, Submissions Coordinator, spoke on behalf of Spokes Canterbury regarding the top cycling priorities in the Waihoru - Spreydon, Cashmere and Heathcote areas that were identified in a public consultation session that Spokes ran at Tūranga earlier this year.

After questions from members, the Chairperson thanked Anne Scott for her presentation to the Board. A member requested that staff provide advice to the Board on the highlighted issues on Milton Street.

Part B

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Refers the issues raised in the presentation to staff for advice around feasibility of the priorities presented and report back to the Board.

Attachments

- A Anne Scott - Spokes - Presentation to the Board

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

5.1 Lease Assignment and Variation Request - Haddenough Limited - Scarborough Fare

Luke Sheppard spoke on behalf of L & V Sheppard Limited in support of the officer recommendations in item 8 on the agenda, Lease Assignment and Variation Request - Haddenough Limited - Scarborough Fare.

The Chairperson thanked Luke Sheppard for his deputation to the Board.

Item 8 records the Board's decision on this matter.

5.2 Overdale Drive - Proposed No Stopping Restrictions

Sue Mehlhopt, local resident addressed the Board in support of no stopping restrictions in item 10 on the agenda, Overdale Drive - Proposed No Stopping Restrictions.

After questions from members, the Chairperson thanked Sue Mehlhopt for her deputation to the Board.

Item 10 records the Board's decision on this matter.

Attachments

- A Sue Mehlhopt - Overdale Drive - Presentation to the Board

5.3 Overdale Drive - Proposed No Stopping Restrictions - Dean McLennan

Dean McLennan, local resident addressed the Board not in support of no stopping restrictions in item 10 on the agenda, Overdale Drive - Proposed No Stopping Restrictions.

After questions from members, the Chairperson thanked Dean McLennan for his deputation to the Board.

Item 10 records the Board's decision on this matter.

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Correspondence

Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the correspondence report dated 12 June 2025 from Marise Richards in relation to parking and safe student access around Christchurch South Intermediate.
2. Receives the information in the correspondence report dated 12 June 2025 from the Redcliffs Residents' Association in regard to the Association's thanks to Council for no flooding during the heavy rain event of 30 April/1May 2025.
3. Receives the information in the correspondence report dated 12 June 2025 from Spencer Beasley supporting the extension of yellow lines outside number 4 Overdale Drive relating to Item 10. Overdale Drive - Proposed No Stopping Restrictions on the agenda.

Community Board Resolved SCBCC/2025/00043

Part B

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the correspondence report dated 12 June 2025 from Marise Richards in relation to parking and safe student access around Christchurch South Intermediate and refers the issues raised in her correspondence to staff for advice and report back to the Board.
2. Receives the information in the correspondence report dated 12 June 2025 from the Redcliffs Residents' Association in regard to the Association's thanks to Council for no flooding during the heavy rain event of 30 April/1May 2025.
3. Receives the information in the correspondence report dated 12 June 2025 from Spencer Beasley supporting the extension of yellow lines outside number 4 Overdale Drive relating to Item 10. Overdale Drive - Proposed No Stopping Restrictions on the agenda.

Tim Scandrett/Keir Leslie

Carried

14. Waihoru Spreydon-Cashmere-Heathcote 2024-25 Discretionary Response Fund Cashmere Residents Emergency Response Team, Rowley Community Centre, Addington Workshop Brass Band and St Peter's Indoor Bowling Club

Community Board Resolved SCBCC/2025/00044 Original Officer Recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Waihoru Spreydon-Cashmere-Heathcote 2024-25 Discretionary Response Fund Cashmere Residents Emergency Response Team, Rowley Community Centre, Addington Workshop Brass Band and St Peter's Indoor Bowling Club 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 \$719 from its 2024/25 Discretionary Response Fund to Cashmere Residents Emergency Response Team to purchase a two-way radio set and two chemical toilets plus necessary chemicals project.
4. Approves a grant of \$5,000 from its 2024/25 Discretionary Response Fund to Addington Workshop Brass Band Inc towards the purchase of new instruments.
5. Approves a grant of \$1,200 from its 2024/25 Discretionary Response Fund to Rowley Community Centre towards Volunteer Recognition.
6. Approves a grant of \$665 from its 2024/25 Discretionary Response Fund to St Peter's Indoor Bowling Club towards Facility Hire.

Callum Ward/Tim Scandrett

Carried

Roy Kenneally declared an interest in this Item and took no part in any discussion or voting.

9. 14 Whiteleigh Avenue Proposed No Stopping

Community Board Resolved SCBCC/2025/00045 Original Officer Recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the 14 Whiteleigh Avenue Proposed No Stopping 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 conflict with the parking or stopping restrictions described in resolutions 4 and 5 below.
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 northeastern side of Whiteleigh Avenue, commencing at a point 87 metres northeast of its intersection with Lincoln Road, and extending in a northwestern direction for a distance of 7 metres as detailed on agenda **Attachment A** (14 Whiteleigh Avenue Proposed No-Stopping marks).
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

Keir Leslie/Sara Templeton

Carried

8. Lease Assignment and Variation Request - Haddenough Limited - Scarborough Fare

Community Board Resolved SCBCC/2025/00046 Original Officer Recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Lease Assignment and Variation Request - Haddenough Limited - Scarborough Fare Report.
2. Notes that the decision in this report is assessed being of low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Provides landlord approval on behalf of Council to the Assignee, L & V Sheppard Limited.
4. Approves the Assignment of the Council's lease with Haddenough Limited to L & V Sheppard Limited.
5. Approves the granting of a further renewal term option for a period of four (4) years commencing on 24 October 2033 by way of lease variation.
6. Delegates authority to the Manager Property Consultancy to 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 but not limited to conclude and administer the assignment and lease variation.

Sara Templeton/Will Hall

Carried

10. Overdale Drive - Proposed No Stopping Restrictions

Community Board Resolved SCBCC/2025/00047 Original Officer Recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Overdale Drive - 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. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4 below.
4. Approves that 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 northwest side of Overdale Drive, commencing at a point 41 metres northwest of its intersection with

Dyers Pass Road and extending in a northwest direction for a distance of six metres, as detailed on agenda Attachment A.

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

Melanie Coker/Callum Ward

Carried

11. 166-168 Rose Street - Proposed No Stopping Restrictions

Community Board Resolved SCBCC/2025/00048 Original Officer Recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the 166-168 Rose Street - Proposed No Stopping Restrictions Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolution 4 below.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the south side of Rose Street, commencing at a point 210 metres west of its intersection with Barrington Street, and extending in a westerly direction for a distance of 13 metres, as detailed on on agenda Attachment A.
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

Tim Scandrett/Roy Kenneally

Carried

12. Kenilworth Street - Proposed No Stopping Restrictions

Community Board Resolved SCBCC/2025/00049 Original Officer Recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Kenilworth Street - Proposed No Stopping Restrictions Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolution 4 below.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northwest side of Kenilworth Street, commencing at its intersection with Clarence Street South and extending in a southwest direction for a distance of 28.5 metres, as detailed on agenda Attachment A.
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

Melanie Coker/Lee Sampson

Carried

13. Fifield Terrace - Proposed No Stopping Restrictions

Community Board Resolved SCBCC/2025/00050 Original Officer Recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Fifield Terrace - 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. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolution 4 below.
4. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time at the southern end of Fifield Terrace, as detailed on agenda **Attachment A** to this report (Fifield Terrace Proposed No Stopping Restrictions, TG150176, dated 20/05/2025).
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

Tim Scandrett/Roy Kenneally

Carried

15. Standing Orders Amendment - Notices of Motion

Community Board Resolved SCBCC/2025/00051 Original Officer Recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Standing Orders Amendment - Notices of Motion 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 Standing Order 22.1 and 19.3, and replaces it with the following wording, in order to amend the timeframe for a notice of motion to be delivered to the Chief Executive:

a. 22.1 Notice of intended motion to be in writing

Notice of intended motions must be in writing signed by the mover, stating the meeting at which it is proposed that the intended motion be considered, and must be delivered to the Chief Executive at least **10** clear working days before such meeting, **or a shorter time at the discretion of the Chief Executive**. [Notice of an intended motion can be sent via email and include the scanned electronic signature of the mover.]

Once the motion is received and accepted by the Chief Executive, he or she must give members notice in writing of the intended notice of motion at least 2 clear working days before the date of the meeting at which it will be considered.

b. 19.3 Requirement to give notice

A member must give notice to the Chief Executive at least **10** clear working days before the meeting, **or a shorter time at the discretion of the Chief Executive**, at which it is proposed to consider the motion. The notice is to be signed by not less than one third of the members including vacancies. Notice can be sent via email and include the scanned electronic signatures of members. If the notice of motion is lost, no similar notice of motion which is substantially the same in purpose and effect may be accepted within the next six months.

Tim Scandrett/Melanie Coker

Carried

Keir Leslie requested that his vote against the resolutions be recorded.

16. Waihoru Spreydon-Cashmere-Heathcote Community Board Area Report - June 2025

Community Board Resolved SCBCC/2025/00052 Original Officer Recommendations accepted without change

Part B

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

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

Callum Ward/Sara Templeton

Carried

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

Part B

Members exchanged information on matters of interest to the Board.

- Design of grates for drains.
- Ōmōkihi Community Information Workshop held on 3 June 2025 and was well attended.
- Efforts to have the Mobile Library at the South Christchurch Farmers' Market on Sundays.
- Westmorland residents have a community defibrillator they wish to have mounted on a Council asset.
- Attendance at Sommerfield Residents' Association meeting earlier in the week, included a discussion on effects of road closures due to Orion works and effects on bus routes.
- Closure of underpass by Falsgrave Street.
- Footpath issues on Nayland Street.
- Roading matters on Ferry Road being worked on as part of Annual Plan process.
- Grange Street water pipes starting in August 2025.
- Heathcote Valley Community Association Annual General Meeting being held 12 June 2025.
- Christchurch Coastal Pathway Annual General Meeting coming up.
- Wet July coming up.
- Attendance at Hōhepa Diamond Jubilee Gala.
- Rubbish dumping issues on Ward Street noting a camera has been erected.
- Trees on Halswell Road.
- Matariki events, including Addington Te Kura Taumatua fundraising hāngī.
- Suburbs club day 14 June 2025.
- Actions from open and public forums.

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

Community Board Resolved SCBCC/2025/00053

Part C

That at 5.25 pm the resolution to exclude the public set out on pages 116 to 117 of the agenda be adopted.

Callum Ward/Keir Leslie

Carried

17. Waihoru Spreydon-Cashmere-Heathcote Community Board - Community Service and Youth Service Awards 2025

Community Board Comment

Secretarial note: The Board went into public excluded to discuss Item 17, and decisions were made in Public Excluded. The decisions have subsequently been released from public excluded and can be accessed here: [Released Public Excluded Documents - Waihoru Spreydon-Cashmere-Heathcote Community Board 12 June 2025 - PX Minutes](#).

Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Waihoru Spreydon-Cashmere-Heathcote Community Board - Community Service and Youth Service Awards 2025 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. Confers Community Service Awards on the nominees listed on the Summary of Nominations 2025 (Section A - separately circulated).
4. Confers a Certificate of Appreciation on the nominees listed on the Summary of Nominations 2025 (Section B - separately circulated).
5. Declines the Community Service Award on the nominee listed on the Summary of Nominations 2025 (Section C - separately circulated).
6. Delegates authority to the Board Chairperson and Deputy Chairperson to decide any late nominations referred from other Community Boards.
7. Agrees that the names of successful nominees be released after the Board's Community service Awards have been presented. Names of unsuccessful nominees will be kept confidential.

The public were re-admitted to the meeting at 5.28 pm.

Karakia Whakakapi

Meeting concluded at 5.29 pm.

CONFIRMED THIS 10th DAY OF JULY 2025

CALLUM WARD
CHAIRPERSON

7. Correspondence

Reference Te Tohutoro: 25/1208784
Responsible Officer(s) Te Pou Matua: Jane Walders, Support Officer
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
Alice Shannon, Richmond Hill Residents Group	Richmond Hill Road

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the correspondence report dated 10 July 2025 from Alice Shannon on behalf of the Richmond Hill Residents Group in relation to Richmond Hill Road and refers the correspondence to staff for consideration as part of their work on Richmond Hill Road.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Correspondence - Richmond Hill Road	25/1208834	20

From: RHRG Richmond Hill [REDACTED]
Sent: Tuesday, 17 June 2025 12:14 am
To: Jones, Jonathon <Jonathon.Jones@ccc.govt.nz>; Templeton, Sara <Sara.Templeton@ccc.govt.nz>; Ward, Callum <Callum.Ward@ccc.govt.nz>; Kenneally, Roy <Roy.Kenneally@ccc.govt.nz>; Coker, Melanie <Melanie.Coker@ccc.govt.nz>; Leslie, Keir <Keir.Leslie@ccc.govt.nz>; Sampson, Lee <Lee.Sampson.CBM@ccc.govt.nz>; Scandrett, Tim <Tim.Scandrett@ccc.govt.nz>; Hall, Will <Will.Hall@ccc.govt.nz>; Lindley, Tim <Tim.Lindley@ccc.govt.nz>; Garrett, Jess <Jessica.Garrett@ccc.govt.nz>; Lets Talk <LetsTalk@ccc.govt.nz>
Subject: Richmond Hill Road - Roadside meeting Thursday 19 June - Suggestions for Richmond Hill Road improvements

Dear Community Board members and Council transport staff.

We are very much looking forward to meeting onsite with those of you who are able to attend on Thursday morning and are very pleased to be working collaboratively with the Council to proactively address issues relating to the lower hill stretch of Richmond Hill Road, where we all reside.

Ahead of Thursday's meeting we attach a document that gives our feedback on the latest CCC proposal but most importantly also includes our suggestions for improved pedestrian safety options for Richmond Hill Road.

We hope you may have time to review these options ahead of Thursday's meeting and look forward to discussing them with you onsite.

Ngā mihi

Alice Shannon
On behalf of Richmond Hill Residents Group

Item 7

Attachment A

RICHMOND HILL ROAD ROAD SAFETY IMPROVEMENTS

**PRESENTED BY RICHMOND HILL RESIDENTS GROUP
JUNE 2025**

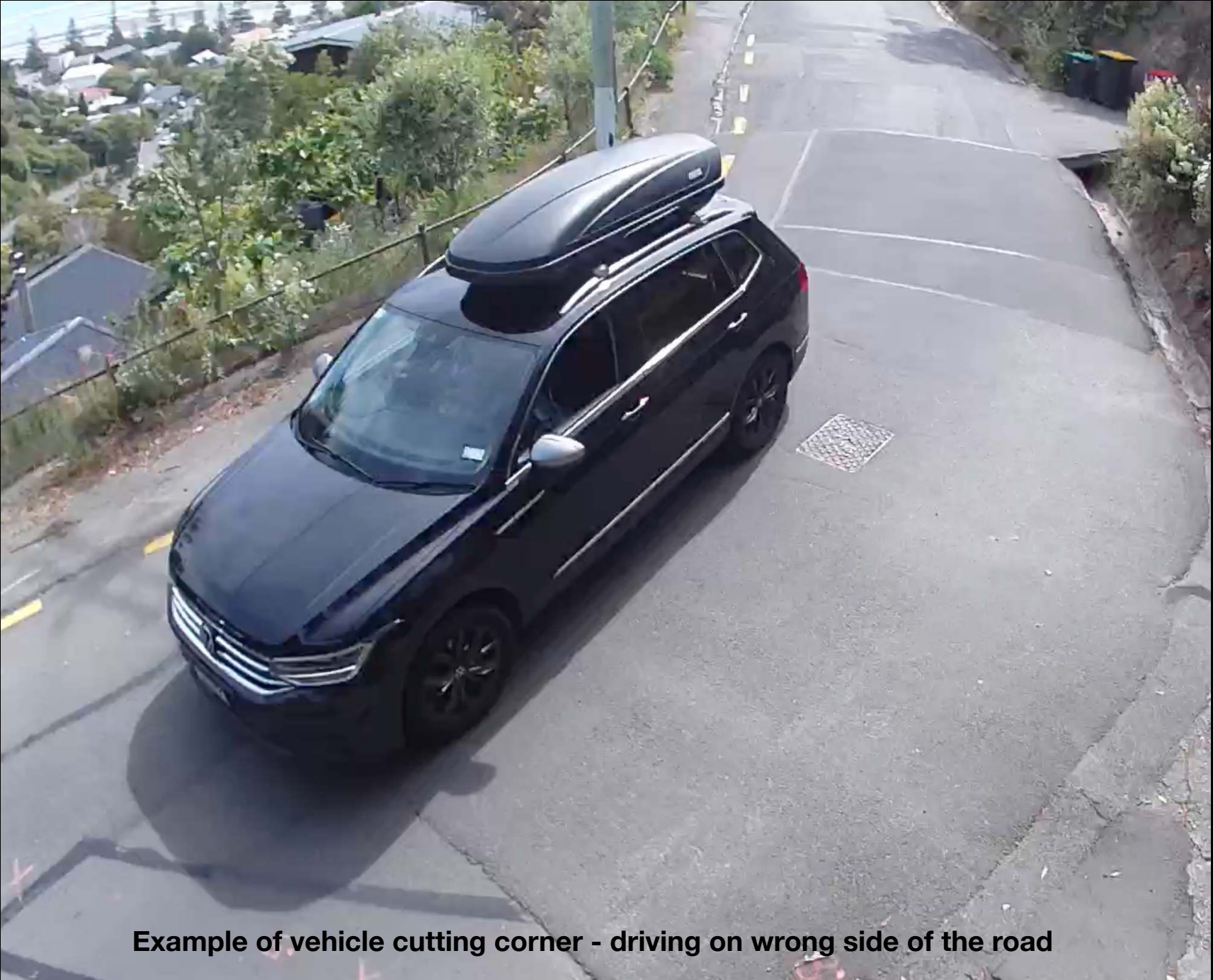
RICHMOND HILL ROAD

- Like many other hill roads throughout the Port Hills - Richmond Hill Road is a steep and generally narrow hill road.
- Consistent with the middle hill section (#74 to 100) - The lower hill section (#54 to 70) - is narrow and for all intensive purposes is a single lane road.
- It has several bends which can obscure vision making it difficult for vehicles to see approaching traffic.
- Whilst generally quiet, the road does experience limited traditional rush hour/ peak traffic times.
- Speeding on Richmond Hill Road is a significant and increasing problem.
- Many drivers seem to treat this section of Richmond Hill Road as a 'racetrack', they lack general narrow hill road etiquette and seem uneducated in basic road code rules such as 'yield to uphill traffic'.
- The road is currently very poorly maintained, with inadequate safety signage.

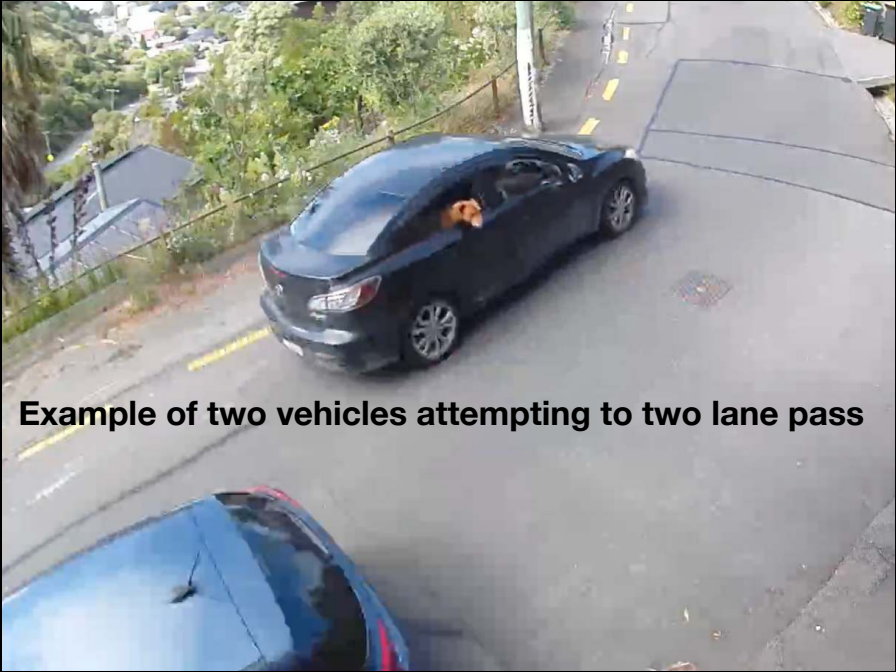


TRAFFIC BEHAVIOUR

- Speeding and corner cutting is a long standing issue on Richmond Hill Road.
- To demonstrate how bad a problem this is - a camera was placed halfway between the two hairpin corners & traffic was intermittently recorded to show a 'snapshot' of what is regularly experienced on this section of road.
- It is important to note that the section of road where the traffic was recorded is already yellow lined.
- As the footage shows - Vehicles:
 - Regularly speed
 - Regularly cut corners
 - Drivers do not seem to know who gives way/ or where to stop when meeting approaching traffic
 - When attempting to do a two vehicle/ two lane past - vehicles frequently drive on the footway area.
- *NB: The individual video footage recorded is extensive & is yet to be combined into one reel - however this will be available for CCC and Board members to view (if required), once time to complete this allows.*



Example of vehicle cutting corner - driving on wrong side of the road



Example of two vehicles attempting to two lane pass



Causing uphill vehicle to need to drive over yellow lines onto the roadside footway area.

PEDESTRIAN BEHAVIOUR

- Due to the steep nature of the road - there very few pedestrians on Richmond Hill Road.
- Pedestrians who do choose to walk roadside - (instead of using the designated walkway), seem to habitually walk on the road - even in areas which are already yellow lines and/or no parked vehicles are present.

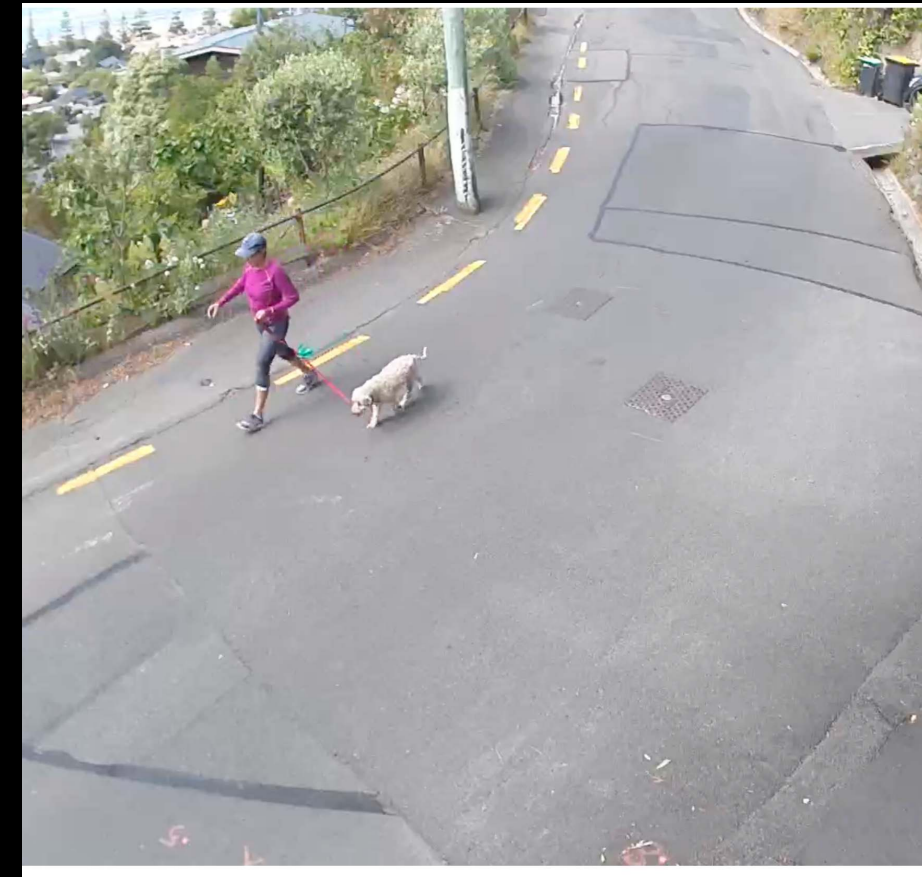


Photo captured from video recording - showing a pedestrian choosing to walk on the road

CURRENT STATE OF RICHMOND HILL ROAD

- Richmond Hill Road is in a very poor state of disrepair.
- It is very uneven, with unusual contours and unexpected raised sections. It is well overdue for complete re-contouring/resurfacing.
- Gutter - The (uphill) 'old style' deep gutter is also in a very poor state of disrepair - with multiple cracks making it unfit for purpose.
- Large and uneven areas of raised and/ or chipped bitumen are both a hazard for motorists and also renders an area of the already narrow road to be unusable.
- The roadside footway area is also in a very poor state of disrepair - again this also has an uneven and inconsistent surface, as well as areas that have chipped off and/or are overgrown with vegetation.



Photo uphill gutter - showing large areas of serious disrepair & wasted road space



Examples of R.H.R road, gutter and roadside area - current state of disrepair

CURRENT STATE OF PEDESTRIAN WALKWAY

- There is a designated public pedestrian walkway to service foot traffic on lower Richmond Hill Road.
- Unfortunately, as with Richmond Hill Road, this pedestrian walkway is also in a very poor state of disrepair.
- The surface is uneven and cracked
- There are no handrails
- Vegetation is considerably overgrown
- Local residents are not aware of any maintenance being undertaken on this walkway for decades.



Walkway Photo - Showing uneven surface, cracks, no hand rails & general state of disrepair.

RICHMOND HILL ROAD SERIOUSLY OVERDUE MAINTENANCE

- THE ROAD NEEDS TO BE FULLY RESURFACED/ RE-CONTOURED
- Including full gutter replacement for the uphill side of the road with gutter covers/ modern kerb and channel installed to gain some additional road space, helpful when directional traffic is passing.
- PUBLIC WALKWAY
- Likewise the public walkway needs to be completely resurfaced.
- Handrails need to be installed.
- The vegetation needs to cut back and the walkway included within the CCC maintenance schedule so it does not become so overgrown.
- 2-3 'low level' lights installed for night-time use.
- ALL of the above should be deemed - as seriously overdue required maintenance - not improvements.



Example of gutter covers that were installed on various parts of Clifton Hill
- To allow for improved & increased on road parking.

RICHMOND HILL ROAD FOOTWAY IMPROVEMENTS

- There are three options available to improve pedestrian safety between the 2nd hairpin corner and the lower hill public walkway.
- Option 1:
- ROADSIDE FOOTWAY AREA BETWEEN STREET NUMBERS 64 TO 74
- This area could quite easily be extended inward from the power poles (away from the road). To make a safer and more suitable footway that would be more defined, further from the road and away from the power pole obstacles.
- Some of this area is already flat/ level, though some limited retaining may be required in parts.
- Option 2:
- Alternatively, a wooden boardwalk style walkway could be constructed.
- Either of these options would work to greatly improve pedestrian safety. With the only consideration required would simply be which one was the most cost effective
- This area is classified as road reserve, so it is possible for the Council to do this.
- For the most part this area is currently unmaintained and the extra space needed would be quite minimal (approx 30cm) - which would make very little difference to the properties.



CURRENT STATE OF ROADSIDE FOOTWAY AREA

RICHMOND HILL ROAD WALKWAY IMPROVEMENTS CONTINUED

- Option 3
- There is also an option to develop a walkway on the upper hill side of the road from number 85 to the second hairpin corner - which would connect the red zone walkway to the lower hill walkway.
- This area is also road reserve and our understanding is that it was originally intended for this purpose.
- While possible - this option is less favourable as it could unduly effect the privacy of the affected properties that this walkway would be in front of.
- Improved pedestrian safety
- Any 3 of these options meet the desire for safer pedestrian access, whilst retaining the historical and previously assured roadside parking.
- Note that parked vehicles have been consistently acknowledged and confirmed to act as traffic calming measures by three separate traffic engineers.



Uphill area originally intended to connect with lower hill public walkway

Roadside footpath

- Roadside section from 1st hairpin corner (#54) to lower hill walkway (#64)
- It is important to note there is no Council policy requiring roadside footpaths in the Port Hills & while a roadside footpath may be a nice idea in theory, the nature of many hill roads means this it is often not possible/ feasible. Hence there are in numerous hill roads that have no footpaths & instead are serviced solely by walkways or pedestrians are required to walk on the road. Richmond Hill Road is no different.
- While the desire to improve pedestrian safety on the stretch of road between the two existing walkways is understandable - given that there is an existing lower hill walkway we do not believe that a roadside footpath is necessary for the entire length of lower Richmond Hill.
- Instead we believe this area of road between the first hairpin corner and the walkway entrance is better served with marked car parking areas. These markings would also help to be a visual reminder to slow traffic, when the parking spaces are vacant of vehicles.
- Signage to encourage pedestrians to use the designated walkway, which is absolutely the safest route option for pedestrians to avoid traffic should also be installed.
- We also suggest that 'shared zone' signs are added to this areas. To give both drivers and those pedestrians who choose to take this route reminders to be cautious.
- NB: If there was a desire to provide additional roadside pedestrian access on this section of the hill, then this area could also follow the same principals of extending the footway inwards, at a later date/ stage two. Though our opinion is that this is an unnecessary expense at this stage.

RICHMOND HILL ROAD OTHER IMPROVEMENTS

- WAIT LINE/ WAIT ZONES
- We believe 2-3 wait line/ zones need to be painted on the road.
- These wait-lines will not only give designated areas to stop for approaching traffic but they will also give drivers a reminder of the nature of the road - giving a cue to slow down. Additionally they would also remind/ assist drivers to keep left on the road.
- We are not in favour of wait-lines being put in place for uphill traffic as this goes against the standard practice of downhill traffic giving way to uphill, which would confuse drivers.
- Also speeding is an issue on Richmond Hill Road, particularly by downhill traffic and any area that gave downhill traffic right of way would only encourage this.
- Naturally long term residents who have both used and overlooked this stretch of Richmond Hill Road for decades, will have a more complete understanding of the unique traffic behaviour and accordingly we request to be able to work with the CCC traffic team to identify the most appropriate wait line/zones.



Photo uphill of # 71 - an area which gives drivers a clear view of the road right through to the 1st hairpin corner

RICHMOND HILL ROAD OTHER IMPROVEMENTS

- SIGNAGE

- We agree with all the CCC suggested safety signage detailed within the April 2025 plans (Drawing: TG148328b).
- However we would also like additional:
- Shared zone signs - 'Shared zone' signs to be placed at the first hairpin corner and the lower hill walkway entrance.
- A sign at the bottom of lower Richmond Hill Road - highlighting the walkway. There is currently nothing at the bottom of the hill to make pedestrians aware of its existence.
- A second 'Single lane operation ahead' sign to be placed before the first hairpin corner.
- Reinstatement of the previous Richmond Hill Road general advisory sign at the bottom of the hill - which read: 'NO EXIT, NARROW ROADS, UNSUITABLE FOR HEAVY VEHICLES, WATCH OUT FOR CYCLISTS, PEDESTRIANS AND ANIMALS.'

- ON ROAD MARKINGS

- We agree with and are very happy to see the red on road markings included with the April 2025 plan.

- SPEED HUMPS

- We would like the Council to consider the possibly of putting in 1-2 speed humps/platforms on the road between the two hairpin blends. Also one at the bottom of Richmond Hill Road near the bowling club to slow the traffic as it exits the hill.



CONCLUSION

- The Richmond Hill Residents Group believes that the options outlined in this proposal meet the overall objective to improve both general road & pedestrian safety on Richmond Hill Road.
- The options presented are feasible & achievable.
- They do not unduly affect any individual residents, nor do they breach the previous Councils assurance that R.H.R was adequate & existing residents would not be unduly affected by the Greenwood subdivision.
- Importantly they educate both drivers & pedestrians to the nature of & expectations of Richmond Hill Road. In turn this will make the road safer & more user friendly for all users.
- This will more permanently resolve any issues regarding Richmond Hill Rd - in turn keeping the Council phone lines quiet and stopping the affected residents being subjected to reoccurring harassment & unnecessary stress allowing them to enjoy their homes and their neighbourhood safely & in peace.



8. Wyn Street Proposed No Stopping Restrictions

Reference Te Tohutoro: 25/951780

Responsible Officer(s) Te
Pou Matua: Toni Dakers, Traffic Engineer

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waihoru Spreydon-Cashmere-Heathcote Community Board to approve the installation of no stopping restrictions on Wyn Street to improve safety at its intersection with Maryhill Avenue, and near the entrance to Our Lady of the Assumption School.
- 1.2 This report has been written in response to concerns raised by members of the public about parked vehicles obstructing visibility at the intersection. Staff also received a request from the school to mark parking restrictions at the southern end of Wyn Street to maintain clearance at their pedestrian entrance.
- 1.3 The recommended option is to install no stopping restrictions in accordance with Attachment A.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Wyn Street Proposed No Stopping Restrictions Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4-6 below.
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 northeast side of Wyn Street, commencing at its intersection with Maryhill Avenue and extending in a northwest direction for a distance of 20 metres, as detailed on Attachment A (Wyn Street and Maryhill Avenue, Proposed No Stopping Restrictions, TG15604, dated 29/04/2025).
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 southwest side of Wyn Street, commencing at its intersection with Maryhill Avenue and extending in a northwest direction for a distance of 17 metres, as detailed on Attachment A (Wyn Street and Maryhill Avenue, Proposed No Stopping Restrictions, TG15604, dated 29/04/2025).
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 at the southern end of Wyn Street, as detailed on Attachment A (Wyn Street and Maryhill Avenue, Proposed No Stopping Restrictions, TG15604, dated 20/05/2025).

7. 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 Concerns have been raised by members of the public about parked vehicles impeding visibility at the intersection of Wyn Street / Maryhill Avenue. High parking demands are observed around the intersection during peak departure times for the nearby school.
- 3.2 Staff also received a request from Our Lady of the Assumption School to mark no stopping restrictions across the school boundary at the southern end of Wyn Street to improve clearance and visibility to pedestrians. This was based on a recommendation from Police.
- 3.3 The recommended option is to install no stopping restrictions at the intersection and along the school frontage in accordance with Attachment A.

4. Background/Context Te Horopaki

- 4.1 Wyn Street and Maryhill Avenue form a give-way controlled crossroad intersection, with priority given to Wyn Street.
- 4.2 Visibility for drivers turning from Maryhill Avenue can be limited by parked vehicles on Wyn Street, particularly during times of high parking demand associated with the nearby school.
- 4.3 No stopping restrictions are already marked on all corners of the intersection, however the length of the existing restrictions is insufficient to achieve the minimum gap sight distance standards when accounting for parked vehicles. It is proposed to extend the no stopping restrictions to the northwest to improve visibility and safety for both drivers and pedestrians.
- 4.4 There have been no crashes reported at this intersection within the last five years. The intersection is classified as low risk under Council's risk mapping system. The proposal is intended to reduce the risk of a crash based on the high demand for parking during school pick up times, and the presence of pedestrians in the area.
- 4.5 As this is generally only for short periods of the day and low speeds are observed, the proposal is focussed on the northwest approach of Wyn Street. No changes are proposed to the southeast approach as this is a no-exit section of road with low traffic volumes and existing restrictions in place.
- 4.6 Our Lady of the Assumption School has a pedestrian access point at the southern end of Wyn Street, approximately 80 metres from the intersection.
- 4.7 No stopping restrictions are also proposed at the end of Wyn Street along the boundary of the school. This element of the proposal is intended to address concerns raised by the school about vehicles parking and manoeuvring in the area when young pedestrians are present.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.8 The following reasonably practicable options were considered and are assessed in this report:
 - 4.8.1 Mark no stopping restrictions in accordance with Attachment A.
 - 4.8.2 Do nothing.

Options Descriptions Ngā Kōwhiringa

- 4.9 **Preferred Option:** Mark no stopping restrictions in accordance with attachment A.
 - 4.9.1 **Option Advantages**
 - Improves visibility at the intersection to oncoming traffic and pedestrians.

- Ensures the school access is kept clear of parked vehicles to maintain visibility to pedestrians.

4.9.2 **Option Disadvantages**

- Removes up to three on-street parking spaces.

4.10 **Alternative Option** – Do nothing

4.10.1 **Option Advantages**

- Retains on-street parking.

4.10.2 **Option Disadvantages**

- Does not address any of the safety concerns raised by the community or school.

5. **Financial Implications Ngā Hīraunga Rauemi**

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Do Nothing
Cost to Implement: Capital: Operational:	- Approximately \$190 for line marking - \$750 for staff time (reporting and investigation)	n/a - \$750 for staff time (reporting and investigation)
Maintenance/Ongoing Costs	Will be added to and covered by the area maintenance contract	n/a
Funding Source	Traffic Operations Team Operational budget	n/a
Funding Availability	Funding available	n/a
Impact on Rates	Negligible	n/a

6. **Considerations Ngā Whai Whakaaro**

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 None identified.

Legal Considerations Ngā Hīraunga ā-Ture

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

- 6.2.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.
- 6.2.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Delegations Register. The list of delegations for the Community Boards includes the resolution of no stopping and traffic control devices.
- 6.2.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

6.3 Other Legal Implications:

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

Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decision:

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

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

6.4.3 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.

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

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

6.7 Transport

6.7.1 Activity: Transport

- Level of Service: 10.0.6.2 Reduce the number of death and serious injury crashes on the local road network - Five year rolling average <100 crashes per year

Community Impacts and Views Ngā Mariu ā-Hāpori

6.8 Affected property owners and residents were advised of the recommended option by letter. Eleven letters were delivered by letter drop or post. An email was also sent to the school.

6.9 One submission was received, which was supportive of the proposal.

6.10 Our Lady of the Assumption School also confirmed their support for the proposal.

6.11 The Team Leader Parking Compliance supports the preferred option.

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

6.12.1 Spreydon Ward

6.12.2 Waihoru Spreydon-Cashmere-Heathcote Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

6.14 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.


Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.16 The proposal is unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

7. Next Steps Ngā Mahinga ā-muri

7.1 If approved, staff will arrange for the markings to be installed.

Attachments Ngā Tāpirihanga

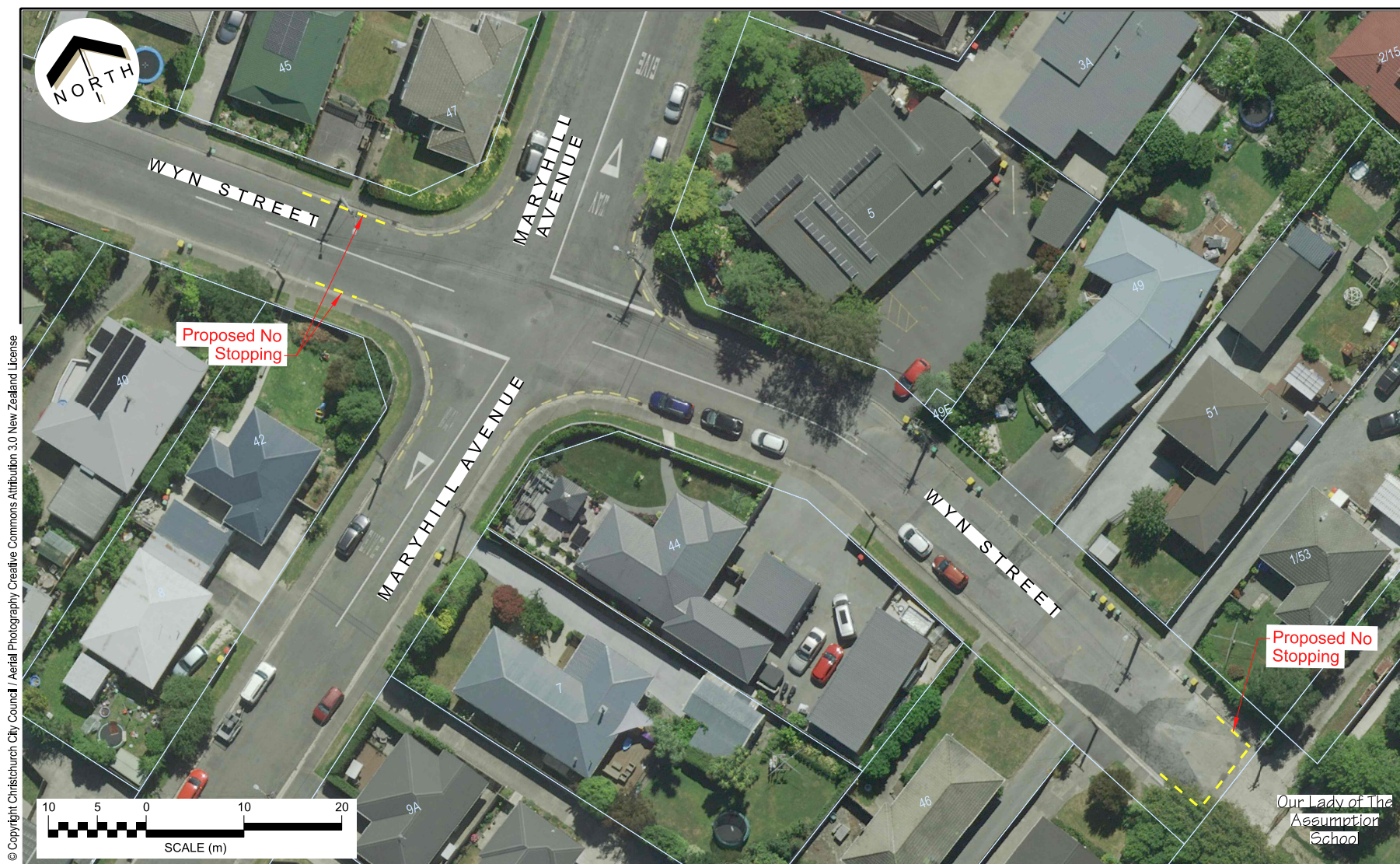
No.	Title	Reference	Page
A 	Site Plan - Wyn Street / Maryhill Avenue Proposed No Stopping Restrictions	25/1139457	42

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Toni Dakers - Traffic Engineer
Approved By	Gemma Dioni - Principal Advisor Transportation - Safety Megan Cupido - Acting Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)



Christchurch
City Council

Wyn Street and Maryhill Avenue
Proposed No Stopping Restrictions
For Community Board Approval

Original Plan Size: A4
Drawn: VMI Issue 1 20/05/2025
Designed: TD Drawing: TG151604
Approved: LB Project:

9. Beckenham Park - Easement over Reserve

Reference Te Tohutoro: 25/994360

Responsible Officer(s) Te Barry Woodland, Property Consultant, Property Consultancy

Pou Matua: Jon King, Project Manager, Wastewater Delivery

Accountable ELT

Member Pouwhakarae: Brent Smith, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek the Community Board's approval to grant several easements in gross in favour of the Council over Beckenham Park, a recreation reserve.
- 1.2 The report is staff generated to facilitate the construction of a new wet weather pump station and pressure main on Eastern Terrace as part of a number of wastewater projects designed to reduce the occurrence of wastewater entering the Heathcote River catchment and to achieve compliance with Councils existing discharge consent from Environment Canterbury.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Beckenham Park - Easement over Reserve 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 48 of the Reserves Act 1977, the grant of the easements (noted as Easements A/C/E in the plan below at 4.16) to Christchurch City Council over Beckenham Park described as Lot 2 DP 62713 and Reserve 4805 and held in Record of Title CB36D/746, noting that:
 - a. Public notification as prescribed by Section 119 of the Reserves Act is deemed not to be required.
4. Recommends that the Chief Executive, exercising the delegated authority from the Minister of Conservation, consents to the grant of easement referred to in (3) above.
5. Authorises the Property Consultancy Manager, should the easements be granted with the consent of the Minister of Conservation, to do all things necessary to make any decisions at his sole discretion that are consistent with the intent of this report to implement the resolutions above including but not limited to finalising the documentation necessary to implement the easement.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Council's citywide wastewater network is subject to a wet weather overflow discharge consent from Environment Canterbury (CRC1822030).
- 3.2 The Heathcote River Catchment is currently non-complying in terms of the occurrence of wastewater overflows entering the catchment during large storm events which is exposing residents to public health risks.

- 3.3 To achieve compliance several wastewater projects are planned within the Heathcote River Catchment. One of these projects contemplates the construction of a new pump station on Eastern Terrace.
- 3.4 The preferred location for the pump station requires the use of a small area of both Beckenham Park and the adjacent Beckenham School site.
- 3.5 Easements are required over both sites; a Council-to-Council (CCC/CCC) easement over Beckenham Park (the purpose of this report) and a Crown (MOE) to Council (MOE/CCC) easement over the school site.
- 3.6 Beckenham Park is a recreation reserve subject to the Reserves Act 1977.

4. Background/Context Te Horopaki

Context – Wastewater Compliance

- 4.1 The purpose of this report is to secure an easement in favour of Council over a corner of Beckenham Park to facilitate the installation of a new wet weather flow wastewater pump station on Eastern Terrace to reduce the occurrence of effluent entering into the adjacent Heathcote River during large storm events.
- 4.2 Overflow structures have been constructed around the City's wastewater network to create safety valves, so that when the network is overwhelmed in a large rainstorm, wastewater does not back up in the system and overflow onto properties, streets or into rivers.
- 4.3 The Councils discharge consent from Environment Canterbury (CRC182203) limits spills within the various sewer outfall sites around the City to two per year.
- 4.4 High frequency wastewater overflows occur more than twice per year at the Fisher Avenue (PS20/4) and Tennyson Street (PS20/3) outfalls which means the Heathcote Catchment (which also includes the outfall sites at Sandwich Road / Eastern Terrace (PR21/1) and Waltham Road (PS20/2)) exceeds the consented limit, is non-compliant and exposes residents to public health risks.
- 4.5 The existing gravity main between Sandwich Road (from WwAccess 13983) and PS21 is under capacity for wet weather flows which results in wastewater discharges to the Heathcote River. A proposed new Eastern Terrace wet weather wastewater pump station and new pressure main is required to pump wet weather flow from Eastern Terrace to the existing PS21 pump station (refer plan below).



- 4.6 This is expected to reduce overflows to the Heathcote River which, in conjunction with two other related capital wastewater projects (a new Somerfield pump station and upgrade to PS21), is expected to achieve consent compliance and potentially reduce overflow capacity in the Heathcote Catchment to no more than one per year.

New Pump Station and Wastewater Infrastructure

- 4.7 The proposed new pump station and wastewater infrastructure is to be located adjacent to the existing public toilet block in the south-east corner of Beckenham Park adjacent to a secondary, fenced, pedestrian access to Beckenham School – refer image below.



- 4.8 The layout of the pump station and associated infrastructure is illustrated on the Easement Plan at 4.16 below.
- 4.9 The pump station will incorporate a ground level access pad. The pump chamber and associated wastewater pipes and electrical and telecommunications cables will be situated underground.
- 4.10 Above-ground infrastructure is limited to an electricity cabinet and an odour control box. These will both be located above the level of the pump station (and flood level) adjacent to the south-west boundary of the park (refer plan at 4.16).
- 4.11 Typical examples of the odour control box and electricity cabinet are shown below. Indicative dimensions are as follows: odour control box 600-700mm high with a diameter of 1800mm; electricity cabinet 2.0m wide and 2.0m high; pumpstation lid 500mm above ground level with hardstand for access and servicing.



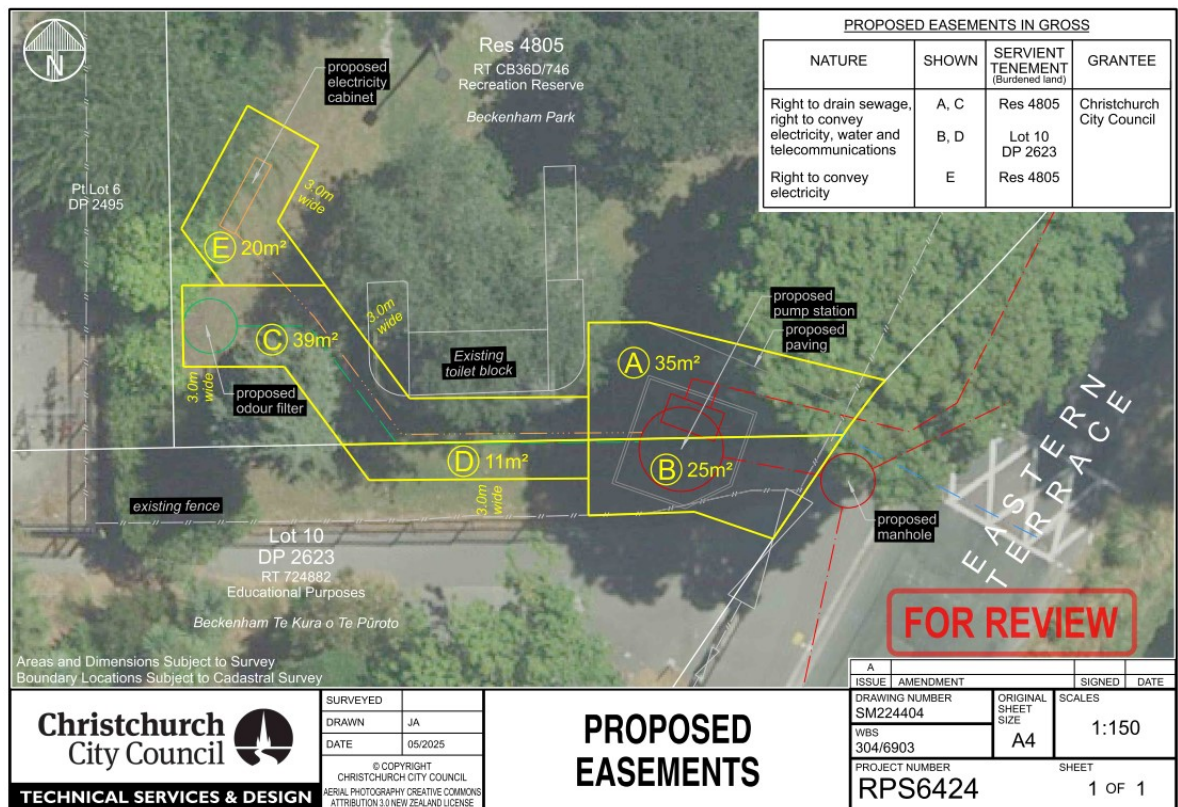
Electricity Cabinet and Odour Control Box

- 4.12 Given that the use of the proposed pump station will be limited to wet weather events only and that it is designed to flush and clean automatically, it is unlikely to emanate any noticeable odour. The installation of an odour control box on site is purely a precautionary, additional, measure to improve community outcomes.

- 4.13 Common to all of the options considered below is the need to upgrade the existing 300mm diameter gravity main from wastewater manhole access 13983 (WwAccess 13983) with a new 450mm diameter uPVC pipe.

Property Requirements

- 4.14 From a property perspective identifying a suitable location for the new pump station on Eastern Terrace presented significant challenges given the proximity of the river and ponds and the dense natural characteristics of the park.
- 4.15 While the preference was to locate the pump station entirely within the boundary of Beckenham Park this cannot be accommodated without impacting the park trees to a greater extent or compromising the efficiency and cost effectiveness of the design.
- 4.16 The preferred location for the pump station is shown on the Easement Plan below.



- 4.17 The majority of the infrastructure (A/C/E) is situated on Beckenham Park (Reserve 4805). This, and the proposed grant of a CCC/CCC easement over the park, has been reviewed and approved by the Three Waters Unit and the Parks Unit, including their arborists team.
- 4.18 The balance infrastructure (B/D) is situated on Crown (MOE) owned school land.
- 4.19 This option requires the upgrade of a short 12 metre length of gravity main from WwAccess 13983 (refer location plan at 4.5).
- 4.20 The School Board / MOE have agreed in principle to the grant of an easement over the School's land.
- 4.21 It is proposed that the two easements are negotiated and registered concurrently.
- 4.22 To facilitate these easements requires:
- The Community Board to approve the grant of the easements A/C/E in favour of Council over the Council Reserve – the purpose of this report.

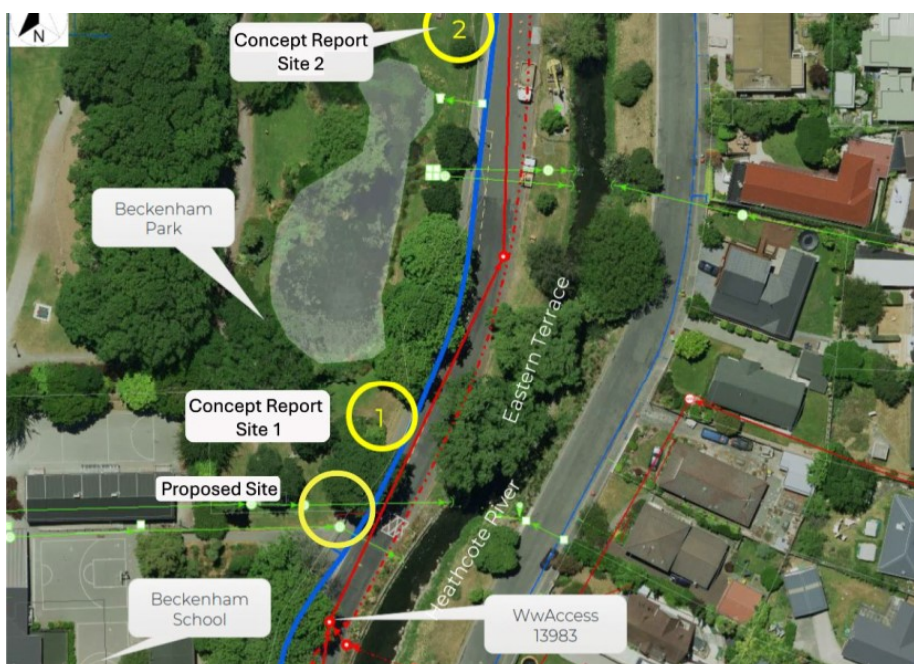
- Staff (under delegated approval) to approve and negotiate the acquisition of the easements B/D in favour of Council over the Crown/MOE land.

Easements Costs

- 4.23 With regard to the grant of Easements A/C/E (CCC/CCC) the statutory, survey and legal / registration costs associated with creating the easement will be met by Council's Three Waters Unit.
- 4.24 The terms of the agreement relating to the grant of easements B/D (MOE/CCC) will specify that Council will be responsible to meet the costs of the MOE's accredited agent. The parties (MOE/CCC) will be responsible for their own legal costs. Council will also likely be required to pay a one-off compensation fee for the privilege of gaining a property interest over MOE land.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.25 The following reasonably practicable options were considered and are assessed in this report:
- 4.25.1 Approve the grant of an easement to the Council over the proposed site (Preferred Option).
- 4.25.2 Do nothing – do not approve the grant of an easement to Council over the proposed site.



- 4.26 The following options were considered but ruled out:
- 4.26.1 **Site 1 – Within the Beckenham Park Boundary - located just to the north of the preferred site:** in comparison with the proposed site this option requires the upgrade of a significantly longer 30 metre section of gravity main from WwAccess 13983. This site is less suitable given its closer proximity to the ponds while the lower ground level makes groundwater management and de-watering during construction much more difficult and increases environmental and sediment control risks. Also, proximity to a large established park tree limits the working space outside the drip line of the tree and impacts the pump station design. The removal of the tree to accommodate the pump station would be required.
- 4.26.2 **Site 2 – Within the Beckenham Park Boundary - located between the existing ponds:** initially considered the preferred site but discounted for several reasons

including: cost increase for the additional gravity main distance of 125 metres from WwAccess 13983; significant negative local amenity impact, proximity to the two ponds which regularly overflow to Eastern Terrace; the site is located in major ground water springs with constant flows from immediate neighbouring properties.

- 4.26.3 **Upsizing the gravity main all the way north to PS21:** would require 420 metres of deep 450 diameter pipe along Eastern Terrace and adjacent to the river. Discounted as very disruptive to the community and extremely costly.
- 4.26.4 **Western Bank of the Heathcote River:** potential pump station sites alongside the river discounted for reasons of space and constructability issues (groundwater, lateral spread, work adjacent to a waterway).

