



Waitai Coastal-Burwood-Linwood Community Board AGENDA

Notice of Meeting Te Pānui o te Hui:

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

Date: Monday 11 August 2025
Time: 4.30 pm
Venue: Boardroom, Corner Beresford and Union Streets,
New Brighton

Membership Ngā Mema

Chairperson	Paul McMahon
Deputy Chairperson	Jackie Simons
Members	Tim Baker
	Kelly Barber
	Celeste Donovan
	Alex Hewison
	Yani Johanson
	Greg Mitchell
	Jo Zervos

6 August 2025

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

To watch the meeting live, or previous meeting recordings, go to:

<https://www.youtube.com/@waitaicoastal-burwood-linw3626/streams>

To view copies of Agendas and Minutes, go to:

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



What is important to us?

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

Our focus this Council term 2022–2025

Strategic Priorities



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



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



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

Adopted by the Council on 5 April 2023



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



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



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

Our goals for this Long Term Plan 2024–2034

Draft Community Outcomes



Collaborative and confident

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



Green and liveable

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

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



A cultural powerhouse

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



Thriving and prosperous

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

Our intergenerational vision

A place of opportunity for all.

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



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

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

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Karakia Whakamutunga

Actions Register Ngā Mahinga Tuwhera

Karakia Tīmatanga

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

Apologies will be recorded at the meeting.

2. Declarations of Interest Ngā Whakapuaki Aronga

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

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

4. Public Forum Te Huīnga Whānui

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

4.1 Waitakiri School - Burwood Road School Crossing

Students from Waitakiri School will address the Board in relation to safety concerns regarding the school crossing on Burwood Road.

4.2 Winter Fireworks

Danette Wereta, local resident, will address the Board in relation to the Winter Fireworks Events in New Brighton.

4.3 Public Health Support for Homeless in the Red Zone

Rebecca Robin and Flow Waaka, will address the Board in relation to public health support and humanitarian needs in the Red Zone.

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.

5.1 Chelsea Street Renewal – Linwood Woolston CRAF

Zentarou Fukuhara, local resident will address the Board in relation to item 7, Chelsea Street Renewal – Linwood Woolson CRAF.

5.2 Chelsea Street Renewal – Linwood Woolston CRAF

John Sauer, local resident will address the Board in relation to item 7, Chelsea Street Renewal – Linwood Woolson CRAF.

5.3 Chelsea Street Renewal – Linwood Woolston CRAF

Dianne Downward, local resident will address the Board in relation to item 7, Chelsea Street Renewal – Linwood Woolson CRAF.

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.

7. Chelsea Street Renewal - Linwood Woolston CRAF

Reference Te Tohutoro: 25/731086

Responsible Officer(s) Te Katie Smith, Project Manager

Pou Matua: Samantha Smith, 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 Waitai Coastal-Burwood-Linwood Community Board to approve the Chelsea Street renewal scheme design, **Attachment A**, following community engagement to proceed to detailed design and construction.
- 1.2 The report has been written to address the poor condition of the transport assets on Chelsea Street including carriageway and footpaths, improve safety outcomes in this low-speed neighbourhood area and encourage more people to walk, bike or use public transport and to also improve liveability and support ongoing regeneration.
- 1.3 This project is part of the Christchurch Regeneration Acceleration Facility (CRAF) programme for Linwood and Woolston.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the information in the Chelsea Street Renewal - Linwood Woolston CRAF 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 parking, stopping restrictions, traffic controls made pursuant to any Bylaw to the extent that they are in conflict with the parking, stopping and traffic controls restrictions described in recommendations 4 - 7 below.
4. Approves all kerb alignments, paths, buildouts, road surface treatments, traffic calming features and road markings on Chelsea Street, commencing at its intersection with Linwood Avenue and extending in a northerly direction for approximately 443 metres as detailed on plan TP366101, dated 14.07.2025, and attached to this report as Attachment A.
5. Approves all kerb alignments, paths, road surface treatments, traffic calming features and road markings on Russell Street, commencing at its intersection with Chelsea Street and extending in a north westerly direction for approximately 20 metres as detailed on plan TP366101, dated 14.07.2025, and attached to this report as Attachment A.
6. Approves all kerb alignments, paths, road surface treatments, traffic calming features and road markings on Pamela Street, commencing at its intersection with Chelsea Street and extending in a north westerly direction for approximately 14 metres as detailed on plan TP366101, dated 14.07.2025, and attached to this report as Attachment A.
7. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, and Part 21 of the Local Government Act 1974, that the stopping of vehicles be prohibited at all times as detailed on plan TP366101, dated 14.07.2025, and attached to this report as Attachment A:

- a. On the north western side of Chelsea Street, commencing at its intersection with Linwood Avenue and extending in a north easterly direction for a distance of 13 metres.
 - b. On the north western side of Chelsea Street, commencing at a point approximately 80 metres north east of its intersection with Linwood Avenue and extending in a north easterly direction until its intersection with Cuba Street.
 - c. On the north western side of Chelsea Street, commencing at a point approximately 175 metres north east of its intersection with Linwood Avenue and extending in a north easterly direction for a distance of 11 metres.
 - d. On the north western side of Chelsea Street, commencing at a point approximately 290 metres northeast of its intersection with Linwood Avenue and extending in a north easterly direction until its intersection with Russell Street.
 - e. On the north western side of Chelsea Street, commencing at its intersection with Russell Street and extending in a north easterly direction for a distance of 26 metres.
 - f. On the north western side of Chelsea Street, commencing at a point approximately 74 metres north east of its intersection with Russell Street and extending in a north easterly direction for a distance of 20 metres.
 - g. On the north western side of Chelsea Street, commencing at its intersection with Pamela Street and extending in a north easterly direction for a distance of 14 metres.
 - h. On the south eastern side of Chelsea Street, commencing at a point approximately 2 metres south west of its intersection with Pamela Street and extending in a south westerly direction for a distance of 20 metres.
 - i. On the south eastern side of Chelsea Street, commencing at a point approximately 90 metres south west of its intersection with Pamela Street and extending in a south westerly direction for a distance of 47 metres.
 - j. On the south eastern side of Chelsea Street, commencing at a point approximately 130 metres south west of its intersection with Russell Street and extending in a south westerly direction for a distance of 11 metres.
 - k. On the south eastern side of Chelsea Street, commencing at a point approximately 11 metres south west of its intersection with Cuba Street and extending in a south westerly direction for a distance of 12 metres.
 - l. On the north western side of Russell Street, commencing at its intersection with Chelsea Street and extending in a north westerly direction for a distance of 13 metres.
 - m. On the north eastern side of Russell Street, commencing at a point approximately 20 metres north west at its intersection with Chelsea Street and extending in a south easterly direction for a distance of 20 metres.
 - n. On the north western side of Pamela Street, commencing at a point approximately 14 metres north west of it intersection with Chelsea Street and extending in a south easterly direction for a distance of 14 metres.
 - o. On the north eastern side of Pamela Street, commencing at a point approximately 14 metres north west of its intersection with Chelsea Street and extending in a south easterly direction for a distance of 14 metres.
8. Approves that these resolutions 4-7 take effect when signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 On 11 November 2024 the Waitai Coastal-Burwood-Linwood Community Board approved the Chelsea Street renewal project to proceed as part of Linwood and Woolston CRAF programme.
- 3.2 Chelsea Street was identified as a street that was partly in poor condition and was approved to be included as a street renewal project as part of the CRAF programme.
- 3.3 The recommended option is to install improvements in accordance with Drawing TP366101, dated 14.07.2025 and attached to this report as **Attachment A**. it is proposed to include:
 - Replacing the existing kerb and dish channel and where necessary make repairs to the existing flat channel.
 - Narrowing the road to a nine-metre carriageway between Russell and Pamela streets with 2.1 metre footpaths plus grass berm/landscaping along the property boundary plus an additional 5.1 metre wide landscape area with trees on the north side of Chelsea Street.
 - Four speed humps between Russell Street and Linwood Avenue, three with landscaped build outs, two build outs to include new street trees.
 - Loss of approximately 20 parking spaces on Chelsea Street where the buildouts and no stopping lines are to be placed. There will still be approximately 70 spaces remaining between Linwood Avenue and Pamela Street. Five residential properties will not have kerbside parking directly outside their frontage however all properties appear to benefit from off street parking.
 - Improved pedestrian crossing points with tactile pavers at the intersections of Russell and Pamela streets with Chelsea Street.
 - Install buildouts on the south side of Chelsea Street and at the intersection of Pamela Street with Chelsea Street to narrow the carriageway to assist in traffic calming and improve pedestrian crossing points.
 - Upgrade the street lighting where required.
 - Replacement of the watermain between Russell Street and Pamela Street.
 - Renewal of the wastewater pipe between Pamela Street and Linwood Avenue. This work will be coordinated with Three Waters Unit but is outside the Chelsea Street Renewal project budget. Other upgrades to the sewage network in the surrounding streets will be investigated by the Three Waters Unit and actioned accordingly.
- 3.4 The recommendations in this report will help achieve the desired community outcome of a well-connected and accessible city through improved road safety.
- 3.5 The project will be funded through the Christchurch Regeneration Acceleration Fund (CRAF).

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, safety and access issues. It will act as a catalyst towards the development of a high-quality, safe and reliable transport network.

- 4.2 At their meeting of 13 April 2022, the Waikura Linwood- Central-Heathcote Community Board approved 10 projects to be investigated under the Christchurch Regeneration Acceleration Facility (CRAF) programme.
- 4.3 The following was approved for Chelsea Street.
- 4.3.1 A street renewal of the section of Chelsea Street from Russell Street to Pamela Street, to include new kerb and flat channel, footpaths, berms and a carriageway rebuild.
- 4.3.2 A repair of the section of Chelsea Street from Linwood Avenue to Russell Street, to include kerb and channel, and footpath repairs only
- 4.4 The Chelsea Street renewal project has the following objectives:
- Replace existing kerb and dish channel where required
 - Widen footpaths to comply with the Pedestrian Network Guidance