Options Descriptions Ngā Kōwhiringa

- 4.27 **Option 1 (Preferred Option):** Grant the easements A/C/E to the Council.

- 4.27.1 **Option Description:** Council grants the easements A/C/E over the reserve to Council (and Council secures the reciprocal easements B/D from MOE over the school land).

Advantages	Disadvantages
The pump station infrastructure gets constructed	Creates a property right (albeit in Council's favour) over the reserve
Contributes towards Council addressing its consent non-compliance issue	Pump station not located entirely on Council land
Mitigates the existing public health risk	
Better environmental outcome	
Low impact within the park as adjacent to the existing public toilet	

- 4.28 **Option 2:** Council does not grant the easements A/C/E to the Council.

- 4.28.1 **Option Description:** Council does not grant easements A/C/E over the reserve to Council.

Advantages	Disadvantages
No property right created over the reserve	The pump station is not constructed
	The Council's wastewater flow non-compliance issue is not addressed
	The risk to public health is not addressed

Analysis Criteria Ngā Paearu Wetekina

- 4.29 The requirement to install a new pump station and pressure main on Eastern Terrace is a key element of the critical works required to address and mitigate the current non-compliant status of the Heathcote River catchment in terms of the Council's wet weather overflow consent (CRC182203).
- 4.30 Following detailed evaluation by the project team the preferred site option provides the most effective outcome in terms of cost, design and ongoing maintenance.
- 4.31 The impact on the use and visual amenity of the reserve will be minimal given the location of the pump station adjacent to the existing public toilet block and situated in a peripheral, low

use, part of the reserve. The environmental benefit to the community in terms of mitigating effluent overflow into the Heathcote River will be significant.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option Grant the Easement	Option 2 – Do not grant the easement
Cost to Implement	Internal survey, legal and registration costs – c\$15,000	Nil
Maintenance/Ongoing Costs	Nil	Nil
Funding Source	CAPEX	N/A
Funding Availability	Yes	N/A
Impact on Rates	Nil	Nil

- 5.1 The financial summary above summarises the costs associated with the grant of the CCC/CCC easement A/C/E over the reserve (the subject of this report).
- 5.2 It is noted that, with regard to the MOE/CCC easement B/D over the adjacent MOE land, Council will be responsible for those costs outlined at 4.24.
- 5.3 The Finance team have not considered this report.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 The main risk with the Council decision would arise if the grant of an easement from MOE over the adjacent school land failed to materialise. This outcome is considered unlikely given MOE assurances at the time of writing this report.

Legal Considerations Ngā Hīraunga ā-Ture

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

6.2 Reserves Act 1977

- 6.2.1 Beckenham Park is described as Lot 2 DP 62713 and Reserve 4805 contained in Record of Title CB36D/746 and is held as a recreation reserve subject to the Reserves Act 1977 (the Act).
- 6.2.2 Section 48(1)(a) of the Act states that the administering body of a reserve may grant rights of way and other easements over any part of a reserve for any public purpose.
- 6.2.3 Section 48(2) of the Act stipulates that the administering body must give public notice and consider the objections and submissions in response to the proposal to grant an easement or right of way.
- 6.2.4 However, in this case, the proposed site is adjacent to an existing, imposing, public toilet block. The majority of the proposed pump station infrastructure is situated underground while the pump station's access pad is at ground level. The above-ground, green, electrical cabinet and odour control box are positioned nearby among shrubs in a relatively isolated, densely vegetated, south-west corner of the reserve.
- 6.2.5 For these reasons, and the fact that the easement area of 94m² has little or no impact on the wider reserve (4.6429 hectares), it is considered that as the reserve is

not materially altered or the rights of the public permanently affected as a result of the easement, public notification is not required.

- 6.2.6 The Council has delegated the authority to grant easements over reserves to Community Boards (subject to the consent of the Minister of Conservation which is delegated to the Chief Executive).

6.3 Other Legal Implications:

- 6.3.1 There is no legal context, issue, or implication relevant to this decision.
- 6.3.2 This report has not been reviewed by the Council's legal services team.

Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decision:

- 6.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#). The decision to grant an easement to the Council is consistent with Council's Plans and Policies.
- 6.4.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the impact of the proposed easement on the current and future use of the reserve. As the affected area of the reserve is remote from the main body of the reserve and already houses a public toilet block (and associated above and below ground wastewater infrastructure) the provision of an adjacent wet weather wastewater pump station is consistent with that existing public use. Any impact on the public use of the park is at best marginal given that the easement area occupies less than 0.002% of the total area of the park.

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

6.6 Wastewater Collection, Treatment and Disposal

6.6.1 Activity: Wastewater Collection, Treatment and Disposal

- Level of Service: 11.1.2.4 Number of infringement notices regarding Council resource consents related to discharges from wastewater systems per year (DIA 2b) - 0

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 Refer comments above at 6.2.4, 6.2.5 and 6.4.2.

6.8 The decision affects the Waihoru Spreydon-Cashmere-Heathcote Community Board area.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.9 Whitoru and Council's Treaty Partnership team were notified of the proposal to grant an easement over the reserve and requested to advise as to whether the proposal impacted Mana Whenua. At the time of writing this report a response had not been received.
- 6.10 Given that the grant of easement is to enable works which will contribute towards improving the health of the Heathcote River it is assumed that this would be viewed as a positive and beneficial outcome. On this basis staff have assumed the following.
- 6.11 The decision does not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 6.12 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.



- 6.13 It is anticipated that a formal response will be received prior to the date of the Board meeting which staff will communicate to the Board.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.14 Facilitating the installation of the new pump station will not directly respond positively to the issue of climate change but it will provide environmental benefits by mitigating the incidence of wastewater overflow into the Heathcote River during significant storm events.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Secure the delegated consent of the Minister of Conservation and then complete the statutory, survey and legal processes required to register the easements in favour of Council (and, contemporaneously, the easements in favour of Council from the MOE).

Attachments Ngā Tāpirihanga

There are no attachments to this report.

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Barry Woodland - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy Gavin Hutchison - Head of Three Waters Rupert Bool - Head of Parks

10. Barrington/Frankleigh/Milton Intersection Improvements

Reference Te Tohutoro: 25/1135548

Responsible Officer(s) Te Pou Matua: Gemma Dioni, Principal Advisor – Transportation Safety

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 For the Waihoru Spreydon-Cashmere-Heathcote Community Board to consider improvements at the Barrington/Frankleigh/Milton intersection.
- 1.2 The report has been prepared in response to upgrades being undertaken at the intersection to renew the traffic signals. Orion has been working in the area since late April this year, installing a new underground 66kV power cable that will run between the Milton Substation and the Halswell Substation on Sparks Road.
- 1.3 Staff identified an opportunity to make essential upgrades at this intersection during this time, to make the most of the traffic management in the area, and to reduce disruption to the people who live in or travel through this area.
- 1.4 The essential work includes a full upgrade of the traffic signals at this intersection including underground cables, new signal poles and lanterns, as critical assets are at the end of their working life and in need of replacement. The additional improvements include implementing tactile pavers and additional road marking.

2. Officer Recommendations Ngā Tūtohu

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

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

4. Receives the information in the Barrington/Frankleigh/Milton Intersection Improvements Report.
5. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.



6. Approves pursuant to Section 331 and 334 of the Local Government Act 1974 all kerb alignments and road markings at the intersection of Barrington Street, Frankleigh Street and Milton Street as detailed in Attachment A of this report (plan TG151620, dated 11/06/2025).

3. Background/Context Te Horopaki

- 3.1 A full upgrade of the traffic signals is required at this site as critical assets are at the end of their working life. There is therefore an opportunity to include improvements as part of the work being undertaken by Orion Waitaha Canterbury's lines company, while they are working on Milton Street. This work is adding strength and resilience to the electricity network.
- 3.2 The traffic signals at this intersection are at the end of their service life and need to be replaced. As part of the full upgrade, staff will introduce pedestrian protection. In addition, it is proposed to make the intersection safer by:
- 3.2.1 Implementing tactile paving.
- 3.2.2 Implementing hook turn boxes for people on bicycles.
- 3.2.3 Implementing small sections of cycle lane on the intersection departures of Barrington Street (north) and Barrington Street (south). As well as improving the extent of coloured surfacing on existing sections.
- 3.3 The following related memos/information were circulated to the meeting members:

Date	Subject
16/05/2025	Milton/Selwyn & Barrington/Frankleigh/Milton Intersections (Attachment B)

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 3.4 The following reasonably practicable options were considered and are assessed in this report:
- 3.4.1 Proposed (preferred) option
- 3.4.2 Option 2 – do minimum

Options Descriptions Ngā Kōwhiringa

- 3.5 **Preferred Option:** Make improvements as part of the signal renewals project
- 3.5.1 **Option Description:** Implement improvements for safety while undertaking the signal renewal project.
- 3.5.2 Option Advantages
- Improves crossings for people walking, particularly people who are low/blind vision or people who need more time to cross the road.
 - Completing this work when Orion are working on this corridor will save costs for Council if undertaken together.
 - Improves facilities for people cycling by introducing hook turn boxes and additional sections of cycle lane. As well as improving the extent of coloured surfacing on existing sections.
- 3.5.3 Option Disadvantages
- Additional costs for road marking when completing the traffic signal renewals.
- 3.6 **Option two:** Do minimum.

- 3.6.1 **Option Description:** Provide no changes for people walking and cycling while completing the signals renewal.
- 3.6.2 Option Advantages
- No additional costs to the project for road marking and tactile pavers.
- 3.6.3 Option Disadvantages
- Does not achieve any benefits for people walking and crossing the road.

4. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do minimum
Cost to Implement	\$550k	\$525k
Maintenance/Ongoing Costs	To be covered under the roading maintenance and traffic signals maintenance contract. Would reduce the cost of maintenance in the medium-term due to new assets being provided.	To be covered under the roading maintenance and traffic signals maintenance contract. Would reduce the cost of maintenance in the medium-term due to new assets being provided.
Funding Source	#37293 Delivery Package - Traffic Signals Renewals	#37293 Delivery Package - Traffic Signals Renewals
Funding Availability	Funding available in the above-named budget.	Funding available in the above-named budget.
Impact on Rates	None	None

- 4.1 The cost are high-level estimates and are not tendered prices.
- 4.2 The traffic signals require renewal at this site, as the cables are at the end of their working life. As part of the traffic signal renewal, it is proposed to undertake further improvements.

5. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 5.1 There is a risk that people may continue to feel unsafe while crossing if the proposed changes are not approved. Completing this work alongside the traffic signal renewal project reduces cost and risk to Council and impact on the local community.

Legal Considerations Ngā Hīraunga ā-Ture

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

Local Government Act 1974

- 5.2.1 Section 331 provides authority to approve concept plans for forming or upgrading footpath, kerbs and channels.
- 5.2.2 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

- 5.3 Other Legal Implications:

- 5.3.1 There is no other legal context, issue, or implication relevant to this decision.
- 5.3.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of

by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in this report.

Strategy and Policy Considerations Te Whai Kaupapa here

5.4 The required decision:

- 5.4.1 Aligns with the [Christchurch City Council's Strategic Framework and Community Outcomes](#). Improving the safety of our roads aligns with the Strategic Priorities and Community Outcomes, in particular to be an inclusive and equitable city; build trust and confidence by listening to and working with our residents; and providing safe crossing points for people who walk and improved cycle infrastructure, will contribute to a green, liveable city, where our neighbourhoods and communities are accessible and well-connected.
- 5.4.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 5.4.3 The recommended option is consistent with the Council's Plans and Policies, in particular:
 - LTP Activity Plan - Level of Service target to reduce the number of deaths or serious injuries (DSI) from all crashes by 40% in 2030.
 - The changes made align with the safe and healthy streets for everyone goal in the draft Ōtautahi Christchurch Future Transport Strategy 2024-2054.
 - Improving safety on local roads is a priority for the Council.

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

5.5.1 Transport

5.5.2 Activity: Transport

- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY
- Level of Service: 10.0.6.2 Reduce the number of death and serious injury crashes on the local road network - Five year rolling average <100 crashes per year
- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <=12 crashes per 100,000 residents

Community Impacts and Views Ngā Mariu ā-Hāpori

5.6 Due to the very minor nature of improvements at the intersection, consultation has not been undertaken.

5.7 The decision affects the following Community Board areas:

5.7.1 Waihoru Spreydon-Cashmere-Heathcote

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

5.9 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

- 5.10 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 5.11 This is a minor proposal that is principally intended to improve accessibility and safety for people crossing and cycling through the intersection.

6. Next Steps Ngā Mahinga ā-muri

- 6.1 If approved, staff will proceed with construction.

Attachments Ngā Tāpirihanga

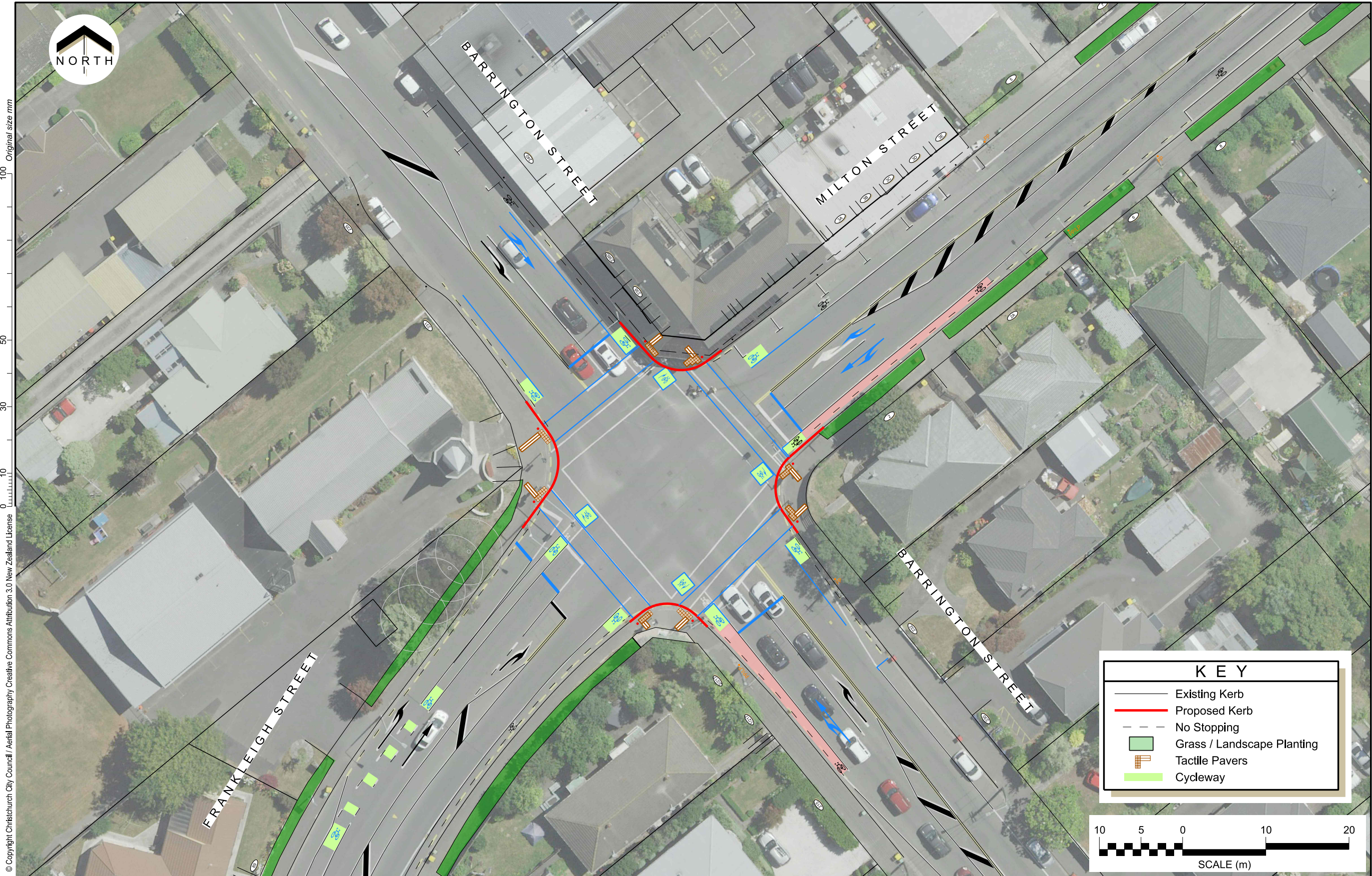
No.	Title	Reference	Page
A 	Barrington/Frankleigh/Milton - For Approval Plan	25/1174479	58
B 	Milton Street Corridor - Memo to the Community Board	25/1174851	59

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Gemma Dioni - Principal Advisor Transportation - Safety
Approved By	Lachlan Beban - Principal Advisor Transportation Signals Stephen Wright - Manager Operations (Transport)



Memos



Memo

Date: 16 May 2025
From: Gemma Dioni, Acting Team Leader Traffic Operations/Principal Advisor
To: Waihoru Spreydon-Cashmere-Heathcote Community Board
Cc:
Reference: 25/956056

Milton/Selwyn & Barrington/Frankleigh/Milton Intersections

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 To provide information to the Waihoru Spreydon-Cashmere-Heathcote Community Board on two upcoming traffic signal re-cabling projects.
- 1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

- 2.1 Orion are installing a new underground 66kv power cable between the Milton Street substation and the Halswell substation on Sparks Road to strengthen their electricity network.
- 2.2 Their contractor, Isaac Construction, have substantial traffic management in place currently to deliver the work safely. This will be replicated along the corridor as they work out from the Milton Street substation to Halswell.
- 2.3 Staff have identified an opportunity to upgrade the traffic signals and cabling at the Milton/Selwyn intersection and the Milton/Barrington Intersection, while traffic management is in place, to reduce costs for Council in the future. The works are to occur in June at the Milton/Selwyn Intersection and in July at the Barrington/Frankleigh/Milton intersection. The works will occur concurrently and not impact on the delivery timeframes for the Orion project. Some additional Traffic Management may be required to ensure the works can be delivered safely, and this is currently being worked through with Orion and Isaac Construction. An update will be provided to the Community Board closer to the starting date.
- 2.4 Upgrading the traffic signals and cabling at the Milton/Selwyn intersection, will also allow staff to introduce pedestrian protection (red arrow displays to hold back turning traffic while pedestrians are using the crossings) at the intersection to improve safety for children travelling to and from Christchurch South Karamata Intermediate School. There is no further phasing changes proposed at these intersections.
- 2.5 Kerb cutdowns will be amended to align with new pole locations and road markings, which in turn will provide increased separation between crossings.
- 2.6 It is understood that a report will be presented to the Community Board in July as part of the CRAF Programme, with some road marking changes for the Milton/Selwyn intersection. In reviewing the intersection layout, Traffic Operations have identified some further road marking changes that could be included to improve the intersection for people cycling. Staff

Memos



will work to ensure these are also included in the report for the Community Board to consider. These will not be marked until a decision has been made.

- 2.7 Residents will be informed of the works occurring. The CCC Communication Team will work alongside the Communication Team at Orion and Isaac Construction to ensure residents are aware of the impacts on their journeys.

3. Conclusion Whakakapinga

- 3.1 Staff have identified an opportunity to deliver essential upgrades to two traffic signal-controlled intersections on the Milton Street corridor while Orion are installing the 66kv power cable.
- 3.2 An update will be provided to the Community Board closer to the start date.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Author	Gemma Dioni - Acting Team Leader Traffic Operations/Principal Advisor
Approved By	Stephen Wright - Manager Operations (Transport)

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

Reference Te Tohutoro: 24/2253692

Responsible Officer(s) Te Ann Tomlinson, Project Manager

Pou Matua: Gemma Dioni, Principal Advisor Transportatin Safety

Accountable ELT

Member Pouwhakarae: Brent Smith, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waihoru Spreydon-Cashmere-Heathcote Community Board to consider the Selwyn Street pedestrian safety scheme design following community engagement. This will allow the project to proceed to detailed design and construction.
- 1.2 Selwyn Street pedestrian safety improvements are a component of the Colombo Street, Somerfield Street and Selwyn Street project within the Spreydon, Somerfield, Waltham, Beckenham Christchurch Regeneration Acceleration Facility (CRAF) programme.
- 1.3 The report has been written to address safety improvement of the transport assets on Selwyn Street.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Spreydon, Somerfield, Waltham, Beckenham CRAF - Selwyn Street pedestrian and cycle safety improvements Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. 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 13 below.
4. Approves the design, including kerb alignments, road surface treatments, raised pedestrian crossing, pedestrian islands, pedestrian cut-downs, resurfacing footpaths, tactile pavers and road markings as detailed in the following plans and attached to this report as **Attachments A, B and C**.
5. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9006, dated 18/12/2024 and attached to this report as **Attachment A**:
 - a. That the parking of all vehicles be restricted to a maximum period of 3 minutes on the north-east side of Selwyn Street, commencing at a point 111 metres south-east of its intersection with Bletsoe Avenue and extending in a south-easterly direction for a distance of 26.5 metres. This restriction is to apply from 8am-9am, and from 2:30-3:30pm, on school days only.
 - b. That the stopping of vehicles be prohibited at any time on the north-east side of Selwyn Street, commencing at a point 137.5 metres south-east of its intersection with Bletsoe Avenue and extending in a south-easterly direction for a distance of 12 metres.

- c. That a Bus Stop be installed, on the north-east side of Selwyn Street, commencing at a point 149.5 metres south-east of its intersection with Bletsoe Avenue and extending in a south-easterly direction for a distance of 30 metres.
- d. That the stopping of vehicles be prohibited at any time on the north-east side of Selwyn Street, commencing at a point 179.5 metres south-east of its intersection with Bletsoe Avenue and extending in a south-easterly direction for a distance of 38 metres.
- e. That the stopping of vehicles be prohibited at any time on the south-west side of Selwyn Street, commencing at a point 44 metres north-west of its intersection with Dobson Street and extending in a north-westerly direction to its intersection with Cheviot Street.
- f. That the stopping of vehicles be prohibited at any time on the south-west side of Selwyn Street, commencing at its intersection with Cheviot Street and extending in a north-westerly direction for a distance of 6 metres.
- g. That a Bus Stop be installed, on the south-west side of Selwyn Street, commencing at a point 6 metres north-west of its intersection with Cheviot Street and extending in a north-westerly direction for a distance of 15 metres.
- h. That the stopping of vehicles be prohibited at any time on the south-west side of Selwyn Street, commencing at a point 21 metres north-west of its intersection with Cheviot Street and extending in a north-westerly direction for a distance of 7 metres.

Pedestrian Crossing

- 6. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a Pedestrian Crossing be installed on Selwyn Street, located 66.5 metres northwest of its intersection with Dobson Street, and as detailed on plan 60720368-SHT-GE-9006, dated 18/12/2024 and attached to this report as **Attachment A**.

School Patrol

- 7. Approves that pursuant to Section 8.3(1) of The Land Transport Rule- Traffic Control Devices: 2004, and the Local Government Act 1974, The Christchurch City Council hereby authorises the Board of Trustees of Christchurch South Intermediate School, to appoint the appropriately trained persons to act as school patrols at the pedestrian crossing (zebra crossing) on Selwyn Street, located 66.5 metres northwest of its intersection with Dobson Street.

Selwyn Street – Roker Street to Somerfield Street

- 8. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9009, dated 19/12/2024 as shown in **Attachment B**:
 - a. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Roker Street and extending in a south-easterly direction for a distance of 27.5 metres.
 - b. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Roker Street and extending in a south-easterly direction for a distance of 36.5 metres.
- 9. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9010, dated 19/12/2024 as shown in **Attachment B**:
 - a. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 53 metres south-east of its intersection with Penrith Avenue and extending in a south-easterly direction for a distance of 15 metres.

- b. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 90 metres south-east of its intersection with Penrith Avenue and extending in a south-easterly direction for a distance of 10.5 metres.
 - c. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Cooke Street and extending in a north-westerly direction for a distance of 26 metres.
 - d. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Cooke Street and extending in a south-easterly direction for a distance of 17 metres.
 - e. That the stopping of vehicles be prohibited at any time on the northwest side of Cooke Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 21.5 metres.
 - f. That the stopping of vehicles be prohibited at any time on the southeast side of Cooke Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 12.5 metres.
10. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9011, dated 19/12/2024 as shown in **Attachment B**:
- a. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Leitch Street and extending in a north-westerly direction for a distance of 11 metres.
 - b. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Leitch Street and extending in a south-easterly direction for a distance of 11 metres.
 - c. That the stopping of vehicles be prohibited at any time on the northwest side of Leitch Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 14 metres.
 - d. That the stopping of vehicles be prohibited at any time on the southeast side of Leitch Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 13.5 metres.
 - e. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Dunn Street and extending in a north-westerly direction for a distance of 11 metres.
 - f. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Dunn Street and extending in a south-easterly direction for a distance of 11 metres.
 - g. That the stopping of vehicles be prohibited at any time on the northwest side of Dunn Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 13 metres.
 - h. That the stopping of vehicles be prohibited at any time on the southeast side of Dunn Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 13 metres.
11. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9012, dated 19/12/2024 as shown in **Attachment B**:

- a. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 34 metres south-east of its intersection with Dunn Street and extending in a south-easterly direction for a distance of 11 metres.
 - b. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 65 metres south-east of its intersection with Dunn Street and extending in a south-easterly direction for a distance of 11 metres.
 - c. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Stenness Avenue and extending in a north-westerly direction for a distance of 21 metres.
 - d. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Stenness Avenue and extending in a south-easterly direction for a distance of 15.5 metres.
 - e. That the stopping of vehicles be prohibited at any time on the northwest side of Stenness Avenue, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 22 metres.
 - f. That the stopping of vehicles be prohibited at any time on the southeast side of Stenness Avenue, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 12 metres.
12. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 for Plan 60720368-SHT-GE-9013, dated 18/12/2024 as shown in **Attachment B**:
 - a. That the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Somerfield Street and extending in a north-westerly direction for a distance of 23.5 metres.
 - b. That the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Somerfield Street and extending in a north-westerly direction for a distance of 23.5 metres.
 - c. That the stopping of vehicles be prohibited at any time on the northwest side of Somerfield Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 28.5 metres.
 - d. That the stopping of vehicles be prohibited at any time on the northwest side of Somerfield Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 24 metres.
 - e. That the stopping of vehicles be prohibited at any time on the southeast side of Somerfield Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 24.5 metres.
 - f. That the stopping of vehicles be prohibited at any time on the southeast side of Somerfield Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 23.5 metres.
13. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

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

14. Approves in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017 for Plan TG151619, dated 05/06/2025 as shown in **Attachment C**:

- a. That a Special Vehicle Lane (cycle lane) be installed on the north-east side of Selwyn Street, commencing at its intersection with Milton Street and extending in a north-westerly direction for a distance of 36 metres.
- b. That a Special Vehicle Lane (cycle lane) be installed on the south-west side of Selwyn Street, commencing at its intersection with Milton Street and extending in a south-easterly direction for a distance of 34 metres.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 In August 2022, staff presented a package of improvements to the Waihoru Spreydon-Cashmere and Waikura Linwood-Central-Heathcote Community Boards ([Agenda, Item 5](#)). The Community Boards jointly approved a number of projects for the Spreydon, Somerfield, Waltham, Beckenham CRAF programme ([Minutes, Item 5](#)) which included a package of improvements for Colombo Street, Somerfield Street and Selwyn Street.
- 3.2 The Community Boards requested staff to install a number of improvements on Selwyn Street.
- 3.3 The following sites on Selwyn Street were identified as Board priorities for improvements and are included in the scheme for approval:
 - 3.3.1 Investigate the intersection deficiencies at the Selwyn Street/Somerfield Street intersection and implement appropriate safety improvements, including pedestrian and cycle crossing facilities.
 - 3.3.2 Implement safety improvement at the kea crossing outside Christchurch South Karamata Intermediate School on Selwyn Street, by raising the crossing and installing red surfacing, or through the implementation of a similar treatment.
 - 3.3.3 Investigate the locations for three pedestrian islands or crossings on Selwyn Street.

Selwyn Street/Somerfield Street intersection

- 3.4 The recommended option is to install improved pedestrian and cycle facilities at the intersection, as shown in **Attachment A**, and summarised below:
 - Install pedestrian refuge islands on Somerfield Street on both sides of the Selwyn Street intersection
 - Install tactile pavers at the existing Selwyn Street (north side) crossing to improve accessibility and promote pedestrian desire lines
 - New green cycle marking on the existing cycle lanes on Somerfield Street across the intersection of Selwyn Street
 - Install new speed humps on Selwyn Street, north side of Somerfield Street, on the exit and entry

Selwyn Street intersections between Roker Street and Somerfield Street

- 3.5 The recommended option is to install improved pedestrian crossing facilities, as shown in **Attachment A** and summarised below:
 - Install kerb buildouts on Selwyn Street at the intersections of Stenness Avenue, Dunn Street, Leitch Street and Cooke Street
 - Install tactile pavers at each crossing on either side of the carriageway to improve accessibility

- Increase no-stopping on Selwyn Street at the existing crossing location at Roker Street to improve sightlines for pedestrians.

Selwyn Street/Milton Street intersection

- 3.6 In May/early June 2025, Orion were installing an underground 66kV electricity cable at this intersection. The traffic signals at this intersection were at the end of their service life and staff worked alongside Orion to replace the traffic signals. This allowed for safety improvements to be installed such as pedestrian protection for tamariki-children travelling to and from Christchurch South Karamata Intermediate School.
- 3.7 The recommended option is to install road marking for people cycling through the intersection, as shown in **Attachment C**, and summarised below:
- Sharrow markings on the kerbside lanes on Milton Street
 - Advanced cycle boxes on each approach
 - Hook turn boxes on each corner

Selwyn Street - Christchurch South Karamata Intermediate School

- 3.8 The recommended option is to install improved pedestrian facilities at the school, as shown in **Attachment B**, and summarised below:
- New raised pedestrian crossing at existing crossing location on Selwyn Street
 - Kerb buildouts to reduce the crossing distance
 - New tactile pavers
 - Extend existing bus parking outside school

4. Background/Context Te Horopaki

- 4.1 CRAF is a funding package from the Treasury for transport projects in Christchurch. The CRAF investment in roading and transport improvements will address condition and safety and access issues. It will act as a catalyst towards the development of a high-quality, safe and reliable transport network.
- 4.2 Improving safety on local roads in Christchurch is a priority for the Council. Providing safe and key infrastructure is key to ensure people get to where they are going safely, irrespective of their mode of travel.
- 4.3 Selwyn Street has been identified as an important link for pedestrians and cyclists as part of the initial street reviews and through public consultation. There are several schools and two retail centres along the corridor. Selwyn Street has traffic flows of over 8,000 vehicles per day with 85th percentile vehicle speed of 54km/h north of its intersection with Coronation Street, and traffic flows of approximately 3,500 vehicles per day north of Somerfield Street with 85th percentile vehicle speed of 53.6 km/h.
- 4.4 Selwyn Street is a flat, wide (12-14m) moderate collector route that connects the Central City to Christchurch South and is surrounded by residential properties.
- 4.5 Residents and students cross Selwyn Street at several locations to access Somerfield Te Kura Wairepo located on Somerfield Street and Christchurch South Karamata Intermediate School, located on Selwyn Street.
- 4.6 Wide lanes on Selwyn Street passively increase drivers speed, leading to potentially high operating speeds making it unsafe for pedestrians crossing.

- 4.7 The large radius of the corners at some intersections allows vehicles to turn into the side streets without sufficiently reducing speed.

Selwyn Street/Somerfield Street intersection

- 4.8 Somerfield Te Kura Wairepo is located on Somerfield Street between Studholme Street and Barrington Street catering for years 1-6 with a roll of approximately 500 students.
- 4.9 The main entrance to the school is located on Somerfield Street, with another entrance on Studholme Street.
- 4.10 The intersection of Selwyn Street/Somerfield Street is used by a number of students travelling to schools in the area.
- 4.11 There is a Montessori Preschool located on the northwest corner of the intersection.
- 4.12 The intersection generates a lot of activity, especially in peak times with vehicles heading into the city, students travelling to and from school, and preschool drop off and pick-ups.

Selwyn Street intersections between Milton Street and Somerfield Street

- 4.13 Students from both Somerfield Te Kura Wairepo and Christchurch South Karamata Intermediate School travel along Selwyn Street through Selwyn Street/Milton Street intersection, Selwyn Street/Somerfield Street intersection as well as crossing smaller side streets.
- 4.14 During an afternoon site visit it was noted that the main travel modes were pedestrians and cyclists heading southbound along the road and footpath.
- 4.15 The side streets onto Selwyn Street have large radii which allows vehicles to enter at speed.
- 4.16 There are many children that use the Milton/Selwyn intersection for their journey to school, on foot and by bicycle. Pedestrian protection is being introduced through the current re-cabling works and separation is also being provided between the crosswalks. There are cycle lanes marked on the Selwyn Street approach but there are currently no cycle facilities on Milton Street.

Selwyn Street - Christchurch South Karamata Intermediate School

- 4.17 Christchurch South Karamata Intermediate School is located on Selwyn Street and caters for Years 7 and 8 with a roll of approximately 530 students. Its catchment is bounded by the Port Hills, Heathcote River and the city.
- 4.18 The main entrance to the school is on Selwyn Street, with a secondary entrance from Dominion Avenue.
- 4.19 The school operates a kea crossing on Selwyn Street before and after school.
- 4.20 The school utilises the existing bus stop on the east side of Selwyn Street.
- 4.21 Improvements on Selwyn Street are designed to improve safety and accessibility specifically for students attending Somerfield Te Kura Wairepo located on Somerfield Street and Christchurch South Karamata Intermediate School, located on Selwyn Street.
- 4.22 At the time of approving the project improvements the Community Board requested staff to closely work with the key stakeholders to understand their needs for improvements. Schools advised the project team the improvements that was needed for the area, which was later developed and consulted on.
- 4.23 The following related information session/workshops have taken place for the members of the meeting:

Date	Subject
12 August 2022	Confirmation of Spreydon, Somerfield, Waltham and Beckenham Christchurch Regeneration Acceleration Facility (CRAF) programme https://christchurch.infocouncil.biz/Open/2022/08/JLSB_20220812_AGN_8150_AT.htm
29 August 2024	Spreydon, Somerfield, Waltham, Beckenham CRAF – Project Update https://christchurch.infocouncil.biz/Open/2024/08/ISWS_20240829_AGN_10060_AT.PDF

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

4.24.1 **Option 1** – Selwyn Street safety improvements as shown in **Attachments A and B**.

4.24.2 **Option 2** – Do nothing.

Options Descriptions Ngā Kōwhiringa

4.25 **Preferred Option:** Selwyn Street – pedestrian and cycle safety improvements

4.25.1 **Option Description:** Pedestrian and cycle safety improvements including intersection safety improvements:

- Installing pedestrian refuge islands on Somerfield Street on both sides of the Selwyn Street intersection with associated tactile pavers.
- Installing speed humps on Selwyn Street at the northern entry and exit at Somerfield Street.
- New green cycle marking on the existing cycle lanes on Somerfield Street across the intersection of Selwyn Street.
- New pedestrian buildouts and tactile pavers at the following locations:
 - Crossing Selwyn Street either side of Stenness Avenue and crossing Stenness Avenue
 - Crossing Dunn Street at the Selwyn Street intersection
 - Crossing Leitch Street at the Selwyn Street intersection
 - Crossing Selwyn Street either side of Cooke Street and crossing Cooke Street
- Parking removal on Selwyn Street at Roker Street to improve sightlines at the existing refuge crossings
- New green cycle paint and extension for the existing cycle lanes on Selwyn Street at the intersection of Milton Street

Christchurch South Karamata Intermediate (Selwyn Street)

- Install a raised pedestrian crossing with associated linemarking, tactile pavers and kerb buildouts in current crossing location on Selwyn Street
- Extend existing bus parking bay outside the school

4.25.2 **Option Advantages**

- Meets all project objectives
- Improved pedestrian safety
- Improved crossing facilities at four intersections on Selwyn Street between Somerfield Street and Milton Street

- Improved crossing facilities on Somerfield Street at Selwyn Street intersection
- Improved cycle safety on Selwyn Street at the Somerfield Street and Milton Street intersections
- Improved cycle safety on Somerfield Street at Selwyn Street intersection
- Improved crossing facilities at Christchurch South Karamata Intermediate on Selwyn Street
- Additional bus parking at Christchurch South Karamata Intermediate on Selwyn Street

4.25.3 Option Disadvantages

- Removal of 35 carparks on Selwyn Street between Milton Street and Somerfield Street

4.26 Selwyn Street – Do nothing

4.26.1 **Option Description:** Existing layout remains with no improvements for pedestrians or cyclists

4.26.2 Option Advantages

- Funding could be spent on other projects within the programme
- No parking removal

4.26.3 Option Disadvantages

- Does not meet project objectives
- No safe crossing points for pedestrians on Selwyn Street, specifically students from Somerfield Te Kura Wairepo and Christchurch South Karamata Intermediate
- No improved cycle facilities
- No improved crossing facilities for Christchurch South Karamata Intermediate students

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option 1	Option 2 – Do nothing
Cost to Implement	\$512,000	N/A
Maintenance/Ongoing Costs	Covered by existing maintenance contract - minor increase due to requirement for hand sweeping channel behind kerb buildouts – approx. \$2,000/year for whole project area	Covered by existing maintenance contract.
Funding Source	LTP Budget 73818 – Spreydon, Somerfield, Waltham, Beckenham CRAF – Colombo Street, Somerfield Street, Selwyn Street improvements	N/A
Funding Availability	Funds are available	Funds are available

Impact on Rates	Nil*	N/A
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*This project is funded from the Christchurch Regeneration Acceleration Fund so does not impact on rates

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 None identified above BAU

Legal Considerations Ngā Hīraunga ā-Ture

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

6.2.1 The Community Boards have delegated authority from 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.

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

6.2.3 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.

6.3 Other Legal Implications:

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

Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decisions:

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

6.4.2 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 low number of people affected and/or with an interest, limited benefits/opportunities and costs/risks to Council, and modest level of community influence.

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

6.6 Transport

6.6.1 Activity: Transport

- Level of Service: 10.5.3 More people are choosing to travel by cycling - >=12,500 average daily cyclist detections
- Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes - >= 625 kilometres (total combined length)
- Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - >=85% resident satisfaction

Community Impacts and Views Ngā Mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

6.7 Initial discussions with Christchurch South Karamata Intermediate and Somerfield Te Kura Wairepo started in February 2024, to understand safety concerns for their students travelling to and from the schools.

6.8 Christchurch South Karamata Intermediate raised issues related to parking behaviours and demand at school pick up time, and bus stop concerns and requested a raised crossing.

- 6.9 The draft plans were shared at a follow-up meeting on 4 August 2024. The school were positive about the plan but queried whether kerb narrowing would be sufficient without a raised crossing and requested the bus stop length be extended, which it was. The school did not support a cycleway as this would remove already limited parking.
- 6.10 Somerfield Te Kura Wairepo supported any pedestrian safety improvements, specifically at the Somerfield Street/Selwyn Street intersection. They raised concerns about any parking loss and were happy to share the information through their channels once consultation was underway.
- 6.11 Fire and Emergency NZ were provided with the plan prior to consultation, and while their position on speed platforms remains unchanged, they had no further issues with the plans.
- 6.12 Environment Canterbury were supportive of the plans, stating that the raised crossing will allow pedestrians, including school students, to cross more safely, and make it safer to access the bus stops. Consultation started on 16 October 2024 and ran until 6 November 2024.
- 6.13 An email was sent to 87 key stakeholders, including Spreydon Neighbourhood Network, Somerfield Residents Association, and key transport and emergency services stakeholders such as Fire and Emergency NZ, Environment Canterbury and AA. Christchurch South Karamata Intermediate was encouraged to share the consultation to their parent newsletter.
- 6.14 Consultation details including links to the project information shared on the [Kōrero mai | Let's Talk](#) webpage were advertised via:
 - 6.14.1 Local community Facebook pages, including Sydenham Neighbourhood, Beckenham Neighbourhood, West Spreydon Neighbourhood Link, Spreydon Connection, Spreydon Neighbourhood Network, and Somerfield Residents Association.
 - 6.14.2 Flyers delivered to impacted residents on 16 October, which included the relevant plan for their property, the link to the website and an invitation to get in touch or meet with staff if they had questions.
- 6.15 The [Kōrero mai | Let's Talk](#) had 612 views throughout the consultation period.
- 6.16 At a post-consultation meeting with Courtyard Montessori to discuss their parking removal concerns it was agreed three car parks on Selwyn Street closest to the preschool could be retained.

Summary of Submissions Ngā Tāpaetanga

- 6.17 Submissions were made by three recognised organisations, one business and 52 individuals. All 56 submissions are available on our [Kōrero mai webpage](#).
- 6.18 Submitters were asked what they like about the plan, what they don't like about the plan, their level of overall support for the plan, and if there's anything else the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans.
- 6.19 **Community organisation/business feedback**
 - **Spokes** were supportive of the plan, and specifically supportive of safer crossing points, reducing width/narrowing, the raised crossing, changes at Somerfield/Selwyn and the bus bay. They were disappointed in a lack of cycle lanes, and requested improvements to the crossing, kerb cutdowns, Selwyn/Milton Street improvements, lower speeds, and out of scope requests for the project area.
 - **Somerfield Residents Association** were supportive of the plan, and were also supportive of safer crossing points, kerb narrowing, the raised crossing, and changes at

Somerfield/Selwyn, and similarly were disappointed with a lack of cycle lanes. They requested kerb cutdowns to the crossing, cycle lanes on Selwyn Street, more traffic calming elsewhere in the neighbourhood, and to plant trees.

- **Spreydon Neighbourhood Network** were supportive of the plan, safer crossing points, kerb narrowing, changes at Somerfield/Selwyn, and the drop off zone. They disliked some parking loss.
- **Courtyard Montessori Preschool** were not supportive, due to loss of car parks. The project team met with them following consultation and discussed the plan and why we were proposing it. Based on the discussion 3 car parks were reintroduced on Selwyn Street, on the side closest to the Preschool.

6.20 Of the 53 individual submissions:

- 39 supported the plan
- 7 somewhat supported the plan
- 7 did not support the plan

6.21 Submitters liked the following elements of the plan:

- Safer crossing points for pedestrians / tamariki / cyclists (38)
- Reducing width / narrowing at side streets (13)
- Raised crossing (12)
- Changes at Somerfield/Selwyn streets (8)
- Roker Street visibility improvements (3)

6.22 Submitters disliked the following elements of the plan:

- No cycle lane (10)
- Parking loss (8)
- Speed bumps/raised crossings (5)
- Perceived cost (3)

6.23 Submitters requested the following changes:

- Cycle lane on Selwyn Street (11)
- Safety improvements for cyclists and pedestrians at the Selwyn/Milton Street intersection (3)
- Lower speeds (3)
- Kerb cutdowns at the zebra crossing (2)
- Sharrows (2)
- New trees (2)

6.24 Out of scope requests included a renewal of Selwyn Street (3), traffic calming elsewhere (3), improving the Simeon/Milton crossing (2), and a smoother crossing at Roker Street for the Quarryman's trail cycleway (2).

Summary of Submissions Ngā Tāpaetanga

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

- 6.25.1 Waihoru Spreydon-Cashmere-Heathcote Community Board
- 6.25.2 Spreydon Ward

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.26 The decision does not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 6.27 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.




Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.28 The decisions in this report are likely to:
 - 6.28.1 Contribute positively to adaptation to the impacts of climate change.
 - 6.28.2 Contribute positively to emissions reductions.
- 6.29 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.30 This is a minor scheme and will not have a significant impact, however it will provide safer crossing for the local residents and nearby schools.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved staff will progress the scheme to detailed design and construction.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Selwyn Street - Christchurch South Karamata Intermediate School	25/80618	75
B 	Selwyn Street - Roker Street to Somerfield Street	25/80620	76
C 	Selwyn Street - Milton Street intersection	25/1142338	81

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

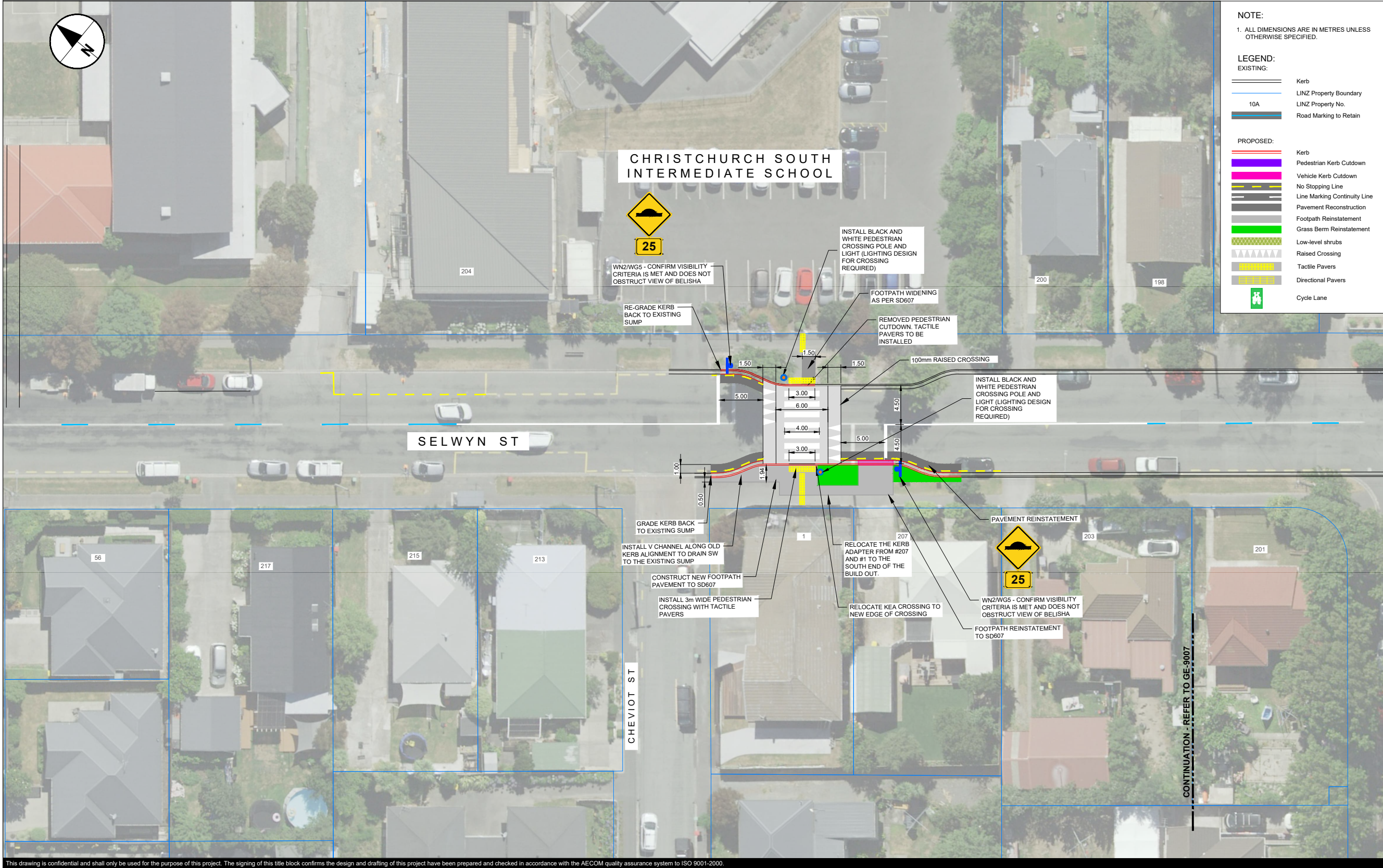
Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Ann Tomlinson - Project Manager Gemma Dioni - Principal Advisor Transportation - Safety
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management

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NOTE:
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.

LEGEND:

EXISTING:

- Kerb
- LINZ Property Boundary
- 10A
- LINZ Property No.
- Road Marking to Retain

PROPOSED:

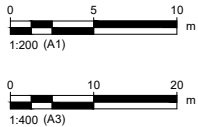
- Kerb
- Pedestrian Kerb Cutdown
- Vehicle Kerb Cutdown
- No Stopping Line
- Line Marking Continuity Line
- Pavement Reconstruction
- Footpath Reinstatement
- Grass Berm Reinstatement
- Low-level shrubs
- Raised Crossing
- Tactile Pavers
- Directional Pavers
- Cycle Lane



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PROJECT
CCC CRAF
SAFER STREETS

CLIENT



PROJECT MANAGEMENT INITIALS		
BR	AL	SG
DESIGNER	CHECKED	APPROVED

ISSUE/REVISION		
F	18/12/2024	SSA UPDATE
E	3/10/2024	PARKING ADDED
D	24/09/2024	BUS BAY AND ZEBRA ADDED
C	5/09/2024	RAISED CROSSINGS
B	19/08/2024	REMOVING CYCLEWAYS
A	11/07/2024	SCHEME DESIGN
I/R	DATE	DESCRIPTION

PROJECT NUMBER	
60720368	
SHEET TITLE	
SELWYN ST & SOMERFIELD ST GENERAL ARRANGEMENT PLAN CONCEPT DESIGN	
SHEET NUMBER	
60720368-SHT-GE-9006	

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ISSUE/REVISION

I/R	DATE	DESCRIPTION
C	19/12/2024	SSA UPDATE
B	23/08/2024	REMOVING CYCLEWAYS
A	11/07/2024	SCHEME DESIGN

PROJECT NUMBER

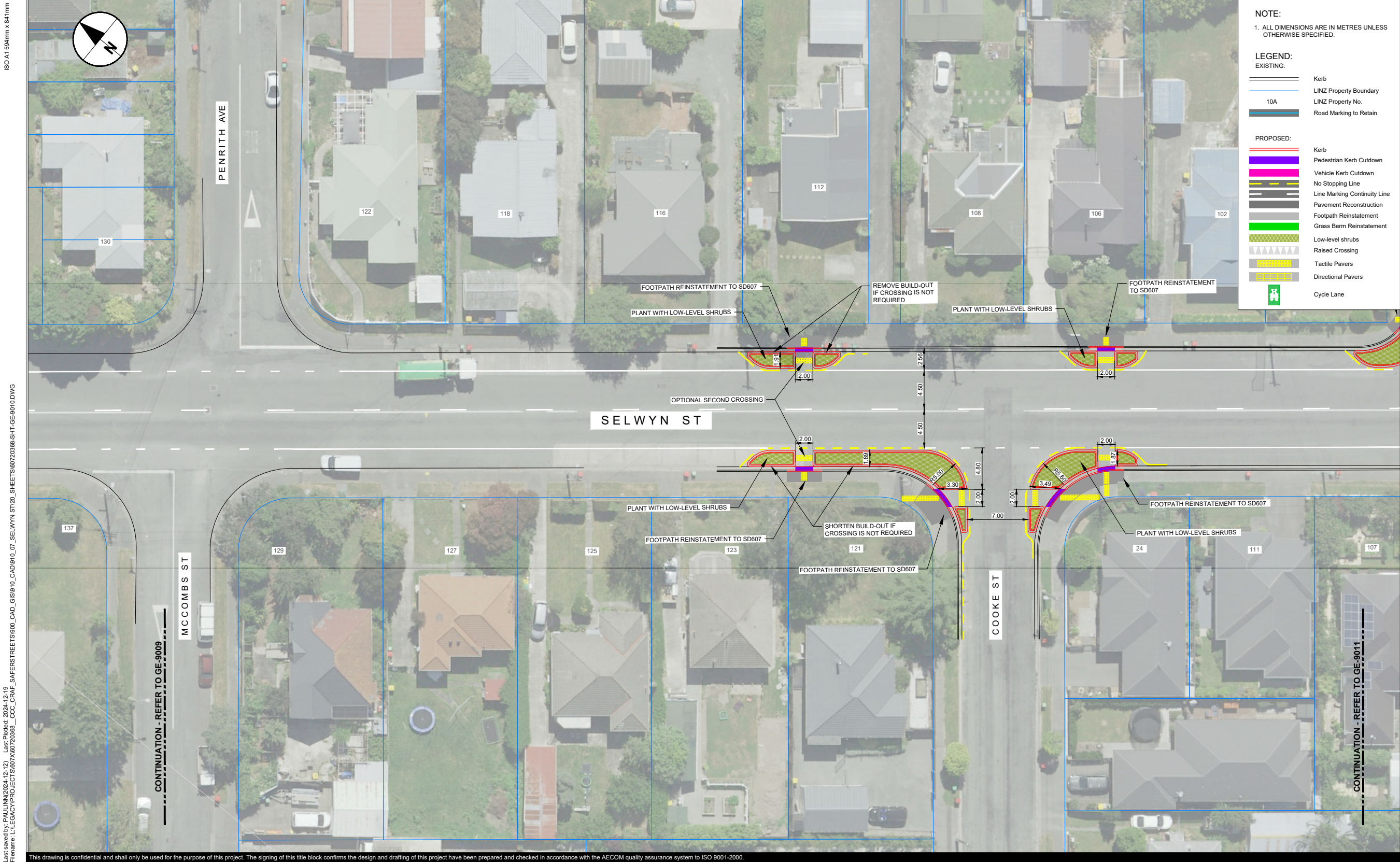
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SHEET TITLE

SELWYN ST & SOMERFIELD ST
GENERAL ARRANGEMENT PLAN
CONCEPT DESIGN

SHEET NUMBER

60720368-SHT-GE-9009



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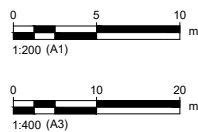
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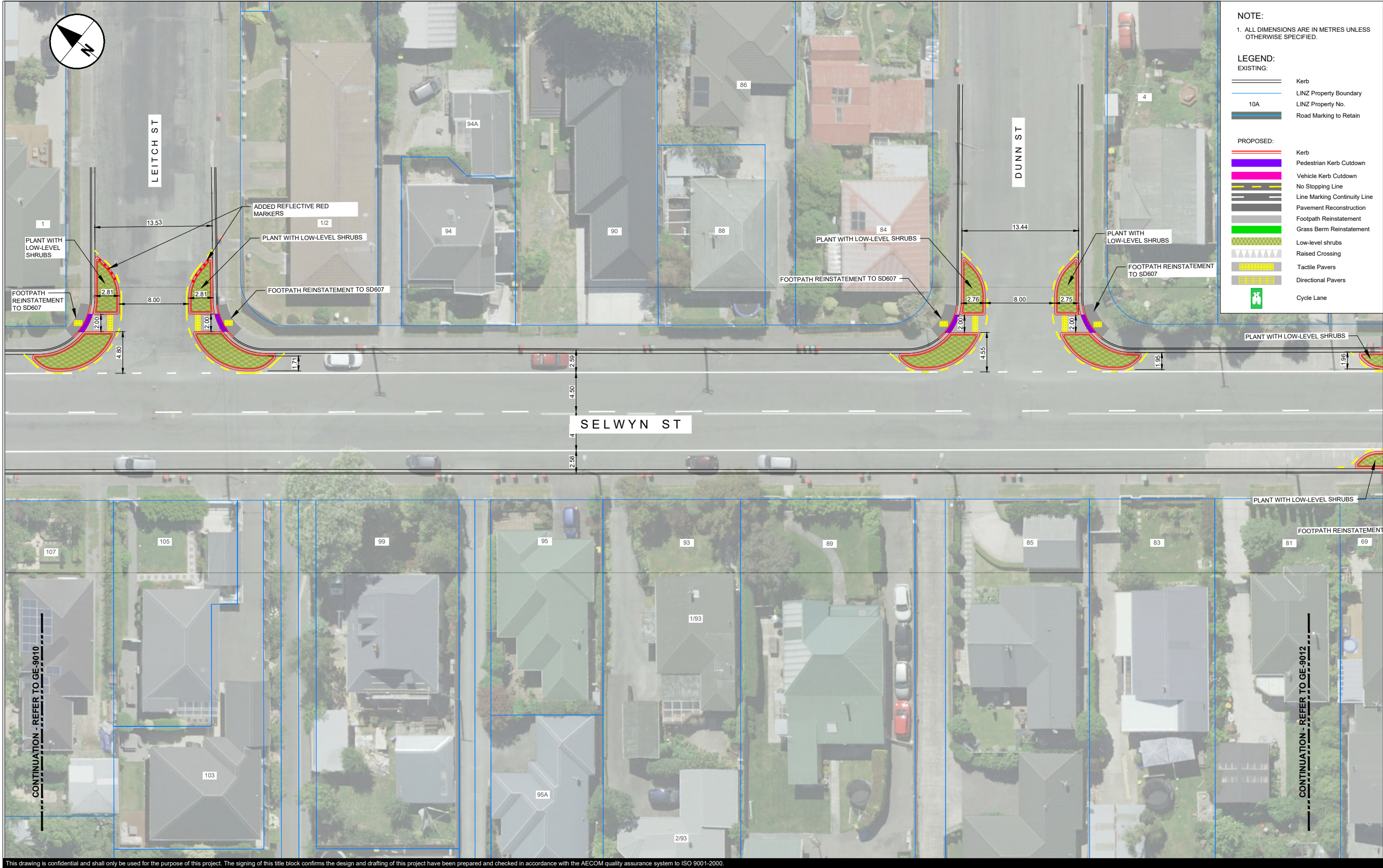
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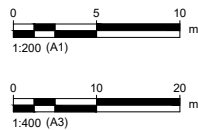
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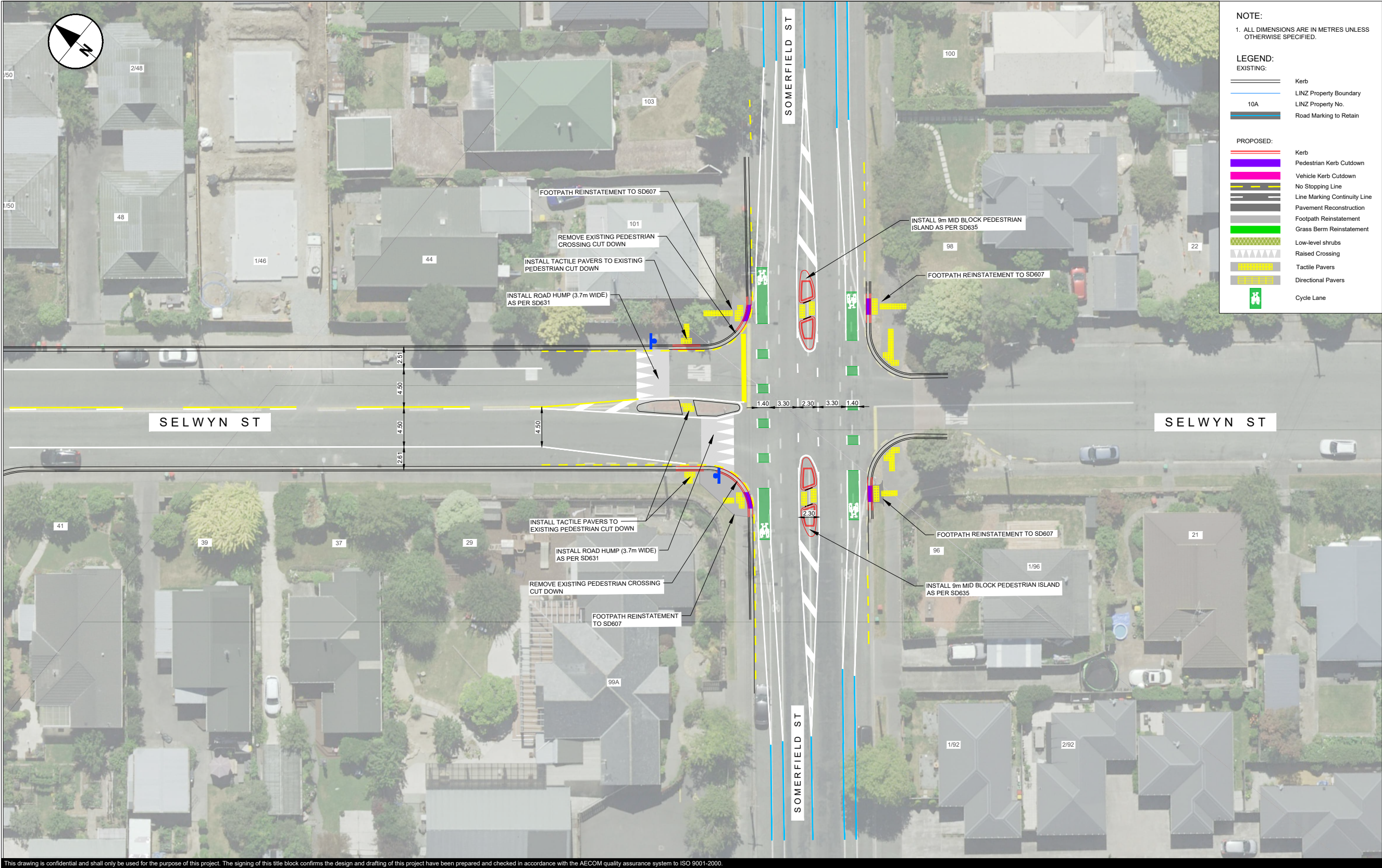
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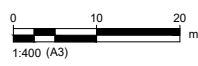
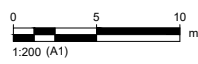
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ISSUE/REVISION

I/R	DATE	DESCRIPTION
D	18/12/2024	SSA UPDATE
C	29/11/2024	REVISED DESIGN
B	23/08/2024	REMOVE CYCLE LANE
A	15/07/2024	SCHEME DESIGN

PROJECT NUMBER

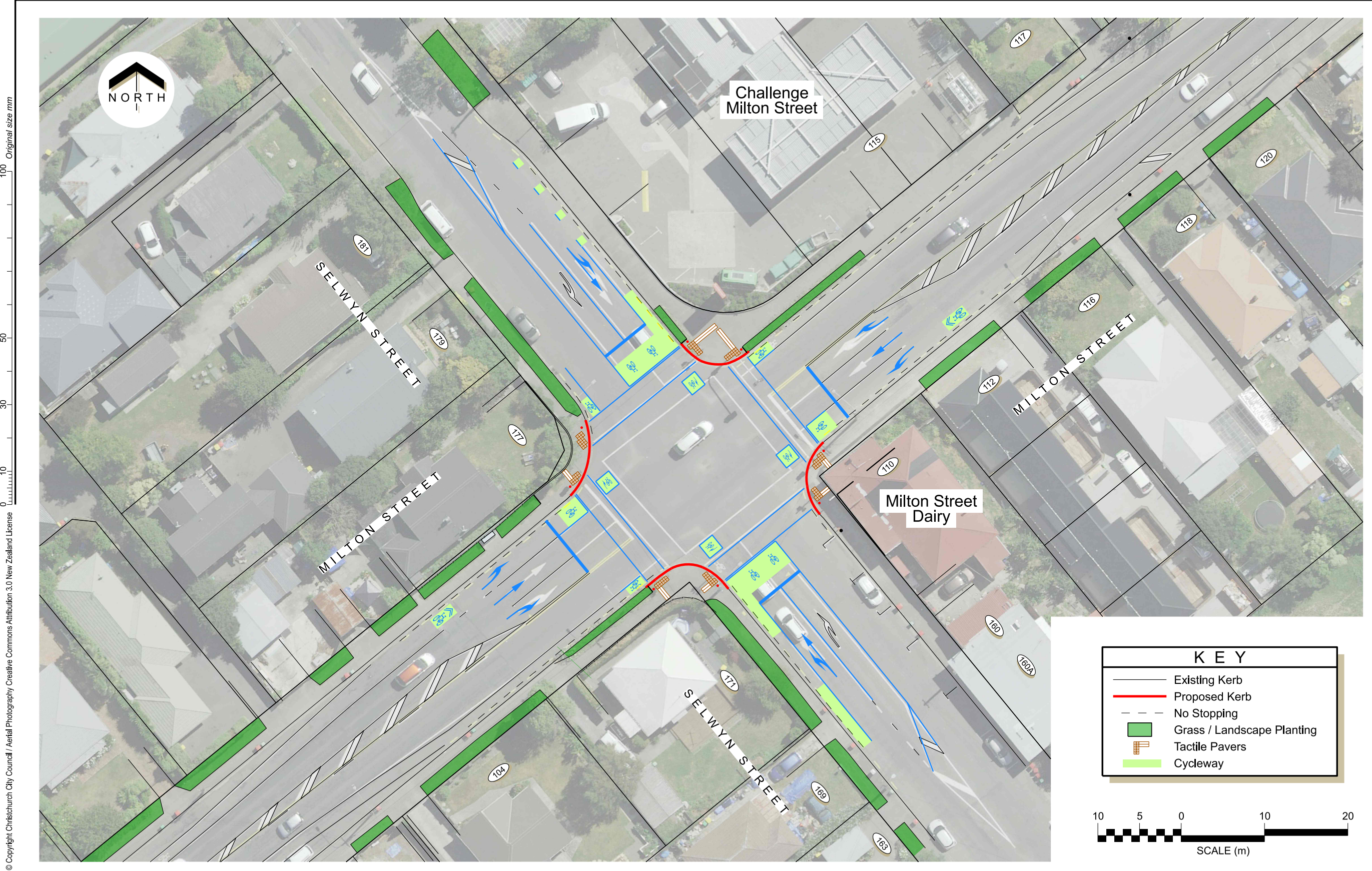
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GENERAL ARRANGEMENT PLAN
CONCEPT DESIGN

SHEET NUMBER

60720368-SHT-GE-9013



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

Reference Te Tohutoro: 24/1756989

Responsible Officer(s) Te Ann Tomlinson, Project Manager

Pou Matua: Hannah Ballantyne, Senior Engagement Advisor

Accountable ELT

Member Pouwhakarae: Brent Smith, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waihoru Spreydon-Cashmere-Heathcote Community Board to consider the Lyttelton Street safety improvements scheme designs following community engagement. This would allow the project to proceed to detailed design and construction.
- 1.2 The proposed Lyttelton Street safety works are a component of the Barrington Street, Milton Street, Lyttelton Street improvements project, which sits within the Spreydon, Somerfield, Waltham and Beckenham Christchurch Regeneration Acceleration Facility (CRAF) programme.
- 1.3 The report has been written to address safety improvements of the transport assets on Lyttelton Street.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Spreydon, Somerfield, Waltham, Beckenham CRAF - Lyttelton Street safety improvements Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the design, including kerb alignments, raised safety platform, road surface treatments, widening and resurfacing footpaths, tactile pavers, road markings and pedestrian islands as detailed on plans 60720368-SHT-SK-4003, dated 09/06/2025 and 60720368-SHT-SK-4050, dated 27/05/2025 and attached to this report as **Attachments A and B**.
4. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:

Lyttelton Street – Frankleigh Street to Rose Street

- a. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at a point 56 metres from its intersection with Frankleigh Street and extending in a southerly direction for a distance of 34 metres.
- b. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at its intersection with Roberta Drive and extending in a northerly direction for a distance of 12 metres.
- c. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at its intersection with Roberta Drive and extending in a southerly direction for a distance of 117 metres.

- d. That a Bus Stop be installed on the east side of Lyttelton Street, commencing at a point 117 metres south of its intersection with Roberta Drive and extending in a southerly direction for a distance of 26.5 metres.
- e. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at a point 143.5 metres south of its intersection with Roberta Drive and extending in a southerly direction to its intersection with Conway Street.
- f. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at its intersection with Conway Street and extending in a southerly direction for a distance of 17 metres.
- g. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at a point 72 metres south of its intersection with Conway Street and extending in a southerly direction to its intersection with Stanbury Avenue.
- h. That the stopping of vehicles be prohibited at any time on the east side of Lyttelton Street, commencing at its intersection with Stanbury Avenue and extending in a southerly direction for a distance of 16.5 metres.
- i. That the stopping of vehicles be prohibited at any time on the west side of Lyttelton Street, commencing at a point 200 metres south of its intersection with Sparks Road and extending in a southerly direction for a distance of 13 metres.
- j. That the west side of Lyttelton Street, commencing at a point 213 metres south of its intersection with Sparks Road and extending in a southerly direction for a distance of 22.5 metres, be reserved for Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of an Excluded Passenger Service as defined in the Land Transport Management Act 2003, Section 5. This restriction is to apply from 8.15am to 8.45am and 2:45pm to 3:15pm on school days.
- k. That the stopping of vehicles be prohibited at any time on the west side of Lyttelton Street, commencing at a point 237 metres south of its intersection with Sparks Road and extending in a southerly direction for a distance of 5 metres.
- l. That the stopping of vehicles be prohibited at any time on the west side of Lyttelton Street, commencing at a point 247 metres south of its intersection with Sparks Road and extending in a southerly direction for a distance of 9.5 metres.

Lyttelton Street - West Spreydon School

- m. That the stopping of vehicles be prohibited at any time on the northeast side of Lyttelton Street, commencing at a point 154 metres southeast of its intersection with Wychbury Street and extending in a south-easterly direction for a distance of 51 metres.
 - n. That the stopping of vehicles be prohibited at any time on the south-west side of Lyttelton Street, commencing at a point 157 metres south-east of its intersection with Urella Place and extending in a south-easterly direction for a distance of 44.5 metres.
5. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a pedestrian crossing be installed on Lyttelton Street, located 178 metres southeast of its intersection with Wychbury Street, and as detailed on plan 60720368-SHT-SK-4050, dated 27/05/2025 and attached to this report as **Attachment B**.
 6. Revoke 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 resolution 4 and 5 above.

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

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

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

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 In August 2022, staff presented a package of improvements to the Waihoru Spreydon-Cashmere and Waikura Linwood-Central-Heathcote Community Boards ([Agenda, Item 5](#)). The Community Boards jointly approved a number of projects for the Spreydon, Somerfield, Waltham, Beckenham CRAF programme ([Minutes, Item 5](#)) which included a package of improvements for Barrington Street, Milton Street and Lyttelton Street.
- 3.2 The Community Boards requested staff to investigate a number of improvements on Lyttelton Street.
 - 3.2.1 The following sites on Lyttelton Street were identified as Board priorities for improvement:
 - A bus bay outside Te Kura Kaupapa Maori O Te Whanau Tahi School on Lyttelton Street.
 - Raising the existing crossing outside Te Ara Koropiko West Spreydon School on Lyttelton Street.
 - Cycle lanes on Lyttelton Street between Frankleigh Street and Rose Street.
 - Green paint at conflict points on Lyttelton Street between Lincoln Road and Rose Street.

Te Kura Kaupapa Maori O Te Whanau Tahi School – Lyttelton Street

- 3.3 The recommended option is to install improved pedestrian and cycle facilities, as shown in **Attachment A**, and summarised below:
 - An extended bus bay, to operate for before and after school drop offs and pick-ups (8.15am – 8.45am and 2.45pm – 3.15pm) on the west side of Lyttelton Street near the entrance to the school. This space will be available for parking outside of these hours.
 - New cycle lanes, on both sides of Lyttelton Street between Rose Street and Frankleigh Street.
 - Minor relocation of the existing three pedestrian refuge islands to allow space for the new cycle lanes.

- 3.4 Staff are recommending the proposed improvements as this will provide safer crossing facilities with improved refuge islands, additional space for a safer school bus drop off and pick up location. It also provides safe on road cycle facilities through this section of Lyttelton Street, connecting with the existing cycle lanes on Lyttelton Street north of Frankleigh Street.

Te Ara Koropiko West Spreydon School

- 3.5 The recommended option is to raise the existing pedestrian crossing outside Te Ara Koropiko West Spreydon School, as shown in **Attachment B**, and summarised below:
- Raised existing pedestrian crossing
 - Red paint on the approaches
 - Green paint on existing cycle lanes
- 3.6 Staff are recommending the proposed improvements as this will provide a safer school crossing facility for students at Te Ara Koropiko West Spreydon School and the wider community.
- 3.7 Once final costs for the above works are known, additional projects identified within this package for Milton Street and Barrington Street will be investigated if there is surplus budget in the project.

4. Background/Context Te Horopaki

- 4.1 CRAF is a funding package from the Treasury for transport projects in Christchurch. The CRAF investment in roading and transport improvements will address condition and safety and access issues. It will act as a catalyst towards the development of a high-quality, safe and reliable transport network.
- 4.2 Lyttelton Street has been identified as an important link for pedestrians and cyclists as part of the initial street reviews and through public consultation, with several schools and Centennial Park being high use destinations. The northern end of Lyttelton Street has traffic flows of over 8,000 vehicles per day, and the 85th percentile vehicle speed is 56km/h; and the southern end has traffic flows of over 6,000 vehicles per day, and the 85th percentile vehicle speeds is 48.2 km/h.
- 4.3 The Community Boards requested staff to work closely with key stakeholders to understand their needs for this project. Schools in the area advised the project team of the improvements they would like that aligned with the project objectives, which were later developed and included in the plan for consultation.

Te Kura Kaupapa Maori O Te Whanau Tahi School – Lyttelton Street

- 4.4 Many pupils at Te Kura Kaupapa Maori O Te Whanau Tahi School are from out of zone and are being dropped off by private vehicle or buses to the school.
- 4.5 The roll at the kura is currently at 212 and is expected to reach 250 students by the end of 2025.
- 4.6 The kura runs three buses every day to drop off and pick up students from across the city.
- 4.7 There is a housing development at 87 Lyttelton Street (just north of the school) that may impact travel demand on Lyttelton Street.
- 4.8 Centennial Park, a major sports park, Pioneer Recreation Sports Centre and the Lyttelton Street Playcentre are also located in this section of Lyttelton Street.

Te Ara Koropiko West Spreydon School

- 4.9 The roll at the kura is approximately 300 students and caters for years 1 to 6.
- 4.10 The speed limit on Lyttelton Street is 50km/h with a variable speed limit of 30km/h outside Te Ara Koropiko West Spreydon School.
- 4.11 The existing pedestrian crossing is not raised and operates as a school kea crossing.
- 4.12 Improvements on Lyttelton Street are designed to improve safety and accessibility. These changes will benefit students attending Te Ara Koropiko West Spreydon School and Te Kura Kaupapa Māori o Te Whānau Tahi, both located on Lyttelton Street within the project areas. The changes will also improve safety and access for users of Centennial Park and Pioneer Sports Stadium in the section of Lyttelton Street between Frankleigh Street and Rose Street.
- 4.13 The following related information session/workshops have taken place for the members of the meeting:

Date	Subject
12 August 2022	Confirmation of Spreydon, Somerfield, Waltham and Beckenham Christchurch Regeneration Acceleration Facility (CRAF) programme https://christchurch.infocouncil.biz/Open/2022/08/JLSB_20220812_AGN_8150_AT.htm
29 August 2024	Spreydon, Somerfield, Waltham, Beckenham CRAF – Project Update https://christchurch.infocouncil.biz/Open/2024/08/ISWS_20240829_AGN_10060_AT.PDF

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.14 The following reasonably practicable options were considered and are assessed in this report:
- 4.14.1 **Option 1** – Lyttelton Street safety improvements as shown in **Attachments A and B**.
- 4.14.2 **Option 2** – Do nothing.
- 4.15 The following options were considered but ruled out:
- 4.15.1 **Relocate the crossing outside Te Ara Koropiko West Spreydon School 40 metres north** – this was ruled out as the crossing would be between two exit/entry points to the school rather than close to one and away from the connection through to Windsor Crescent. This could lead to an increased number of people crossing the road without using the zebra crossing. This would also require the loss of eight carparks and the removal of two street trees, relocation of pedestrian lights and more extensive drainage works.
- 4.15.2 In most cases, the interventions recommended within this report are distinct and could be installed individually. However, proposing a large number of combinations would likely not help with decision-making, so staff have not included this. However, further advice regarding combinations of the interventions can be supplied to Board on request.

Options Descriptions Ngā Kōwhiringa

- 4.16 **Preferred Option:** Lyttelton Street safety improvements
- 4.16.1 **Option Description:** Safety improvements including cycle lanes and green paint at conflict points, new school bus bay, and raising existing school crossing with red paint on the approaches.
- 4.16.2 **Option Advantages**
- Meets project objectives.

- Aligns with community feedback.
- Aligns with feedback from local schools.
- Provides a cycle network that connects from Rose Street to cycling facilities on Lyttelton Street north of Frankleigh Street.
- Provides improved crossing facilities for two local school students and residents.
- Relocation of school pedestrian crossing slightly north of existing location providing more space for vehicle movements at the school gate at Te Ara Koropiko West Spreydon School.
- Provides a safe school bus drop off and pick up location for Te Kura Kaupapa Māori o Te Whānau Tahi.
- Slows down traffic before pedestrian crossing approaches.
- Allows for improvements to be delivered within the project budget.

4.16.3 Option Disadvantages

- Loss of 10 carparks on Lyttelton Street between Frankleigh Street and Rose Street to accommodate the cycle facility.
- Does not allow for any improvements to the landscaping.

4.17 Option 2 – Do nothing

4.17.1 **Option Description:** Lyttelton Street remains as it is.

4.17.2 Option Advantages

- Budget can be spent elsewhere.
- No parking loss on Lyttelton Street within the project area.

4.17.3 Option Disadvantages

- Does not meet the project objectives.
- Does not improve pedestrian safety at both school locations.
- Does not provide cycle lanes and additional safety improvements for cyclists.
- Does not provide bus parking improvements for Te Kura Kaupapa Maori O Te Whanau Tahi School.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option 1	Option 2 – Do nothing
Cost to Implement	\$700,000.00	No further expenditure
Maintenance/Ongoing Costs	Negligible above existing maintenance allowances	No change to existing
Funding Source	LTP Budget 73836 – Spreydon, Somerfield, Waltham, Beckenham CRAF – Barrington Street, Milton Street, Lyttelton Street improvements	N/A
Funding Availability	Funds are available	N/A

Impact on Rates	Funded from external sources, so no impact on rates	N/A
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- 5.1 The cost estimate is a detailed scheme phase estimate. The final cost will be completed at detailed design by the contractor.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Construction Risks: These projects are considered BAU, using a qualified and competent contractor.
- 6.2 Safety: The proposal includes traffic safety measures that will reduce risk for all road users at these locations. The safety assessment shows that the proposal has benefits for all road users.
- 6.3 Public Perception: Cycle lanes and parking loss can generate negative feedback however the scheme has retained as much parking as possible, with the loss of just 10 carparks.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.4 Statutory and/or delegated authority to undertake proposals in the report:
- 6.4.1 The Community Boards have delegated authority from Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.
- 6.4.2 The installation of any signs and/or marking associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 6.4.3 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.
- 6.5 Other Legal Implications:
- 6.5.1 There is no legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.6 The required decisions:
- 6.6.1 Align with the [Christchurch City Council's Strategic Framework](#).
- 6.6.2 Are assessed as low significance based on the [Christchurch City Council's Significance and Engagement Policy 2019](#). The level of significance was determined by the low number of people affected and/or with an interest, limited benefits/opportunities and costs/risks to Council, and modest level of community influence.
- 6.7 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.8 Transport
- 6.8.1 Activity: Transport
- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <=12 crashes per 100,000 residents
 - Level of Service: 10.5.3 More people are choosing to travel by cycling - >=12,500 average daily cyclist detections
 - Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes - >= 625 kilometres (total combined length)

- Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - $\geq 85\%$ resident satisfaction

Community Impacts and Views Ngā Mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

- 6.9 Te Ara Koropiko West Spreydon School were engaged from December 2023. They were supportive of the initial scheme advising that they often observe high speeds from vehicles travelling through the pedestrian crossing and that visibility is limited as the school's driveway is located right on the crossing.
- 6.10 Te Kura Kaupapa Māori o Te Whānau Tahi were also engaged from December 2023 to understand if they had any issues with crossing to or parking near their kura. A bus bay to service the kura was identified as a need and included in the consultation plans.
- 6.11 Cashmere High School were engaged in February 2024. They questioned whether the additional cycle connection was required, as they had observed students using the cycle path through Centennial Park.
- 6.12 Staff discussed the project with Lyttelton Street Playcentre via email in August 2024. They would like support in finding alternative parking locations, as the whānau using their facility typically park on both sides of the road and stay for the duration of the session (9am-1pm). They suggested that the park next to the centre could be turned into a carpark, however this is outside the scope of this project. They have contacted Pioneer Recreation Centre about an informal relationship for parents to park there.
- 6.13 Public consultation ran from 11 to 29 September 2024. An email was sent to 55 key stakeholders including emergency services, residents' associations, local schools and businesses, and known users of Centennial Park. The consultation was posted on seven local Facebook community pages, inviting submissions on the Kōrero mai | Let's talk webpage.
- 6.14 Consultation documents were delivered to residents of Lyttelton Street (between Sparks Road and Rose Street, and Stourbridge Street to Wychbury Street) on 11 September 2024. Documents were also available at Pioneer Recreation and Sports Centre.

Summary of Submissions Ngā Tāpaetanga

- 6.15 Submissions were made by Environment Canterbury, Spreydon Neighbourhood Network, Spokes Canterbury, Te Kura Kaupapa Māori o Te Whānau Tahi, Lyttelton Street Dairy and 80 individuals. All submissions are available on the [Kōrero mai webpage](#).
- 6.16 53 submitters discussed the proposed crossing upgrade outside Te Ara Koropiko West Spreydon School. Of these, 33 (60%) clearly stated their support while eight (15%) clearly stated their opposition. The remaining 12 provided arguments for and against the proposal or had observations or requests.
- The most common feedback in support of the crossing was:
 - Safety (11)
 - Slowing vehicles down (10)
 - The most common feedback critiquing the crossing was:
 - Waste of money (5)
 - It's unnecessary - the crossing is well-supervised when it needs to be (4)
 - Five submitters requested the inclusion of a safe crossing point at Lyttelton Street/Neville Street intersection.

- 6.17 33 submitters discussed the proposed bus bay outside Te Kura Kaupapa Māori O Te Whānau Tahi School. Of these, 23 (70%) clearly stated their support while one (3%) clearly stated their opposition. The remaining nine provided mixed feedback or had observations or requests.
- The most common feedback in support of the bus bay was safety and accessibility improvements for school students (4).
- 6.18 71 submitters discussed the proposed addition of a cycle lane on both sides of Lyttelton Street, from Sparks Road to Rose Street. Of these, 40 (56%) clearly stated their support of this while 14 (20%) clearly stated their opposition. The remaining 17 provided mixed feedback or had observations or requests.
- The most common feedback in support of the cycle lanes was enhanced safety for cyclists (16).
 - The most common feedback critiquing the cycle lanes was:
 - Parking loss (16). Note: seven submitters mentioned their support of parking loss as part of the plan or requested the removal of more.
 - There is already a cycle lane through Centennial Park (9)
 - Not required (7)
 - Waste of money (4)
 - Four submitters requested better provision for cyclists and pedestrians crossing at the Pioneer Recreation and Sports Centre entrance.

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

6.19.1 Waihoru Spreydon-Cashmere-Heathcote Community Board

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.20 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.
- 6.21 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

- 6.22 The decisions in this report are likely to:
- 6.22.1 Contribute positively to adaptation to the impacts of climate change.
- 6.22.2 Contribute positively to emissions reductions.
- 6.23 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.24 This is a minor scheme and will not have a significant impact, however it will provide safer crossings and cycle facilities for the local residents, park users and nearby schools.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved staff will progress the scheme to detailed design and construction.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	SSWB CRAF - Lyttelton Street, Frankleigh Street to Rose Street	25/80569	93
B  	SSWB CRAF - West Spreydon School pedestrian improvements	25/412853	94

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

Document Name – Location / File Link

Signatories Ngā Kaiwaitohu

Authors	Ann Tomlinson - Project Manager Hannah Ballantyne - Senior Engagement Advisor
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management



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PROJECT
CCC CRAF Safer Streets
Lyttelton St
Christchurch City Council

CLIENT
Christchurch City Council

PROJECT DATA				ISSUE/REVISION		PROJECT NUMBER
DATUM	NZVD2016	SURVEY	TAIETM2000	F	09.06.2025	UPDATED SIGN NOTE
PROJECT MANAGEMENT INITIALS				E	27.05.2025	REVISED CONCEPT DESIGN
				D	05.05.2025	CONCEPT DESIGN
				C	13.12.2024	CONCEPT DESIGN
				B	30/07/2024	CONCEPT DESIGN
				A	24/07/2024	CONCEPT DESIGN
				IR	DATE	DESCRIPTION
				SHEET NUMBER		
				60720368-SHT-SK-4003		

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WEST SPREYDON SCHOOL LAYOUT PLAN
NTS

NOTE:
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.

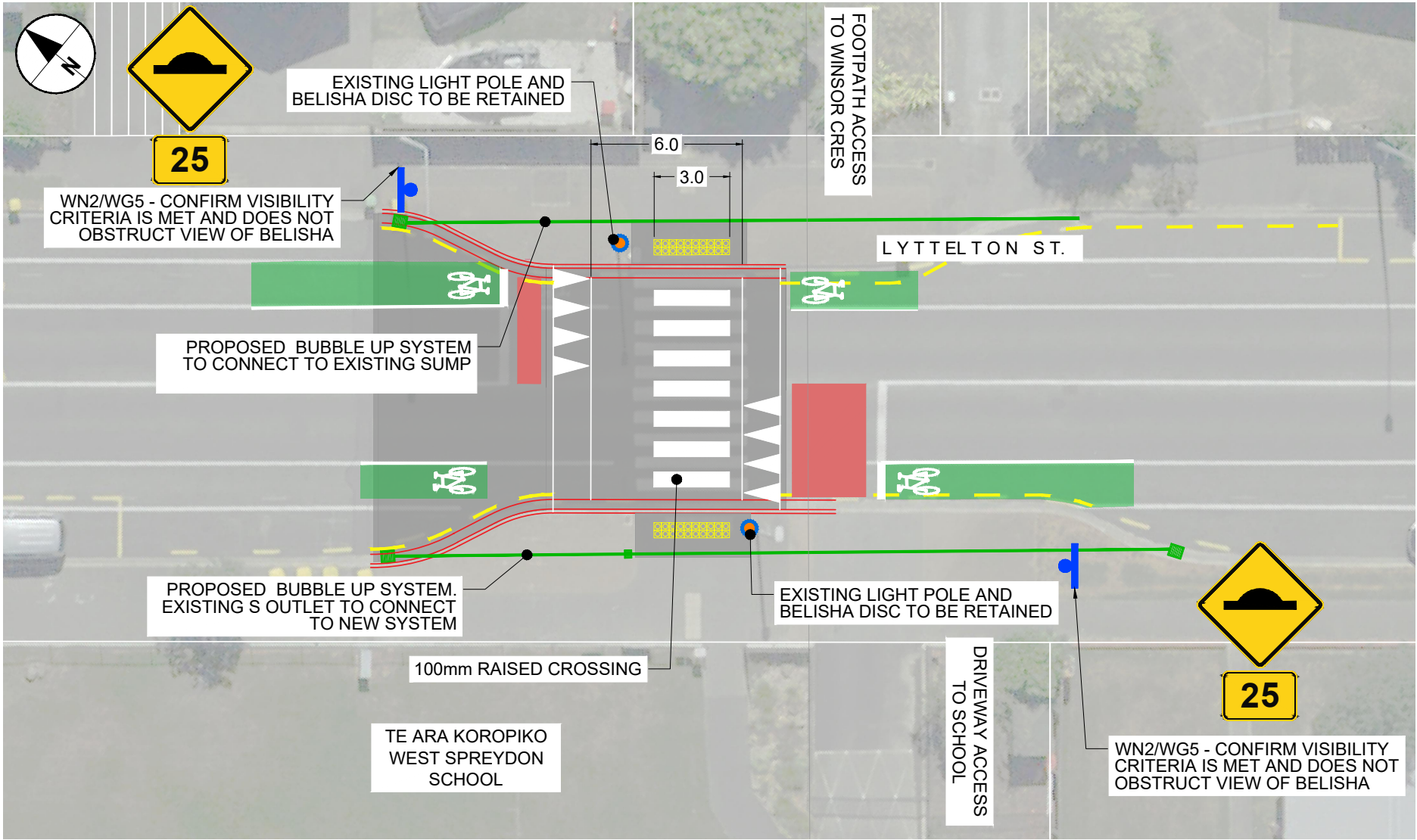
LEGEND:

EXISTING:

- Kerb
- 10A
- Existing Light Pole & Belisha Disc

PROPOSED:

- Kerb
- Pedestrian Kerb Cutdown
- Pavement Reconstruction
- Footpath Reinstatement
- Speed Hump
- Tactile Pavers
- Directional Pavers
- Proposed New Sump
- Proposed New Sign & Post



RAISED COURTESY CROSSING
1:100m

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CLIENT
Christchurch
City Council

PROJECT DATA			
DATUM	NZVD2016	SURVEY	TAIETM2000
PROJECT MANAGEMENT INITIALS			
BR	AL	NB	
DESIGNER	CHECKED	APPROVED	

ISSUE/REVISION		
F	27/05/2025	REVISED CONCEPT DESIGN
E	5/05/2025	VIEWPORT CHANGE
D	19/12/2024	SSA UPDATE
C	12/08/2024	RAMP WIDTH UPDATE
B	31/07/2024	REVISED CONCEPT
A	19/12/2023	CONCEPT DESIGN
IR	DATE	DESCRIPTION

PROJECT NUMBER	
60720368	
SHEET TITLE	
LYTTELTON STREET WEST SPREYDON SCHOOL CONCEPT DESIGN	
SHEET NUMBER	
60720368-SHT-SK-4050	

13. Urban Forest Planting Plan for the Ōpāwaho Heathcote River

Reference Te Tohutoro: 24/2042382

Responsible Officer(s) Te Pou Matua: Toby Chapman (Urban Forest Manager)

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 seek approval for the Urban Forest Planting Plan (Planting Plan) for restoration (native/riparian) planting along the Ōpāwaho Heathcote River.
- 1.2 The Planting Plan extends for much of the Ōpāwaho Heathcote River, from Spreydon Domain to the Woolston Loop at the beginning of the Te Ihutai (estuary). Council staff have been working with and supporting established volunteer groups, and schools, to plant public space along the river corridor. The purpose of the Planting Plan is to provide these volunteer groups, as well as future groups, with additional areas suitable for restoration planting. In some locations, planting may be undertaken by the Council.
- 1.3 Restoration planting meets the goals of multiple Council policies and increases tree canopy cover in alignment with the Council's Urban Forest Plan. The report does not include a request for funding. Planting is intended to be undertaken through existing funding streams or is leveraged in association with other river projects. This includes funding provided to support the Ōpāwaho Lower Heathcote Guidance Plan 2022, as it relates to restoration planting.
- 1.4 The objectives of the Planting Plan are to provide:
 - Certainty and direction to volunteer community groups and Kura (schools) wishing to undertake restoration planting of the awa
 - Recognise cultural values associated with the awa (river) and wai (water)
 - Guidance for the location and types of restoration planting that recognises a range of values and considerations
 - Community Board approval of areas appropriate for restoration planting
 - Continued support of the mahi of volunteers, strengthening community connection and aiding positive environmental outcomes for the city.
- 1.5 It is noted that the Planting Plan **does not** include any of the following: Changes to above or below ground infrastructure; substantive earthworks or modifications to the riverbank and surrounds, aside from the addition of native planting; incorporation of artworks or structures; new pathways and roads.
- 1.6 The Planting Plan aims to balance additional vegetation along the river to support a healthy waterway, increase biodiversity and canopy cover, while at the same time recognising cultural needs, flood management, the maintenance of river views from adjacent roads and pathways and supporting personal safety for users through use of CPTED. Associated with the Planting Plan are general and specific planting guidelines to achieve these aims.

- 1.7 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the direct number of properties potentially impacted, the extent to which the use of the sites may be altered, and the degree to which known potential impacts have been addressed through the development of the Planting Plan.
- 1.8 The plan affects both the Waihoru Spreydon-Cashmere-Heathcote Community Board and Waitai Coastal-Burwood-Linwood Community Board areas.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Urban Forest Planting Plan for the Ōpāwaho Heathcote River 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 Urban Forest Plan Ōpāwaho Heathcote River Planting Plan and Guidelines June 2025 from Area 1 (Spreydon Domain) to Area 17 (Louisson Place) and Area 24 (Woolston Loop/Kennaway Reserve) along the Ōpāwaho Heathcote River in **Attachment B** of this report.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Planting by community and school groups have established native/riparian planting (restoration planting) within existing river-side garden beds, and small extensions to these, in Council parks and reserves over many years, supported in part by Council.
- 3.2 There is continuing desire by these groups to extend or establish new areas of restoration planting. While in alignment with Council policies and community outcomes, Council staff acknowledge that careful planning is necessary for new areas of restoration planting. The desired outcomes of the Planting Plan include:
 - Recognition of cultural values
 - Improved in-stream and riparian habitat, including resulting from increased shade, and spawning areas
 - Increased habitat diversity
 - Protection of flood water conveyance and the flood plain
 - Improved native plant and animal diversity, and
 - Retention of views and recreational values.
- 3.3 The Planting Plan has been drawn from and aligns with a number of existing approved plans for the awa (river) and the proposed restoration planting sites and types align with the Mahaanui Management Plan and city's Urban Forest Plan.
- 3.4 Staff have engaged with Whitiōra (as representative for Te Rūnanga o Ngāi Tuahuriri), Ōpāwaho Heathcote River Network (OHRN) representatives, community groups and run public consultation in the development of the Planting Plan.
- 3.5 The proposal would see an approximately 71,000 m² of planting along the river margins with over 55,000m² of that made up of canopy trees.

- 3.6 The Planting Plan does not have a delivery timeframe included as community groups would undertake restoration planting, as and when they have appetite to take on new planting sites and resources available.
- 3.7 Where appropriate the Planting Plan has been amended to recognise and incorporate feedback from submitters during the consultation period. In particular, amendments have been made to some sites plant types and some additional planting sites included.
- 3.8 Staff will continue work with the Ōpāwaho Heathcote River Network to further refine the guidance notes acknowledging the key components will be retained in alignment with the Community Board's approval. An example of this is adding additional emphasis on why improved instream and riparian habitat is important.

4. Background/Context Te Horopaki

- 4.1 Planting by community and school groups has established restoration planting within existing river-side garden beds, and small extensions to these, in Council parks and reserves over many years. In the 2023/2024 alone, the Ōpāwaho Heathcote River Network recorded over 25,000 volunteer hours provided by its affiliate groups for planting, maintaining and enhancing reserves and riverbanks within the awa catchment.
- 4.2 There are currently 14 known community groups (not including groups within the wider extent and catchment of the awa), in addition to 6 Kura, active in planting and maintenance along the awa from the Ashgrove Terrace confluence to the Woolston Loop. Most of these groups come under the collective of the Ōpāwaho Heathcote River Network (OHRN).
- 4.3 This mahi has been supported by Council staff through the supply of plants, tools and in some instances, advice on plant layout. Many of the restoration planting to date has been established under the guidance of renowned ecologist Colin Meurk. Community and school groups undertake both the planting and the ongoing maintenance of the areas until plants are suitably established.
- 4.4 There is continued desire by existing and new community groups and schools to extend or establish new areas of restoration planting. Given the potential extent of the restoration planting and impacts on adjacent riverside communities, Board approval is required.
- 4.5 Three complaints were received by Council in 2023 regarding restoration planting of the Ōpāwaho Heathcote River. Matters raised included safety, park user amenity and loss of river views.
- 4.6 To enhance the outcomes of volunteer efforts, in response to complaints, and to address matters such as flood management and existing Council Policies and Plans, Council staff have developed a Planting Plan for restoration planting along the Ōpāwaho Heathcote River from Spreydon Domain to the Woolston Loop.
- 4.7 The Planting Plan has been drawn from and aligns with existing approved documents for the awa including:
 - Ōpāwaho Heathcote River Catchment - Tuaki Wai Pataua Vision and Values 2016.
 - Ōpāwaho Lower Heathcote Guidance Plan 2022
 - Mid Heathcote River/Ōpāwaho Linear Park Masterplan April 2009, where appropriate and
 - Restoration planting using native plants along the river corridor also aligns with the Mahaanui Management Plan and the city's Urban Forest Plan.

- 4.8 The river is a Site of Ecological Significance (SES), which in some areas extends beyond the riverbed into adjacent land. Planting within an SES must use indigenous species that are naturally occurring and sourced from the Low Plains Ecological District.
- 4.9 The Ngā Wai overlay (Ngāi Tahu Site of Significance) of the CDP applies to the Ōpāwaho Heathcote River, indicating its cultural significance. Planting is also intended to provide recognition, protection and/or enhancement of the traditional network of Ngāi Tahu mahinga kai sites and include taonga plant species, as appropriate.
- 4.10 Mahinga kai / mahika kai refers to numerous species and inter-relationships rather than something specific. It includes things such as species, natural habitats, materials and practices used for harvesting food, and places where food or resources are, or were, gathered.
- 4.11 Rākau (plants) of the awa (river) include akeake, harakeke, koromiko, karamu, kōwhai, kōwhitiwhiti, manuka, mikimiki, ngaio, oioi, pōkākā, pūkio, raupō, rautahi, toetoe, and tāwhiri, ti kōuka and wiwi.
- 4.12 Substantive work has been done to reduce flooding on the Ōpāwaho Heathcote River. Much of the land adjacent to the river is within a floodplain. As such restoration planting should not compromise this. Plant group types have been carefully chosen to allow for flood water conveyance and retention of the flood plain. Careful consideration has been given to the extent of the 50 year and 10-year flood levels. This has resulted in the use of a dominant plant group type, with low plants that will flop over in a flood event and canopy trees which the water can move around.
- 4.13 Council staff carried out desktop analysis, including regulatory review, and walked the length of the awa (river) assessing each section regarding a range of matters including, but not limited to the:
 - Existing environment including open space, views, planting, user groups, recreation opportunities, ground conditions
 - River profile and bank stability
 - Outlook from private properties
 - Impacts of car parking, and nuisance plant species
 - Potential flood issues and management techniques
 - River maintenance, existing underground and above ground services and infrastructure
 - Personal and public safety (e.g. CPTED, user conflict)
 - Historic heritage sites, archaeology and HAIL sites.
- 4.14 The Planting Plan defines the location and type of restoration planting, and how planting should be undertaken. Plant group types are identified to provide certainty as to the scale and nature of planting suitable to the location.
- 4.15 Plant Group Types also provide the flexibility to adapt the choice of plant species to the location, while ensuring that design considerations including flood management, safety and views are accounted for. The Plant Group Types are:
 - **Type A – Low planting** (max.1.2m height). This group primarily consists of plant species that flop over in a flood event. They also allow for good visibility of the river.
 - **Type B – Low planting and shrubs** (max. height 6m), plus ti kōuka or similar.

- **Type C – Forest mix.** These are plants suitable in combination to create a greater level of biodiversity, more akin with naturally occurring native bush. Where a forest mix is proposed, a well-chosen mix of heights and growth forms can still provide opportunities for open views and the retention of sightlines.
- **Type D – Low planting and canopy trees.** Canopy trees are clear trunked trees that allow sightlines beneath or allow for flood water to move around them such as totara and kōwhai. They can be used in association with CPTED requirements which providing for canopy cover, shading of the awa for instream health and biodiversity values.
- **Specified trees.** These are specimen trees generally used for succession planting to existing trees such as the willows and poplars. Planting and removal of existing specimen trees will require prior approval from a Council arborist and must comply with the Councils Tree Policy.

- 4.16 Plant Group Type D is frequently used in the Planting Plan. This is based on the need for careful flood management. Both low plants that flop and trees with clear stems allow for water conveyance in a heavy rain event.
- 4.17 Some areas of the river have not been identified within the Planting Plan for restoration planting. These include existing garden beds and riparian areas already approved for planting by the Board, where a project is underway, where there is no esplanade reserve i.e. private property bounds the river edge, or where there is minimal space available for planting. In addition, planting was not identified where riverbanks are too steep or collapsing, or underground services prevent planting. Ernle Clarke Reserve and Hansen Park have also been excluded, as individual tree planting plans are in development for these reserves.
- 4.18 Grassed/open areas are retained for their open outlook and views to the water, to provide for recreational activities such as picnicking or play, for river maintenance operations, or where a future shared path may be located.
- 4.19 Any trees requiring removal, such as pest or nuisance trees, or trees coming to the end of life, will still require the Council's approval. While the guidelines do make reference to the removal of pest species, this plan does not provide the necessary approvals for trees to be removed without going through the normal tree removal process.
- 4.20 The following related memo was circulated to the meeting members:

Date	Subject
29 May 2025	Ōpāwaho Heathcote River Planting Plan consultation open – Memo to Community Boards Attachment A

- 4.21 The following related information session has taken place for the members of the meeting:

Date	Subject
27 Feb 2025	Waihoru Spreydon – Cashmere - Heathcote Community Board Information Session/Workshop

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.22 The following options were considered and are assessed in this report:
- 4.22.1 Approve the Planting Plan
 - 4.22.2 Decline the Planting Plan
 - 4.22.3 Approve plan consulted on (with no updates from feedback)
- 4.23 The following options were considered but ruled out:

- 4.23.1 Reconsult on amended plan - As the updated plan includes only minor adjustments, staff recommend additional consultation would not provide added value.

Options Descriptions Ngā Kōwhiringa

4.24 Preferred Option: Approve the Planting Plan

- 4.24.1 **Option Description:** Community Board grant approval of the proposed Planting Plan as outlined within the report.

4.24.2 Option Advantages

- Provides for the continuation of restoration planting of the awa (river) by community groups and Kura, and in some instances by Council, with the understanding that cultural and community values, safety and flood management have been addressed in the preparation of the Planting Plan.
- Provides greater clarity and consistency as to where and what planting will be undertaken along the awa (river).
- Assists in meeting the expectations of the wider community for a healthier, more diverse environment, and increases canopy cover.
- Changes that were made in response to the consultation feedback has strengthened the plan and assisted in addressing the few concerns that were raised.

4.24.3 Option Disadvantages

- Some people may not wish to see planting in some locations.
- Some people may feel that the updates should be reconsulted on.

4.25 Decline approval of the Planting Plan.

- 4.25.1 **Option Description:** Community Board declines approval of the proposed Planting Plan.

4.25.2 Option Advantages

- No further community planting will occur, which may satisfy some people.

4.25.3 Option Disadvantages

- A considerable amount of community good will, enthusiasm, effort and resource for native regeneration will be lost, including associated biodiversity.
- The Council will negate multiple opportunities to meet community outcomes and will not deliver on community expectations for a healthier, more sustainable environment that addresses climate change.
- Individual site Planting Plans would be required to be approved by the Board as and when groups identified they want to carry out new planting. The process timeline for approvals is also likely to hinder ability to complete new plantings in a timely manner when resource is available for those groups.

4.26 Approve plan consulted on (with no updates from feedback).

- 4.26.1 **Option Description:** Community Board may approve the original proposed Planting Plan that was consulted on prior to changes made in response to feedback.

4.26.2 Option Advantages

- As the changes were only minor (in the context of the entire plan), many of the advantages outline in the preferred option will be provided.
- The Community Board can feel confident that all those that read the original consultation material are fully aware of what has been approved.

4.26.3 Option Disadvantages

- The alterations to the plan included the inclusion of additional areas which were requested through the consultation material.
- Those who provided feedback may feel that they have not been heard.

Analysis Criteria Ngā Paearu Wetekina

4.27 Contribution to the health of the awa (river), biodiversity and increase in canopy cover.

4.28 Retention of the good will and effort of community groups.

4.29 Alignment to existing strategies and plans.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option – Approve updated plan	Option 2 – Decline	Option 3 – Approve consulted plan
Cost to Implement	Approximately \$400k for plants. Costings are based on planting being undertaken by Volunteers with Council providing plants.	Nil	Approximately \$380k for plants. Costings are based on planting being undertaken by Volunteers with Council providing plants.
Maintenance/Ongoing Costs	Nil	Nil	Nil
Funding Source	Urban Forest Implementation \$16.5M over 10 years SW Natural Waterways \$800k over next 5 years	NA	Urban Forest Implementation \$16.5M over 10 years SW Natural Waterways \$800k over next 5 years
Funding Availability	Existing	NA	Existing
Impact on Rates	None	NA	None

Note: costings are based on the full implementation of the plan which may take 10+years.

- 5.1 Planting and the resourcing of community groups is undertaken through existing sources. Ongoing maintenance is handled by the community and school groups until such a time that it is adequately established (generally 3-4 years).

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Planning ahead for plants needed is required and as such plans for the 2025 season have been largely sourced and ordered. There is a risk that delays in approval will mean that at least some planting cannot be undertaken in 2025.
- 6.2 A robust process has been used in the analysis of the awa (river) environment and the appropriateness of planting in each location identified, including impacts on river users and neighbours, flood management and safety.

- 6.3 Stakeholders have been engaged in the development of the Planting Plan. Previous complaints (3) and a delegation to Community Board have been considered and addressed through the development of the Planting Plan, including associated guidelines.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.4 Statutory and/or delegated authority to undertake proposals in the report:
- 6.4.1 Both the Waihoru Spreydon-Cashmere-Heathcote Community Board and Waitai Coastal-Burwood-Linwood Community Board have delegations to make this decision.
- 6.5 Other Legal Implications:
- 6.5.1 There is no legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.6 The required decision:
- 6.6.1 Aligns with the [Christchurch City Council's Strategic Framework](#) to increase canopy cover across the city, give residents the opportunity to actively participate in community and city life, and reduce emissions.
- 6.6.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the direct number of properties potentially impacted, the extent to which the use of the sites may be altered, and the degree to which known potential impacts have been addressed through the development of the Planting Plan.
- 6.6.3 Is consistent with Council's Plans and Policies.
- 6.7 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.8 Parks, Heritage and Coastal Environment
- 6.8.1 Activity: Parks and Foreshore
- Level of Service: 6.3.7.4 Volunteer participation at community opportunities across parks network - Volunteer hours – maintain or grow compared to previous year.
 - 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.
 - Level of Service: 6.8.6 Participation in Environmental, Conservation, Water, and Civil Defence education programmes - Education programmes: 26 Participants/ 1000 residents.

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.9 Early engagement with Ōpāwaho Heathcote River Network started in April. Staff met with the network to discuss development of the plan and provided early view of the proposal incorporating their feedback where appropriate.
- 6.10 At an early meeting in February staff shared the plans with the Christchurch West Melton Water Zone Committee who also voiced support for the plan development at the meeting.
- 6.11 Public consultation started on Thursday 29 May and ran until Thursday 19 June 2025.
- 6.12 Consultation details including links to the project information shared on the [Kōrero mai | Let's Talk webpage](#) which was advertised via:
- 6.12.1 An email was sent to 52 key stakeholders, including Environment Canterbury Regional Council, Ōpāwaho Heathcote River Network, several river planting groups, several

schools, the Enviro Network, Beckenham Neighbourhood Association, St Martins Opawa Resident Network, Hoon Hay Community Association and Spreydon Neighbour Network.

6.12.2 An automated email was also sent to 86 subscribers.

6.13 The [Kōrero mai | Let's Talk](#) page had 428 views throughout the consultation period.

Summary of Submissions Ngā Tāpaetanga

6.14 Submissions were made by five recognised organisations, and 26 individuals. All submissions are available on our [Kōrero mai webpage](#).

6.15 The five organisations that submitted were the Ōpāwaho Heathcote River Network, the Friends of Coronation Reserve, Friends of Waimōkihi Restoration Group (Centennial Park), Friends of Riverlaw Esplanade Reserve and The River Ōpāwaho (Church). All groups supported having a plan. Three suggested further consideration to planting types or adding specific planting sites to the areas proposed.

6.16 Of the 31 submissions received,

- 68% (21) supported the plan,
- 26% (8) somewhat supported the plan and
- 6% (2) did not support the plan.

6.17 Submitters liked the proposal because it:

- Supports establishment of more native habitats and biodiversity within the city so that wildlife (birds and fish) can return or remain along the river (16).
- Acknowledges the positive impact that vegetation planting has on waterways (7).
- Mitigates erosion by using regenerative planting to stabilise riverbanks (4).
- Generally, beautifies the areas proposed (5).

6.18 Submitters that somewhat supported or did not support the plan noted concern for:

- Loss of 'park like' areas for picnicking and recreation along the river (3).
- The existing and proposed planting sites could block or grow over existing informal and formal pathways (2).
- The proposed plantings could block views and access to the river for recreational users (2).
- Carex Secta plants being prohibited in the guideline on lower riverbanks (within a metre of the river itself) (2).

6.19 Submitters made the following requests:

- Including additional planting sites along the river (6).
- Changing the planting types to some proposed sites where submitters thought it beneficial to include more canopy cover. Some suggested plant Type C (forest mix) and Type D (low planting and canopy trees) be considered where some Type A (low planting) or Type B (low planting and shrubs) sites are proposed (5).
- Retaining some grassed sites for recreational use, particularly along Cashmere Road, Ashgrove Terrace (Areas 4, 5 and 6) and near the Rutherford St bridge (Area 23) (3).
- Retaining informal and formal paths alongside the river and through the proposed planting sites (4).

- Including the proposed cycle path along the river in the plan (2).
- 6.20 Several out-of-scope requests included more rubbish bins along the Richardson/ Clarendon Street river terraces, removing willows adjacent to the Arcadia Motel along Connal Reserve, including pest control requirements in the guideline and reducing bankside parking by implementing hard landscaping.
- 6.21 The following table sets out a summary of key issues and suggestions raised by submitters with staff response. It is not an exhaustive list of all comments made. **Note: Areas 1 – 17 and 24 are within the Waihoru Spreydon-Cashmere-Heathcote Community Board area and Areas 18 – 23 are within the Waitai Coastal-Burwood-Linwood Community Board Area.**

Sub #	Area #	Issues/ Suggestion	Response / Outcome
35872 35942	Area 4, 5, 6 & 7	Concern about further reduction of open 'park like' spaces and views of the water along the river either side of Ashgrove Terrace and Cashmere Road for recreational use and amenity, with preference to leave river views untouched.	Open spaces have been retained within Areas 4,5,6 & 7 to provide areas that remain 'park like' for recreational use. Guideline states, "Provide physical access for the public to the water's edge, particularly where bank gradients are shallow" and "Retain open areas for a range of recreational and cultural values including picnicking, playing and white baiting, both adjacent to and near the water." The guideline also provides specific planting instructions in Areas 4 & 5 directing that "Planting shall be kept clear from seating to allow sufficient physical access to the seating and visibility of the water."
35829	Area 8	Consider plantings in the space along Hunter Terrace Esplanade behind South library.	Separate plan is being developed for this area as part of the South Library rebuild.
		Consider changing to planting Types C & D between 77 Waimea Terrace and Sandwich Road intersection to replace dying trees and maintain shade along Waimea Terrace.	Added area of Type D planting from 85 Waimea Terrace to Sandwich Road. Between 77 – 85 Waimea Road Type B planting retained due to narrow width and contour of the riverbank.
		Include planting Types C or D on riverbanks east of Remuera Reserve to maintain shade along Sloan Terrace.	Changed planting type between 4 – 16 Sloan Terrace to Type C. Other areas of Sloan Street not suitable for volunteers to plant as the bank is steep and narrow.
	Area 9	Extend planting Types C or D into Centaurus Reserve (south of the Plunket Rooms / Scout Den)	Centaurus Reserve will be considered for an Urban Forest Planting Plan.
	Area 11	Include planting Types C or D on both riverbanks east of the	Recent tree planting has been carried out opposite Beckenham

		Beckenham Ponds to maintain shade along Eastern / Palatine Terrace and future cycleway	Ponds. Additional planting area along Palatine Terrace included using plant Type C & D which takes into account flood levels.
35565	Area 8 & 16 (and across the plan where appropriate)	Indigenous vegetation should extend to both sides of the river where possible so that the river goes through 'the bush' rather than alongside it. This could be included at 'The Donkey Walk' behind Thornington School and the riverside at Hansens Park.	Areas for planting out have been included opposite 'The Donkey Track' using Type A & C plantings. Hansens Park riverside planting will be incorporated as part of the Hansens Park Tree Planting Plan.
35694	Area 13	Suggest low planting removed outside 149 St Martins Road and a seat be included in this location planting could block property views. Also, a popular spot for walkers to stop and sit atop the bank.	Planting in this location was previously approved as part of another project. Staff will reduce the planting area in that plan to retain some grassy area on the bank outside the property. Only Type A low planting will be used in planted areas either side / adjacent to the property. Seating out of scope of this project.
35921 35942	Area 13	The majority of the planting plan between York St & Waltham pool (area 13) is "low planting". A lot of large willows in have gone over the years and nothing has replaced them. Consider changing to planting Type "D" or "C". Larger trees outside 25 & 31 Fifield Terrace & 1 Acorn Close would not impact their river view, as they don't have windows to the river.	Underground infrastructure limits larger scale planting around the intersection of Acorn Close and Fifield Terrace, however, two additional sites using Type C 'Forest Mix' have been included where it will not have significant impact on flood management.
35942	Area 14	Consider including a few sites of Type C 'Forest Mix' along Riverlaw Terrace in Area 14	Forest mix in Area 14 not proposed due to impact it could have on flood levels in this area.
35520	Area 19	Consider more planting along Richardson Terrace between Wildberry and Silvester Street as there's not much there at the moment. Viewed as well used area by local residents walking, running, and walking dogs. View it beneficial to include more infrastructure (or even just a dirt path) to make it easier to walk continuously along the river similar to paths along the river in St. Martins, Beckenham, Cashmere etc as cars go so fast around Ricardson Terrace.	Additional planting sites included in Area 19 along both sides of the river using Type C & D planting mixes.

35953	Area 19	Leave in informal pathways through any proposed planting areas along Clarendon Terrace	All informal pathways will be added in the area plans with a requirement that they are retained in planting designs. This has now been added into the guidelines.
335540	Area 20	Laura Kent Reserve is dense and overgrown, submitter does not walk through the area as it feels unsafe to them and queried whether there were plans to include better sight lines?	There are no plans within the Ōpāwaho Heathcote River Tree Planting Plan to create better sightlines within the Laura Kent Reserve. This would need to be addressed outside of the plan. The purpose of the guidelines and the different planting types is to ensure that visual site lines and passive surveillance is maintained in alignment with the CEPTED principles.
	Area 23	Can staff guarantee that plant type A 'low planting' will not grow outside my house higher than 1.2 metres and the height maintained. Under specified trees, succession planning for willows, the guideline does not state the type of trees that would be used. Guideline also states removal of nuisance plants and trees required but are not specific about each one, are the Willows included?	Type A Low planting plant species do not naturally grow higher than 1.2 metres. The plant species list will be provided by Council to planting groups to ensure it aligns with the planting group types which includes height restrictions. All replacement plantings will be predominately native. All tree removals will be independently assessed and nuisance or pest trees will only be removed where it is they are having a direct impact on adjacent revegetation planting. If the trees are healthy, they will require Community Board approval.
25931	Area 23	Consider forest mix or similar be added to the gaps in the existing trees on the north side of the river adjacent to SH76 to better block the view of the container yard. The plantings to be included as part of the development will be too low to be effective. Also queried whether the plantings as part of Portlink consent had been included in the plan. Consider if the shrubs near the Connal Street footbridge can be replaced by something lower as they block visibility around the	Type C Forest mix planting sites included in two additional new sites on riverside behind 32, 34 and 52 Gould Crescent (riverside) to help screen views. Discussions as to larger scale vegetation and its location for screening adverse visual effects on Portlink property and adjacent public property are ongoing as part of the resource consent conditions. Staff will put in a request to review this planting area.

		corner, which is downhill coming from both bridges, and can make the path icy due to shading.	
35570	Overall Plan	Query why Carex Secta plants must be limited to be set back 1 metre from waterways	Carex Secta plants can form large clumps and restrict water flow along the river. Where flood conveyance is less important their use is encouraged, however the Heathcote River is particularly flood sensitive and so plantings need to account for impacts on flood management.
35565	Overall Plan	Include that potentially hazardous trees should be identified, removed and avoided into the guidelines including Willows, Poplars, Silver Birch and Pine.	Council has an existing tree monitoring programme which includes regular inspections and renewals when trees come to end of their life therefore not included in guideline.
	Overall Plan	When selecting plants consideration should be given to sea level rise and salinity of the water over time, especially for canopy trees, submitter noting trees perished when the Woolston Cut was installed due to saline inundation.	The plant lists take projected salinity into account.
35943	Overall Plan	Request retaining space for a mown grass informal path alongside formal shared pathways so that pedestrians can continue to walk along the length of the river.	Current Informal pathways have been marked on area maps in the final plan for approval and guidelines have been updated to ensure these are retained.
35953 35943	Overall Plan and Guidelines	Submitters understand there is a proposal for a Ōpāwaho cycleway. Consider including proposed location in the guideline document.	A future cycle route along the Ōpāwaho has not yet been approved and is out of scope of the project, however, a note has been included in the guideline that states " <i>Planting locations were identified utilising the best available knowledge of future infrastructure projects at the time of plan development. Provision will need to be made for key infrastructure, such as the provision of cycleways or utilities. While every endeavour shall be made to retain planting, infrastructure provision may require the relocation or removal of planting, or reconsideration of where new planting may be located.</i> "
35557	Guidelines	Concern that planting groups maintenance removing small tree	Groups will still be able to undertake this maintenance

		seedlings that have self-seeded in planting areas will now need approval to remove, for example in Laura Kent Reserve and Connal Reserve.	work as guideline states “ <i>No tree removal shall take place without specific approval from a Council arborist and ecologist.</i> <i>*Note: For the purpose of this document, any plant that has the potential to be classed as a tree (in alignment with the CCC Tree Policy) but has a current diameter of less than 100mm at the base and has not been specifically planted will be regarded as a seedling and therefore can be removed without CCC arborist or ecologist approval.</i> ”
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- 6.23 The Ōpāwaho Heathcote River Network also submitted additional feedback via the public consultation. Their suggestions and staff response are outlined here.

Ōpāwaho Heathcote River Network comment/suggestion	Staff response
There could be greater emphasis on improved instream and riparian habitat, including that resulting from increased shade, and spawning areas.	Staff will update the guidance notes to incorporate more emphasis. As the update does not have an impact on the planting plan, this can occur without seeking further Community Board approval.
Disagree with the prohibition of Carex Secta plants and Harakeke on the lower banks of the river as we consider these species do not significantly affect flood flow as demonstrated in the latest high flows. These are important plants for enhancing instream values especially for fish – they provide shade, shelter, habitat for invertebrates as food, inanga spawning sites.	Carex Secta plants can form large clumps and restrict water flow along the river. Where flood conveyance is less important their use is encouraged, however the Heathcote River is particularly flood sensitive and so plantings need to account for impacts on flood management.
It is not clear to us why Type D predominates and is preferred over Type B and C. We feel Type B and C provide better habitat, and more naturalised riparian planting.	The predominate planting by area is Type C - Forest Mix, however staff acknowledge that Type D – Low planting and canopy trees is used frequently along the river. Type D has been used predominately to provide for flood management and balance the need for more canopy cover with community desire to retain river views. Staff note that some additional areas of Type C Forest mix planting have been included as a result of consultation feedback where possible.
A comment is added for Type D that there will be a long transition period until canopy trees form a tall, bare trunk	Noted, staff will look at how best to incorporate this into the documentation. This update is minor and does not impact on seeking Community Board approval.
It would be beneficial to add to the Plan a section on Biosecurity/ weeds- include a list of significant biosecurity weeds that should	Noted, staff will look at how best to incorporate this into the documentation. This update is minor and

be removed before planting is carried out e.g. Sycamore, Holly, Ivy, Horse Chestnut, Tree of heaven, Grey Willow (female). Generally, there needs to be better links for groups with weed identification and removal suggestions.	does not impact on seeking Community Board approval.
That there is a review of the plan implementation in 12 months to test the proposed process etc.	Noted, staff will consider and how and when a review should be carried out.
Having a trial site(s) that demonstrated all four planting types would be a helpful education tool.	Staff agree.
CCC is anticipating that new community groups will be set up to adopt some of the areas identified in the plan. We need to be assured that CCC has the resource and people to support these groups, and we are told what expectation is on OHRN to also help resource them.	Staff will discuss this with all parties, including OHRN when the plan is implemented.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.24 The decision involves a body of water and other elements of intrinsic value to Mana Whenua and could impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.25 The planting of natives along the corridor is in alignment with the Mahaanui Management Plan and the Urban Forest Plan 2023. The practice of mahinga kai has been recognised in the Planting Plan.
- 6.26 Staff sought feedback from Whitiora on behalf of Te Rūnanga ō Ngāi Tuahuriri. Their letter of response outlined the cultural significance of the location of the Ōpāwaho Heathcote River and the wai (water) and confirmed their support for the proposed plan.





Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.27 The decisions in this report are likely to:
 - 6.27.1 Contribute positively to adaptation to the impacts of climate change.
 - 6.27.2 Contribute positively to emissions reductions.
- 6.28 Planting approved via the Planting Plan will result in an increase in canopy cover across the city. As trees sequester carbon, this will have a positive impact on the Councils emissions reduction.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If the Board approves the Planting Plan with no further consultation, restoration planting will continue along the awa (river).
- 7.2 If the Board does not approve the Planting Plan, further work will be required to refine the approach to seek an acceptable solution.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Internal Memo Ōpāwaho Heathcote River Planting Plan 31 May 2025	25/1059575	111
B  	Urban Forest Plan Ōpāwaho Heathcote River Planting Plan and Guidelines 2025	25/1253543	114

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Toby Chapman - Manager Urban Forest Claire Fletcher - Project Manager - Community Parks
Approved By	Rupert Bool - Head of Parks

Memos



Memo

Date: 28 May 2025
From: Toby Chapman (Urban Forest Manager)
To: Waihoru Spreydon-Cashmere-Heathcote Community Board and Waitai
Coastal-Burwood-Linwood Community Board
Cc:
Reference: 25/1059575

Opawaho Heathcote River Planting Plan

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this memo is to advise the Community Boards that a planting plan for the Ōpāwaho Heathcote River will be going out for consultation on the 29th of May 2025. **Clearly state in a simple statement the purpose of the memo**
- 1.2 The purpose of the consultation is to seek feedback on the planting plan that has been developed for the Ōpāwaho Heathcote River. A copy of the plan has been included as an attachment.
- 1.3 This memo is solely to advise the Boards that consultation is about to get underway. Staff will be returning to the board after consultation to seek approval for the planting plan. **If this memo is for information for either Council or Community board and a delegated decision has been made by staff also list the delegation as above**
- 1.4 The information in this memo is not confidential and can be made public.

2. Origin Te Pūtaketanga mai

- 2.1 The Christchurch Urban Forest Plan has a target to increase canopy cover along our water body margins to 75% over the next 50 years. To help facilitate this, staff have developed a planting plan along the Ōpāwaho Heathcote River.
- 2.2 Parks staff have been working with our storm water engineers, biodiversity staff and other colleagues to develop a planting plan for the river. The plan is accompanied with a guidance document to ensure that all planting compliments the space and doesn't lead to conflicts with other objectives.
- 2.3 This plan will be used to support the many community groups who currently undertake planting and garden maintenance along the river. It will also assist in the development of new community groups who have expressed an interest in undertaking planting along the river.

3. Decisions Required Ngā take me whakatau

- 3.1 No decision is required at this point in time, the purpose of this memo is to provide information only. **Either enter the decision required or For information purposes**
- 3.2 Once consultation has been completed, staff will return to the boards for a decision on whether to approve the planting plan or reject it. **Either enter the decision required or For information purposes**

Memos



4. Key Points Ngā Take Matua

- 4.1 Consultation will be open on our Korero Mai page from the 28th May through to the 17th of June. An email will also be sent to the key stakeholder.
- 4.2 There are already a number of plans and documents that relate to the river. The purpose of this plan is to provide specific locations and guidelines for planting based on the river in its current form.
- 4.3 Through this plan, the Local Community Boards will have the information required to use their delegation to approve the planting locations. The plan also provides specific guidelines for sites along the river to ensure that views of the river and pathways are maintained along with ensuring the planting does not impact on waterflow during flood events.
- 4.4 The Planting plan is in alignment with the Urban Forest plan, the Lower Heathcote Guidance Plan, Ōpāwaho / Heathcote River Catchment Vision and Values, 2016, and components of the Mid Heathcote River / Ōpāwaho Linear Park Masterplan, 2009. **The Main body of the memo.**
Note all technical papers and or supporting documents can be attached. Only enter key points rather than re writing the substantive information

5. Financial Implications Ngā rara ahumoni

- 5.1 Budget Code: 562/076023-Urban Forest Implementation (funded from \$18m over FY25 to FY34). **Enter the relevant budget code**
- 5.2 The plan will be further supported through a variety of funding streams including the natural waterways budget, Lower Ōpāwaho Heathcote Guidance plan budget and the Urban Forest Plan. **Detail any relevant financial implications**

6. Significance Te Hiranga

- 6.1 The project has been assessed as having low significance based on the Councils Engagement Significance assessment.
- 6.2 The river is a significant feature of the city and to local Iwi. The proposal that is going out for consultation covers the increased planting. As the planting is in alignment with existing plans that have already been approved it is not considered to have high significance. **Use the significance matrix from Options report to determine the significance**

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

- 7.1 There are many groups (including local iwi) and people who have an interest in the river and the planting that occurs on its borders.
- 7.2 Staff have sought early feedback from the Ōpāwaho Heathcote River Network which led to a number of minor changes to the early draft. Staff have also sought feedback from Whitiora and are expecting a response before coming to the Community Boards for a final decision.

Clearly state what community interest exists and any consultation that has occurred or needs to happen

8. Next Steps Te neke whakamua

- 8.1 Once all the consultation feedback has been sought, staff will review the plans and make any necessary adjustments before taking a report to the Community Board for approval. **What happens next i.e. tree removal memo what the replacement programme is etc.**

Memos



Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Draft-Ōpāwaho Heathcote River Planting Plan	25/1061088

Signatories Ngā Kaiwaitohu

Authors	Toby Chapman - Manager Urban Forest Claire Fletcher - Senior Engagement Advisor
Approved By	Rupert Bool - Head of Parks

Urban Forest Plan

Ōpāwaho Heathcote River Planting Plan and Guidelines June 2025

Guidelines on Plans

Planting Guidance Notes

Introduction

The purpose of the planting guidance is to ensure that appropriate consideration is given to the location and choice of plants, when undertaking restoration planting within the Ōpāwaho Heathcote River corridor.

The desired outcomes of restoration planting include:

- recognition of cultural values
- improved in-stream and riparian habitat, including resulting from increased shade and spawning areas
- increased habitat diversity
- protection of flood water conveyance and the flood plain
- improved native plant and animal diversity, and
- retention of views and recreational values.

The Ōpāwaho Heathcote River is a Site of Ecological Significance (SES) within the Christchurch District Plan (CDP), extending to adjacent land in some reaches.

As such planting must be native species that are naturally occurring and eco-sourced from within the *Low Plains Ecological District*, except where exceptional circumstances (see *Ōtautahi Christchurch Ecosystems* mapping *Ōtautahi Christchurch Ecosystem Webapp* for in-depth plant species information).

The Ngā Wai overlay (Ngā Tahu Site of Significance) of the CDP applies to the Ōpāwaho Heathcote River, indicating its cultural significance. Planting should provide recognition, protection and/or enhancement of the traditional network of Ngā Tahu mahinga kai sites and include taonga plant species, as appropriate.

Substantive work has been done to reduce river flooding. Restoration planting should not compromise this. Flood management, and planting relative to this, have been accounted for through the combination of approved locations for planting, and the Plant Group Types. This is discussed in more detail in these guidance notes.

Plant Group Types

Plant Group Types provide the flexibility to adapt the choice of plant species to the location, while ensuring that design considerations including flood management, safety and views are accounted for.

In addition to the specific species for the Plant Group Types, consider locations to incorporate ti kōuka (cabbage trees), which are significant in the Canterbury landscape and to Māori.

Plant Group Types:

Type A – Low planting (max.1.2m height). This group primarily consists of plant species that flop over in a flood event. They also allow for good visibility of the river.

Type B – Low planting and shrubs (max. height 6m), plus ti kōuka or similar. This group may incorporate harakeke, but it should be used sparingly, in clumps, and located away from the river edge, bridges and river narrowing, and from the edge of paths.

Type C – Forest mix. These are plants suitable in combination to create a greater level of biodiversity, more akin with naturally occurring native bush.

Type D – Low planting and canopy trees. Canopy trees are clear trunked trees that allow sightlines beneath or allow for flood water to move around them such as totara and kōwhai.

Specified trees. These are native specimen trees generally used for succession planting to willows, poplars and the like. Specimen trees will require prior approval from a Council arborist.

- Where canopy trees are notated, these should be at a minimum of 10m spacings unless otherwise specified.
- Where a forest mix is proposed, provide opportunities for open views and the retention of sightlines where appropriate, via a well-chosen mix of heights and growth forms.

Mahinga Kai/Mahika Kai & Taonga Species

Mahinga kai / mahika kai refers to numerous species and inter-relationships rather than something specific. It includes things such as species, natural habitats, materials and practices used for harvesting food, and places where food or resources are, or were, gathered.

Rākau (plants) of the awa (river) include akeake, harakeke, koromiko, karamu, kōwhai, kōwhitiwhiti, manuka, mikimiki, ngaio, oioi, pōkākā, pūkio, raupō, rautahi, toetoe, and tāwhiri, ti kōuka and wiwi.

Restoration Planting Maintenance

All restoration planting requires maintenance, particularly through its establishment phase. The expectation is that restoration planting shall be maintained by the organisation or group who planted it.

- Restoration planting shall be maintained regularly including watering, mulching and weed removal, for at least 3 to 5 years as it establishes.
- Maintenance requirements are seasonal, with late winter/spring mulching, summer watering and year-round weed removal.
- Canopy trees may require limbing during their establishment to ensure an appropriate future form to ensure sightlines and view shafts and allow for flood water management.

Future Infrastructure Provision

Planting locations were identified utilising the best available knowledge of future infrastructure projects at the time of plan development. Provision will need to be made for key infrastructure, such as the provision of cycleways or utilities. While every endeavour shall be made to retain planting, infrastructure provision may require the relocation or removal of planting, or reconsideration of where new planting may be located.

It is intended that these guidelines will be subject to review on a bi-annual basis (every 24 months) to assess their effectiveness.

Plant Selection Process and Guide

Characteristics of the Locality

Identify the characteristics of the locality that guide the plant species including:

- The river profile and associated zones (upper bank, crest, mid bank and toe)
- Planting conditions
- Water type (fresh, brackish, saline)
- Width of the river.

River Profiles and Site Conditions

[Characteristic profiles diagram to be inserted]

Plant Selection and Preparation

- Plant species shall be selected from the CCC list provided and reviewed by the Parks Biodiversity Team, unless otherwise specifically agreed.
- Fruit and nut trees or wildflowers shall **not** be located within the SES or where seeds could drop and be carried by the waterbody.
- Only low planting that will flop over in a flood event should be used within 1.5m vertical of the river channel, unless otherwise specifically agreed.
- Select plants, including trees, with consideration of their adult dimensions and potential root structure and extent, relative to the proximity of neighbouring properties, buildings, electrical conductors, rights-of-way and other infrastructure and assets, above and below ground.
- Locate plants, including trees, without unduly compromising services, safety or amenities, or causing excessive boundary encroachments or shading.
- Expect that each tree will grow healthily for at least 50 years.
- Space plants according to the local conditions and potential plant size.
- Space canopy trees sufficiently far apart to allow healthy development of their canopies as they mature.

- Plants, including trees, will be native species unless where exceptional circumstances, noting further approvals may be required.
- Undertake site preparation as needed, including the removal of nuisance plants and soil restoration. The removal of trees, including by way of poisoning, will require prior approval from a Council arborist.

[Plant list will be provided to planting groups and include species name, zone, Māori and common names, plant type, water type, height, plant group type as related to the plans, and includes mahinga kai species]

CPTED & Safety

Crime Prevention Through Environmental Design (CPTED) is a well-documented and accepted approach to reducing the opportunity for crime and the fear of crime.

Two key principles of CPTED - providing for surveillance and building social cohesion and community connectivity – can be directly impacted by restoration planting. The act of planting and maintenance, as well as the location and type of restoration planting, can have an impact on these principles.

- Planting shall be well set back from the intersection of paths, including pedestrian and shared paths, and cycleways and at street intersections, to provide good visibility and reduce potential for user conflicts.
- Plant only low plants to a maximum height of 1.2m and/or trees with clear trunks to 2.5m height within 2m of a formed pathway, this includes informal pathways. This to ensure clear sightlines along the path and minimise the opportunities for a person to hide.
- Plant only low plants around seating areas for safety, views and access.
- Provide for sightlines and gaps through the vegetation where informal paths have been included.
- Provide sightlines through and between planted areas to retain visibility between paths, streets, bridges and areas of open space.
- Retain wide views and visibility from multiple areas to key routes, such as paths from bus stops likely to be used at night, to maintain surveillance.

- Retain sightlines from private property to reserves.
- Plant trees and larger shrubs well away from lighting to maintain light quality and extent.
- Do not place strappy plants such as harakeke or carex within 1.5m of a path, where they could create a trip hazard or become entangled in wheels.
- No planting shall be undertaken by volunteers closer than 1.5m to a formed carriageway (i.e. the street asphalt).

Access and Use

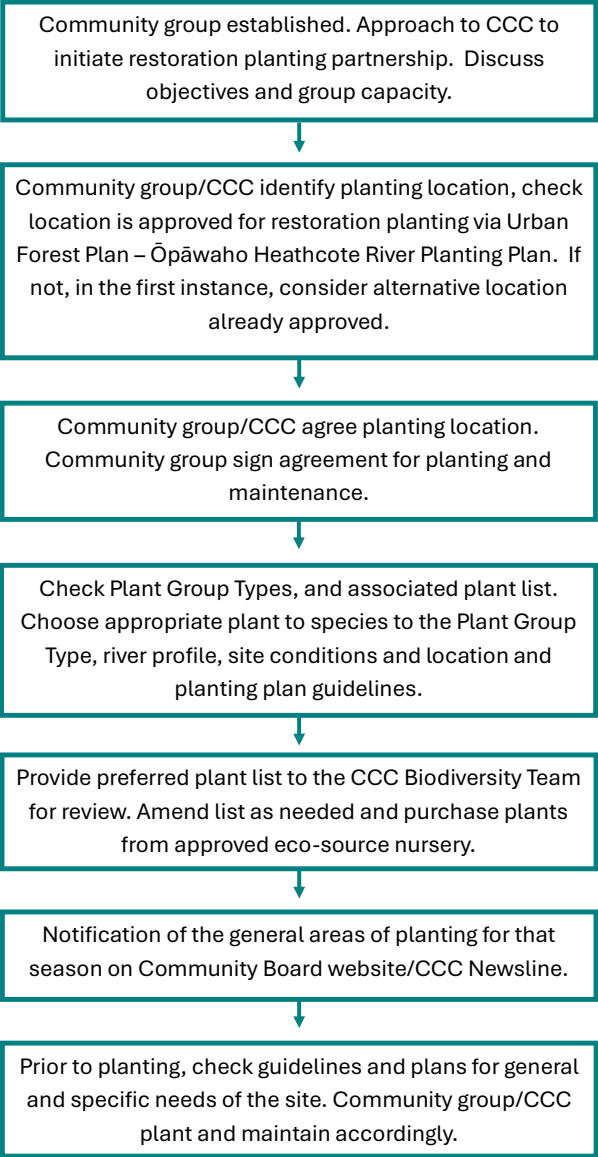
- Maintain or provide for important views between a heritage item, the heritage setting and the surrounding area.
- Provide views to the river from adjacent paths, including to the water, at intervals of not more than 30m linear length. Where there is continuous massing of planting intended, ensure that these are wide views.
- Use smaller sedges where the river narrows to retain views of the water.
- Retain 5m clear access strip between plantings where a future shared path/cycle route is indicated.
- Provide physical access for the public to the water’s edge, particularly where bank gradients are shallow.
- Retain open areas for a range of recreational and cultural values including picnicking, playing and white baiting, both adjacent to and near the water.

Maintenance

- Plant along the crest of the riverbank to reduce the need for line trimming.
- Place ti kōuka, harakeke and other strappy plants away from grassed areas where they may cause a maintenance nuisance i.e. leaves jam up mowers/ weed eaters.
- Provide access to the water for river maintenance for at least every 100m of the river course.
- Do not plant out identified load-out areas (areas for river maintenance equipment).

Restoration Planting Process Diagram

(for CCC staff)



Notes For All Landscape Plans

Where there is conflict between these guidelines and those within the site-specific guidelines, the site-specific guidelines will prevail

Tree spacings shall be:

- min. of 7m centres, unless where specified within a specific plan.
- min. 2m offset for low voltage power.
- min. 3m offset for 11kv power.
- min. 5m offset for 33-66kv min.

Min. 1m offset for trees and tall shrubs from all other services and hard paving not mentioned above.

Any planting that occurs over underground services shall consist of grasses and shallow-rooted shrubs only.

No tree shall be planted closer than 3.0m to a formed pathway.

No planting shall be planted closer than 1.5m to a formed carriageway (i.e. the street asphalt) for safety purposes.

No planting shall be within 3m of a road bridge abutment.

Carex secta shall not be planted within 1m of the river channel.

*No tree removal shall take place without specific approval from a Council arborist and ecologist.

Any planting within 1.5m vertical of the river channel shall be low and floppy, from the approved flood plain species list, to allow for flood water movement.

Do not place strappy plants such as harakeke or carex within 1.5m of a path, including an informal path, where they could create a trip hazard or become entangled in wheels.

If planting over underground services, use grasses and shallow-rooted shrubs only.

**Note: For the purpose of this document, any plant that has the potential to be classed as a tree (in alignment with the CCC Tree Policy) but has a current diameter of less than 100mm at the base and has not been specifically planted will be regarded as a seedling and therefore can be removed without CCC arborist or ecologist approval.*

Notes for Specific Plan Areas

Area 1: Spreydon Domain

- No tree shall be planted closer than 5.0m from a sports field and no tree canopy drip line (at maturity) shall extend above a sports field.
- Succession tree planting (replacement of poplar trees), with the approval of the Council arborist and ecologist, shall be at 10m minimum. centres and shall not intrude (as at maturity) beyond existing levels of shading on adjacent private property.
- Plantings shall generally follow contours.
- A load-out area which is accessible to vehicles, of a minimum 3m x 3m, shall be retained immediately adjacent to the river for operations maintenance.
- Sightlines shall be provided between areas of planting to the central pathway and the bridge, to retain visibility.
- Character avenue planting shall be maintained clear of underplanting along the central pathway.
- Sightlines from private property to the reserve shall be retained to support CPTED and views.

Area 3: Centennial Park

- Succession tree planting (replacement of Willow trees) shall be at 8m min. centres and be clear-trunked canopy trees. The removal of trees, including by way of poisoning, will require prior approval from a Council arborist.
- The load-out area shall be retained clear of planting for river operations maintenance.
- Sightlines between shared paths and pedestrian paths, and where paths intersect, shall be retained to support CPTED and to prevent conflicts between pathway users.
- With the above exceptions, obvious gaps within the existing areas of planting are enabled to be planted with native plants, while allowing visibility of the water.

Area 4: Ashgrove Terrace Confluence (End to Ferniehurst St)

- Planting shall be kept clear of seating to allow sufficient physical access and visibility of the water.
- Any planting shall be at least 1m from the watermain traversing the crest or upper bank of the river.

- Succession tree planting (replacement of exotic trees) shall be at minimum 8m centres and be clear trunked species. The removal of trees, including by way of poisoning, will require prior approval from a Council arborist.

Area 5: Cashmere Riverbank Reserve/Ashgrove Terrace Central (Ferniehurst St to Fairview St)

- The crest and upper bank shall be predominantly clear trunked trees and low underplanting.
- No harakeke shall be planted on the toe of the bank or in proximity to bridges or river narrowing.
- Clear-trunked canopy trees shall be planted at min. 10m centres, or if clustered, shall have a minimum distance of 15m between clusters.
- Sightlines shall be provided between areas of planting to the pathway and bridges, and to and from adjacent streets, to retain visibility and assist CPTED.
- Planting shall be kept clear of seating to allow sufficient physical access and visibility of the water.
- Allow 2m clear width of planting where an informal (grass) pedestrian path is notated on the plan.
- Use planting to better define the carriageway and minimise riverbank car parking.
- Provide for almost continuous low riparian planting along the mid bank and toe of the south riverbank, approximately 2m wide following the contour, while allowing access to and visibility of the water.
- Note that clusters of underground services are located at street intersections i.e. Cashmere View Terrace. These areas should not be planted, or if considered, should only be planted using grasses and shallow-rooted shrubs.

Area 6: Cashmere Riverbank Reserve/Ashgrove Terrace Central (Fairview St to Barrington St)

- The crest and upper bank shall be predominantly clear trunked trees and low underplanting.
- No harakeke shall be planted on the toe or in proximity to bridges or river narrowing.
- Clear-trunked canopy trees shall be planted at min. 10m centres, or if clustered, shall have a minimum distance of 15m between clusters.

- Sightlines shall be provided between areas of planting to the pathway and bridges, and to and from adjacent streets, to retain visibility and assist CPTED.
- Allow 2mm clear width of planting where an informal (grass) pedestrian path is notated on the plan.
- Use planting to better define the carriageway and minimise riverbank parking.
- Provide for almost continuous low riparian planting along the mid bank and toe of the south riverbank, approximately 2m wide following the contour, while allowing access to and visibility of the water.
- Planting shall be kept clear of seating to allow sufficient physical access and visibility of the water.

Area 7: Ashgrove Terrace North (Barrington St to Colombo St)

- The crest and upper bank shall be predominantly clear trunked trees planted at minimum 8m centres, and low underplanting, or if trees clustered, shall have a minimum distance of 15m between clusters.
- No harakeke shall be planted on the toe or in proximity to bridges. Harakeke shall be used sparingly and only planted in clusters at distance.
- Sightlines shall be provided between areas of planting to bridges, and to and from adjacent streets, to retain visibility for cyclists and pedestrians of the carriageway and other paths, to avoid user conflicts and to assist CPTED.
- A large accessible open area shall be retained clear of planting adjacent to the river for summer picnicking.
- Where sufficient space, provide 2m clear width for an informal (grass) path near the river, weaving between the trees and away from the carriageway.
- Use planting to better define the carriageway and minimise riverbank vehicle parking.
- When planting in the proximity of The Malthouse, a heritage building and setting, do not block or compromise views to the river.

Area 8: Hunter Terrace

- Sightlines shall be provided between areas of planting to bridges, and to and from adjacent streets, to retain visibility for cyclists and pedestrians of the carriageway and other paths, to avoid user conflicts and to assist CPTED.
- A known flood area, new planting is restricted to low planting and clear-trunked trees to provide for flood water conveyance.
- Allow 2m clear width of planting where an informal (grass) pedestrian path is notated on the plan.
- Site preparation may be required including the removal of nuisance plants and trees prior to planting.
- Succession tree planting (replacement of exotic trees) shall be at 10m minimum centres and be clear-trunked species. The removal of trees, including by way of poisoning, will require prior approval from a Council arborist and ecologist.

Area 8: Waimea Terrace/Eastern Terrace (to Sandwich Rd)

- Sightlines shall be provided between areas of planting to bridges, and to and from adjacent streets, to retain visibility for cyclists and pedestrians of the carriageway and other paths, to avoid user conflicts and to assist CPTED.
- New planting to be low planting and clear-trunked trees to provide for water conveyance.
- Provide 1.5m clear width for paths adjacent in proximity to the riverbank, where space allows.
- Pest trees (Alianthus altissima) shall be removed prior to planting. Replacement of these trees shall be clear trunked trees placed at 10m minimum centres.
- Succession tree planting (replacement of exotic trees) shall be at 10m min. centres and be clear trunked species. The removal of trees, including by way of poisoning, will require prior approval from a Council arborist.
- No harakeke shall be planted on the toe or in proximity to bridges. Harakeke shall be used sparingly and only planted in clusters at distance.

Area 9: Farnley Reserve

- New planting is restricted to low plants that flop over on the toe and mid bank and predominantly clear-trunked trees on

the crest and upper bank, with some underplanting, to provide for flood water conveyance.

- Sightlines shall be provided from entry points to the reserve, car parking areas and paths, to retain visibility for cyclists and pedestrians to assist CPTED and avoid user conflicts.
- Retain sightlines from adjacent buildings where applicable to assist CPTED and provide outlook.
- Harakeke shall not be planted on the toe, used sparingly and only planted in clusters at distance. Some maintenance or removal of existing harakeke may be required.
- Pest trees (Ailanthus altissima) shall be removed prior to planting. The removal of trees, including by way of poisoning, will require prior approval from a Council arborist.

Area 11: Beckenham Ponds

- Sightlines shall be provided between areas of planting to the pathway, bridges and seating areas, as well as from the street, to retain visibility and assist CPTED.
- Maintain viewshafts to the reserve and ponds from adjacent private property.
- Planting shall be kept clear from seating and jetties to allow access and visibility of and interaction with the water.
- Allow 2m clear width of planting where an informal (grass) pedestrian path is notated on the plan.

Area 11: Fifield Terrace, Opawa

- Planting shall be predominantly clear trunked trees and low underplanting allowing for flood water to perforate.
- Trees shall be planted at minimum 10m centres, or if clustered, shall have a minimum distance of 15m between clusters.
- Allow 1.5m clear width of planting where an informal (grass) pedestrian path is notated on the plan.
- Retain open areas for a range of recreational and cultural values including for boat launch and white baiting, adjacent to the water.
- Sightlines shall be provided between areas of planting to bridges, and to and from adjacent streets, to retain visibility

for cyclists and pedestrians of the carriageway, to avoid user conflicts and to assist CPTED.

Area 12: Eastern Terrace/ Riverlaw Terrace (Tennyson St to Wilsons Rd)

- A known flood area, new planting is restricted to low planting and clear-trunked trees to provide for flood water conveyance.
- Clear-trunked canopy trees shall be planted at minimum 10m centres, or if clustered, shall have a minimum distance of 15m between clusters.
- Allow 1.5m clear width of planting where an informal (grass) pedestrian path is notated on the plan.
- Retain open areas for a range of recreational and cultural values including for boat launch and white baiting, adjacent to the water.

Area 13: Fifield Terrace, Waltham (Waltham Rd to Ensors Rd)

- The mid bank shall be predominantly clear trunked trees and low underplanting, with some opportunities for more forest like planting at the crest and upper bank, while allowing for flood water to perforate. Shrub planting should not create a corridor of planting that restricts water conveyance in flood events.
- Clear-trunked canopy trees shall be planted at minimum 10m centres, or if clustered, shall have a minimum distance of 15m between clusters.
- No harakeke shall be planted on the toe or in proximity to bridges or river narrowing.
- Planting shall be kept clear from seating to allow access to the seating and visibility of the water.
- Allow 1.5m clear width of planting where an informal (grass) pedestrian path is notated on the plan.
- Retain open areas for a range of recreational and cultural values including for boat launch and white baiting, adjacent to the water.

Area 13: Riverlaw Terrace North

- Planting shall be predominantly clear trunked trees and low underplanting allowing for flood water to perforate.

- Trees shall be planted at minimum 10m centres, or if clustered, shall have a minimum distance of 15m between clusters.
- Allow 1.5m clear width of planting where an informal (grass) pedestrian path is notated on the plan.
- Retain open areas for a range of recreational and cultural values including for boat launch, picnicking and white baiting, adjacent to the water.
- Sightlines shall be provided between areas of planting to the pathway, bridges and the streets for visibility of the river and to assist CPTED.
- Place trees to retain views from private property to the river.
- Retain load-out areas free of planting.

Area 14 & 15: Riverlaw Terrace South

- Planting shall be predominantly clear trunked trees and low underplanting allowing for flood water to perforate.
- Where there are springs and seepage, consider the use of clusters of kahikatea and underplanting to provide a forest effect, while allowing for viewshafts to the river from private property.
- Otherwise, trees shall be planted at minimum 10m centres, or if clustered, shall have a minimum distance of 15m between clusters.
- Allow 1.5m clear width of planting where an informal (grass) pedestrian path is notated on the plan.
- Retain open areas for a range of recreational and cultural values including for boat launch and white baiting, adjacent to the water.
- Sightlines shall be provided between areas of planting to bridges, and to and from adjacent streets, to retain visibility for cyclists and pedestrians of the carriageway, to avoid user conflicts and to assist CPTED.
- Place trees to retain views from private property to the river.

Area 17: Louisson Place

- Planting shall be predominantly clear trunked trees and low underplanting allowing for flood water to perforate.
- Trees shall be planted at minimum 10m centres, or if clustered, shall have a minimum distance of 15m between clusters.
- Sightlines shall be provided between areas of planting to the bridge to retain visibility for cyclists and pedestrians, to avoid user conflicts and to assist CPTED.
- Site preparation may be required including the removal of nuisance plants and trees prior to planting. The removal of trees, including by way of poisoning, will require prior approval from a Council arborist.
- Retain pedestrian access and a small open area for white baiting, adjacent to the water.

Area 21: Radley Park

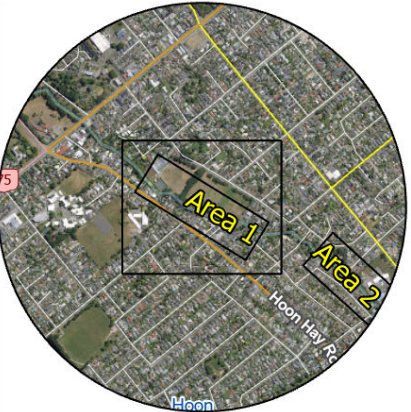
- In conjunction with Connal Street, the area has significant opportunity to support high ecological/biodiversity values.
- Site preparation may be required including the removal of nuisance and pest plants and trees prior to planting. The removal of trees, including by way of poisoning, will require prior approval from a Council arborist.
- Planting shall be kept well clear of the dog park, including agility course, and from the playground.
- Wide open areas should be retained along walkways, with broad sightlines, including to bridges and other paths and from the adjacent streets, to retain visibility for cyclists and pedestrians to avoid user conflicts and to assist CPTED.
- Planting shall not obstruct lighting.
- An open area shall be retained clear of planting adjacent to the river for summer picnicking and good visibility of the water.
- Allow 2m clear width of planting where an informal (grass) pedestrian path is notated on the plan.

Area 23: The Cut

- Retain open areas adjacent to the water for a range of recreational and cultural values including for boat launch, picnicking and fishing.
- Broad sightlines should be retained along walkways, including to bridges and other paths and from adjacent streets, to retain visibility for cyclists and pedestrians to avoid user conflicts and to assist CPTED.
- Place trees and shrubs to retain views from adjacent buildings to retain outlook and assist CPTED.
- Planting shall not obstruct lighting. Planting shall be kept clear of seating to allow for access, safety, and to retain views to the water.

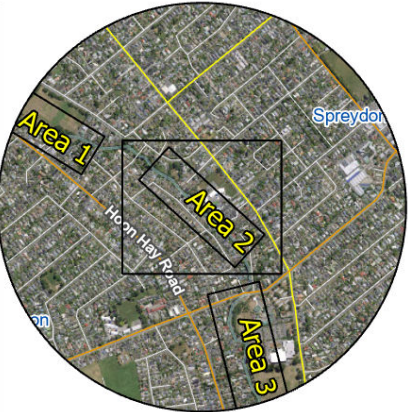
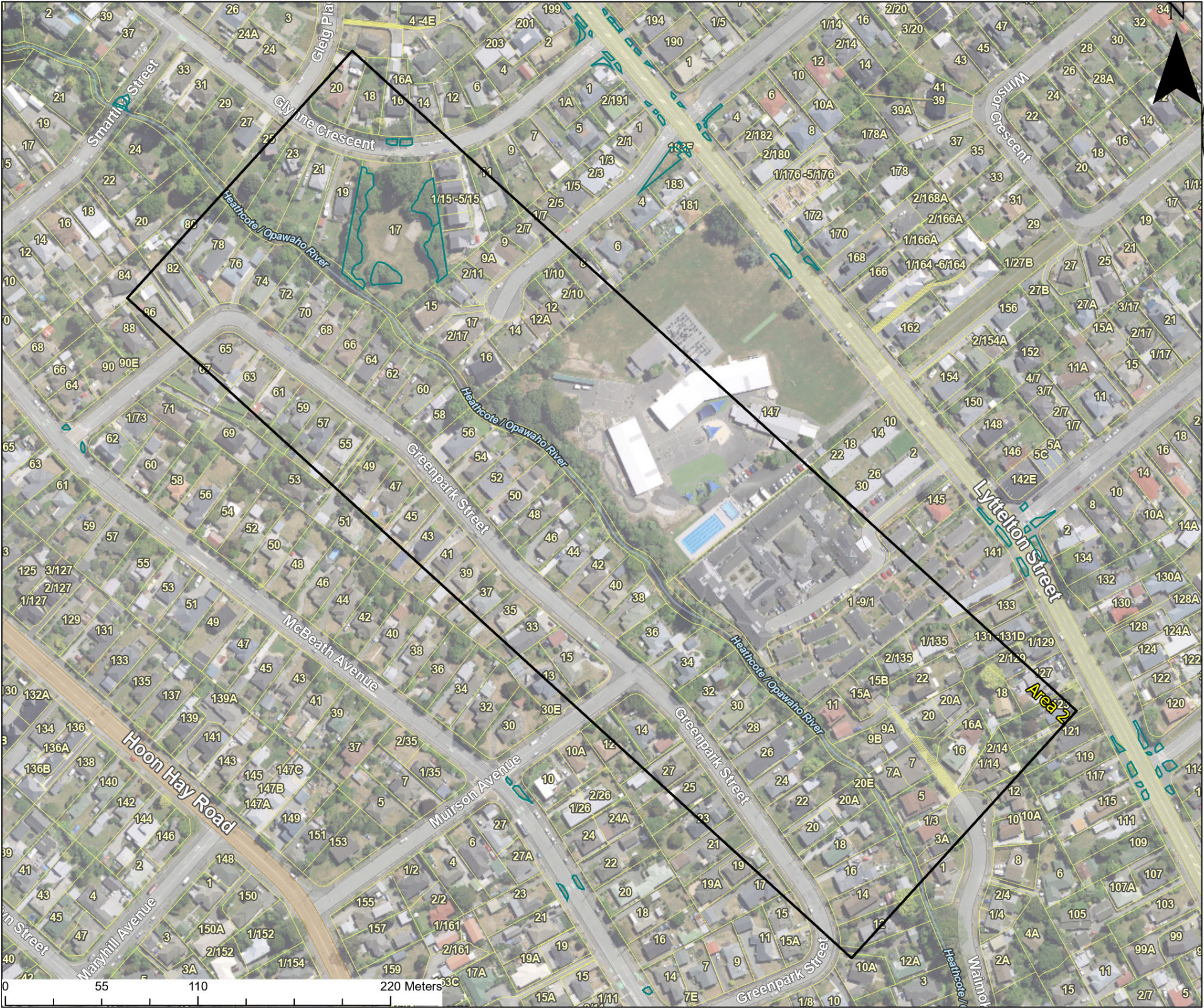
Area 22 and 24: Woolston Loop (Connal Street, Cumnor Terrace, Kennaway Reserve)

- The area has significant opportunity to support high ecological/biodiversity values, with the support of further riparian/margin planting.
- Site preparation may be required including the removal of nuisance and pest plants and trees prior to planting. The removal of trees, including by way of poisoning, will require prior approval from a Council arborist and ecologist.
- Allow 2m clear width of planting where an informal (grass) pedestrian path is notated on the plan.
- Retain 4m clear width of planting from Long Street end to the SH74 bridge to maintain the opportunity for a future shared path/cycle route.
- Allow for frequent breaks in planting and areas of low planting to provide for visibility of the path ahead. Where possible provide for visibility to paths from the activity of adjacent sites and streets to assist CPTED.



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 1
Spreydon Domain



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 2
Greenpark Street

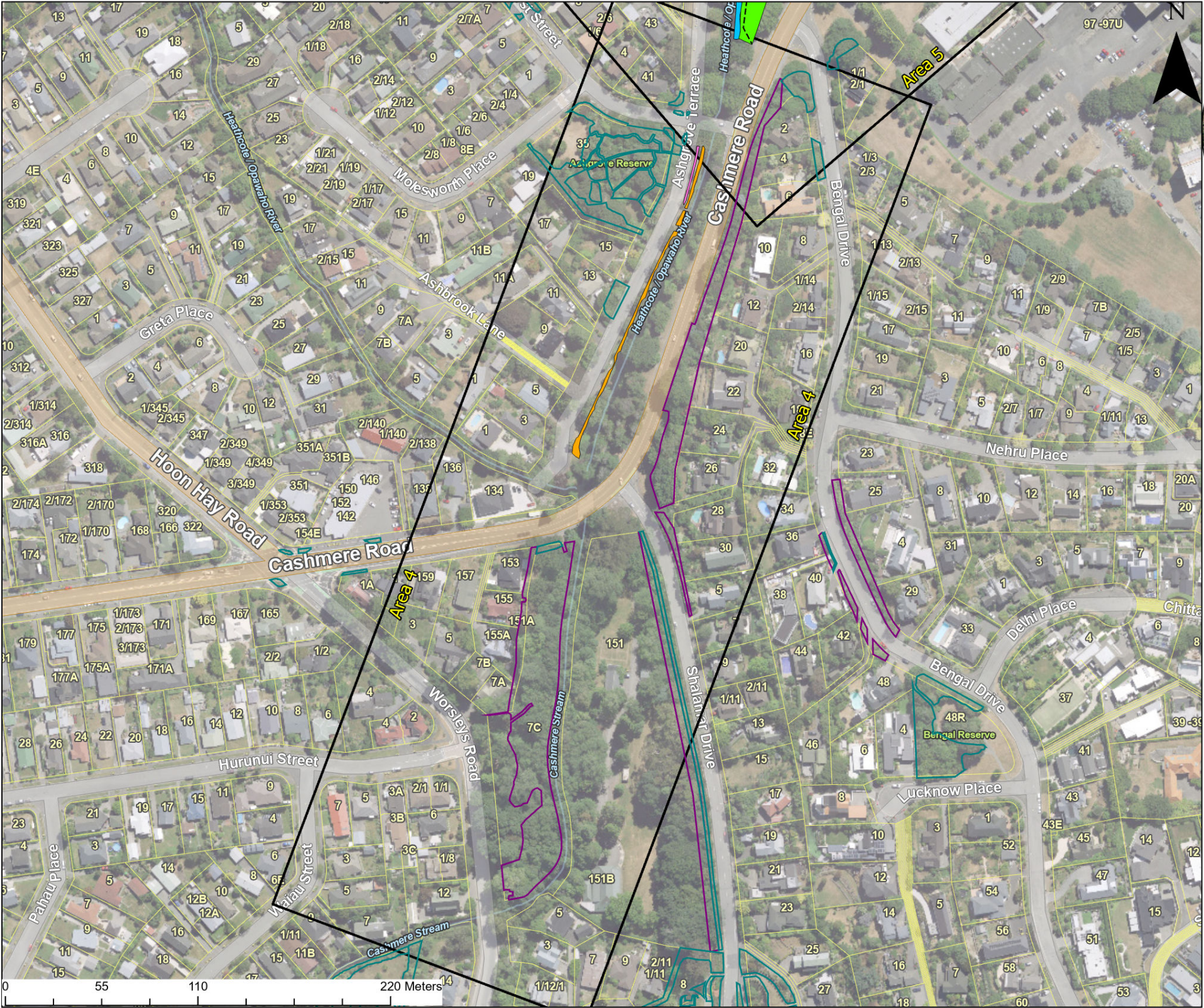
- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal Pathway



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 3
Centennial Park

- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
- Plant Group Types**
- A - Low planting
 - B - Low planting & shrubs
 - C - Forest mix
 - D - Low planting and canopy trees
 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal Pathway



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 4
Ashgrove Terrace
Confluence (end to
Ferniehurst Street)

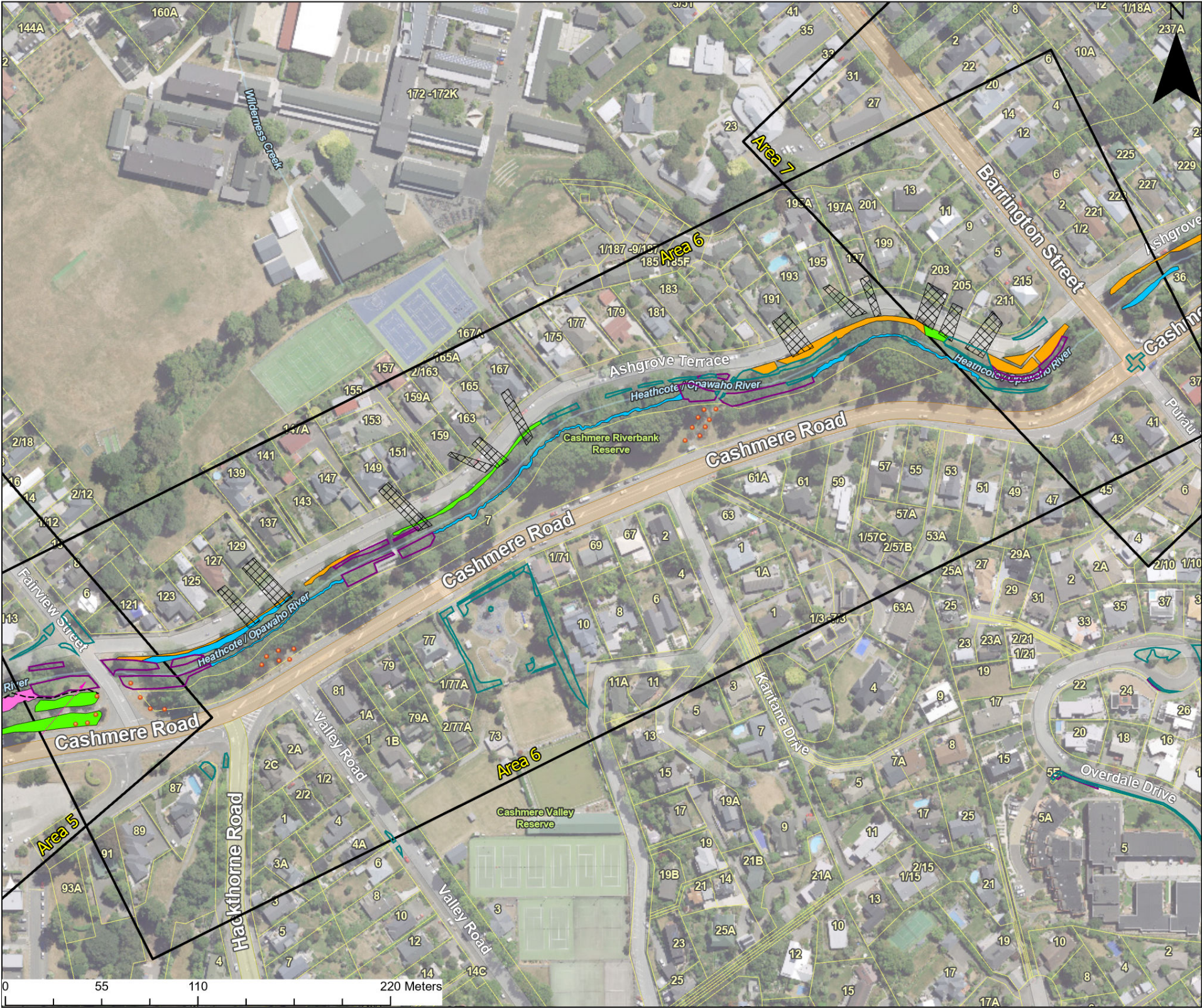
- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
- Plant Group Types**
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 - B - Low planting & shrubs
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 - Whitebaiting Stand
 - Informal Pathway



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 5
Cashmere Riverbank
Reserve / Ashgrove
Terrace Central
(Ferniehurst Street to
Fairview Street)

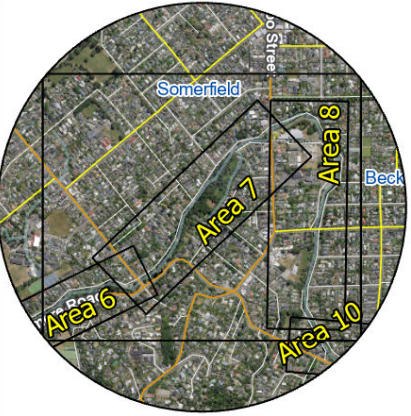
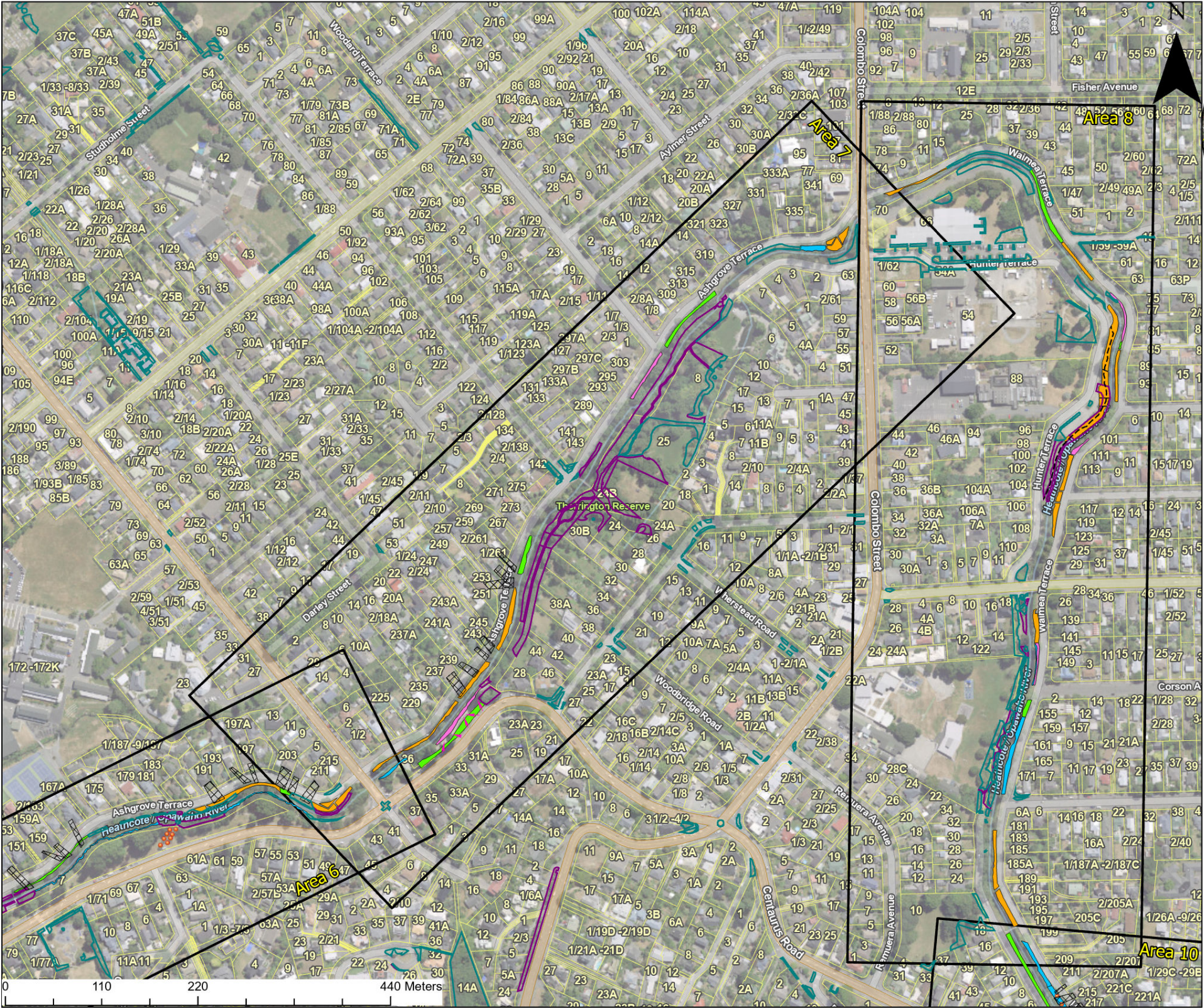
- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
- Plant Group Types**
- A - Low planting
 - B - Low planting & shrubs
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 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal Pathway



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 6
Cashmere Riverbank
Reserve / Ashgrove
Terrace (Fairview
Street to Barrington
Street)

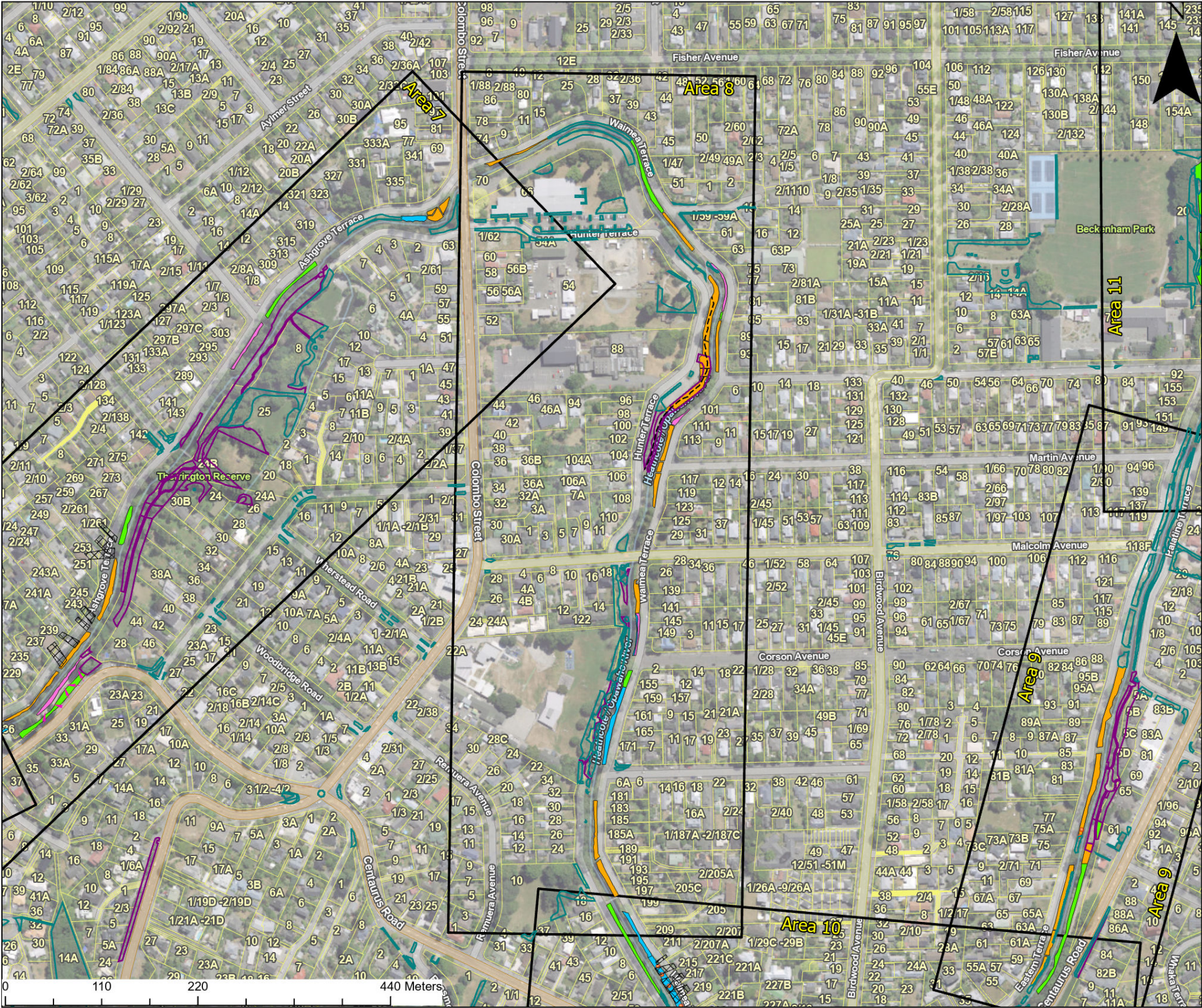
- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
- Plant Group Types**
- A - Low planting
 - B - Low planting & shrubs
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 - Informal Pathway



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 7
Ashgrove Terrace
North (Barrington
Street to Colombo
Street)

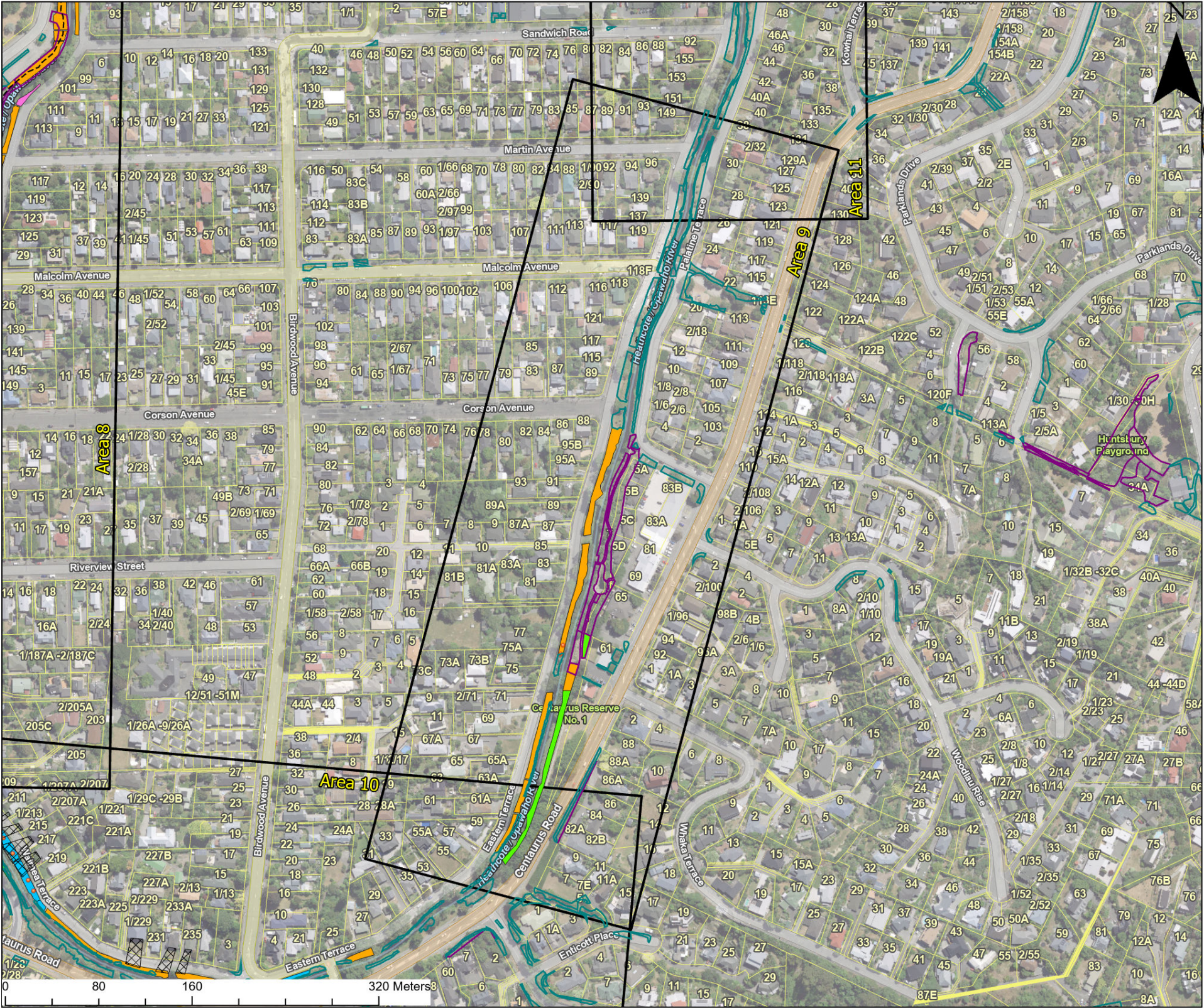
- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
- Plant Group Types**
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 - B - Low planting & shrubs
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 - Whitebaiting Stand
 - Informal Pathway



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 8
Hunter Terrace /
Waimea Terrace

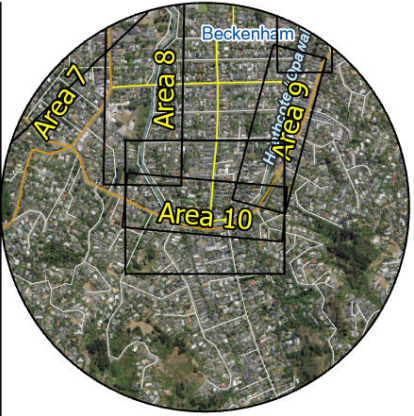
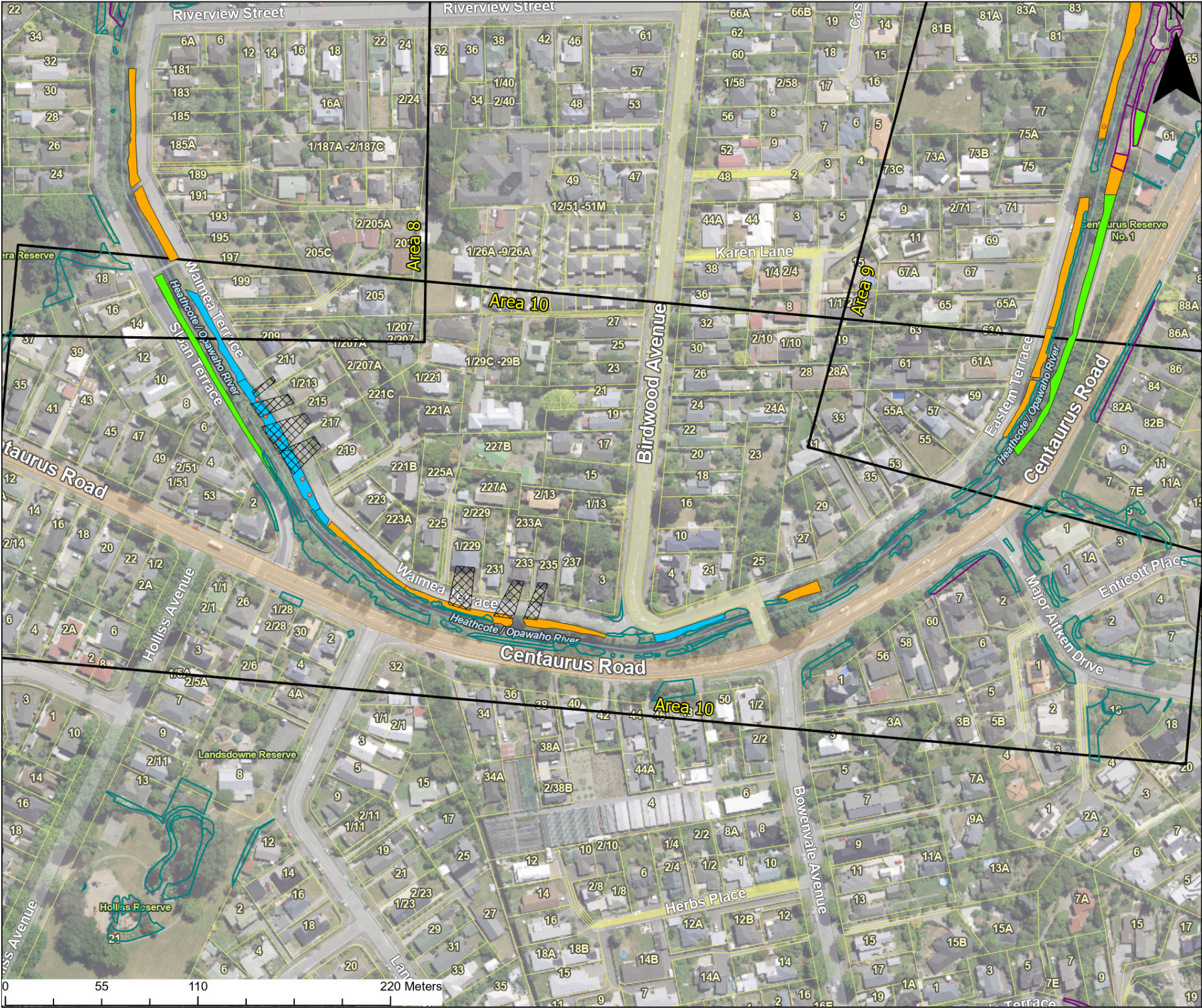
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- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
- Plant Group Types**
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 - B - Low planting & shrubs
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 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal Pathway



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 9
Centaurus Reserve No.
1 / Farnley Reserve /
Eastern Terrace

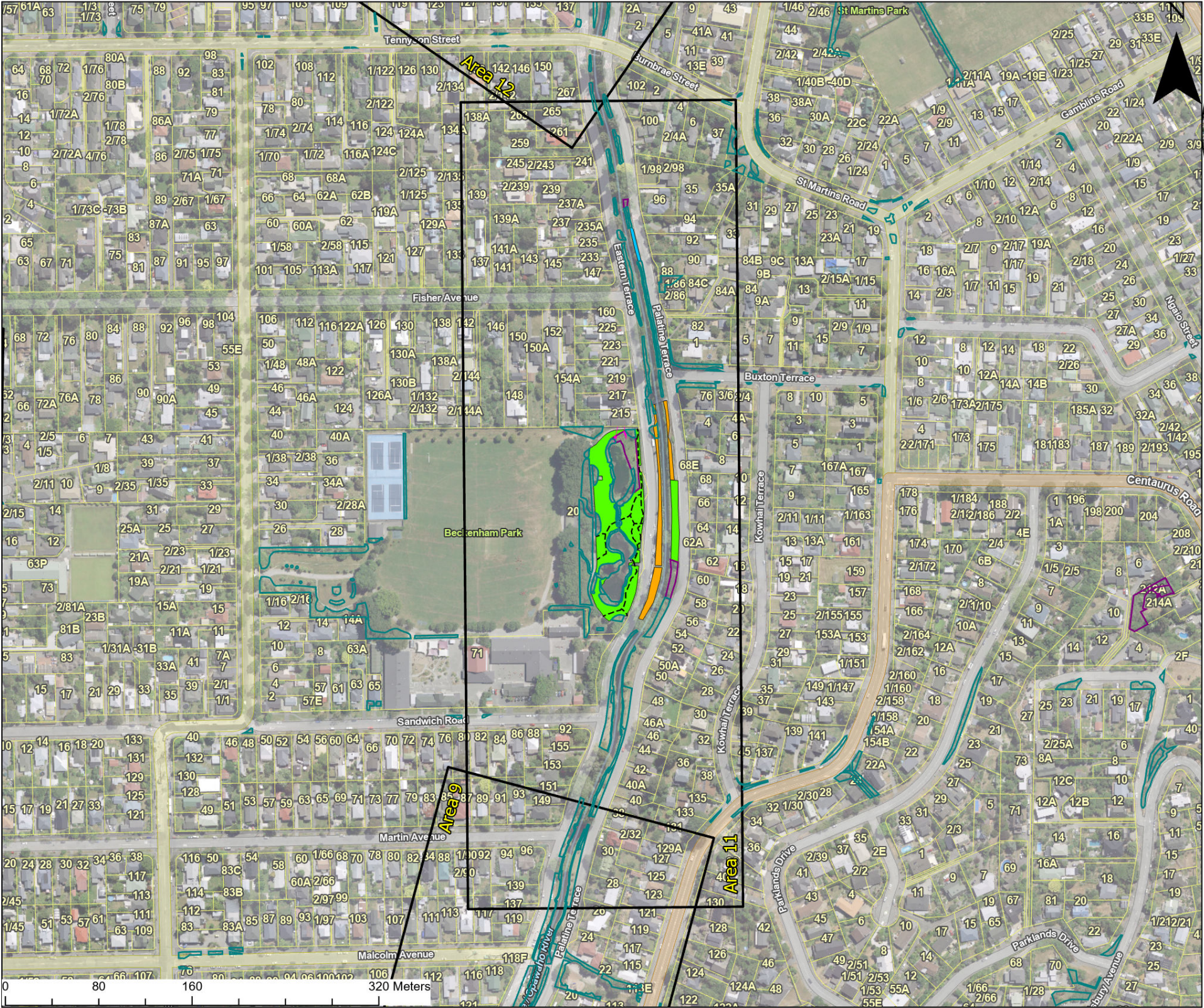
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- Existing Natural Area
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 - Property Viewshaft
 - Specimen Tree
 - Park Area
 - Plant Group Types
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Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 10
Waimea Terrace

- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
- Plant Group Types**
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 - C - Forest mix
 - D - Low planting and canopy trees
 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal Pathway



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 11
Beckenham Ponds

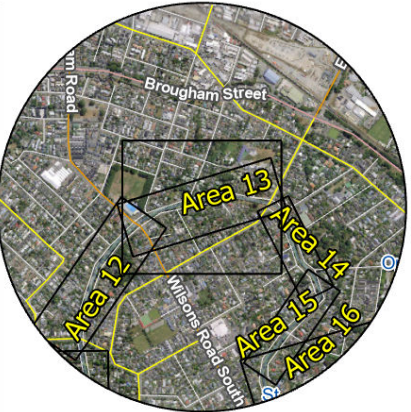
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- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshed
 - Specimen Tree
 - Park Area
- Plant Group Types**
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 - Informal Pathway



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 12
Eastern Terrace /
Riverlaw Terrace
(Tennyson Street to
Wilson Road)

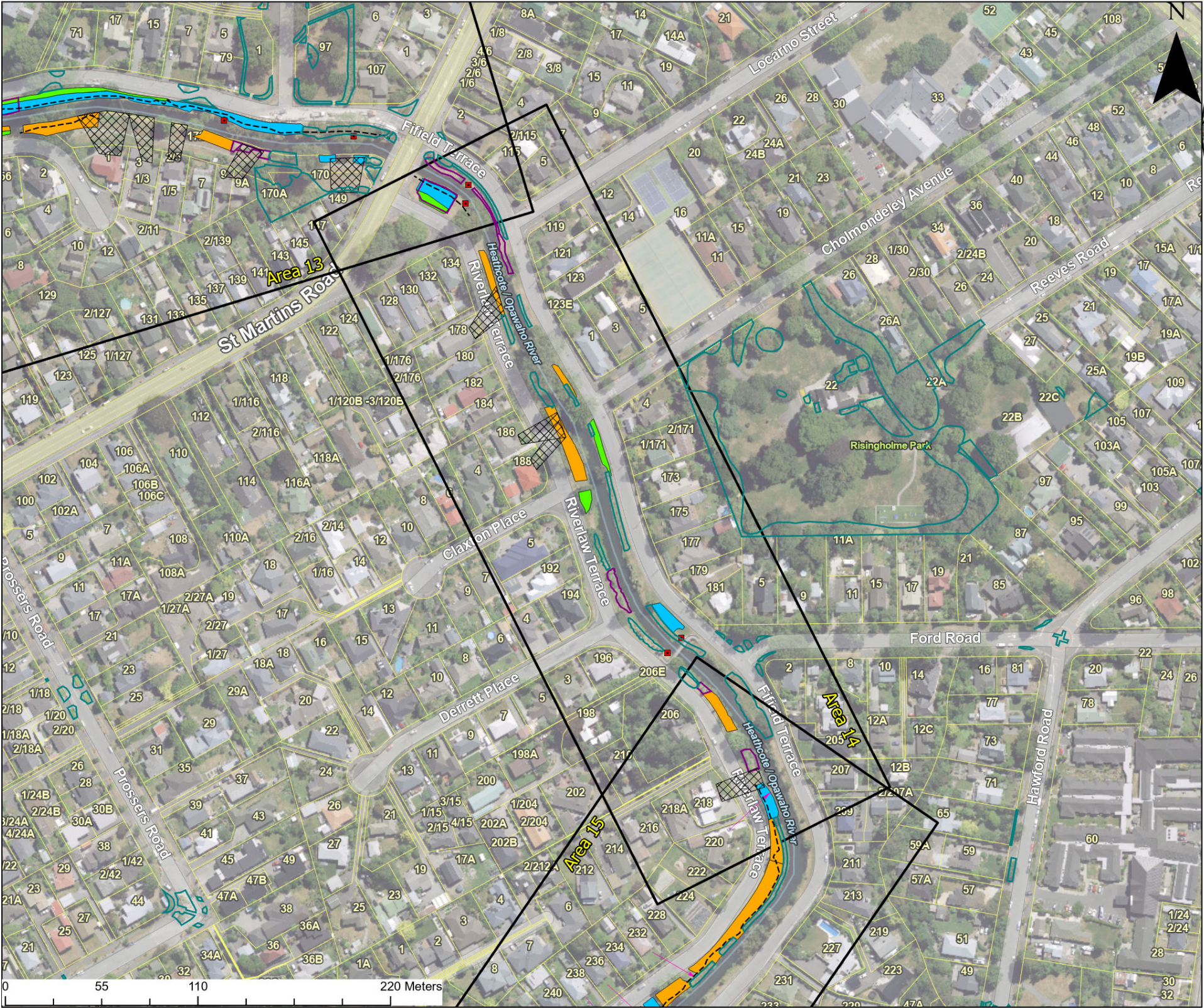
- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
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- Plant Group Types**
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 - Whitebaiting Stand
 - Informal Pathway



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 13
Fifield Terrace /
Riverlaw Terrace
(Waltham Road to
Ensors Road)

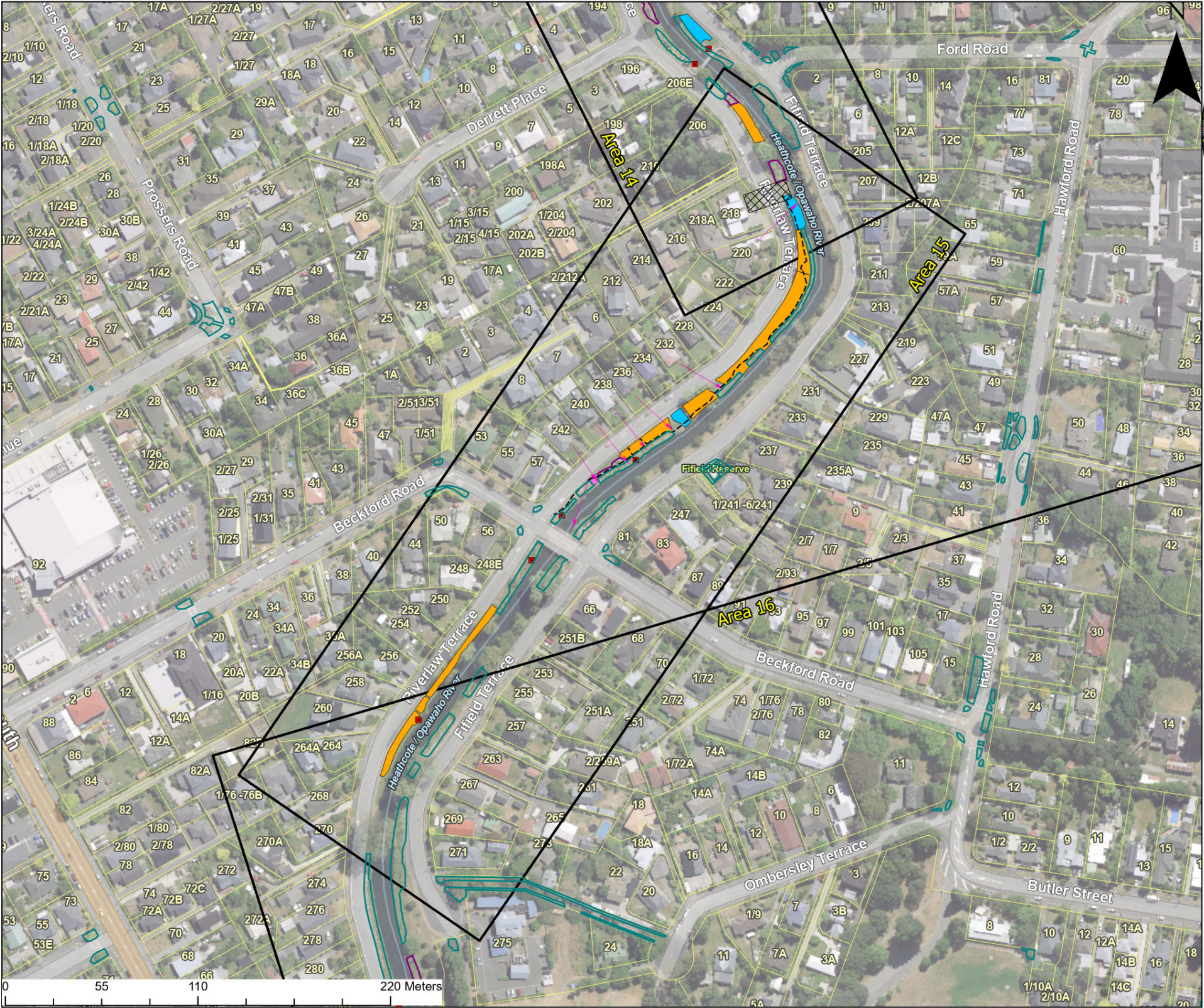
- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
- Plant Group Types**
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 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal Pathway



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 14
Riverlaw Terrace
Central

- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshed
 - Specimen Tree
 - Park Area
- Plant Group Types**
- A - Low planting
 - C - Forest mix
 - D - Low planting and canopy trees
 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal Pathway



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 15
Riverlaw Terrace South

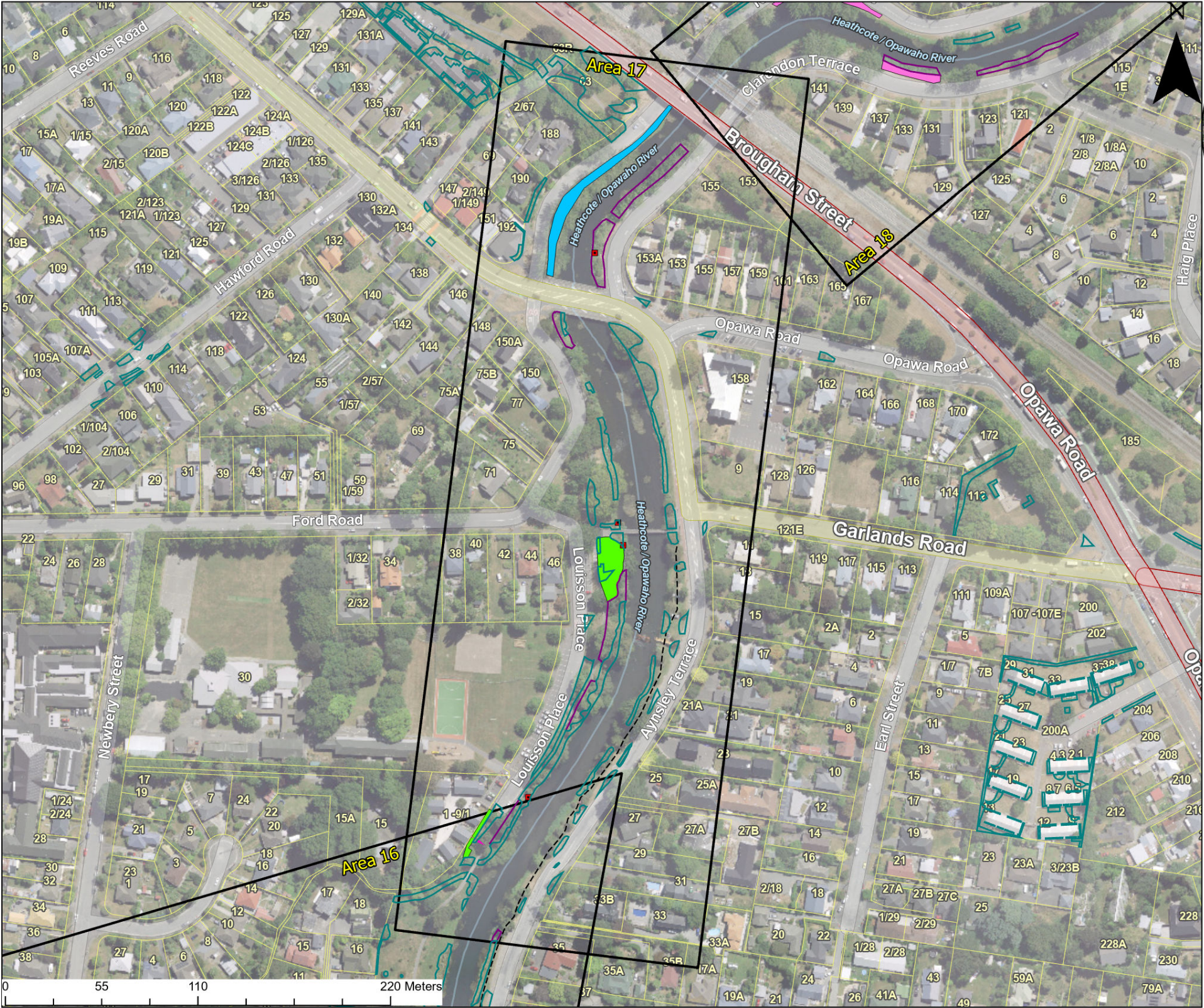
- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
- Plant Group Types**
- A - Low planting
 - B - Low planting & shrubs
 - D - Low planting and canopy trees
 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal Pathway



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 16
Hansens Park

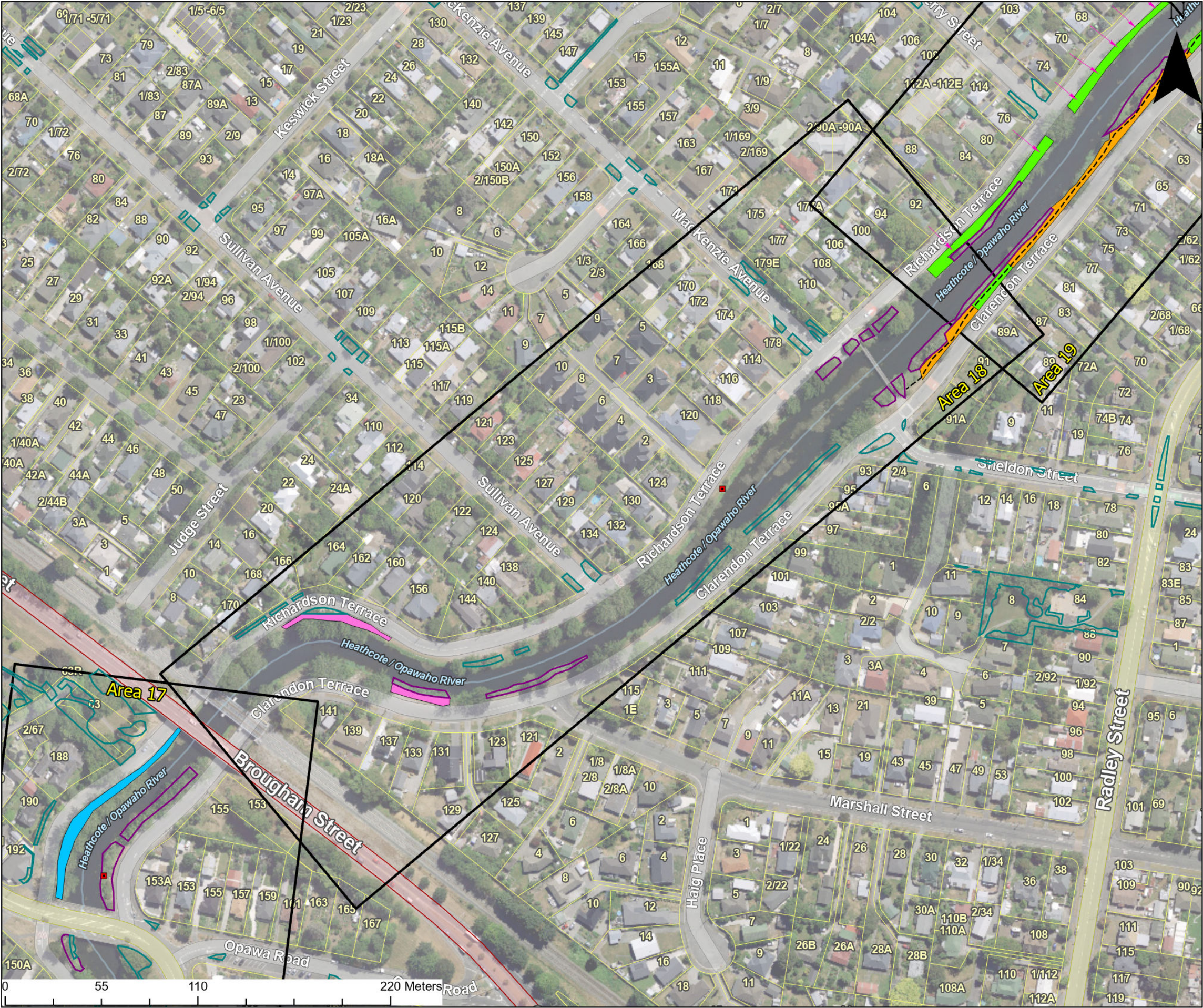
- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
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- Plant Group Types**
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 - Whitebaiting Stand
 - Informal Pathway



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 17
Louisson Place

- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
- Plant Group Types**
- A - Low planting
 - B - Low planting & shrubs
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 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal Pathway

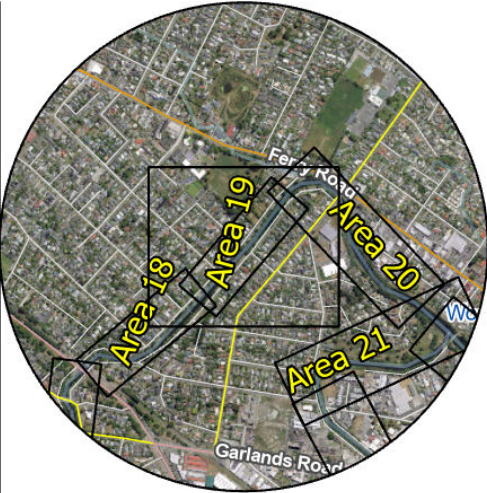
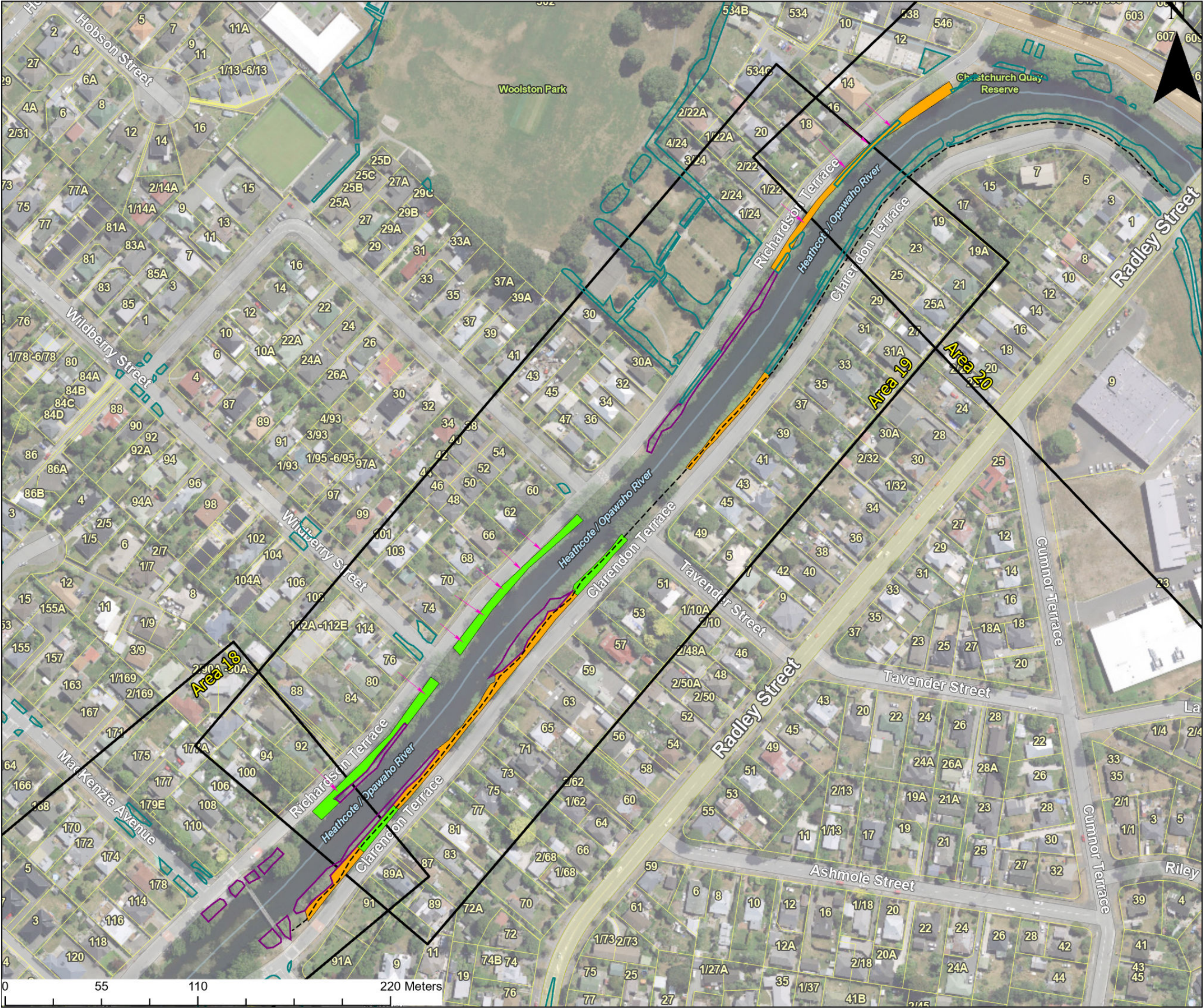


Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 18
Clarendon Terrace /
Richardson Terrace

Legend

- Existing Natural Area
- Area
- Open sightlines to river
- Property Viewshaft
- Specimen Tree
- Park Area
- Plant Group Types
 - A - Low planting
 - B - Low planting & shrubs
 - C - Forest mix
 - D - Low planting and canopy trees
- Existing Planting Areas
- Whitebaiting Stand
- Informal Pathway



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 19
Clarendon Terrace
(near Tavender Street)

- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
- Plant Group Types**
- C - Forest mix
 - D - Low planting and canopy trees
 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal Pathway

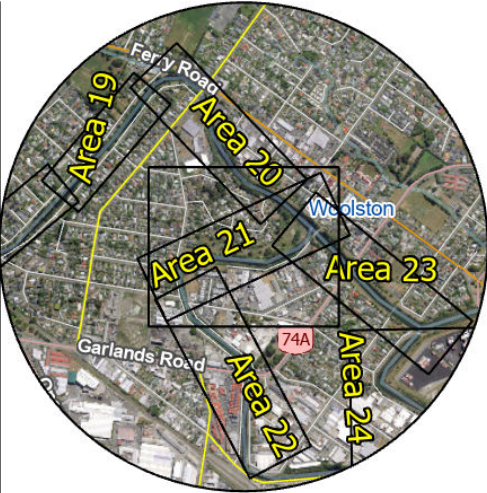
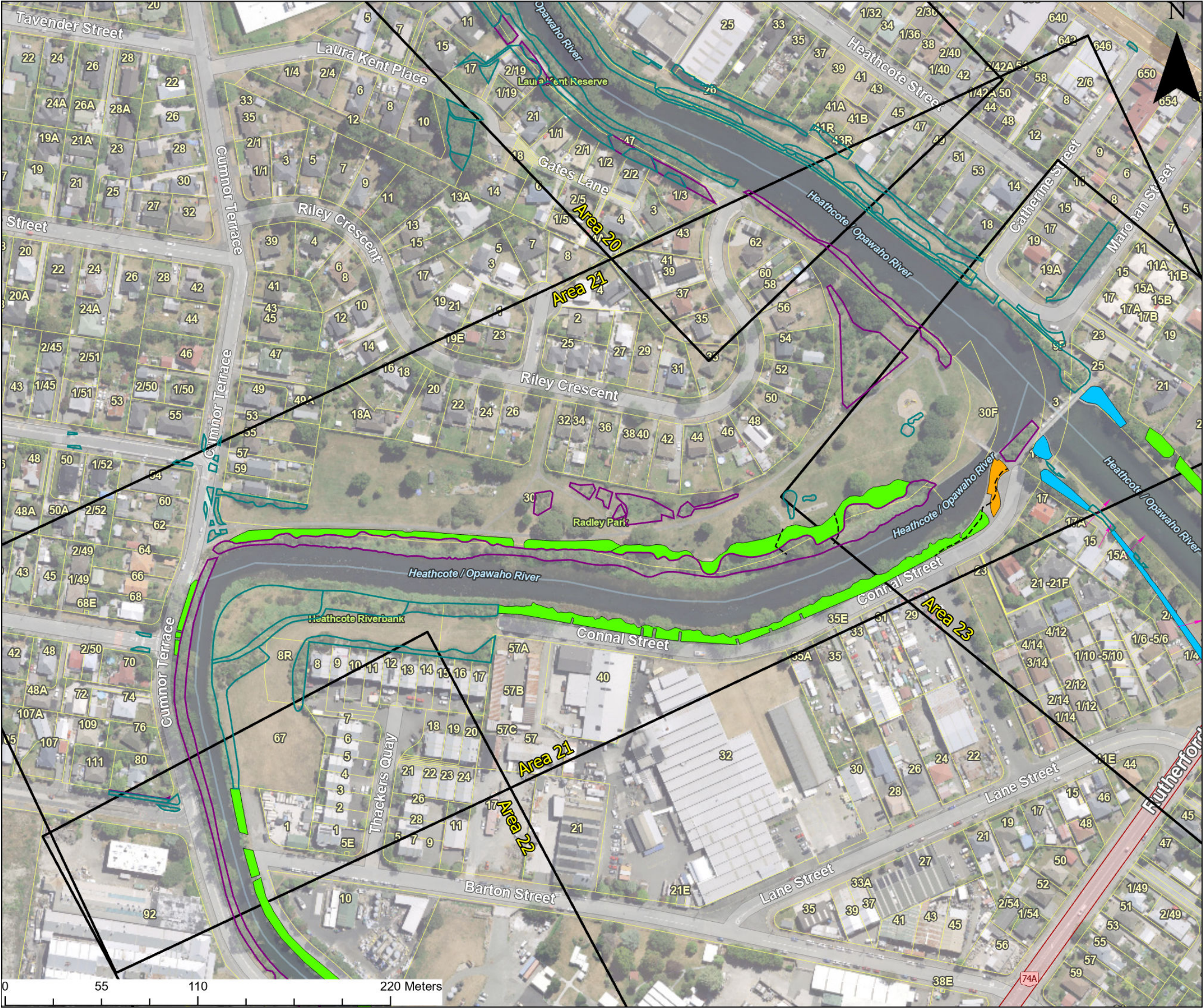


Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 20
Laura Kent Reserve

Legend

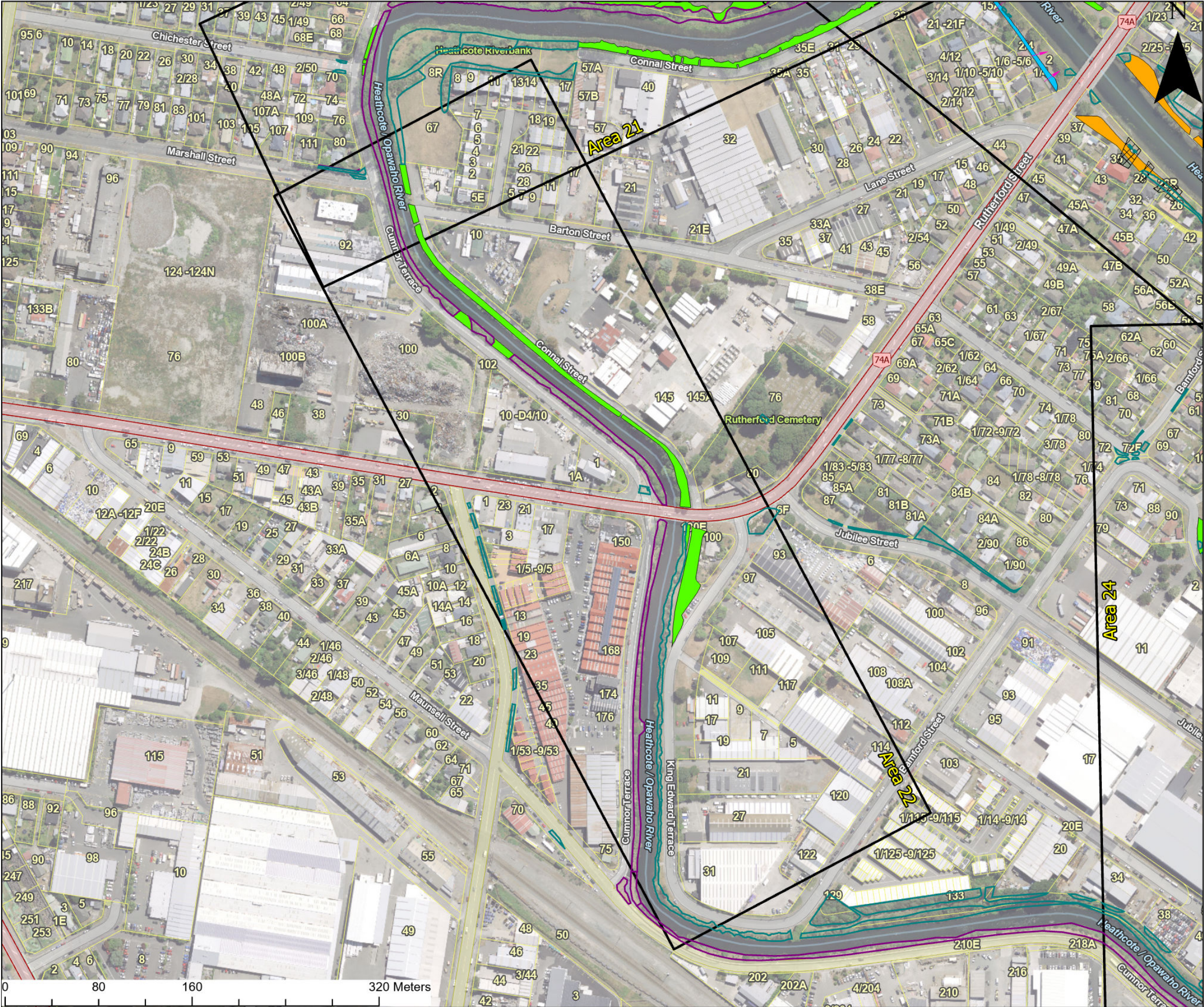
- Existing Natural Area
- Area
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- Specimen Tree
- Park Area
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- Existing Planting Areas
- Whitebaiting Stand
- Informal Pathway



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 21
Radley Park

- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
- Plant Group Types**
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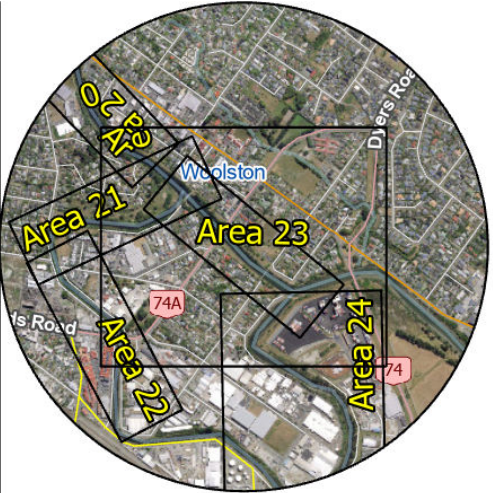
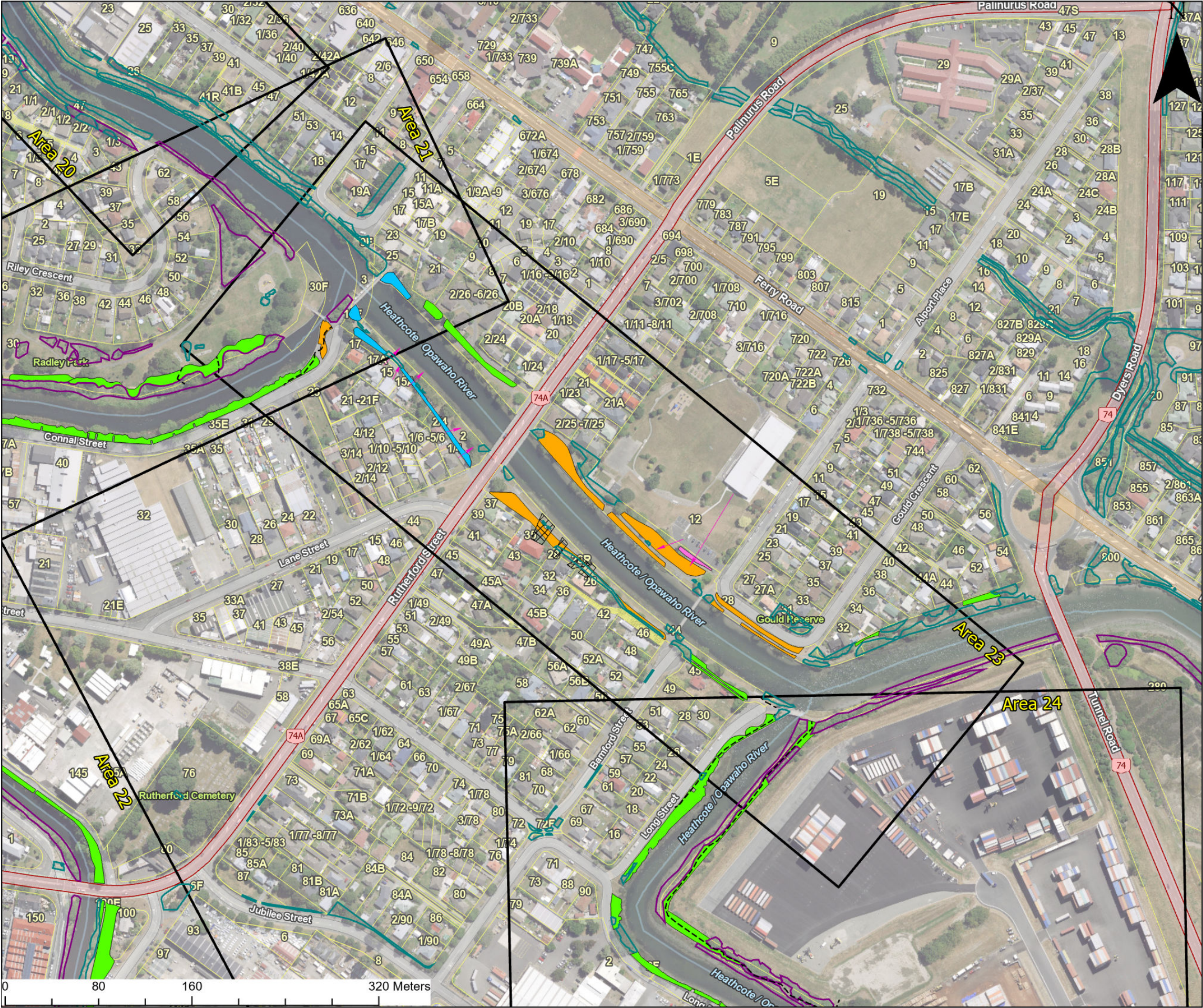


Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 22
Woolston Loop (Connal
Street, Cumnor
Terrace)

Legend

- Existing Natural Area
- Area
- Open sightlines to river
- Property Viewshaft
- Specimen Tree
- Park Area
- Plant Group Types**
 - A - Low planting
 - C - Forest mix
 - D - Low planting and canopy trees
- Existing Planting Areas
- Whitebaiting Stand
- Informal Pathway

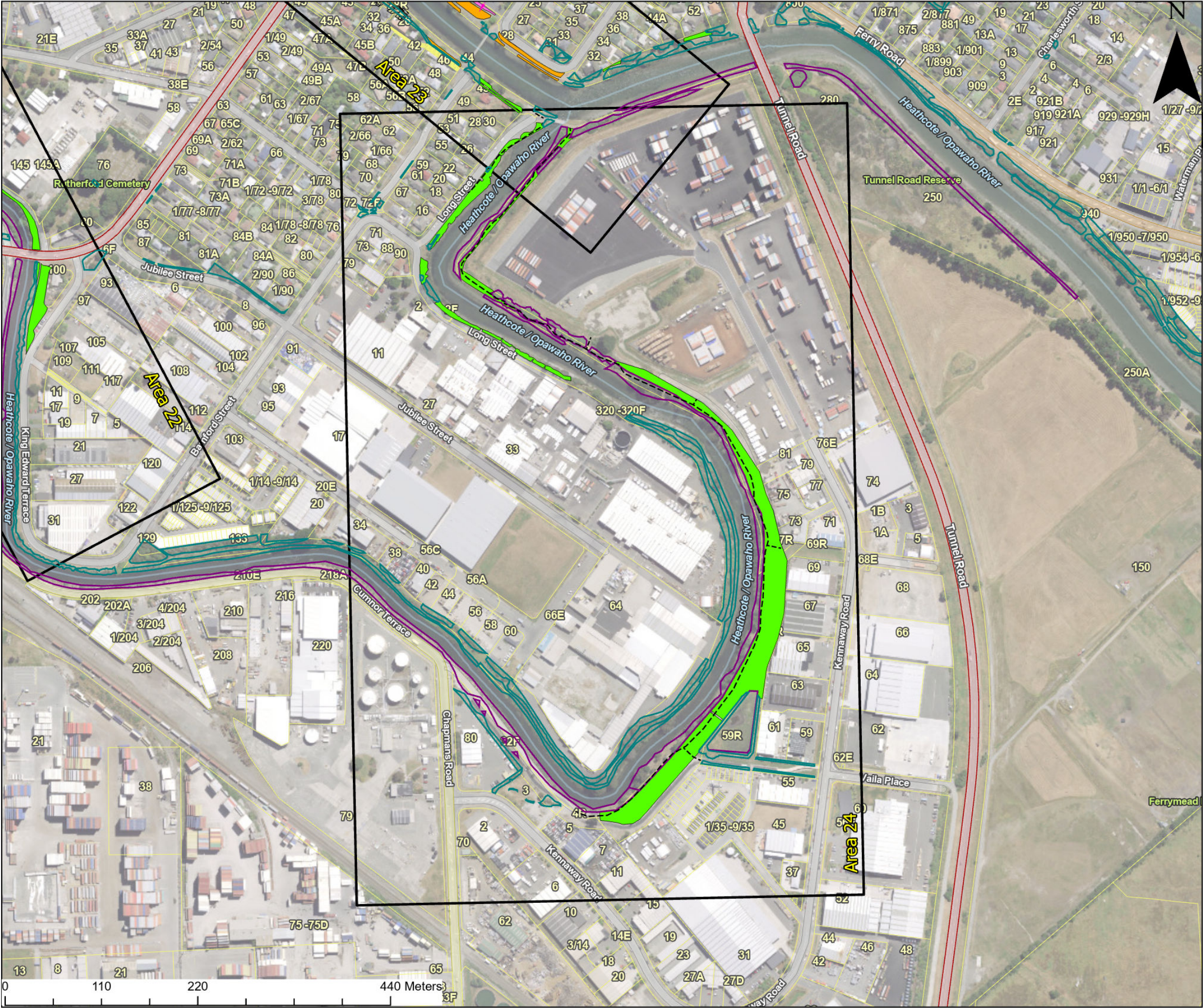


Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 23
The Cut

Legend

- Existing Natural Area
- Area
- Open sightlines to river
- Property Viewshaft
- Specimen Tree
- Park Area
- Plant Group Types
 - A - Low planting
 - B - Low planting & shrubs
 - C - Forest mix
 - D - Low planting and canopy trees
- Existing Planting Areas
- Whitebaiting Stand
- Informal Pathway



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 24
Woolston Loop /
Kennaway Reserve

Legend

- Existing Natural Area
- Area
- Open sightlines to river
- Property Viewshaft
- Specimen Tree
- Park Area
- Plant Group Types
 - B - Low planting & shrubs
 - C - Forest mix
 - D - Low planting and canopy trees
- Existing Planting Areas
- Whitebaiting Stand
- Informal Pathway

14. Waihoru Spreydon-Cashmere-Heathcote Community Board Area Report - July 2025

Reference Te Tohutoro: 25/1041514

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

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

1. Purpose of Origin of the Report Te Pūtake Pūrongo

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

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

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

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
2025 Community Service Awards	Nominations opened on 7 March and closed on Sunday, 6 April. The Board considered the nominations at their meeting in June 2025, with an awards ceremony due to take place in September.	30 Sept 2025	Strengthening Communities Together Strategy.
2025/26 Summer with Your Neighbours	Applications to Summer with your neighbours open on 12 July at 9 am and close at 5 pm on Sunday, 10 August 2025. The Board will consider the applications at their final meeting on 11 September 2025.	25 October 2025 – 30 March 2026	Strengthening Communities Together Strategy.

3.2 Community Funding Summary

3.2.1 Community Board Discretionary Response Fund 2024/25 – as of 25 June 2025:

- Discretionary Response Fund balance for 2024/25 is \$38,656.00
- Youth Achievement and Development Fund balance is \$350.00
- The Off the Ground Fund balance is \$1,352.00
- The Shape Your Place Toolkit Fund balance is \$0.00

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

- 3.2.2 **Strengthening Communities Fund 2025/26** – the team have been processing and assessing 52 applications to the 2025/26 strengthening communities' fund.

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

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

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

3.3.2 **Council Engagement and Consultation.**

- The Board gave a deputation to the Council on their submission on the Moorhouse Avenue Pedestrian Safety Improvements report on 18 June 2025.
- Following completion of the Heathcote cycleway, Council is looking to finalise the parking restrictions at the South end of Truscotts Road. Feedback opened on 11 June and closed on 30 June 2025, with a decision expected to be made in August.
- The proposed plan to make Lyttelton Street safer and more accessible for children and cyclists was open for consultation from 11 to 29 September 2024. The Board will be deciding in July 2025.
- A proposed plan for safety and accessibility improvements on Selwyn Street was opened for consultation from 16 October to 3 November. The Board will consider the proposal in July 2025.
- A proposal to make it safer for pedestrians on Richmond Hill Road was open for feedback from 2 August to 8 September 2024. At their meeting on 14 November 2024, the Board requested a workshop to explore an alternate option that provides for a defined footpath and defined car parking areas. Staff investigated this and presented options to the Board at their Information Session/Workshop on 29 May 2025. This was followed by a site meeting on Richmond Hill Road with elected members, residents and staff. A decision report is expected later in the year.
- The Sumner community asked for consultation on the operation of the mast lights on Tuawera Cave Rock. The consultation was open from 12 May until 28 May 2025. The Board will consider the feedback and staff recommendation later this year.
- A proposed draft Ōpāwaho Heathcote River Planting Plan identifying 24 planting areas along the river was open for feedback from 29 May through to 19 June 2025. The Board will consider the feedback and staff recommendation at their meeting in July/August 2025.

3.4 **Governance Advice**

3.4.1 **Public Forum** – The Board received the following public forum presentations at its 29 May information session and 12 June meeting:

- A spokesperson for Simeon Park Community Group addressed the Board in relation to raised garden beds and the need for a water tap.
- A local resident spoke of their concerns regarding Norfolk Pines along the Coastal Pathway.

- Members of the Richmond Hill Residents' Group spoke of their concerns about the process for proposals for Richmond Hill Road safety improvements.
- A local resident addressed the Board on their concerns on the process for proposals and access to information in relation to the proposed Richmond Hill Road safety improvements.
- A local resident spoke against the Christchurch Yacht Club proposal.
- Another local resident spoke against the Christchurch Yacht Club proposal.
- A local resident spoke to the Board regarding a large Oak tree in Remuera Reserve that he would like removed.
- A representative from Cumbria Lane residents' group addressed the Board in relation to lighting in the lane.
- A spokesperson from Halswell Residents Association addressed the Board concerning the development of 500 new sections in west Halswell and extended an invitation to the Board to attend the association's next meeting on 30 June, with special guest speaker is Environment Canterbury Councillor Nuk Korako.
- The Home & Family Charitable Trust Chief Executive provided the Board with an introduction to the Trust's work.
- A representative from Spokes Canterbury addressed the Board on the top cycling priorities in the Waihoru board area, identified during the public consultation run by the group earlier this year.

3.4.2 **Deputations** – The Board received the following deputations at its 12 June meeting:

- The Director of L&V Sheppard Limited spoke in support of Item 8 - Lease Assignment and Variation Request - Haddenough Limited - Scarborough Fare.
- A local resident spoke in support of Item 10 - Overdale Drive - Proposed No Stopping Restrictions.
- Another local resident spoke in opposition to Item 10 - Overdale Drive - Proposed No Stopping Restrictions.

3.4.3 **Correspondence** – The Board received the following correspondence at its 12 June meeting:

- Parking and Safe Student Access
- Thanks for No Flooding
- Overdale Drive – proposed no stopping restrictions

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

- Prioritisation of Parks Renewals
- Coastal Hazards Adaptation Planning: Lessons learnt and where to next
- Spreydon, Somerfield, Waltham, Beckenham CRAF – Projects update

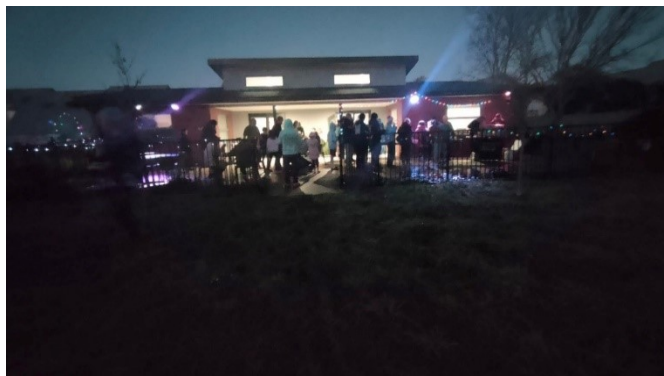
3.5 Community Development

3.5.1 **Kia Orana Day:** Waihoru Community Governance Team staff supported the delivery of Kia Orana Day on Monday 2 June at Templeton Community Hall. The day featured Cook Islands dance, language, culture and food with over 600 people in attendance. The event was the first of its kind in Christchurch, with such success it is likely to continue.



- 3.5.2 **Kia ora Addington:** There has been lots of activity in the Addington area over the last few weeks, which includes a newly introduced bulletin with all the happenings in the local area, skill sharing nights and most recently on Saturday a collaborative Matariki Celebration event.

The Matariki Celebration included a night of reflection, shared kai and beautiful lights set up at Manuka cottage. Attended by a number of local community, fun was had by all.



- 3.5.3 **What's Up Waltham:** What's Up Waltham has hit the ground running with the new Community Weaver employed, Natalie. Beginning off with building connections within the local community with both organisations and residents, Natalie has the support and experience of the Addington Community Weaver guiding her as she begins to get a feel for the community and how they can grow.

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

- 4.1 **Customer Service Request Report** – Report on open and completed tickets (requests for service) in May 2025 is **attached**.
- 4.2 **Graffiti Snapshot Report** – The monthly report for May 2025 is **attached**.
- 4.3 **Attached Memos include:**
- Subdivision Road Changes Approvals
 - Tsunami Warning Siren Re-Test
 - Ōpāwaho Heathcote River Planting Plan
 - Cashmere Road and Sutherlands Road Speed Limits
 - Council approves reduction in tsunami siren network

- 4.4 On the 12 September 2024 the Board received a public forum presentation from Southwest Baptist Church Environmental Group proposing a community native re-forestation on Westmorland slopes. The Board requested staff investigate the issues raised and report back, staff responded:

This is the first planning of hopefully many with this group, refer to photographs below of planting recently completed within the stormwater basin area. The Parks Unit is working on a landscape plan and engagement for the reserve area.



- 4.5 On the 15 August 2024 the Board received a public forum presentation on a proposed project involving an 1898 Benz Motor Vehicle. The Board referred the issues raised to staff to investigate and report back to the Board. Sadly, the presenter has recently passed away, *this project will not progress.*
- 4.6 Following an open forum presentation to the Board on 27 February 2025 from The Yarns Men, the Board requested staff advice on supporting the group with securing a space for its meetings.
Staff responded: *The Yarns Men have been booked into Lansdowne Community Centre for the*

next three months which has all the necessary infrastructure to support their meetings. This was funded by the community board under a DRF application.

- 4.7 At the Board's information session on an Overview of the Transport Capital Programmes held on 24 October 2024 the Board requested advice from staff advice on the process for the projects and the points of community engagement.
Staff responded: Council was updated on how we are changing our processes to provide the opportunity for the Boards to exercise their delegated powers in regard to changes to the road network arising from subdivision development. Following that workshop we are presenting to each Board to provide back ground and context to road changes that have occurred and seeking their approval of such changes and any future changes to the road network that relate to subdivision development. The requested update will be provided when the Waihoru Community Board receives their update.

- 4.8 At the Board's Information Session/Workshop on 27 March 2025, during their progress update on the Board Plan, the Board requested staff provide an update on progress for the Hoon Hay Sports Pavillion. Staff responded:

The Hoon Hay Sport Pavilion and Toilet project is in the concept and design phase.

The Christchurch City Council Parks unit, with the support of technical services and design team is currently investigating and preparing design and survey documentation to take to the project's stakeholders for feedback and improvement recommendations before approvals and procurement takes place.

Next steps include: Finalise draft design documents; Liaise with and get feedback from project stakeholders (Community and Sporting groups); Incorporate feedback from stakeholder groups into the design; Prepare final documents for procurement; Procure contract; Begin construction.

- 4.9 At the Board's Information Session/Workshop on 29 May 2025 the Board received a public forum presentation from the Simeon Park Community Group, and referred to staff for a response in regard to raised garden beds and the reconsideration of a water tap. Staff responded:

The Community Partnership Ranger has been working with the Simeon Park Community Group for nearly two years, in addition to the involvement of other Council staff. The Community Group have previously requested a tap, and the protection of a few trees within their dripline to reduce the need to spray (to assist mowing) and to encourage greater biodiversity.

In respect to the provision of a tap, this has been investigated by Parks staff previously but the cost of installation, in isolation, is prohibitive. Enquiries have also been undertaken into the opportunity to install a tap in association with any potential street renewal works. The response from the Planning and Delivery team in respect to the street renewal project proposed for Simeon Street, is that it is only from Coronation Street to Diamond Street and does not include along the Simeon Park frontage. In addition, the timing of this work is reliant on the completion of works on Brougham Street by Waka Kotahi, which is at least two years away. As noted to the Board in October 2024, it is more cost effective for the new trees, including fruit trees, to be included on the Urban Forest Team's watering round for the next few years than the installation of a tap. In other parks and reserves where reticulated water or another water supply is not available for irrigation, volunteer groups have organised their own portable water source (a portable tank) for their use.

Regarding the raised planters, a meeting was held with the Community Group and Parks staff earlier this year. While a few options were discussed, a suggestion was made by Parks maintenance representatives to use raised garden beds as a means of protecting the base of the

trees and incorporating plants that would encourage biodiversity. This option is being considered further but has several disadvantages. These include:

- *Installation cost and the cost of ongoing maintenance*
- *Difficulty in mowing around the planter structures, requiring more time and cost*
- *Plant establishment and longevity of planting within shaded/dry areas under the trees.*

Therefore, it might be preferable to either mulch, plant directly into the ground or agree a no-mow area around the base of the three specimen trees. As noted above further investigation into the requests is underway with hopes of selecting an option that meets the needs of the Parks Maintenance team and the Simeon Park Community Group.

















4.10 Ōmōkihi South Library and Customer Service Hub update

A community information workshop hosted by Council and Cook Brothers Construction was well attended by the community on Tuesday 3 June in the Heathcote Lounge of the Cashmere Club.

Demolition has been progressing well; the photo below is from mid-June.



Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	2024/25 Discretionary Response Fund Spreadsheet as of 25 June 2025	25/1203966	154
B  	Waihoru Customer Service Request Report - May 2025	25/1130742	156
C  	Graffiti Snapshot Report - May 2025	25/1193760	157
D  	Memo - Subdivision Road Changes Approvals	25/1204721	159
E  	Memo - Tsunami Warning Siren Re-Test	25/1204725	186
F  	Memo - Ōpāwaho Heathcote River Planting Plan	25/1204731	188
G  	Memo - Cashmere Road and Sutherlands Road Speed Limits	25/1082515	224
H  	Memo - Council approves reduction in tsunami siren network	25/1166188	226

Signatories Ngā Kaiwaitohu

Authors	Jane Walders - Support Officer Nime Ah Kam-Sherlock - Community Recreation Advisor Heather Davies - Community Development Advisor Jonathon Jones - Community Board Advisor Shanelle Temaru-Ilalio - Community Development Advisor
Approved By	Jess Garrett - Manager Community Governance, Spreydon-Cashmere-Heathcote Matthew McLintock - Manager Community Governance Team Matt Boulton - Acting Head of Community Support & Partnerships

	Allocation 2024-25	
Waihoru Spreydon-Cashmere-Heathcote Discretionary Response Fund	Amounts	Board Approval
Carry forward unspent Discretionary Response Fund	\$26,885.00	
Carry forward unspent 2023-24 Discretionary Response Fund	\$9,779.00	
Total 2024-25 Discretionary Response Fund from 2024-25 SCF	\$89,346.00	01/08/24
TOTAL 2024-25 DISCRETIONARY RESPONSE FUND	\$126,010.00	
Shape Your Place Toolkit - carry forward	\$2,000.00	
Youth Development Fund	\$7,000.00	01/08/24
Off the Ground Fund	\$3,000.00	01/08/24
Board Project - Hoon Hay Fiesta	\$4,500.00	01/08/24
Communicating with the Community	\$3,500.00	01/08/24
Summer with Your Neighbours	\$4,000.00	01/08/24
Board Project - Waltham Fair	\$3,500.00	01/08/24
Board Project - Community Board Awards	\$8,000.00	01/08/24
Beckenham Neighbourhood Association, Newsletter Drop	\$211.00	11/07/24
Christchurch South Community Patrol, 30-year celebrations	\$1,400.00	11/07/24
Heathcote Valley Mountain Biking, aggregate and screened soils	\$1,250.00	12/09/24
Sumner Bays Union Trust, Community Christmas Carols	\$1,330.00	12/09/24
Cashmere High School Board of Trustees, National Readers Cup Challenge 2024	\$500.00	12/09/24
Heathcote Community Sports Club Inc, sports equipment	\$2,500.00	14/11/24
Cracroft Residents' Association Inc, printing community quarterly newsletters	\$700.00	14/11/24
Bronwen Summers, South Christchurch Library Knitting Group for venue hire	\$1,275.00	14/11/24
Neighbours Day Aotearoa Charitable Trust, salary/wages for a Waltham Community Connector	\$9,500.00	12/12/24
Youth and Cultural Development, House of Hoops event and four pool parties at Pioneer Pool	\$10,000.00	12/12/24
Addington Farm, soil testing at Addington Park	\$1,104.00	12/12/24
Heathcote Valley Community Association, printing community quarterly newsletters	\$4,000.00	13/03/25
The Yarns Men, The Art of a Good Yarn Workshop Project	\$5,000.00	10/04/25
Christchurch South Community Garden Trust, Website upgrades	\$5,000.00	15/05/25
Mt Pleasant Memorial Community Centre and Residents Association, Community newsletter	\$500.00	15/05/25
Cashmere Residents Emergency Support Team, communication and equipment	\$719.00	12/06/25
Addington Workshop Brass Band, new equipment	\$5,000.00	12/06/25
Rowley Community Centre, volunteer recognition	\$1,200.00	12/06/25
St Peter's Indoor Bowling Club, facility hire	\$665.00	12/06/25
Discretionary Response Fund Balance	\$38,656.00	
Youth Development Fund	\$7,000.00	Approved
Isabella Faingaanuku, Netball NZ U18 Championships in Dunedin	\$150.00	11/07/24
Poppy Wyndham, U19 World Rowing Championships, Canada	\$350.00	14/08/24
Jonah Cropp, 2024 World U20 Athletics Championships, Peru	\$350.00	14/08/24
Kiera Marie Hall, 2024 World U20 Athletics Championships, Peru	\$350.00	14/08/24
Jett Fidow, Queensland Legal Carnival in Brisbane, Australia	\$350.00	29/08/24
Ali Fa'avae-Mika, Queensland Legal Carnival in Brisbane, Australia	\$350.00	29/08/24
Fynn Harrington, Future Black Sticks Hockey Squad Training Camp, Hamilton	\$250.00	03/09/24
Isabella Day, U14 Classic Hoop Nations Basketball Tournament, Tauranga	\$250.00	03/09/24
Emily Cropp, Moana Oceania Soil Judging Competition 2024, Rotorua	\$200.00	24/10/24
Nicolae Didenco, National Youth Brass Band	\$150.00	14/11/24
Converse Tahere, Softball New Zealand National Championship, Hutt Valley	\$150.00	11/12/24
Jack Yarham, Softball New Zealand National Championship, Hutt Valley	\$150.00	11/12/24
Khonnah Vanilau, IPC beach volleyball competition, Tauranga	\$250.00	11/12/24
Mary Hunter, Irish Dancing World Championships, Dublin	\$350.00	11/12/24
Bonnie Hopkinson, New Zealand School of Dance Associates Programme 2025	\$250.00	20/01/25
Phoebe Mills, Spirit of Adventure Discovery Voyage	\$200.00	28/02/25
Zoe Meeten, Future Problem Solving World Championships 2025, USA	\$350.00	11/03/25
Luca Rose, Canoe Polo Oceania 2025 Championships, Australia	\$300.00	12/03/25
Katie Chinn, IFSC Youth World Championships, Finland	\$350.00	08/04/25
Sophia Cook, IFSC Youth World Championships, Finland	\$350.00	08/04/25
Helena Pirnea, Future Problem Solving World Championships 2025, USA	\$350.00	08/04/25
Rachel Baker, 2025 World Orienteering Championships, Finland, and Junior Worlds, Italy	\$350.00	02/05/25
Isaac Rademaker, U19 Boys Volleyball Interprovincial Championships, Wellington	\$250.00	02/05/25
Ethan Rademaker, U19 Boys Volleyball Interprovincial Championships, Wellington	\$250.00	02/05/25
Youth Development Fund Balance - Available for allocation	\$350.00	
Off The Ground Fund	\$3,000.00	Approved
CREST for St John 3-steps for Life Community Education Session	\$290.00	21/08/24
Manuka Cottage Addington Community House Inc., Resources to paint a mural in Addington	\$300.00	02/09/24
Somerfield Community Centre, Celebrate Somerfield - 28 September 2024	\$300.00	03/09/24
William Le Heux, Resources to paint a second mural in Addington	\$300.00	21/11/24
Jeffrey Cotton, ANZAC Day Diorama Event and Advertising Costs	\$300.00	10/03/25
CREST - Neighbourhood Support Information Session	\$158.00	04/04/25
Off The Ground Fund Balance - Available for allocation	\$1,352.00	
Shape Your Place Toolkit Fund	\$2,000.00	Approved
The Yarns Men, The Art of a Good Yarn Workshop Project	\$2,000.00	10/04/25



Shape Your Place Toolkit Fund Balance - Available for allocation	\$0.00	
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Ticket Report

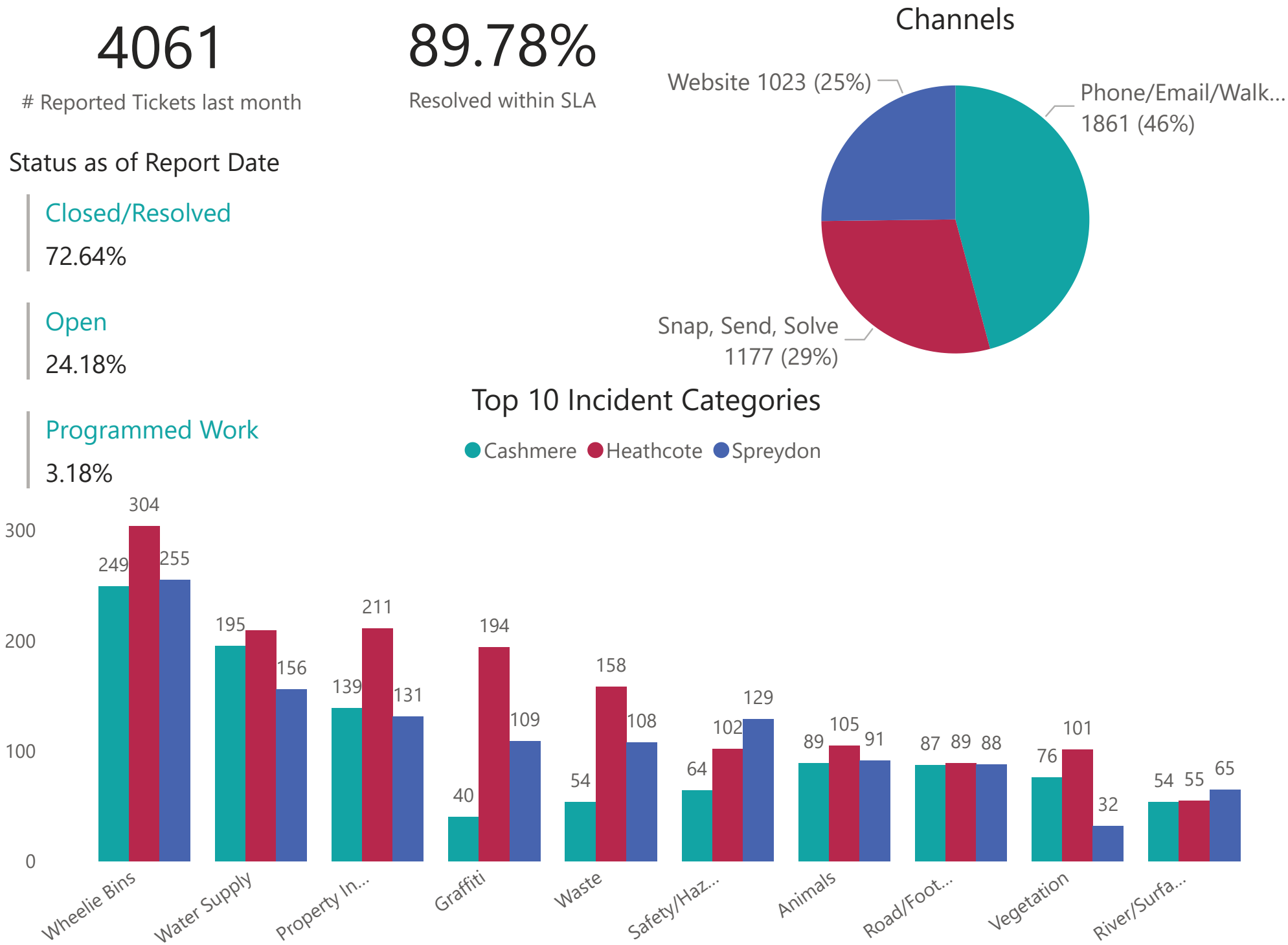
01 05 2025 - 31 05 2025

Filter by Ward

Spreydon-Cashmere-Heathcote

Filter by month

2025 (Year) + May (Month)



Top 10 Object Categories		
# Tickets	ObjectCategory	+/- Previous Month
339	Damaged Bin	-39
325	Water Leak	15
273	Litter	5
257	Bin Not Collected	-9
219	Graffiti - Fence, building or structure	34
204	Residential Property Files	26
126	Residential LIM	-6
111	Dog Registration	0
99	Blockage/Water Not Draining	-10
98	Water Supply	28

Report date:
02 Jun 2025

GRAFFITI SNAPSHOT

May 2025

Ward and Suburb Insights



Ward	May 2025	April 2025	% Monthly Change
Central	896	675	33%
Heathcote	191	180	6%
Coastal	135	144	-6%
Spreydon	100	65	54%
Burwood	81	22	268%
Linwood	79	71	11%
Innes	69	57	21%
Papanui	59	28	111%
Riccarton	55	54	2%
Hornby	44	24	83%
Cashmere	38	26	46%
Banks Peninsula	31	12	158%
Fendalton	24	56	-57%
Halswell	22	50	-56%
Harewood	18	25	-28%
Waimairi	10	19	-47%
Unknown	2	3	-33%
Total	1854	1511	0.23

Reporting Hot Spots

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

Suburb	Reports made - May 2025	Reports made - April 2025
Central City	706	484
Sydenham	105	105
Addington	95	40
New Brighton	92	91
Linwood	80	83
St Albans	57	52
Waltham	47	59
Richmond	46	22
Papanui	45	18
Phillipstown	45	54
Woolston	40	30
Riccarton	33	27
Lyttelton	30	12
Shirley	30	6
Burwood	26	10
Hornby	24	21
South New Brighton	18	20
North Linwood	17	7
Spreydon	17	9
Avonside	16	10
Travis	16	5

Ward	Graffiti cleaned mtrs2 May 2025	Graffiti cleaned mtrs2 April 2025
Central	1755	1235
Heathcote	735	445
Coastal	409	396
Spreydon	253	56
Burwood	244	60
Innes	242	102
Papanui	180	21
Linwood	134	146
Riccarton	126	71
Hornby	151	25
Harewood	83	196
Cashmere	49	21
Banks Peninsula	46	28
Halswell	221	26
Fendalton	17	54
Waimairi	7	16
Unknown	4	0
Total	4454	2895

Removal Hot Spots

Locations with the most graffiti removed (m2)

Street	Cleaned graffiti m2
Washington Way Reserve	220
Validation Park	173
Pilgrim Place	138
Sabina Street, Hope to Hercules	110
Worcester Street	81
Waltham Road, Wordsworth to Mowbray	77
South New Brighton Park	63
Brighton Mall	62
Gloucester Street, Avonside to Locksley	60
Gloucester Street	59
Thomson Park	59
Tuam Street, Mata to Manchester	57
Hereford Street, Huanui to Latimer	55
Main North Road	55
Tramway Lane \ Worcester Street, Central City	54
Paddington Street, Camden to Ealing	54
Bath Street, Durham to Colombo	50
Cathedral Square, Worcester to Colombo	49
St Asaph Street	44
Tuam Street	42
Travis Wetland	42
Allen Street \ Madras Street, Central City	41
Pages Road	37
Blenheim Road \ Pope Street, Addington	36
Allen Street, Manchester to Madras	36
Colombo Street	36

GRAFFITI SNAPSHOT

May 2025

Further Insights

Snap Send Solve Insights

	May	April	% Change
Orion	378	354	7%
Chorus	122	56	118%
Enable	70	56	25%
One NZ	27	33	-18%
Spark	16	13	23%
NZ Post	5	1	400%
Rockgas	4	5	-20%
2 Degrees	2	8	-75%
Kiwi Rail	6	8	-25%
NZTA	11	11	0%

These are the reports that have been sent directly to the utility owner from Graffiti Programme volunteers and members of the public

Monthly Draw Winner:



A huge thank you to you all for jumping on board and using the correct categories for logging utility/pole tickets – *You are all amazing*

Latest artwork



'Connected Environment'
One NZ cabinet painted by Hillmorton High School students
1 McCarthy St, Hoon Hay

Memo

Date: 28 May 2025
From: Andrew Milne
To: Councillors and Mayor and Community Board Members
Cc: Executive Leadership Team
Reference: 25/900663

Subdivision Road changes Approvals

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this Memo is to provide context and background to a series of reports that will be presented to the Board and Council over the next 3 to 4 months that seek approvals for existing and future road changes associated with subdivisions and changes to the future process for subdivision approvals.
- 1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

- 2.1 Community Boards are currently provided with updates on the progress of subdivision development and the resulting changes to the road network via briefings. We are changing our process by presenting such proposed road network changes to the Boards prior to construction for in principle approval to enable the Boards to fully exercise their delegated powers. This follows an information session with Council on 29 April 2025, for which the cover sheet is provided in **Attachment A** and the accompanying PowerPoint slides provided to Councillors are **Attachment B**.
- 2.2 The recording of the information session can be viewed here [29.04.25 - Christchurch City Council](#). The information session starts at approximately 47mins.
- 2.3 Priority will be given to those road changes that have been granted consent under the RMA but not yet started construction. In addition, approvals to formalise road changes and traffic and parking restrictions will be sought for changes that have already occurred on the vested road network.
- 2.4 For subdivision works connecting to existing roads, a series of resolution reports are being prepared that provide the context for and seek Community Board approval to retain the currently constructed infrastructure. These reports are being prepared for inclusion within Board agendas from May and June 2025 onwards. The scope of the areas being addressed through this first round of reports is provided in **Attachment C**.
- 2.5 Reports will also be presented for new internal subdivision roads vested with Council, following the road being constructed and vested. This primarily involves resolving signs and markings under the Traffic and Parking Bylaw. It will also be necessary for some other internal subdivision new roads vested in recent years to have parking restrictions formally approved.

- 2.6 Going forward, subdivisions affecting existing road frontages will be coming to the Community Boards once consents are issued, and prior to construction this follows from legal advice to staff as summarised in **Attachment D**.

3. Conclusion Whakakapinga

- 3.1 A number of reports will be presented to Community Boards in the coming months regarding road changes associated with subdivision approvals.
- 3.2 In the future, reports are intended to be presented for approval once a subdivision is consented, prior to construction.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Council Briefing 29/4/25: Subdivision Process	25/668800
B	Council Briefing 29/4/25: powerpoint slides	25/922735
C	Scope	25/922736
D	Summary of legal advice	25/937085

Signatories Ngā Kaiwaitohu

Authors	Andy Milne - Team Leader Asset Planning Peter Rodgers - Transport Network Planner
Approved By	Lynette Ellis - Head of Transport & Waste Management

Memos

Council Information Session/Workshop
29 April 2025

3. Subdivision Approval Process

Reference Te Tohutoro: 25/668800

Presenter(s) Te Kaipāhō : Mark Stevenson – Head of Planning and Consents
Lynette Ellis – Head of Transport and Waste

1. Detail Te Whakamahuki

Purpose and Origin	<ul style="list-style-type: none">• Council has a rigorous process for the consenting and development of subdivisions in the district. This includes undertaking engineering approvals and safety audits.• Staff have become aware of a gap in the approval process for subdivisions which has resulted in further work.• This information session will outline the subdivision approval process, next steps for approvals for existing subdivisions and changes to the future process for subdivision approvals.
Timing	This information session is expected to last for 60 minutes.
Outcome Sought	<ul style="list-style-type: none">• Awareness of the subdivision process and the requirements of the regulatory process.• Understanding of the approvals gap that has been identified.• Understanding of next steps that will be undertaken with the Community Boards.
ELT Consideration	ELT members are aware of the issue but have not been specifically briefed.
Next Steps	<p>Following this briefing, staff will begin the process of presenting reports to Community Boards. This will cover:</p> <ul style="list-style-type: none">• Legalisation of the signs and lines within the completed subdivision.• Approval of the changes to the existing road network.• Recommendations to Council for any Part A decisions. <p>Staff are also reviewing and updating the process required to gain all appropriate approvals for subdivisions. This will be updated with developers moving forward.</p>
Key points / Background	<ul style="list-style-type: none">• When land is being developed, the District Plan includes rules for new roads while also seeking to ensure existing roads that road or property access is provided to are of an appropriate standard. This may involve adding footpaths, creating access points, safety improvements and planning where new roads connect to existing ones.• Decisions on subdivision applications are generally decided without public notification, as outlined in the District Plan and are made under staff delegations.• The conditions associated with a resource consent for a subdivision requires the developer to construct roads and roading infrastructure inside the new development that will later be vested with the Council, as well as providing appropriate connections to existing Council-owned infrastructure.

Item No.: 3

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Council Information Session/Workshop
29 April 2025

	<ul style="list-style-type: none">As part of the consenting process for a subdivision, there are roading standards and specifications that developers must meet. This includes ensuring that all engineering approvals and safety audits are undertaken.Staff recently discovered that some work in current subdivisions, including new road infrastructure such as signage and road markings, intersection upgrades and connections to existing roads, were carried out without community board approval.This issue has been most prominent in areas where there has been high demand for the development of rural land, such as Halswell.
Useful Links	<ul style="list-style-type: none">Subdivision consent activities : Christchurch City Council

Attachments Ngā Tāpirihanga

There are no attachments to this coversheet.

Signatories Ngā Kaiwaitohu

Authors	Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management
Approved By	Mark Stevenson - Acting Head of Planning & Consents John Higgins - General Manager Strategy, Planning & Regulatory Services

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Subdivisions and Roeing

Process and delegations

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Planning at strategic level - South West Area Plan

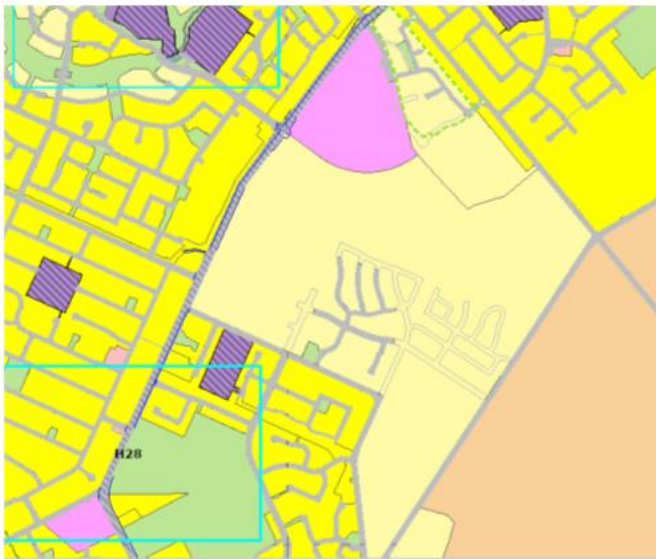


ECan Presentation on PC14

17 March 2022

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Greenfield area – zoning and Outline Development Plan



Subdivision

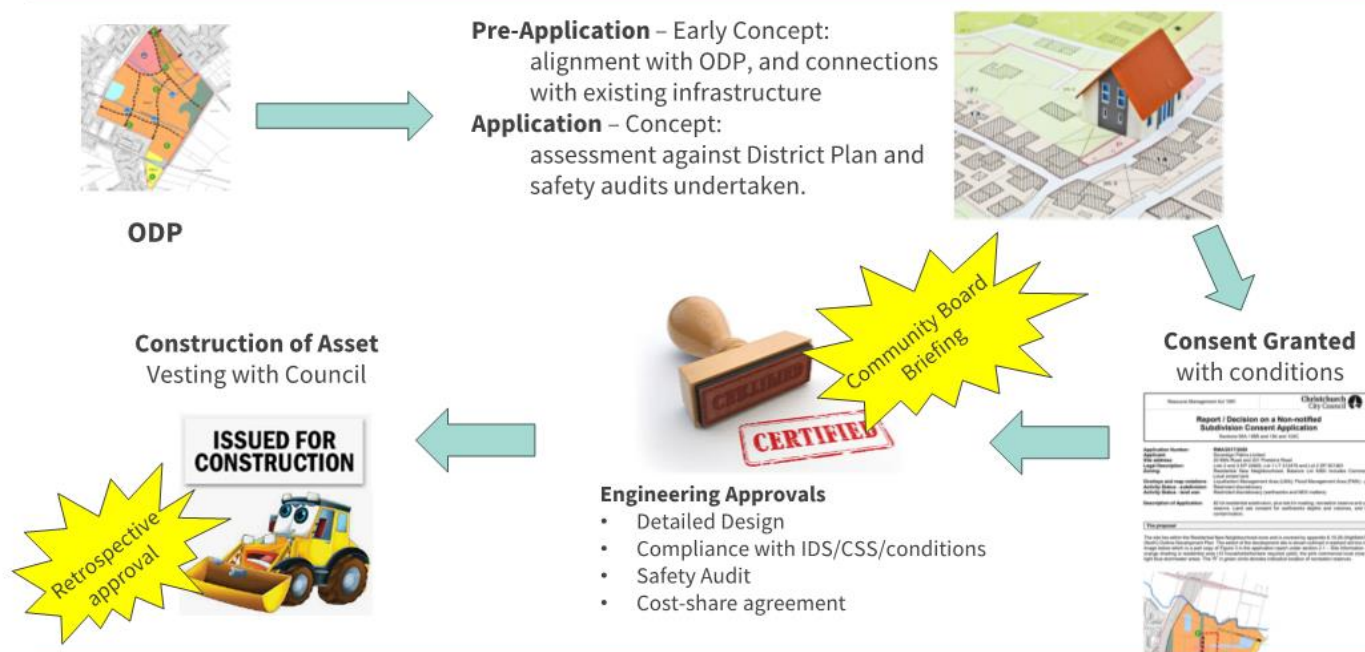


ECan Presentation on PC14

17 March 2022

Christchurch
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Subdivision Process



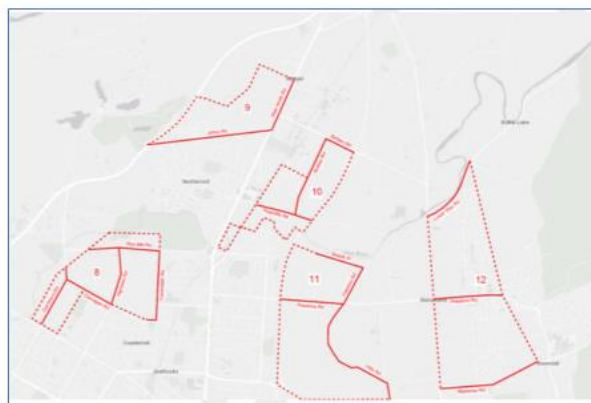
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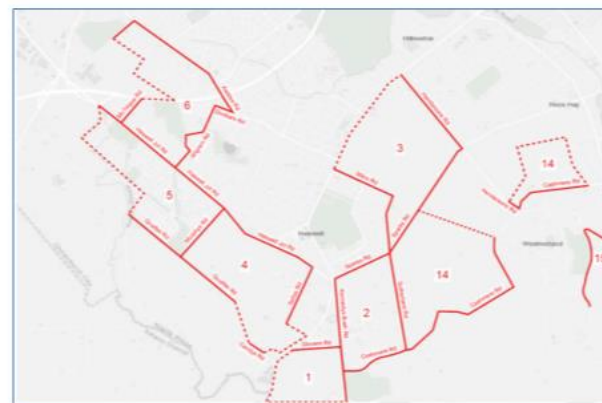
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Next Steps

- Community Board Reports:
 - Priority = subdivision areas where works have not started
 - Areas where works are underway
 - Areas where works have been completed



Northern Area



Southeast Area

Subdivision Process - Future



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Slides beyond this for reference

Process and delegations

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Subdivision Process

- Land is first zoned in the District Plan through a plan change, inclusive of a public consultation process. In greenfield areas, Outline Development Plans are prepared that are included in the District Plan to achieve an integrated approach to development
- Urban development is reasonably expected on land zoned for urban purposes.
- Decisions on subdivision applications are typically non-notified as directed by the District Plan and made under staff delegation.
- Under conditions of the subdivision consent, the formation of new roads and upgrades to existing road frontages and intersections follow a similar/comprehensive process, which also applies to the Council i.e. in accordance with the requirements of Council standards as set out in the IDS and CSS.
- All works on existing roads are under a Corridor Access Request to obtain a Work Access Permit where that work only impacts on the normal operation of the road, footpath or berm.
- When works are completed to the satisfaction of Council Engineers and all conditions met, a subdivision completion certificate under section 224(c) will be issued to enable titles to be created and new roads to vest.

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Engineering/IDS Approval Process

- Construction phase traffic management plan
- Detailed engineering design phase
- Construction management by a Independent Chartered Engineer
- Safety audits at the detailed design and post construction phases
- Provision of as-builts and construction completion reporting/certification
- Quality Assurance management and documentation
- Audit and acceptance by Council Subdivision Engineer (requires liaison with all asset managers including the Transport Unit
- On-site audits/visits by Council specialists
- Practical completion and defects liability inspections with Council asset representatives for handover.

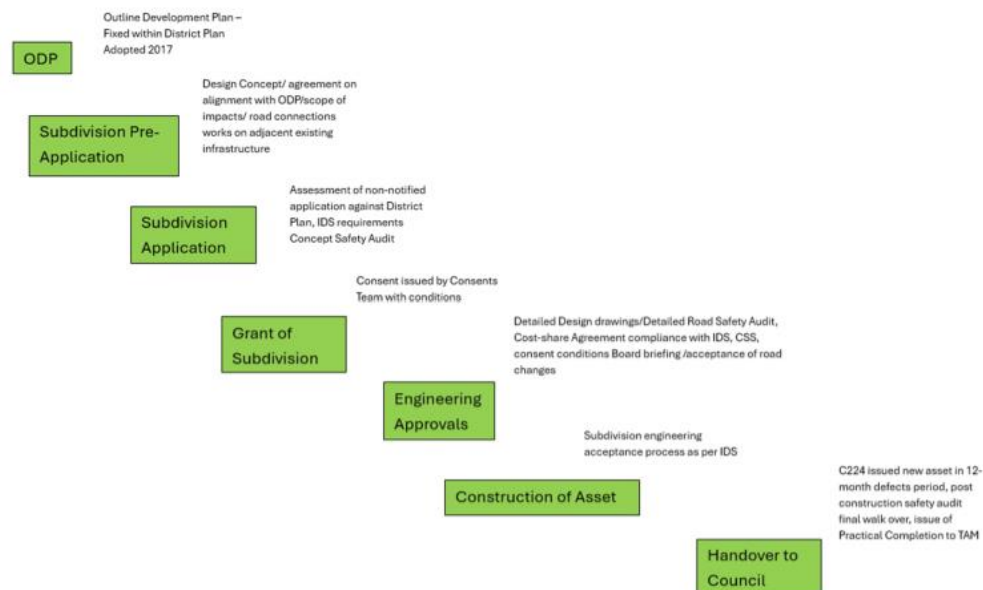
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Subdivision Process



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Delegations to Community Board and Full Council

- Recent legal advice has identified that during the subdivision process; work has been undertaken on existing and newly vested roads without the appropriate approval under delegations.
- The Delegations Register delegates to the Community Boards various roading powers, including:
 - Facilities for the safety of the public, or for the control of traffic or enforcement of traffic laws.
 - Such controls relate only to existing roads and may include new intersections, frontage upgrades including footpaths, streetlights and kerbs, buildouts, chicanes and other restraints.
 - Features used for the enforcement of traffic laws such as statutory road signs and markings at intersections and no-stopping controls.
- Traffic signals and special vehicle lanes require full Council approval.

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New infrastructure within subdivisions

- All infrastructure (including roads, footpaths, kerb streetlights) required to support the subdivision is provided by and at the cost of the developer.
- Under law, conditions cannot be imposed on subdivision consents to require infrastructure beyond the needs of the subdivision e.g. conditions cannot be imposed to require footpaths beyond the frontage of the subdivision or intersection upgrades that primarily serve the wider community
- Private developer agreements (cost-share agreements) need to be in place to ensure that Council pays for infrastructure beyond the direct needs of the subdivision.

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What are we doing?

- Community Boards are currently provided with updates on the progress of subdivision development and the resulting changes to the road network via briefings.

DELEGATIONS

- Transport works associated with subdivisions fall into two categories:
 - a) Works on existing roads required to connect the subdivision to the existing transport network.
 - b) New internal roads and footpaths that are provided in accordance with approved consent plans.

NEW ROADS INSIDE THE SUBDIVISION

- For internal roads, the Community Boards have delegated powers to approve new road infrastructure after the roads have been vested with Council.
- This primarily involves resolving signs and markings under the Traffic and Parking Bylaw.
- Detailed traffic resolution reports will be prepared for those roads that have been vested in Council.

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What are we doing? (cont.)

- On existing roads, Community Boards have the delegated authority to approve the majority of roading changes.
- For subdivision works connecting to existing roads, a series of resolution reports are being prepared that provide the context for and seek Community Board approval to retain the currently constructed infrastructure. These reports are being prepared for inclusion within Board agendas from May and June 2025 onwards.
- Subsequent resolution reports will be prepared for those internal subdivision roads that have been vested in Council.

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Current subdivision works for approval

Consent	Address	Stage of work	Legal road works
2022/3000	396 Wigram Rd	224 imminent	upgrade
2020/2265	485 Hills Rd	224 imminent	intersection
2020/678	Main North/Radcliffe Rd	224 imminent	Intersection/road changes
2021/1122	Lydia St	224 imminent	Intersection changes
2023/1929	121 Halswell Junction Rd	Plans accepted	Linkage, intersection
2024/1889	304 Halswell Junction Rd	Plans accepted	Footpath connection
2022/626	121 Kennedys Bush Rd	Plans accepted	2 x driveways
2024/16	678 Cashmere Rd	Plans accepted	intersection
2023/3319	70 McTeigue Rd	Plans accepted	intersection
2022/3278	319 Worsleys Rd	Plans accepted	Worsleys Rd upgrade
2023/2855	315 Worsleys Rd	Plans accepted	Worsleys Rd upgrade
2023/1026	233 Styx Mill Rd	Plans under review	Road upgrade, intersection
2024/2674	Arbor Grove	Plans under review	road extension
2021/4312	Bower Ave	Plans under review	Road extension
2022/639	122 Kennedys Bush Rd	Under construction	Platforms, intersections, blips
2017/3185	201 Halswell Rd	Under construction	NZTA work
2021/3823 2025/53	440 Wigram Rd	Under construction	Intersection, realignment
2022/2381	179 Milns Rd Stage 1 2	Under construction	Intersections
2024/131	179 Milns Rd Stage 3	Under construction	Intersection road closure
2022/2160	50 Quaifes Rd	Under construction	Intersection, platform
2021/1909	60 McTeigue Rd	Under construction	Intersection, upgrade
2/22/485	430 Sparks Rd	Under construction	Upgrade
2024/2008	199 Worsleys Rd (Cashm est)	Under construction	Road extension
2022/3963	Birkdale Dr	Under construction	New road bridge
2021/2685	65 Grampian St	Under construction	intersection
2022/1669	Glendore Sutherlands Rd	Under construction	Threshold, blips, intersection

Priority Resolution Reports

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Options for dealing with new Subdivisions

- For new subdivisions not yet under way, and as required by current delegations, resolution reports will be prepared in advance of works commencing on existing roads.
- We have been informing developers of this change in process and are in the process of updating our standard conditions and advice notes on future subdivision consents.
- A report will be prepared for full Council outlining further changes to streamline the process and to ensure that approvals and resolutions are secured at a more appropriate point within the subdivision development process.
- Any adopted changes to the process will be monitored to check if too restrictive or working well

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#	Subdivisions to be resolved	Community Board
1	South Halswell ODP (bound by Kennedys Bush Road/Glovers/Halswell Road (SH75))	Waipuna - HHR
2	Southeast Halswell ODP (bound by Kennedys Bush Road/Cashmere Road/Sutherlands Road/Sparks Road)	Waipuna - HHR
3	North Halswell ODP (bound by Sparks/Milns/Hendersons/Halswell (SH75) Roads)	Waipuna - HHR
4	South Halswell ODP (bound Halswell Junction Road/ Sabys Road/Quaifes Road/Murphys Road)	Waipuna - HHR
5	Southwest Halswell ODP (bound by Murphys/Quaifes/Whincops/Halswell Junction Roads)	Waipuna - HHR
6	Awatea ODP (bound by Halswell Junction Road/ Wigram Road/ McTeigue Road)	Waipuna - HHR
7	Riccarton Racecourse ODP (bound by Steadman Road/Yaldhurst Road (SH 73)/Kinross Street)	Waipuna - HHR
8	Upper Styx ODP (bound by Gardiners Road/Styx Mill Road/Cavendish Road/Claridges Road)	Waimaero - FWH
9	Northwest Belfast (bound by Main North Road/Johns Road)	Waimaero - FWH
10	East Belfast ODP (bound by Radcliffe Road/Northern Corridor/Belfast Road/Railway Line)	Waimaero - FWH
11	Highfield Park ODP (bound by Prestons/Hawkins/Selkirk Roads)	Waipapa - PIC
12	Prestons North and South ODP (bound by Lower Styx Road/ Mairehau Road)	Waitai - CBL
13	South Masham ODP (bound by Buchanans Road/Roberts Road)	Waipuna - HHR
14	Spur & Hendersons ODP (fronting Cashmere Road)	Waipuna - HHR
15	Worsleys Road	Waihoru - SCH

Subdivision #	Streets Impacted
1 South Halswell ODP	<ul style="list-style-type: none"> Upgrade Kennedys Bush Road between Quarry Park entrance and Glovers Road Roundabout access connecting to Muir Hill Road Re-alignment of intersection of Glovers/Kennedys Bush Road Glovers Road subdivision site frontage 2 x pedestrian crossings & Bus stop location 2 x Subdivision Access to Glovers Roundabout subdivision access/Candys Road/SH75

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2 Southeast Halswell ODP	<ul style="list-style-type: none"> • Intersection of Cashmere/Kennedys upgrade • New Intersection to Cashmere Road and Cashmere Road frontage & Quarry Park Cashmere Road frontage • Pedestrian island Kennedys Bush Road • New subdivision T intersection Kennedys/Irvin's Track • New kerb and Chanel on western corner of Cashmere/Sutherlands and kerb and channel on western side of Sutherland extending to existing waterway • to new subdivision access at Spalling Road/Sutherlands • New subdivision access Muirhill/Sutherlands and new footpath on southwest of new intersection • New kerb and channel along subdivision frontage on the western side of Sutherlands between Cashmere Stream/Sparks • Intermittent kerb and channel on eastern side of Sutherlands between Cashmere Stream/Sparks • New access - crossroads intersection Glendore /Sutherlands/Bunz Road • New subdivision T intersection access Sparks/Shorthorn • Upgrade to Sparks/MacArtney Av with pedestrian refuge on Sparks and new footpath on northern side of Sparks • New subdivision T intersection Sparks/Benrogan • New footpath kerb and channel between new access and Sutherlands Road • Pedestrian crossing west of Hendersons
3 North Halswell ODP	<ul style="list-style-type: none"> • Currently working along Sparks Road frontage northwest (**parts under construction**) • 2 x Subdivision T intersection Collier/Sparks & Larissa/Sparks • 2 x Subdivision T intersections Manarola/Hendersons & Franco/Hendersons • Subdivision access to Milns/William Brittan • Subdivision T intersection Whitburn/Milns • New T intersection Milns/Te Repo Drive • Footpath kerb and channel along site frontage of Banbury Retirement Village (southeast side Milns) to James Hight Drive
4 South Halswell ODP	<ul style="list-style-type: none"> • Sabys/Quaifes Road upgrade • 2 x Subdivision T intersections Glengael Dr/Quaifes Rd & Silvereys/Quaifes Rd • T intersection Matai Springs/Quaifes • Upgrade intersection of Quaifes/Murphys • Upgrade intersection Murphys/Halswell Junct Rd • Crossroad intersection Murphys/ Graycliffe/Blue Jacket • T intersection Murphys/Kilmurry • Footpath along Murphy subdivision frontage between Halswell Junction Road and new school • Intersection upgrade (to reflect slower speed limit) Oldham Cres/Halswell Junction Rd including pedestrian buildouts
5 Southwest Halswell ODP	<ul style="list-style-type: none"> • Safety upgrade (change priorities) Whincops/Marshs • Continuous footpath along Whincops both sides between Quaifes Halswell junction Road

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	<ul style="list-style-type: none"> • New T intersection Whincops/Ishwar Ganda Boulevard • New roundabout Whincops/Richmond Ave • Roundabout Whincops/Halsell Junction/Wigram • New footpath southern side Halswell Junction Road between Whincops and Murphys • Frontage footpath kerb channel southside Halsell Junction Road between Whincops/Richmond Av • Roundabout – subdivision access Hamill /Halswell Junction Rd/Patterson Tce • Subdivision access T intersection Denali Street/ Halswell Junction Road • Frontage footpath along Murphys between Halswell Junction Road/green open space
6 Awatea ODP	<ul style="list-style-type: none"> • Subdivision footpath frontage along Halswell junction Road between McTeigue to Wigram Road • Central median along Halswell Junction Road between Denali/Wigram Road • Subdivision T intersection access Halsell Junction/Albert Wills Av • New T intersection Wigram/Birchgate • Footpath along Wigram frontage both sides between Birchgate to Halsell Junction Road • Subdivision T intersection Sholto Duncan / Wigram Road • Frontage footpath eastern side of Wigram Rd between Sholto/Dunbars Rd • intermittent Frontage footpath southern side of Awatea between Wigram and Wilmers • T intersection McCrorie/Awatea • Carrs Rd intersection realignment • T intersection Barbara Joan Rd/Awatea • Footpath along Wilmers frontage between Kairua/Awatea • 2x T intersection to Wilmers • Extended footpath from Kairua to stormwater reserve
7 Riccarton Racecourse ODP	<ul style="list-style-type: none"> • Connection to existing Kahukura Road • Steadman Road frontage upgrade to Racecourse Steadman access • Pedestrian refuge island Steadman Road near Rosella Street • Steadman Road access to retirement village opposite Ben Nevis Drive

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8 Upper Styx ODP	<ul style="list-style-type: none"> • Subdivision T intersection Ambertie Place onto Gardiners Road • Intermittent footpath on western side of Gardiners Road • Subdivision T intersection onto eastern side of Gardiners south of Claridges Road with footpath frontage upgrade & pedestrian refuge • footpath frontage upgrade western side approximately 400m south of Claridges Road • footpath frontage upgrades along Claridges between Gardiners and Walter Cres Drive with new T intersection • 2 x Subdivision T intersection Stroma Av/Claridges & Tullett Park Dr/Claridges Rd • Footpath along Claridges on both sides from Walter Cres to Highsted Rd • Intermittent frontage footpath both side along Highsted road • 2 x T intersection each side of Highsted • T intersection Highstead Road/Redbrook Road • T intersection north side of Styx Mill Road Meadow Stream Drive • Intermittent frontage footpath on north side of Styx Mill along subdivision frontage to the east of Highsted • Pedestrian refuge Styx Mill east of Tullett Park Rd • T intersection Tullett Park/Highsted • Intermittent frontage footpath along southern side of Highsted east of Highsted • 2 x T intersections Styx Mill Road southern side east of Highsted
9 Northwest Belfast	<ul style="list-style-type: none"> • New arm to Signalled intersection of Belfast/Main N Road
10 East Belfast ODP	<ul style="list-style-type: none"> • Improvements to signalled intersection on Main N Road/Radcliff Rd/Northwood Blv (resource consent) • Intersection safety improvements Radcliff/Blakes • Upgrade Thompson/Blakes intersection • 5 x T intersections onto Blakes Road • Subdivision frontage footpath provision and road upgrade (width) • **parts under construction** • Safety upgrade to Blakes/Belfast intersection • T intersection east of Blakes onto Belfast Road • Footpath connection to NZTA shared path on Belfast Rd
11 Highfield Park ODP	<ul style="list-style-type: none"> • New T intersection Oakbridge Blv/Prestons • T intersection onto Hawkins
12 Prestons North and South ODP	<ul style="list-style-type: none"> • Signalled intersection Preston Park Dr/Mairehau Rd • T intersection Mairehau/Aviemore • Signalled intersection Prestons Rd/ Te Rito Street • Signalled intersection Te Korari St/Prestons Rd • Footpath upgrade competed along Prestons Road • T intersection improvement Te Korara St/Lower Styx Rd
13 South Masham ODP	<ul style="list-style-type: none"> • Cross road intersection Mary Carpenter/Buchanans

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14 Spur & Hendersons ODP	<ul style="list-style-type: none">• 2 x T intersection Saddle Vale/ Cashmere Road & Kitchener's Knoll/Cashmere• T intersection Barnfields Close/Cashmere Road• Intermittent footpath provision at the subdivision frontages• T intersection Bushman Plc/Cashmere Road• T intersection Leistrella Rd/Cashmere Rd• Frontage footpath connection along site frontage to existing
15 Worsleys Road	<ul style="list-style-type: none">• Realignment of Worsleys Road and new T intersection with McVicar Drive• 2 x T intersection Gosforth Rd/Worsleys and Eaglesfield Cl/Worsleys Road• Frontage footpath upgrade between Eaglesfield to south of Gosforth

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Memo

13 May 2025

To: Andy Milne, Ron Lemm

From: Cedric Carranceja

LEX26204 – New subdivision resolutions

1. This memorandum has been provided as part of my secondment to the Christchurch City Council (**Council**). You have asked for a summary of my views on whether approval is required from the relevant Community Board (**Board**) for the following works associated with new subdivisions:
 - (a) the creation of **new** (internal) roads to be provided in accordance with a subdivision consent;
 - (b) works on **existing** Council vested roads for connecting a new subdivision to the existing transport network.

Creation of new roads under a subdivision consent

2. The Council's Delegations Register delegates to the Boards various roading powers in the Local Government Act 1974 ("**Delegated Roding Powers**").¹ However, these powers cannot be exercised on a new road that is being constructed by a developer on private land pursuant to a subdivision consent because it is not yet a "road" as defined under the LGA 1974.² The new road does not become a "road" under the LGA 1974 until it has been vested in the Council at the end of the subdivision process, when an approved survey plan showing the new road has been submitted to, and deposited by, the Registrar-General of Land.³
3. There is no need for Council staff to seek retrospective approval from the Board for new roads constructed by developers on private land under a subdivision consent because such roads have not yet been vested in Council for the Delegated Roding Powers to apply to. However, Council staff remain free to inform the Boards of new roads that will (eventually) be vested in Council.

Works on existing Council vested roads

4. You mentioned that in some cases, subdivision consent conditions require a developer to undertake works on existing Council vested roads.
5. The Delegations Register anticipates that Board approval is required for any roading works undertaken on existing Council vested roads that fall within the Delegated Roding Powers. Accordingly, if a developer is to make changes to an existing Council vested road within the scope of the Delegated Roding Powers as part of a subdivision consent, then prior Board approval is required.⁴

Cedric Carranceja

¹ See roading powers under sections 319(1)(d), 319(1)(e), 319(1)(f), 319(1)(g), 331 and 334 of the LGA 1974.

² Section 315(1) of the LGA 1974.

³ See section 223 and 238 of the Resource Management Act 1991.

⁴ Some roading works, such as installing, removing, or altering non-regulatory road markings do not need Board approval because the Delegations Register delegates the power to undertake such works to staff instead of the Board.

Memos



Memo

Date: 30 May 2025
From: Shaun O'Halloran, Operational Readiness Coordinator
To: Executive Leadership Team
Elected Members
Cc:
Reference: 25/1060635

Tsunami Warning Sirens - Re-Test Details

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this Memo is to outline the details for the re-testing of the tsunami siren network in Ōtautahi.
- 1.2 A re-test of the siren network is required due to the unsuccessful test on 06 April 2025.
- 1.3 The information in this memo is not confidential.

2. Update He Pānui

- 2.1 The tsunami sirens will be tested on **Sunday 13 July at 1100**.
- 2.2 This is the last Sunday of the school holidays, and Sunday at 1100 is when testing routinely takes place (bi-annual daylight savings).
- 2.3 Public messaging will take place via Newline, and other usual channels, by the communications team.
 - 2.3.1 Key stakeholders including FENZ, Police, Canterbury CDEM Group will be informed by the CDEM Unit.
- 2.4 Traffic management signs will be put in place from Monday 07 July. These signs will state 'Tsunami Siren Test, 1100 Sunday 13 July'. They will be deployed at the following six key locations:
 - 2.4.1 Main Road Redcliffs, Bridge Street, Pages Road, Travis Road, Lower Styx Road, and Ferry Road.
- 2.5 Our operator will remotely access the SCADA system and activate the sirens.
- 2.6 The CDEM Duty Officer will monitor the test in real-time and report back via the Controller and CDEM Manager.

3. Conclusion Whakakapinga

- 3.1 This testing will ensure that the tsunami sirens are functional.
- 3.2 Care will be taken to reassure the community that this is a test, noting that it will take place outside of the routine daylight savings testing times.

Memos



Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Authors	Shaun O'Halloran - Operational Readiness Coordinator Brenden Winder - Manager Civil Defence & Emergency Management John Filsell - Head of Community Support and Partnerships
Approved By	John Filsell - Head of Community Support and Partnerships

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City Council 

Memo

Date: 28 May 2025
From: Toby Chapman (Urban Forest Manager)
To: Waihoru Spreydon-Cashmere-Heathcote Community Board and Waitai
Coastal-Burwood-Linwood Community Board
Cc:
Reference: 25/1059575

Opawaho Heathcote River Planting Plan

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this memo is to advise the Community Boards that a planting plan for the Ōpāwaho Heathcote River will be going out for consultation on 29 May 2025.
- 1.2 The purpose of the consultation is to seek feedback on the planting plan that has been developed for the Ōpāwaho Heathcote River. A copy of the plan has been included as an attachment.
- 1.3 This memo is solely to advise the Boards that consultation is about to get underway. Staff will be returning to the Board after consultation to seek approval for the planting plan.
- 1.4 The information in this memo is not confidential and can be made public.

2. Origin Te Pūtaketanga mai

- 2.1 The Christchurch Urban Forest Plan has a target to increase canopy cover along our water body margins to 75% over the next 50 years. To help facilitate this, staff have developed a planting plan along the Ōpāwaho Heathcote River.
- 2.2 Parks staff have been working with our storm water engineers, biodiversity staff and other colleagues to develop a planting plan for the river. The plan is accompanied with a guidance document to ensure that all planting compliments the space and doesn't lead to conflicts with other objectives.
- 2.3 This plan will be used to support the many community groups who currently undertake planting and garden maintenance along the river. It will also assist in the development of new community groups who have expressed an interest in undertaking planting along the river.

3. Decisions Required Ngā take me whakatau

- 3.1 No decision is required at this point in time, the purpose of this memo is to provide information only.
- 3.2 Once consultation has been completed, staff will return to the Boards for a decision on whether to approve the planting plan or reject it.

4. Key Points Ngā Take Matua

- 4.1 Consultation will be open on our Korero Mai page from 28 May through to 17 June 2025. An email will also be sent to the key stakeholders.

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Attachment F

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- 4.2 There are already a number of plans and documents that relate to the river. The purpose of this plan is to provide specific locations and guidelines for planting based on the river in its current form.
- 4.3 Through this plan, the local Community Boards will have the information required to use their delegation to approve the planting locations. The plan also provides specific guidelines for sites along the river to ensure that views of the river and pathways are maintained along with ensuring the planting does not impact on waterflow during flood events.
- 4.4 The Planting plan is in alignment with the Urban Forest plan, the Lower Heathcote Guidance Plan, Ōpāwaho/Heathcote River Catchment Vision and Values, 2016, and components of the Mid Heathcote River/Ōpāwaho Linear Park Masterplan, 2009.

5. Financial Implications Ngā rara ahumoni

- 5.1 Budget Code: 562/076023-Urban Forest Implementation (funded from \$18m over FY25 to FY34).
- 5.2 The plan will be further supported through a variety of funding streams including the natural waterways budget, Lower Ōpāwaho Heathcote Guidance plan budget and the Urban Forest Plan.

6. Significance Te Hiranga

- 6.1 The project has been assessed as having low significance based on the Councils Engagement Significance assessment.
- 6.2 The river is a significant feature of the city and to local Iwi. The proposal that is going out for consultation covers the increased planting. As the planting is in alignment with existing plans that have already been approved it is not considered to have high significance.

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

- 7.1 There are many groups (including local Iwi) and people who have an interest in the river and the planting that occurs on its borders.
- 7.2 Staff have sought early feedback from the Ōpāwaho Heathcote River Network which led to a number of minor changes to the early draft. Staff have also sought feedback from Whitiōra and are expecting a response before coming to the Community Boards for a final decision.

8. Next Steps Te neke whakamua

- 8.1 Once all the consultation feedback has been sought, staff will review the plans and make any necessary adjustments before taking a report to the Community Board for approval.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Draft-Ōpāwaho Heathcote River Planting Plan	25/1061088

Memos

Christchurch
City Council 

Signatories Ngā Kaiwaitohu

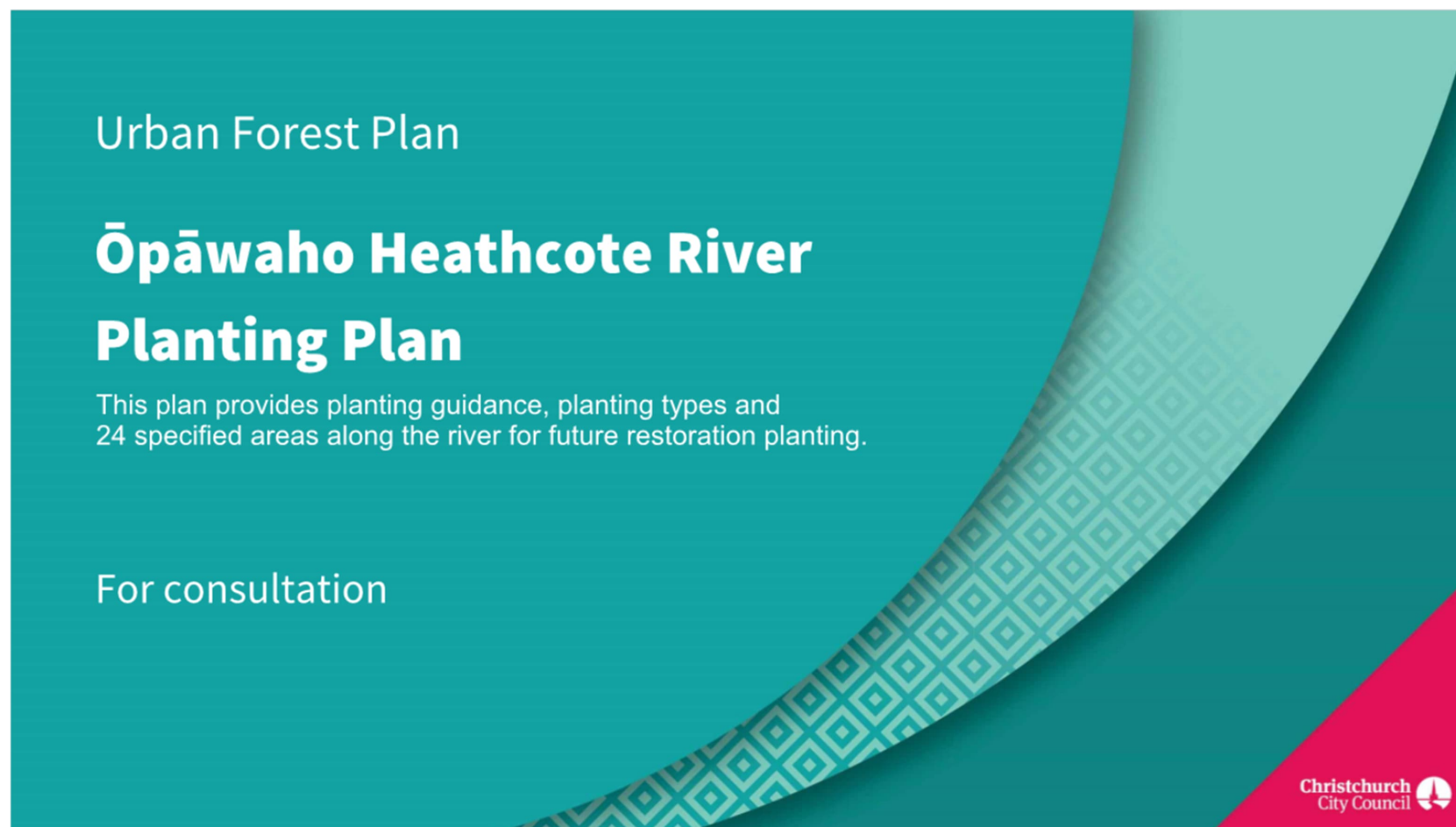
Authors	Toby Chapman - Manager Urban Forest Claire Fletcher - Senior Engagement Advisor
Approved By	Rupert Bool - Head of Parks

Item 14

Attachment F

Memos

Christchurch
City Council 



Guidelines on Plans

Planting Guidance Notes

Introduction

The purpose of the planting guidance is to ensure that appropriate consideration is given to the location and choice of plants, when undertaking restoration planting within the Ōpāwaho Heathcote River corridor.

The desired outcomes of restoration planting include:

- recognition of cultural values
- improved in-stream and riparian habitat, including resulting from increased shade and spawning areas
- increased habitat diversity
- protection of flood water conveyance and the flood plain
- improved native plant and animal diversity, and
- retention of views and recreational values.

The Ōpāwaho Heathcote River is a Site of Ecological Significance (SES) within the Christchurch District Plan (CDP), extending to adjacent land in some reaches.

As such planting must be native species that are naturally occurring and eco-sourced from within the *Low Plains Ecological District*, except where exceptional circumstances (see *Ōtautahi Christchurch Ecosystems* mapping Ōtautahi Christchurch Ecosystem Webapp for in-depth plant species information).

The Ngā Wai overlay (Ngāi Tahu Site of Significance) of the CDP applies to the Ōpāwaho Heathcote River, indicating its cultural significance. Planting should provide recognition, protection and/or enhancement of the traditional network of Ngāi Tahu mahinga kai sites and include taonga plant species, as appropriate.

Substantive work has been done to reduce river flooding. Restoration planting should not compromise this. Flood management, and planting relative to this, have been accounted for through the combination of approved locations for planting, and the Plant Group Types. This is discussed in more detail in these guidance notes.

Plant Group Types

Plant Group Types provide the flexibility to adapt the choice of plant species to the location, while ensuring that design considerations including flood management, safety and views are accounted for.

In addition to the specific species for the Plant Group Types, consider locations to incorporate ti kōuka (cabbage trees), which are significant in the Canterbury landscape and to Māori.

Plant Group Types:

Type A – Low planting (max. 1.2m height). This group primarily consists of plant species that flop over in a flood event. They also allow for good visibility of the river.

Type B – Low planting and shrubs (max. height 6m), plus ti kōuka or similar. This group may incorporate harakeke, but it should be used sparingly, in clumps, and located away from the river edge, bridges and river narrowing, and from the edge of paths.

Type C – Forest mix. These are plants suitable in combination to create a greater level of biodiversity, more akin with naturally occurring native bush.

Type D – Low planting and canopy trees. Canopy trees are clear trunked trees that allow sightlines beneath or allow for flood water to move around them such as totara and kōwhai.

Specified trees. These are native specimen trees generally used for succession planting to willows, poplars and the like. Specimen trees will require prior approval from a Council arborist.

- Where canopy trees are notated, these should be at a minimum of 10m spacings unless otherwise specified.
- Where a forest mix is proposed, provide opportunities for open views and the retention of sightlines where appropriate, via a well-chosen mix of heights and growth forms.

Mahinga Kai/Mahika Kai & Taonga Species

Mahinga kai / mahika kai refers to numerous species and inter-relationships rather than something specific. It includes things such as species, natural habitats, materials and practices used for harvesting food, and places where food or resources are, or were, gathered.

Rākau (plants) of the awa (river) include akeake, harakeke, koromiko, karamu, kōwhai, kōwhitiwhiti, manuka, mikimiki, ngaio, oioi, pōkākā, pūkio, raupō, rautahi, toetoe, and tāwhiri, ti kōuka and wiwi.

Restoration Planting Maintenance

All restoration planting requires maintenance, particularly through its establishment phase. The expectation is that restoration planting shall be maintained by the organisation or group who planted it.

- Restoration planting shall be maintained regularly including watering, mulching and weed removal, for at least 3 to 5 years as it establishes.
- Maintenance requirements are seasonal, with late winter/spring mulching, summer watering and year-round weed removal.
- Canopy trees may require limbing during their establishment to ensure an appropriate future form to ensure sightlines and view shafts and allow for flood water management.

It is intended that these guidelines will be subject to review on a bi-annual basis (every 24 months) to assess their effectiveness.

Plant Selection Process and Guide

Characteristics of the Locality

Identify the characteristics of the locality that guide the plant species including:

- The river profile and associated zones (upper bank, crest, mid bank and toe)
- Planting conditions
- Water type (fresh, brackish, saline)
- Width of the river.

River Profiles and Site Conditions

[Characteristic profiles diagram to be inserted]

Plant Selection and Preparation

- Plant species shall be selected from the CCC list provided below and reviewed by the Parks Biodiversity Team, unless otherwise specifically agreed.
- Fruit and nut trees or wildflowers shall **not** be located within the SES or where seeds could drop and be carried by the waterbody.
- Only low planting that will flop over in a flood event should be used within 1.5m vertical of the river channel, unless otherwise specifically agreed.
- Select plants, including trees, with consideration of their adult dimensions and potential root structure and extent, relative to the proximity of neighbouring properties, buildings, electrical conductors, rights-of-way and other infrastructure and assets, above and below ground.
- Locate plants, including trees, without unduly compromising services, safety or amenities, or causing excessive boundary encroachments or shading.
- Expect that each tree will grow healthily for at least 50 years.
- Space plants according to the local conditions and potential plant size.
- Space canopy trees sufficiently far apart to allow healthy development of their canopies as they mature.

- Plants, including trees, will be native species unless where exceptional circumstances, noting further approvals may be required.
- Undertake site preparation as needed, including the removal of nuisance plants and soil restoration. The removal of trees, including by way of poisoning, will require prior approval from a Council arborist.

[Plant list to be inserted – to include species name, zone, Māori and common names, plant type, water type, height, plant group type as related to the plans, and includes mahinga kai species]

CPTED & Safety

Crime Prevention Through Environmental Design (CPTED) is a well-documented and accepted approach to reducing the opportunity for crime and the fear of crime.

Two key principles of CPTED - providing for surveillance and building social cohesion and community connectivity – can be directly impacted by restoration planting. The act of planting and maintenance, as well as the location and type of restoration planting, can have an impact on these principles.

- Planting shall be well set back from the intersection of paths, including pedestrian and shared paths, and cycleways and at street intersections, to provide good visibility and reduce potential for user conflicts.
- Plant only low plants to a maximum height of 1.2m and/or trees with clear trunks to 2.5m height within 2m of a formed pathway. This to ensure clear sightlines along the path and minimise the opportunities for a person to hide.
- Plant only low plants around seating areas for safety, views and access.
- Provide for sightlines and gaps through the vegetation where informal paths have been included.
- Provide sightlines through and between planted areas to retain visibility between paths, streets, bridges and areas of open space.
- Retain wide views and visibility from multiple areas to key routes, such as paths from bus stops likely to be used at night, to maintain surveillance.
- Retain sightlines from private property to reserves.

- Plant trees and larger shrubs well away from lighting to maintain light quality and extent.
- Do not place strappy plants such as harakeke or carex within 1.5m of a path, where they could create a trip hazard or become entangled in wheels.
- No planting shall be undertaken by volunteers closer than 1.5m to a formed carriageway (i.e. the street asphalt).

Access and Use

- Maintain or provide for important views between a heritage item, the heritage setting and the surrounding area.
- Provide views to the river from adjacent paths, including to the water, at intervals of not more than 30m linear length. Where there is continuous massing of planting intended, ensure that these are wide views.
- Use smaller sedges where the river narrows to retain views of the water.
- Retain 5m clear access strip between plantings where a future shared path/cycle route is indicated.
- Provide physical access for the public to the water's edge, particularly where bank gradients are shallow.
- Retain open areas for a range of recreational and cultural values including picnicking, playing and white baiting, both adjacent to and near the water.

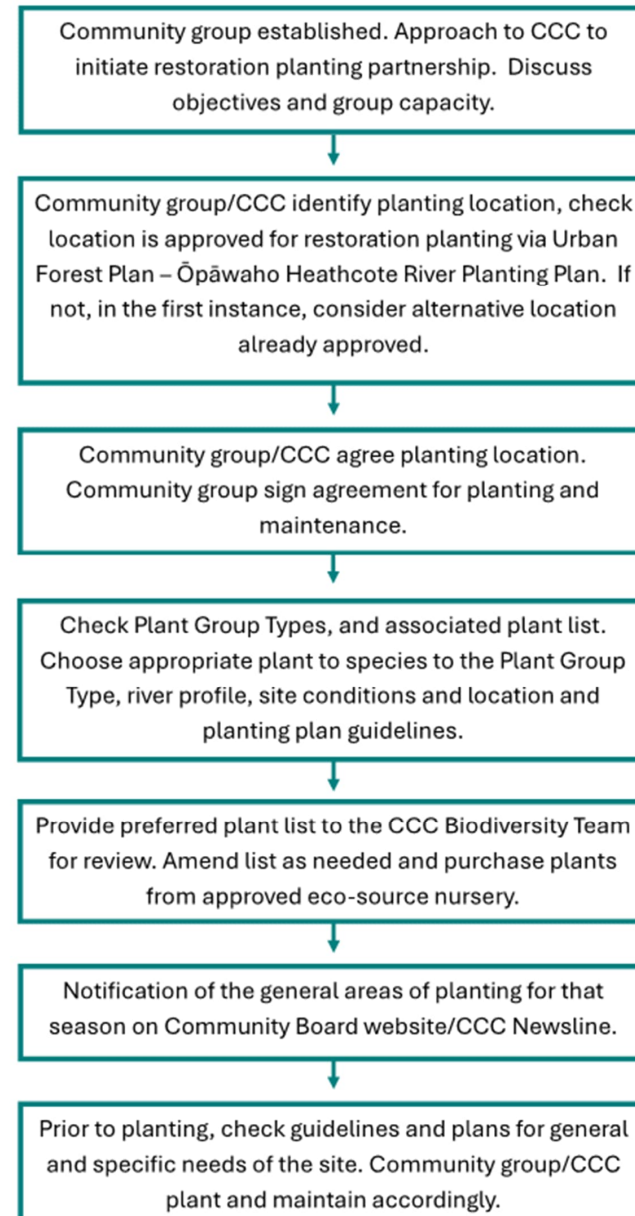
Maintenance

- Plant along the crest of the riverbank to reduce the need for line trimming.
- Place ti kōuka, harakeke and other strappy plants away from grassed areas where they may cause a maintenance nuisance i.e. leaves jam up mowers/ weed eaters.
- Provide access to the water for river maintenance for at least every 100m of the river course.
- Do not plant out identified load-out areas (areas for river maintenance equipment).

Memos

Restoration Planting Process Diagram

(for CCC staff)



Notes For All Landscape Plans

Where there is conflict between these guidelines and those within the site-specific guidelines, the site-specific guidelines will prevail

Tree spacings shall be:

- min. of 7m centres, unless where specified within a specific plan.
- min. 2m offset for low voltage power.
- min. 3m offset for 11kv power.
- min. 5m offset for 33-66kv min.

Min. 1m offset for trees and tall shrubs from all other services and hard paving not mentioned above.

Any planting that occurs over underground services shall consist of grasses and shallow-rooted shrubs only.

No tree shall be planted closer than 3.0m to a formed pathway.

No planting shall be planted closer than 1.5m to a formed carriageway (i.e. the street asphalt) for safety purposes.

No planting shall be within 3m of a road bridge abutment.

Carex secta shall not be planted within 1m of the river channel.

*No tree removal shall take place without specific approval from a Council arborist and ecologist.

Any planting within 1.5m vertical of the river channel shall be low and floppy, from the approved flood plain species list, to allow for flood water movement.

Do not place strappy plants such as harakeke or carex within 1.5m of a path, where they could create a trip hazard or become entangled in wheels.

If planting over underground services, use grasses and shallow-rooted shrubs only.

**Note: For the purpose of this document, any plant that has the potential to be classed as a tree (in alignment with the CCC Tree Policy) but has a current diameter of less than 100mm at the base and has not been specifically planted will be regarded as a seedling and therefore can be removed without CCC arborist or ecologist approval.*

Notes for Specific Plan Areas

Area 1: Spreydon Domain

- No tree shall be planted closer than 5.0m from a sports field and no tree canopy drip line (at maturity) shall extend above a sports field.
- Succession tree planting (replacement of poplar trees), with the approval of the Council arborist and ecologist, shall be at 10m minimum centres and shall not intrude (as at maturity) beyond existing levels of shading on adjacent private property.
- Plantings shall generally follow contours.
- A load-out area which is accessible to vehicles, of a minimum 3m x 3m, shall be retained immediately adjacent to the river for operations maintenance.
- Sightlines shall be provided between areas of planting to the central pathway and the bridge, to retain visibility.
- Character avenue planting shall be maintained clear of underplanting along the central pathway.
- Sightlines from private property to the reserve shall be retained to support CPTED and views.

Area 3: Centennial Park

- Succession tree planting (replacement of Willow trees) shall be at 8m min. centres and be clear-trunked canopy trees. The removal of trees, including by way of poisoning, will require prior approval from a Council arborist.
- The load-out area shall be retained clear of planting for river operations maintenance.
- Sightlines between shared paths and pedestrian paths, and where paths intersect, shall be retained to support CPTED and to prevent conflicts between pathway users.
- With the above exceptions, obvious gaps within the existing areas of planting are enabled to be planted with native plants, while allowing visibility of the water.

Area 4: Ashgrove Terrace Confluence (End to Ferniehurst St)

- Planting shall be kept clear of seating to allow sufficient physical access and visibility of the water.
- Any planting shall be at least 1m from the watermain traversing the crest or upper bank of the river.

- Succession tree planting (replacement of exotic trees) shall be at minimum 8m centres and be clear trunked species. The removal of trees, including by way of poisoning, will require prior approval from a Council arborist.

Area 5: Cashmere Riverbank Reserve/Ashgrove Terrace Central (Ferniehurst St to Fairview St)

- The crest and upper bank shall be predominantly clear trunked trees and low underplanting.
- No harakeke shall be planted on the toe of the bank or in proximity to bridges or river narrowing.
- Clear-trunked canopy trees shall be planted at min. 10m centres, or if clustered, shall have a minimum distance of 15m between clusters.
- Sightlines shall be provided between areas of planting to the pathway and bridges, and to and from adjacent streets, to retain visibility and assist CPTED.
- Planting shall be kept clear from seating to allow access to the seating and visibility of the water.
- Allow 2m clear width of planting where an informal (grass) pedestrian path is notated on the plan.
- Use planting to better define the carriageway and minimise riverbank car parking.
- Provide for almost continuous low riparian planting along the mid bank and toe of the south riverbank, approximately 2m wide following the contour, while allowing access to and visibility of the water.
- Note that clusters of underground services are located at street intersections i.e. Cashmere View Terrace. These areas should not be planted, or if considered, should only be planted using grasses and shallow-rooted shrubs.

Area 6: Cashmere Riverbank Reserve/Ashgrove Terrace Central (Fairview St to Barrington St)

- The crest and upper bank shall be predominantly clear trunked trees and low underplanting.
- No harakeke shall be planted on the toe or in proximity to bridges or river narrowing.
- Clear-trunked canopy trees shall be planted at min. 10m centres, or if clustered, shall have a minimum distance of 15m between clusters.

- Sightlines shall be provided between areas of planting to the pathway and bridges, and to and from adjacent streets, to retain visibility and assist CPTED.
- Allow 2m clear width of planting where an informal (grass) pedestrian path is notated on the plan.
- Use planting to better define the carriageway and minimise riverbank parking.
- Provide for almost continuous low riparian planting along the mid bank and toe of the south riverbank, approximately 2m wide following the contour, while allowing access to and visibility of the water.

Area 7: Ashgrove Terrace North (Barrington St to Colombo St)

- The crest and upper bank shall be predominantly clear trunked trees planted at minimum 8m centres, and low underplanting, or if trees clustered, shall have a minimum distance of 15m between clusters.
- No harakeke shall be planted on the toe or in proximity to bridges. Harakeke shall be used sparingly and only planted in clusters at distance.
- Sightlines shall be provided between areas of planting to bridges, and to and from adjacent streets, to retain visibility for cyclists and pedestrians of the carriageway and other paths, to avoid user conflicts and to assist CPTED.
- A large accessible open area shall be retained clear of planting adjacent to the river for summer picnicking.
- Where sufficient space, provide 2m clear width for an informal (grass) path near the river, weaving between the trees and away from the carriageway.
- Use planting to better define the carriageway and minimise riverbank vehicle parking.
- When planting in the proximity of The Malthouse, a heritage building and setting, do not block or compromise views to the river.

Area 8: Hunter Terrace

- Sightlines shall be provided between areas of planting to bridges, and to and from adjacent streets, to retain visibility for cyclists and pedestrians of the carriageway and other paths, to avoid user conflicts and to assist CPTED.
- A known flood area, new planting is restricted to low planting and clear-trunked trees to provide for flood water conveyance.
- Allow 2m clear width of planting where an informal (grass) pedestrian path is notated on the plan.
- Site preparation may be required including the removal of nuisance plants and trees prior to planting.
- Succession tree planting (replacement of exotic trees) shall be at 10m minimum centres and be clear-trunked species. The removal of trees, including by way of poisoning, will require prior approval from a Council arborist and ecologist.

Area 8: Waimea Terrace/Eastern Terrace (to Sandwich Rd)

- Sightlines shall be provided between areas of planting to bridges, and to and from adjacent streets, to retain visibility for cyclists and pedestrians of the carriageway and other paths, to avoid user conflicts and to assist CPTED.
- New planting to be low planting and clear-trunked trees to provide for water conveyance.
- Provide 1.5m clear width for paths adjacent in proximity to the riverbank, where space allows.
- Pest trees (Ailanthus altissima) shall be removed prior to planting. Replacement of these trees shall be clear trunked trees placed at 10m minimum centres.
- Succession tree planting (replacement of exotic trees) shall be at 10m min. centres and be clear trunked species. The removal of trees, including by way of poisoning, will require prior approval from a Council arborist.
- No harakeke shall be planted on the toe or in proximity to bridges. Harakeke shall be used sparingly and only planted in clusters at distance.

Area 9: Centaurus Reserve No 1/ Farnley Reserve / Eastern Terrace

- New planting is restricted to low plants that flop over on the toe and mid bank and predominantly clear-trunked trees on

the crest and upper bank, with some underplanting, to provide for flood water conveyance.

- Sightlines shall be provided from entry points to the reserve, car parking areas and paths, to retain visibility for cyclists and pedestrians to assist CPTED and avoid user conflicts.
- Retain sightlines from adjacent buildings where applicable to assist CPTED and provide outlook.
- Harakeke shall not be planted on the toe, used sparingly and only planted in clusters at distance. Some maintenance or removal of existing harakeke may be required.
- Pest trees (Ailanthus altissima) shall be removed prior to planting. The removal of trees, including by way of poisoning, will require prior approval from a Council arborist.

Area 11: Beckenham Ponds

- Sightlines shall be provided between areas of planting to the pathway, bridges and seating areas, as well as from the street, to retain visibility and assist CPTED.
- Maintain viewshafts to the reserve and ponds from adjacent private property.
- Planting shall be kept clear from seating and jetties to allow access and visibility of and interaction with the water.
- Allow 2m clear width of planting where an informal (grass) pedestrian path is notated on the plan.

Area 11: Fifield Terrace, Opawa

- Planting shall be predominantly clear trunked trees and low underplanting allowing for flood water to perforate.
- Trees shall be planted at minimum 10m centres, or if clustered, shall have a minimum distance of 15m between clusters.
- Allow 1.5m clear width of planting where an informal (grass) pedestrian path is notated on the plan.
- Retain open areas for a range of recreational and cultural values including for boat launch and white baiting, adjacent to the water.
- Sightlines shall be provided between areas of planting to bridges, and to and from adjacent streets, to retain visibility

for cyclists and pedestrians of the carriageway, to avoid user conflicts and to assist CPTED.

Area 12: Eastern Terrace/ Riverlaw Terrace (Tennyson St to Wilsons Rd)

- A known flood area, new planting is restricted to low planting and clear-trunked trees to provide for flood water conveyance.
- Clear-trunked canopy trees shall be planted at minimum 10m centres, or if clustered, shall have a minimum distance of 15m between clusters.
- Allow 1.5m clear width of planting where an informal (grass) pedestrian path is notated on the plan.
- Retain open areas for a range of recreational and cultural values including for boat launch and white baiting, adjacent to the water.

Area 13: Fifield Terrace / Riverlaw Terrace, Waltham (Waltham Rd to Ensors Rd)

- The mid bank shall be predominantly clear trunked trees and low underplanting, with some opportunities for more forest like planting at the crest and upper bank, while allowing for flood water to perforate. Shrub planting should not create a corridor of planting that restricts water conveyance in flood events.
- Clear-trunked canopy trees shall be planted at minimum 10m centres, or if clustered, shall have a minimum distance of 15m between clusters.
- No harakeke shall be planted on the toe or in proximity to bridges or river narrowing.
- Planting shall be kept clear from seating to allow access to the seating and visibility of the water.
- Allow 1.5m clear width of planting where an informal (grass) pedestrian path is notated on the plan.
- Retain open areas for a range of recreational and cultural values including for boat launch and white baiting, adjacent to the water.

Area 13: Riverlaw Terrace North

- Planting shall be predominantly clear trunked trees and low underplanting allowing for flood water to perforate. Trees shall be planted at minimum 10m centres, or if clustered, shall have a minimum distance of 15m between clusters.
- Allow 1.5m clear width of planting where an informal (grass) pedestrian path is notated on the plan.
- Retain open areas for a range of recreational and cultural values including for boat launch, picnicking and white baiting, adjacent to the water.
- Sightlines shall be provided between areas of planting to the pathway, bridges and the streets for visibility of the river and to assist CPTED.
- Place trees to retain views from private property to the river.
- Retain load-out areas free of planting.

Area 14 & 15: Riverlaw Terrace Central and South

- Planting shall be predominantly clear trunked trees and low underplanting allowing for flood water to perforate.
- Where there are springs and seepage, consider the use of clusters of kahikatea and underplanting to provide a forest effect, while allowing for viewshafts to the river from private property.
- Otherwise, trees shall be planted at minimum 10m centres, or if clustered, shall have a minimum distance of 15m between clusters.
- Allow 1.5m clear width of planting where an informal (grass) pedestrian path is notated on the plan.
- Retain open areas for a range of recreational and cultural values including for boat launch and white baiting, adjacent to the water.
- Sightlines shall be provided between areas of planting to bridges, and to and from adjacent streets, to retain visibility for cyclists and pedestrians of the carriageway, to avoid user conflicts and to assist CPTED.
- Place trees to retain views from private property to the river.

Area 17: Louisson Place

- Planting shall be predominantly clear trunked trees and low underplanting allowing for flood water to perforate.
- Trees shall be planted at minimum 10m centres, or if clustered, shall have a minimum distance of 15m between clusters.
- Sightlines shall be provided between areas of planting to the bridge to retain visibility for cyclists and pedestrians, to avoid user conflicts and to assist CPTED.
- Site preparation may be required including the removal of nuisance plants and trees prior to planting. The removal of trees, including by way of poisoning, will require prior approval from a Council arborist.
- Retain pedestrian access and a small open area for white baiting, adjacent to the water.

Area 21: Radley Park

- In conjunction with Connal Street, the area has significant opportunity to support high ecological/biodiversity values.
- Site preparation may be required including the removal of nuisance and pest plants and trees prior to planting. The removal of trees, including by way of poisoning, will require prior approval from a Council arborist.
- Planting shall be kept well clear of the dog park, including agility course, and from the playground.
- Wide open areas should be retained along walkways, with broad sightlines, including to bridges and other paths and from the adjacent streets, to retain visibility for cyclists and pedestrians to avoid user conflicts and to assist CPTED.
- Planting shall not obstruct lighting.
- An open area shall be retained clear of planting adjacent to the river for summer picnicking and good visibility of the water.
- Allow 2m clear width of planting where an informal (grass) pedestrian path is notated on the plan.

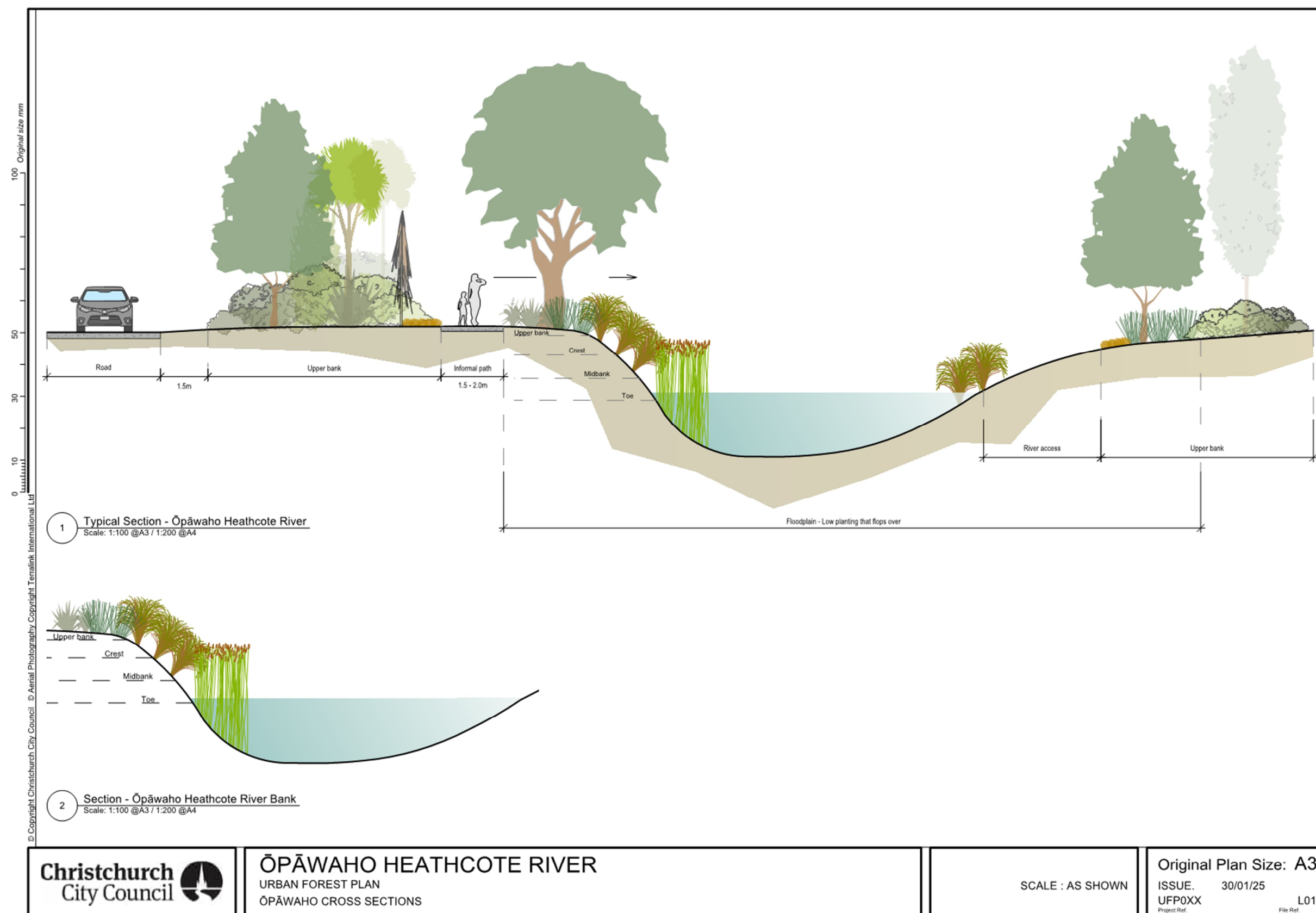
Area 23: The Cut

- Retain open areas adjacent to the water for a range of recreational and cultural values including for boat launch, picnicking and fishing.
- Broad sightlines should be retained along walkways, including to bridges and other paths and from adjacent streets, to retain visibility for cyclists and pedestrians to avoid user conflicts and to assist CPTED.
- Place trees and shrubs to retain views from adjacent buildings to retain outlook and assist CPTED.
- Planting shall not obstruct lighting. Planting shall be kept clear of seating to allow for access, safety, and to retain views to the water.

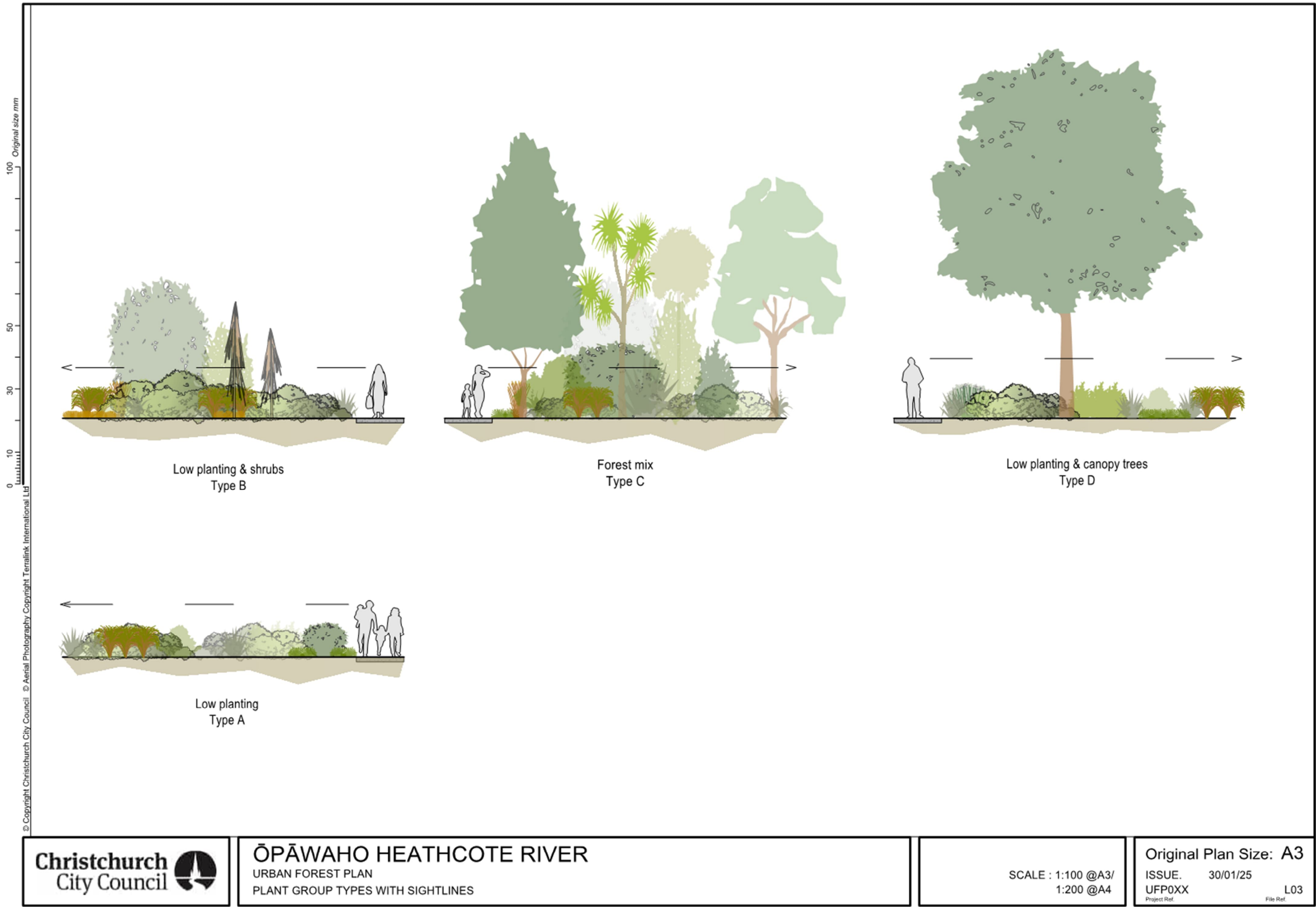
Area 22 and 24: Woolston Loop (Connal Street, Cumnor Terrace, Kennaway Reserve)

- The area has significant opportunity to support high ecological/biodiversity values, with the support of further riparian/margin planting.
- Site preparation may be required including the removal of nuisance and pest plants and trees prior to planting. The removal of trees, including by way of poisoning, will require prior approval from a Council arborist and ecologist.
- Allow 2m clear width of planting where an informal (grass) pedestrian path is notated on the plan.
- Retain 4m clear width of planting from Long Street end to the SH74 bridge to maintain the opportunity for a future shared path/cycle route.
- Allow for frequent breaks in planting and areas of low planting to provide for visibility of the path ahead. Where possible provide for visibility to paths from the activity of adjacent sites and streets to assist CPTED.

Memos



Memos



Memos



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 1
Spreydon Domain

Legend

- Existing Natural Area
- Area
- Open sightlines to river
- Property Viewshaft
- Specimen Tree
- Park Area
- Existing Planting Areas
- Plant Group Types
 - A - Low planting
 - B - Low planting & shrubs

Memos



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 2
Greenpark Street

Legend

- Existing Natural Area
- Area
- Open sightlines to river
- Property Viewshaft
- Specimen Tree
- Park Area
- Existing Planting Areas

Memos



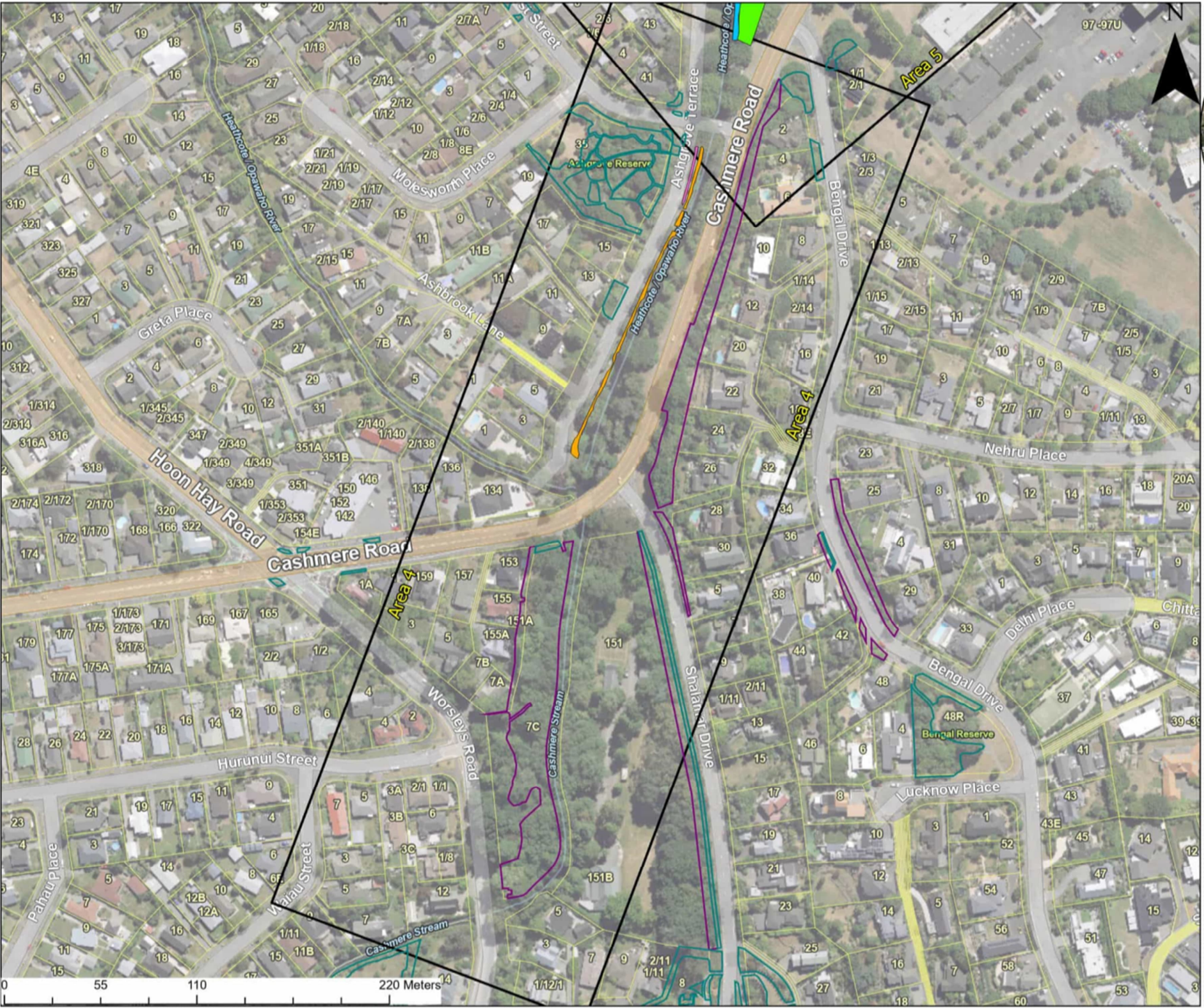
Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 3
Centennial Park

Legend

- Existing Natural Area
- Area
- Open sightlines to river
- Property Viewshaft
- Specimen Tree
- Park Area
- Existing Planting Areas
- Plant Group Types
 - A - Low planting
 - B - Low planting & shrubs
 - C - Forest mix
 - D - Low planting and canopy trees

Memos



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 4
Ashgrove Terrace
Confluence (end to
Ferniehurst Street)

Legend

- Existing Natural Area
- Area
- Open sightlines to river
- Property Viewshaft
- Specimen Tree
- Park Area
- Existing Planting Areas
- Plant Group Types**
 - A - Low planting
 - B - Low planting & shrubs
 - C - Forest mix
 - D - Low planting and canopy trees

Memos



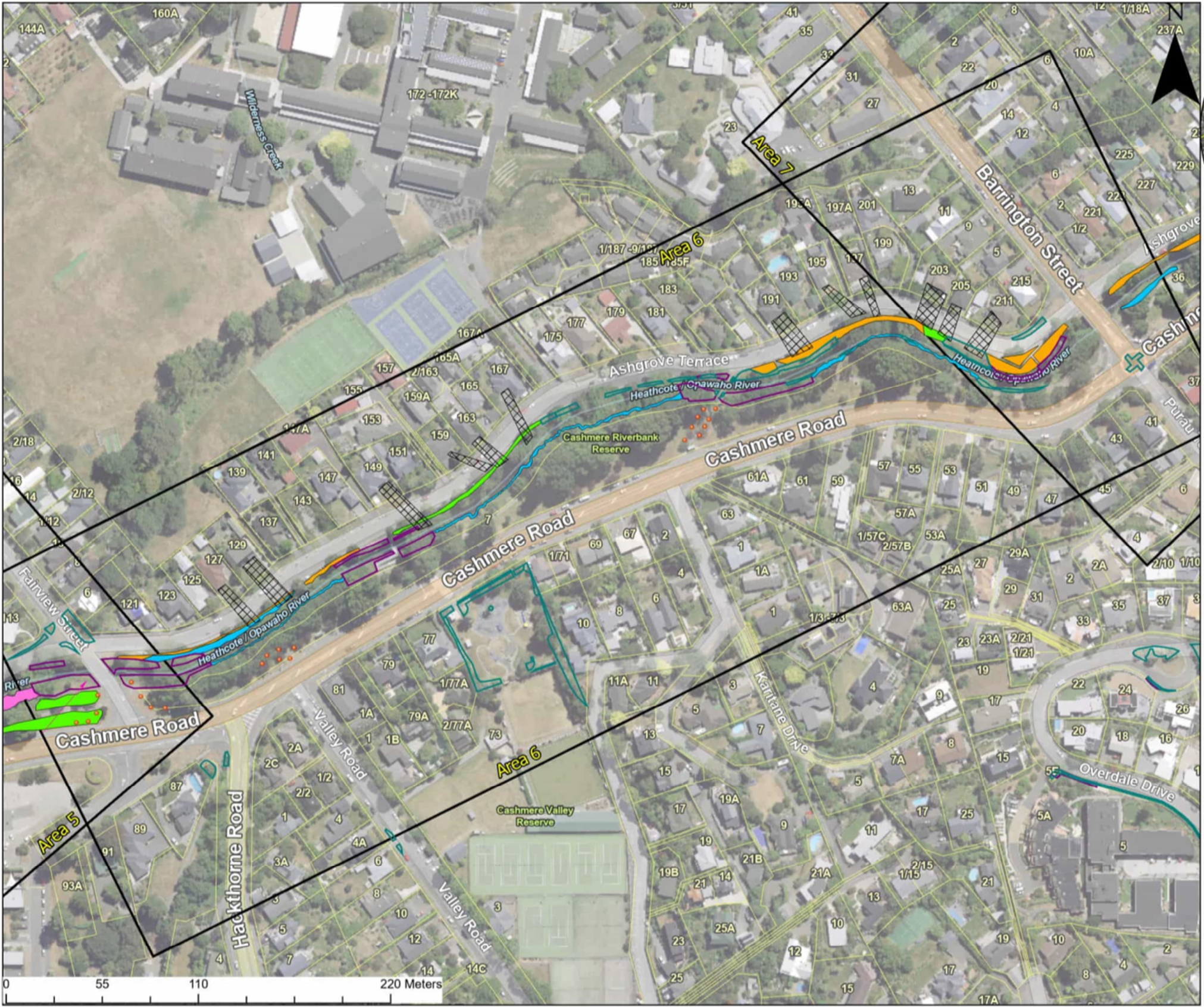
Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 5
Cashmere Riverbank
Reserve / Ashgrove
Terrace Central
(Ferniehurst Street to
Fairview Street)

Legend

- Existing Natural Area
- Area
- Open sightlines to river
- Property Viewshaft
- Specimen Tree
- Park Area
- Existing Planting Areas
- Plant Group Types**
 - A - Low planting
 - B - Low planting & shrubs
 - C - Forest mix
 - D - Low planting and canopy trees

Memos



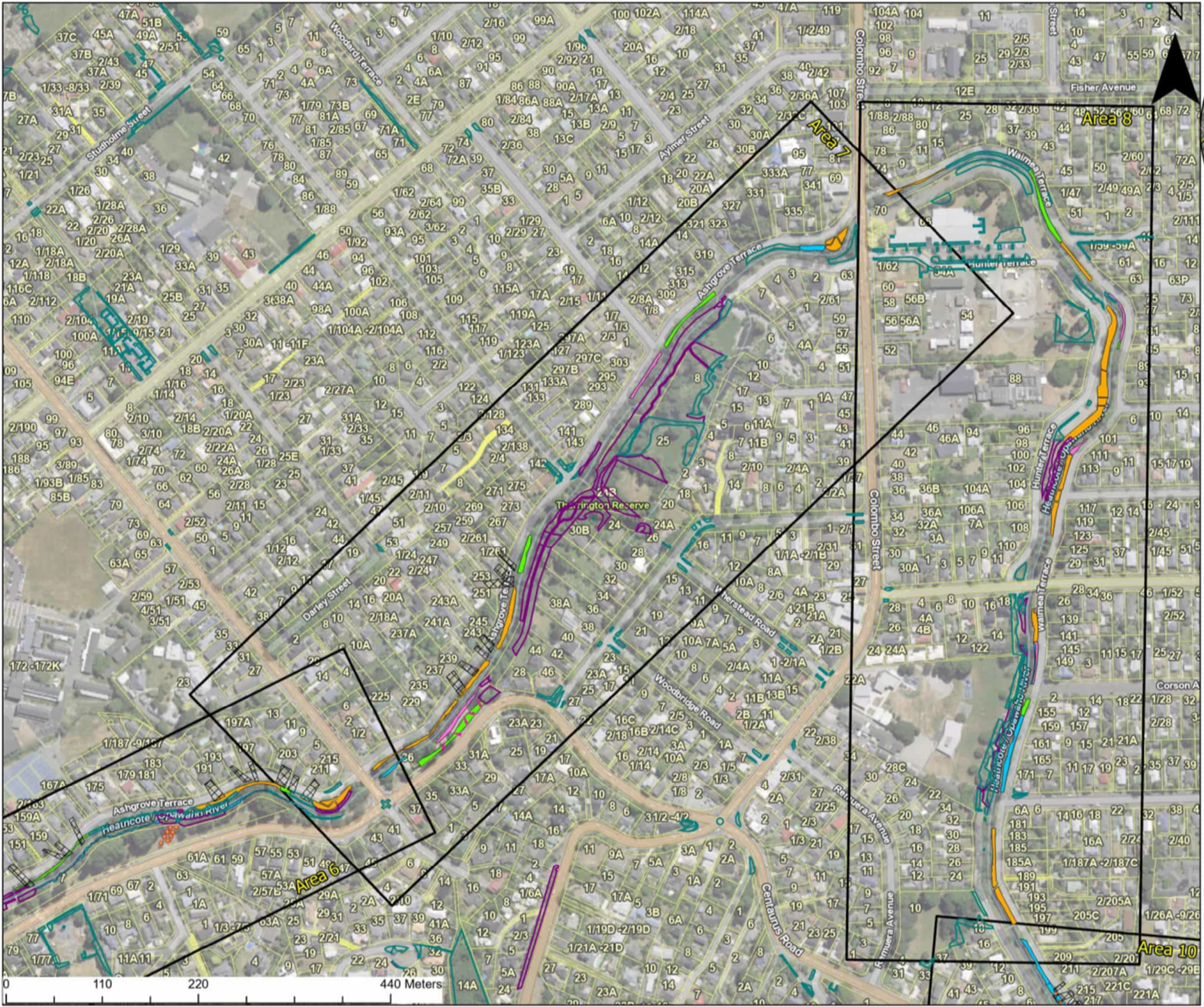
Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 6
Cashmere Riverbank
Reserve / Ashgrove
Terrace (Fairview
Street to Barrington
Street)

Legend

- Existing Natural Area
- Area
- Open sightlines to river
- Property Viewshaft
- Specimen Tree
- Park Area
- Existing Planting Areas
- Plant Group Types**
 - A - Low planting
 - B - Low planting & shrubs
 - C - Forest mix
 - D - Low planting and canopy trees

Memos

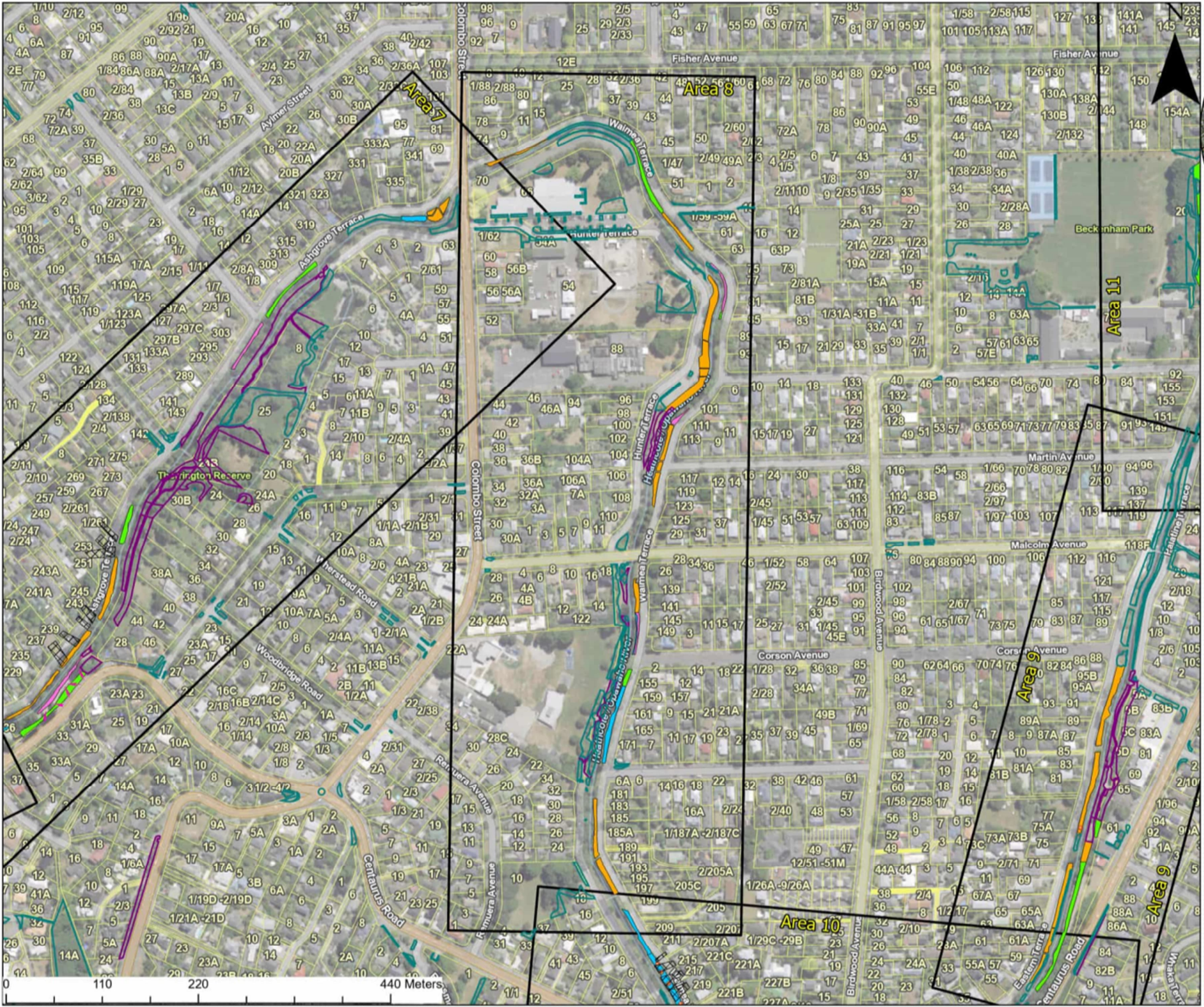


Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 7
Ashgrove Terrace
North (Barrington
Street to Colombo
Street)

- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
 - Existing Planting Areas
- Plant Group Types**
- A - Low planting
 - B - Low planting & shrubs
 - C - Forest mix
 - D - Low planting and canopy trees

Memos

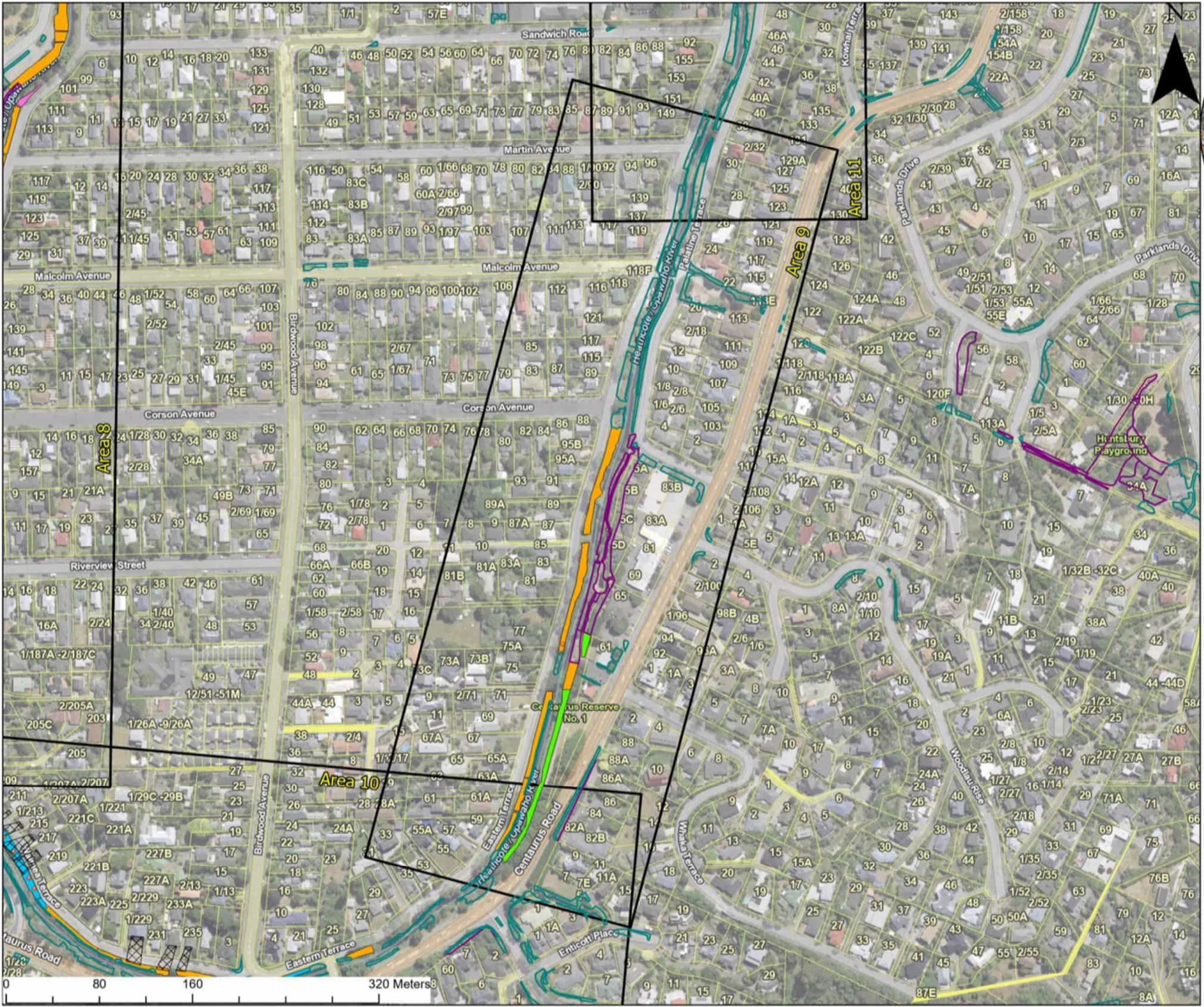


Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 8
Hunter Terrace /
Waimea Terrace

- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
 - Existing Planting Areas
- Plant Group Types**
- A - Low planting
 - B - Low planting & shrubs
 - C - Forest mix
 - D - Low planting and canopy trees

Memos



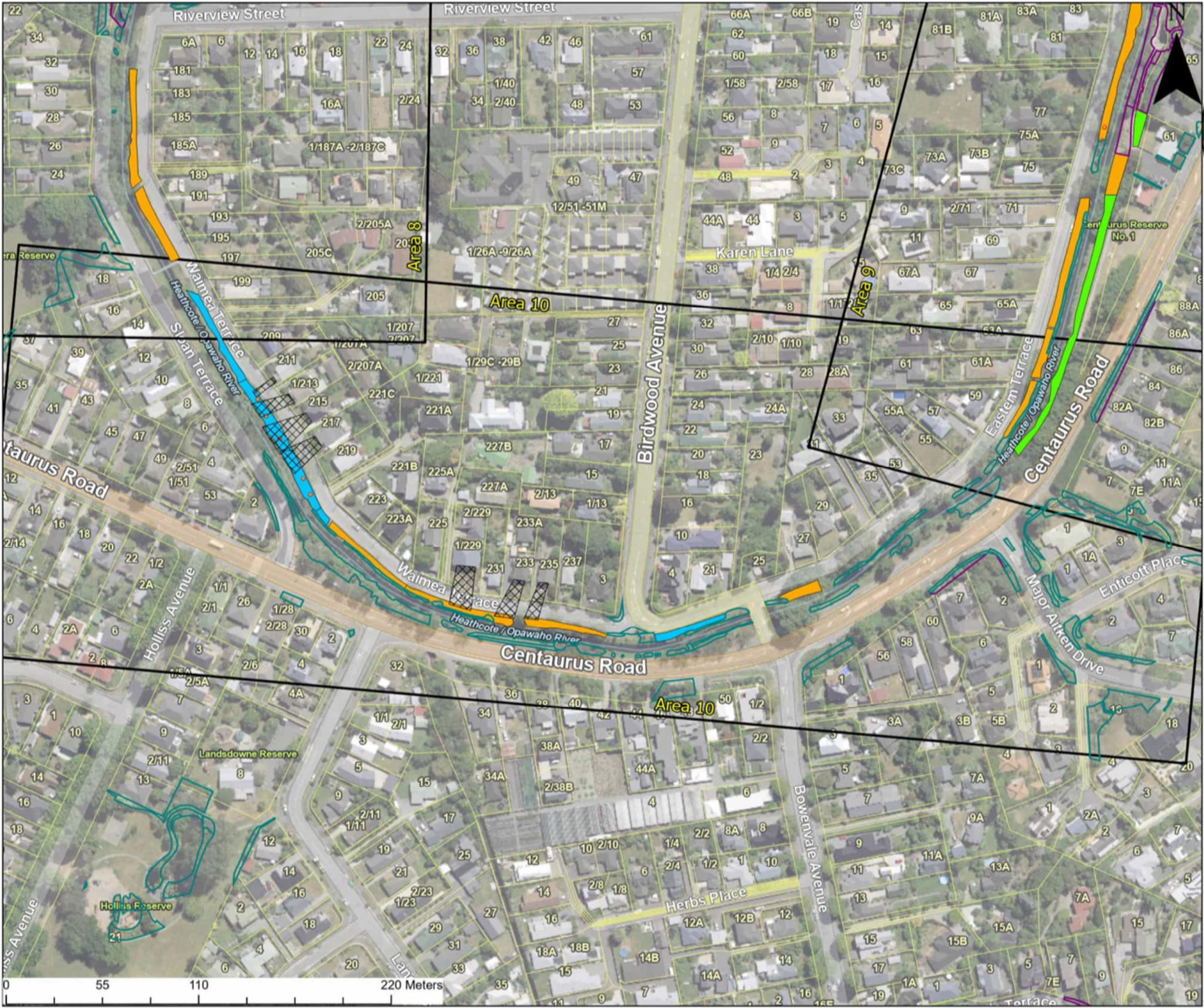
Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 9
Centaurus Reserve No. 1 / Farnley Reserve / Eastern Terrace

Legend

- Existing Natural Area
- Area
- Open sightlines to river
- Property Viewshaft
- Specimen Tree
- Park Area
- Existing Planting Areas
- Plant Group Types**
 - A - Low planting
 - B - Low planting & shrubs
 - C - Forest mix
 - D - Low planting and canopy trees

Memos

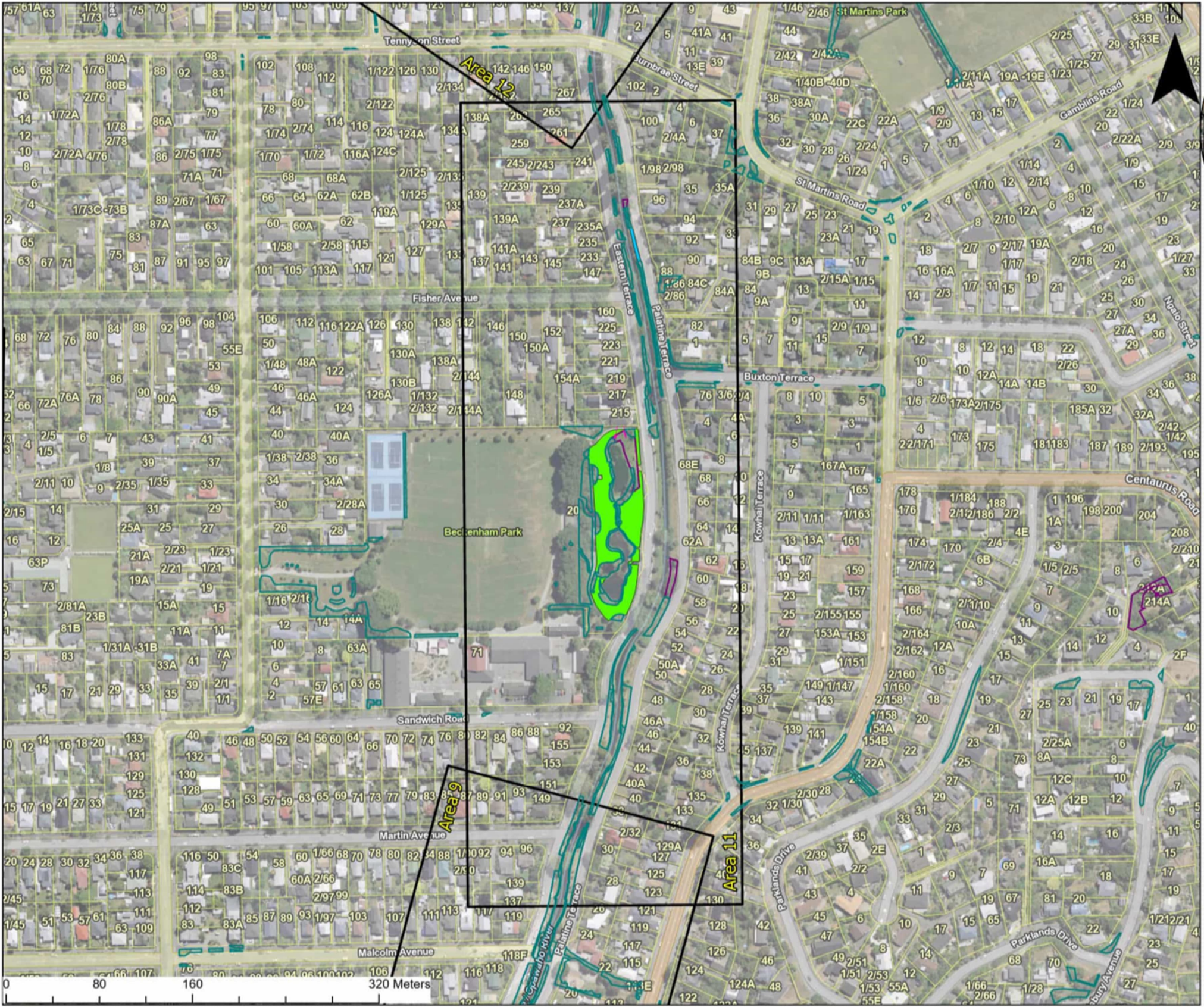


Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 10
Waima Terrace

- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
 - Existing Planting Areas
- Plant Group Types**
- A - Low planting
 - C - Forest mix
 - D - Low planting and canopy trees

Memos



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 11
Beckenham Ponds

- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
 - Existing Planting Areas
- Plant Group Types**
- A - Low planting
 - C - Forest mix

Memos



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 12

Eastern Terrace /
Riverlaw Terrace
(Tennyson Street to
Wilson Road)

Legend

- Existing Natural Area
- Area
- Open sightlines to river
- Property Viewshaft
- Specimen Tree
- Park Area
- Existing Planting Areas
- Plant Group Types**
 - A - Low planting
 - C - Forest mix
 - D - Low planting and canopy trees

Memos



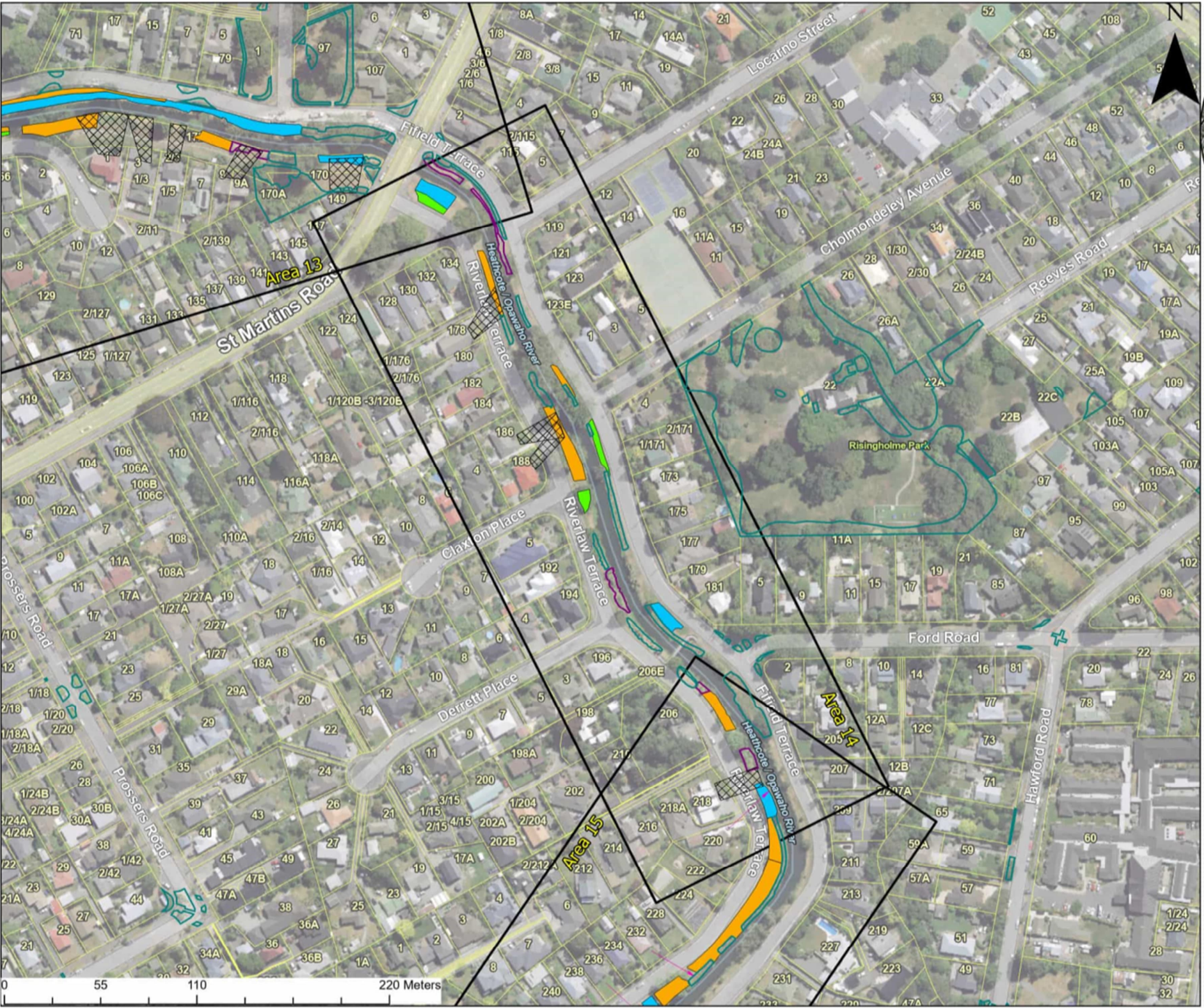
Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 13
Fife Terrace /
Riverlaw Terrace
(Waltham Road to
Ensors Road)

Legend

- Existing Natural Area
- Area
- Open sightlines to river
- Property Viewshaft
- Specimen Tree
- Park Area
- Existing Planting Areas
- Plant Group Types**
 - A - Low planting
 - C - Forest mix
 - D - Low planting and canopy trees

Memos



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 14
Riverlaw Terrace
Central

Legend

- Existing Natural Area
- Area
- Open sightlines to river
- Property Viewshaft
- Specimen Tree
- Park Area
- Existing Planting Areas
- Plant Group Types**
 - A - Low planting
 - C - Forest mix
 - D - Low planting and canopy trees

Memos



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 15
Riverlaw Terrace South

Memos



Opāwaho Heathcote River
Draft Spatial Planting Plan

Area 16
Hansens Park

Legend

- Existing Natural Area
- Area
- Open sightlines to river
- Property Viewshaft
- Specimen Tree
- Park Area
- Existing Planting Areas
- Plant Group Types
 - A - Low planting
 - B - Low planting & shrubs
 - C - Forest mix
 - D - Low planting and canopy trees

Memos



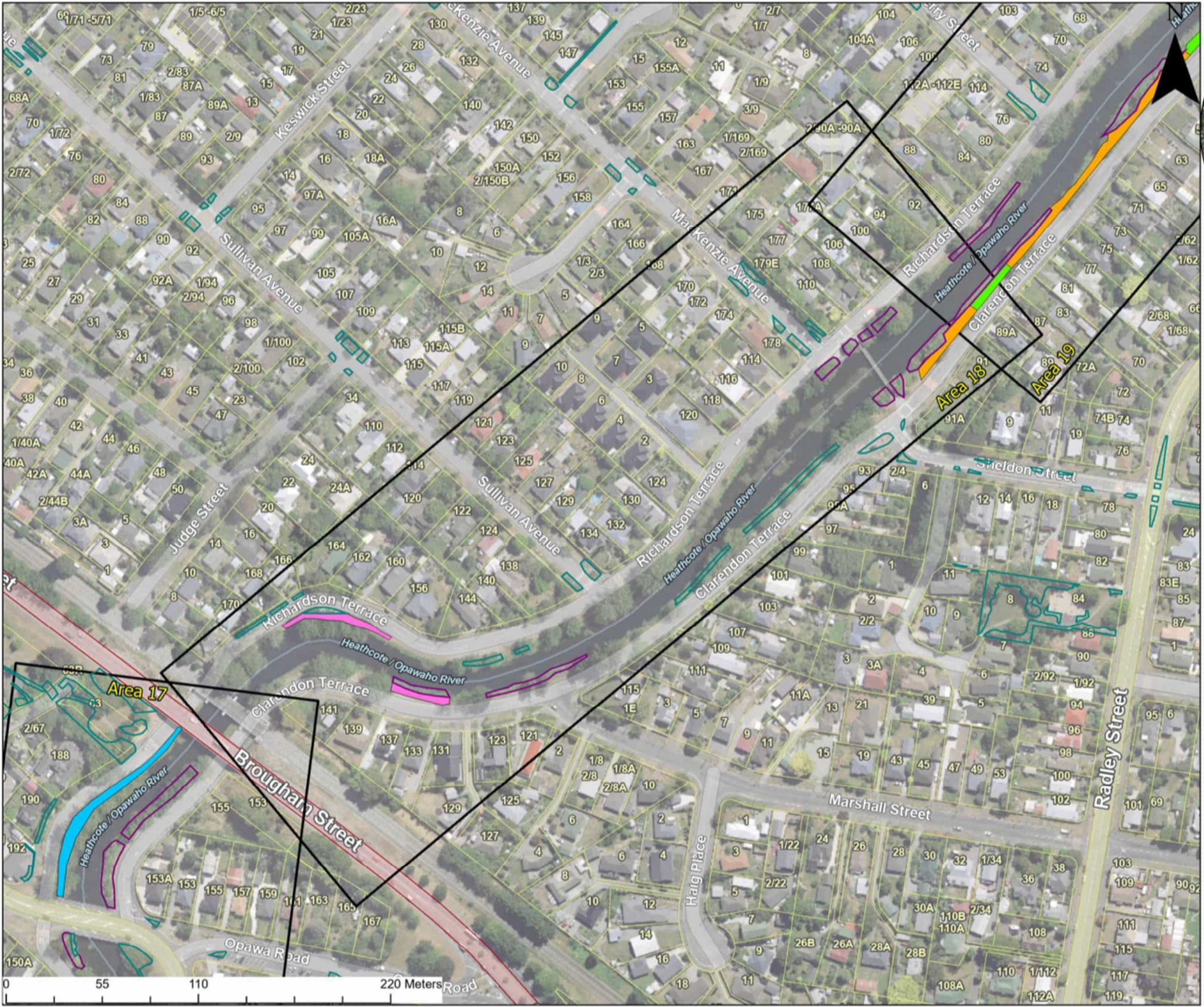
Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 17
Louisson Place

Legend

- Existing Natural Area
- Area
- Open sightlines to river
- Property Viewshaft
- Specimen Tree
- Park Area
- Existing Planting Areas
- Plant Group Types**
 - A - Low planting
 - B - Low planting & shrubs
 - C - Forest mix

Memos



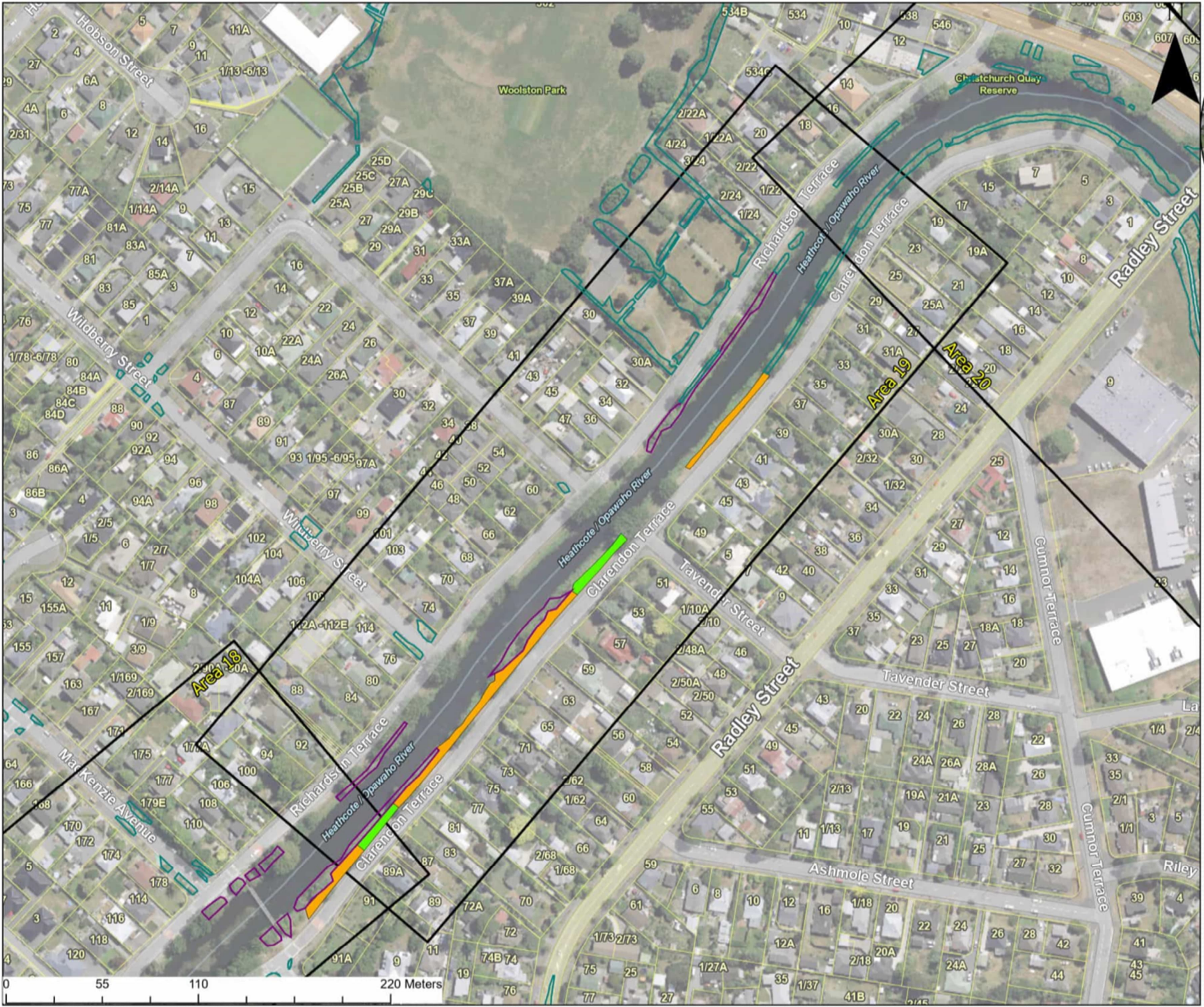
Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 18
Clarendon Terrace /
Richardson Terrace

Legend

- Existing Natural Area
- Area
- Open sightlines to river
- Property Viewshaft
- Specimen Tree
- Park Area
- Existing Planting Areas
- Plant Group Types**
 - A - Low planting
 - B - Low planting & shrubs
 - C - Forest mix
 - D - Low planting and canopy trees

Memos



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 19
Clarendon Terrace
(near Tavender Street)

- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
 - Existing Planting Areas
- Plant Group Types**
- C - Forest mix
 - D - Low planting and canopy trees

Memos



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 20
Laura Kent Reserve

- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
 - Existing Planting Areas
- Plant Group Types**
- A - Low planting
 - C - Forest mix
 - D - Low planting and canopy trees

Memos

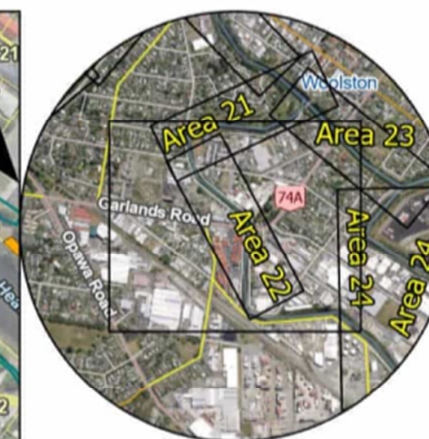


Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 21
Radley Park

- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
 - Existing Planting Areas
- Plant Group Types**
- A - Low planting
 - C - Forest mix
 - D - Low planting and canopy trees

Attachment F



6 Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 22
Woolston Loop (Connal
Street, Cumnor
Terrace)

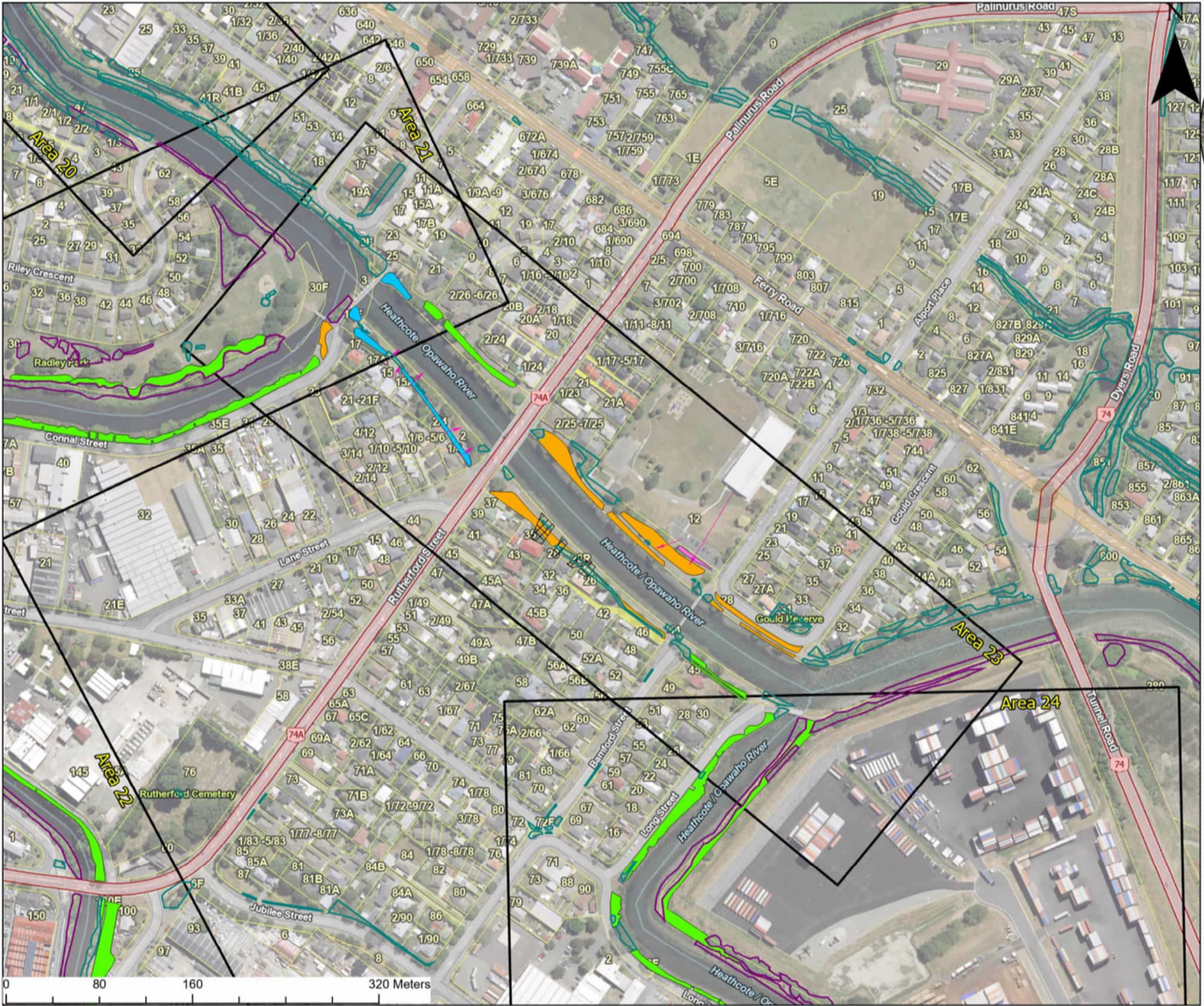
Legend

-  Existing Natural Area
-  Area
-  Open sightlines to river
-  Property Viewshaft
-  Specimen Tree
-  Park Area
-  Existing Planting Areas

Plant Group Types

- A - Low planting
- C - Forest mix
- D - Low planting and canopy trees

Memos



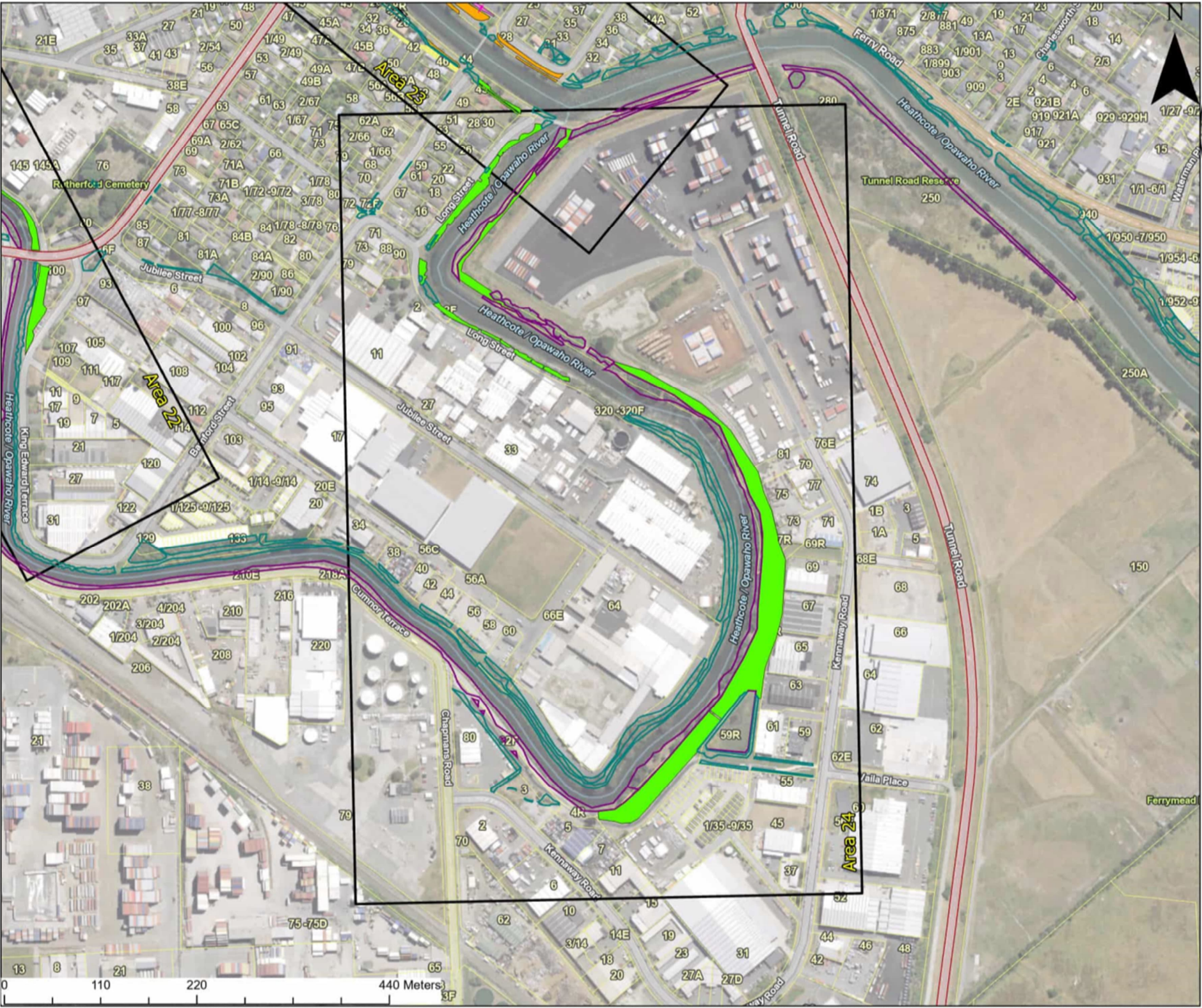
Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 23
The Cut

Legend

- Existing Natural Area
- Area
- Open sightlines to river
- Property Viewshaft
- Specimen Tree
- Park Area
- Existing Planting Areas
- Plant Group Types**
 - A - Low planting
 - B - Low planting & shrubs
 - C - Forest mix
 - D - Low planting and canopy trees

Memos



Opāwaho Heathcote River
Draft Spatial Planting Plan

Area 24

Woolston Loop /
Kennaway Reserve

Legend

- Existing Natural Area
- Area
- Open sightlines to river
- Property Viewshaft
- Specimen Tree
- Park Area
- Existing Planting Areas
- Plant Group Types
 - B - Low planting & shrubs
 - C - Forest mix
 - D - Low planting and canopy trees

Memos



Memo

Date: 5 June 2025
From: David McCormick – Senior Traffic Engineer
To: Waipuna Halswell-Hornby-Riccarton Community Board
Waihoru Spreydon-Cashmere-Heathcote Community Board
Cc:
Reference: 25/1082515

Cashmere Road and Sutherlands Road Speed Limits

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this memo is to inform the two Community Boards of upcoming consultation on reducing the speed limit along Sutherland Road (Waipuna Community Board area), sections of Cashmere Road and Hoon Hay Valley Road (Waipuna and Waihoru Community Board area).
- 1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

- 2.1 In July 2023 ([Minutes, Item 17](#)) Council resolved the Safe Speed Neighbourhoods interim speed management plan, which included the reduction of Cashmere Road to 50 km/h (Sutherlands Road to Happy Home Road) and Hoon Hay Valley Road (Full length). The new Setting of Speed limit Rule as of October 2024, no longer allows for implementation of these previously approved changes to the speed limits.
- 2.2 The objective of this work is to lower the speed limit in accordance with the new Land Transport Rule: Setting of Speed Limits 2024 (the Rule) in response concerns around safety and to address the increasing amount of customer service requests for footpaths to allow residents to walk safely along these roads. These roads either have no footpaths, or sections of footpath, which do not provide for a continuous journey on foot.
- 2.3 This area of Halswell and Cashmere has seen a large increase in the amount of people living here and more subdivisions along Sutherlands Road are to be constructed in the future, which will include footpaths when developed.
- 2.4 In addition:
 - 2.4.1 Halswell Quarry is a well-used local greenspace for families, with limited footpath access from the east to the Cashmere Road entrance.
 - 2.4.2 Te Kuru Wetland is a major new greenspace for southwest Christchurch, and the car parks and pedestrian entrances on Sutherlands and Cashmere Road have increased turning volumes.
 - 2.4.3 A new Kindergarten has recently opened at the intersection of Sparks Road and Sutherlands Road which has increased the activity on Sutherlands Road. Families who live further south on Sutherlands Road at Quarry View have no continuous footpath to access the facility.

Memos

- 2.5 The proposed speed limit changes can be seen in Figure 1 below.
- 2.6 Under the new rule, there is the ability to set a 40 km/h speed limit for Urban Roads with no footpaths. The blue corridors in Figure 1 below, are proposed to be set at 40 km/h to allow for the safe movement of people walking, cycling, scooting and horse riding.

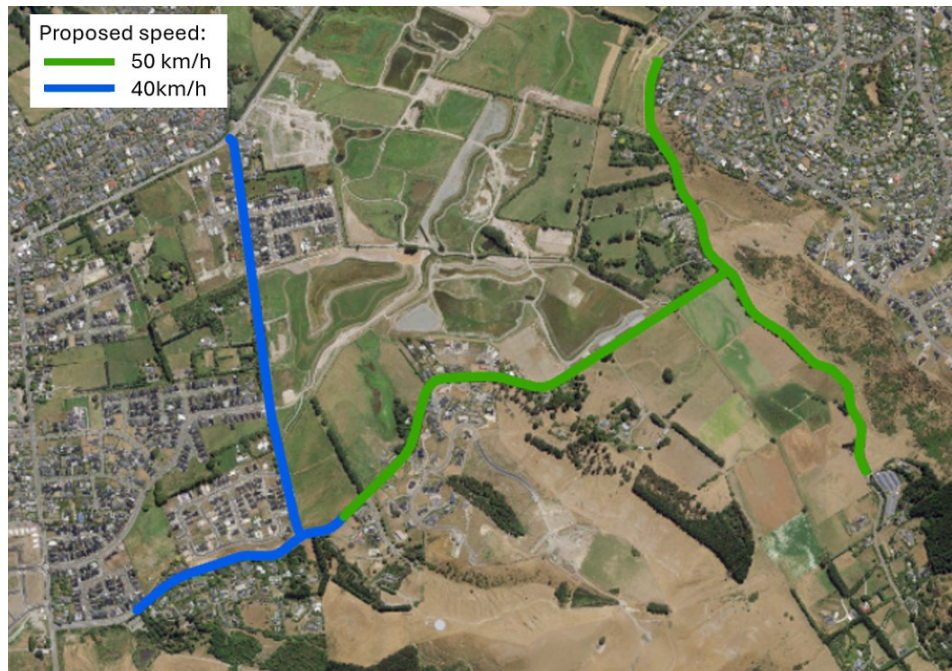


Figure 1: Aerial of proposed speed limit changes

- 2.7 Under the Rule, the consultation process for changing speed limits is prescribed. Staff will follow the process as per Section 3.8 of the Rule, which includes but not limited to a consultation period of at least 6 weeks, notifying the community on an Internet site, and allow interested parties to make written submissions.

3. Conclusion Whakakapinga

- 3.1 Staff are planning to commence public consultation mid-June for the proposed speed limit changes following the requirement of the new Rule.
- 3.2 Staff will report back to Council with a staff recommendation.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Author	David McCormick - Senior Traffic Engineer
Approved By	Gemma Dioni - Acting Team Leader Traffic Operations/Principal Advisor Stephen Wright - Manager Operations (Transport)

Memos



Memo

Date: Wednesday 18 June 2025
From: Brenden Winder, Manager Civil Defence and Emergency Management
To: Waitai Coastal-Burwood-Linwood Community Board, Waihoru Spreydon-Cashmere-Heathcote Community Board
Cc: ELT
Reference: 25/1166188

Council approves reduction in tsunami siren network

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 To inform members of the Waitai Coastal-Burwood-Linwood and Waihoru Spreydon-Cashmere-Heathcote community boards about the Council's decision to make tsunami sirens a secondary alerting method, therefore reducing the number of sirens in the network.
- 1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

- 2.1 The Council today agreed to reduce the number of tsunami sirens from the current 45. The decision followed a review into the Council's tsunami alerting system which concluded that sirens cause confusion on what to do in an emergency and having them as a primary alerting method is inconsistent with national and international best practices.
- 2.2 The review recommended the Council uses Emergency Mobile Alerts (EMA's) as the primary alerting method. Mobile alerts are used nationally as the main alerting method in an emergency. This sends a clear message straight to the user's phone on what action to take.
- 2.3 The Council were also reminded of the role of the "Long or Strong – Get Gone" message and how understanding and reacting to the natural signs of tsunami will be reinforced through public education campaigns and community planning.
- 2.4 A small number of sirens will remain in areas with limited cell phone coverage. The locations and numbers of sirens will be confirmed by detailed modelling and a risk analysis. This information will be shared with the community once details are confirmed.
- 2.5 A [Newsline story](#) was published last week, and shared on social media, to inform the public about the recommended changes to the tsunami sirens. An additional Newsline story is going out today as well. We encourage you to share today's Council decision with your networks.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Memos



Signatories Ngā Kaiwaitohu

Author	Kim deLeijer - Principal Advisor Communications
Approved By	Brenden Winder - Manager Civil Defence & Emergency Management Matt Boulton - Acting Head of Community Support & Partnerships Andrew Rutledge - General Manager Citizens and Community

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

This item provides an opportunity for Board Members to update each other on recent events and/or issues of relevance and interest to the Board.

Karakia Whakakapi

Tukuna te wairua kia rere ki te taumata Ko te matatika te mātāpono hei arahi i ngā mahi Ka arotahi te tira kia eke panuku, kia eke Tangaroa Haumi e, hui e, tāiki e	<i>May the spirit be released to soar to its zenith. Ethics is the principle that guides our work. As we focus on the success for our community Bring together! Gather together and bind together!</i>
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Actions Register Ngā Mahinga

When decisions are made at meetings, these are assigned to staff as **actions** to implement. The following lists detail any actions from this meeting that were:

- Open at the time the agenda was generated.
- Closed since the last ordinary meeting.

Open Actions Ngā Mahinga Tuwhera

No open actions were remaining at the time the agenda was generated.

REPORT TITLE/AGENDA SECTION	MEETING DATE	ACTION DUE DATE	UNIT	TEAM
Redcliffs Village - Coastal Pathway safety improvements.	15 February 2024	30 June 2025	Transport & Waste	City Streets Maintenance
Correspondence	10 April 2025	10 July 2025	Community Support & Partnerships	Governance (Spr-Cas-Hea)
Correspondence	10 April 2025	10 July 2025	Transport & Waste	Traffic Operations
Orion Easement at Waltham Park	10 April 2025	10 July 2025	Facilities & Property Unit	Property Consultancy
Public Forum - Replacement for the Plaque at Ashgrove Reserve	13 February 2025	15 July 2025	Parks	Community Parks
Public Forum - Sumner Sauna Proposal	13 March 2025	25 July 2025	Community Support & Partnerships	Governance (Spr-Cas-Hea)
Correspondence	14 September 2023	31 July 2025	Parks	Parks & Recreation Planning
Landsdowne Reserve - Change in Reserve Purpose to Local Purpose (Community Buildings) Reserve	13 March 2025	12 August 2025	Facilities & Property Unit	Property Consultancy
Correspondence	15 May 2025	14 August 2025	Transport & Waste	Traffic Operations
Public Forum - Grange Street Water pipe issues	15 May 2025	14 August 2025	Three Waters	Service Excellence
Public Forum - Mt Pleasant Community Centre traffic management issues	15 May 2025	14 August 2025	Transport & Waste	Traffic Operations
Public Forum - Renaming of the reserve on Pilgrim Place	15 May 2025	14 August 2025	Parks	Community Parks
Public Forum - Request for the recommencement of the Grange Street Renewal	15 May 2025	14 August 2025	Three Waters	Management
Public Forum - Selwyn Street safety improvements	15 May 2025	14 August 2025	Transport & Waste	Traffic Operations
Restoration planting on the Ōpāwaho - Heathcote river between St Martins Road and Colombo Street	15 May 2025	14 August 2025	Parks	Community Parks
Beach Hospitality Limited - Landlord Consent to Improvements and Request for Further Lease	13 March 2025	30 August 2025	Facilities & Property Unit	Property Consultancy
Sumner Tennis and Squash Club Application to lease 8-14 Heberden Avenue and 140 Nayland Street	11 May 2023	30 August 2025	Parks	Residential Red Zone
Addington Farm - Proposed Lease at Addington Park	10 April 2025	31 August 2025	Facilities & Property Unit	Property Consultancy
Sumner Valley Riding School Trust - proposed new lease	10 April 2025	31 August 2025	Facilities & Property Unit	Property Consultancy
The Green Effect Trust (Trees for Canterbury) - Proposed new lease - Charlesworth Reserve	13 March 2025	31 August 2025	Facilities & Property Unit	Property Consultancy
14 Whiteleigh Avenue Proposed No Stopping	12 June 2025	11 September 2025	Transport & Waste	Asset Planning
Correspondence	12 June 2025	11 September 2025	Transport & Waste	Traffic Operations
Fifield Terrace - Proposed No Stopping Restrictions	12 June 2025	11 September 2025	Transport & Waste	Traffic Operations
Lease Assignment and Variation Request - Haddenough Limited - Scarborough Fare	12 June 2025	11 September 2025	Facilities & Property Unit	Property Consultancy
Public Forum - Cumbria Lane Lighting, Westmorland	12 June 2025	11 September 2025	Community Support & Partnerships	Governance (Spr-Cas-Hea)
Public Forum - Development of New Sections in West Halswell	12 June 2025	11 September 2025	Community Support & Partnerships	Governance (Spr-Cas-Hea)

Public Forum - Spokes Canterbury	12 June 2025	11 September 2025	Transport & Waste	Asset Planning
Sumner Tennis and Squash Club Application to lease 8-14 Heberden Avenue and 140 Nayland Street	11 May 2023	30 September 2025	Facilities & Property Unit	Property Consultancy
Grant an Easement over Waterworks Reserve 109 Scruttons Road Heathcote Christchurch.	15 February 2024	31 October 2025	Facilities & Property Unit	Property Consultancy
Garden Development in the Community	13 July 2023	1 December 2025	Community Support & Partnerships	Governance (Hal-Hor-Ric)

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

No actions were closed since the last ordinary meeting.

REPORT TITLE/AGENDA SECTION	MEETING DATE	DUE DATE	ACTION CLOSURE DATE	UNIT	TEAM
Deputations by Appointment - Spreydon, Somerfield, Waltham, Beckenham CRAF - Norwood Street/Fisher Avenue pedestrian safety improvements	12 December 2024	30 June 2025	12 June 2025	Transport & Waste	Traffic Operations
Proposed No Stopping Restrictions and pedestrian island - Montreal Street	12 December 2024	30 April 2025	9 June 2025	Transport & Waste	Asset Planning
Public Forum - Hawford Road Traffic Concerns - Karen Gilcrest	12 December 2024	30 June 2025	27 June 2025	Transport & Waste	Traffic Operations
Correspondence	13 March 2025	12 June 2025	6 June 2025	Community Support & Partnerships	Governance (Spr-Cas-Hea)
Correspondence	13 March 2025	12 June 2025	12 June 2025	Transport & Waste	Traffic Operations
Dryden Street / Stoke Street - Proposed No Stopping Restrictions	13 March 2025	12 June 2025	11 June 2025	Transport & Waste	Traffic Operations
Sydenham Rugby Club Lighting Application - Waltham Park	10 April 2025	10 July 2025	10 June 2025	Parks	Parks & Recreation Planning
Waihoru Spreydon Cashmere Heathcote 2024-25 Discretionary Response Fund The Yarns Men for the Art of A Good Yarn Workshop Project	10 April 2025	10 July 2025	16 June 2025	Community Support & Partnerships	Governance (Spr-Cas-Hea)
Correspondence	15 May 2025	14 August 2025	13 June 2025	Transport & Waste	Traffic Operations
Licence Assignment Request - Stoked Surf School Tapui Limited	15 May 2025	14 August 2025	25 June 2025	Facilities & Property Unit	Property Consultancy
Waihoru Spreydon-Cashmere-Heathcote 2024-25 Discretionary Response Fund Christchurch South Community Garden Trust Website	15 May 2025	14 August 2025	16 June 2025	Community Support & Partnerships	Governance (Spr-Cas-Hea)
Waihoru Spreydon-Cashmere-Heathcote 2024-25 Discretionary Response Fund Mount Pleasant Memorial Community Centre and Residents Association Incorporated	15 May 2025	14 August 2025	16 June 2025	Community Support & Partnerships	Governance (Spr-Cas-Hea)
166-168 Rose Street - Proposed No Stopping Restrictions	12 June 2025	11 September 2025	24 June 2025	Transport & Waste	Traffic Operations
Kenilworth Street - Proposed No Stopping Restrictions	12 June 2025	11 September 2025	26 June 2025	Transport & Waste	Traffic Operations
Overdale Drive - Proposed No Stopping Restrictions	12 June 2025	11 September 2025	24 June 2025	Transport & Waste	Traffic Operations
Standing Orders Amendment - Notices of Motion	12 June 2025	11 September 2025	17 June 2025	Community Support & Partnerships	Governance (Spr-Cas-Hea)
Waihoru Spreydon-Cashmere-Heathcote 2024-25 Discretionary Response Fund Cashmere Residents Emergency Response Team, Rowley Community Centre, Addington Workshop Brass Band and St Peter's Indoor Bowling Club	12 June 2025	11 September 2025	25 June 2025	Community Support & Partnerships	Governance (Spr-Cas-Hea)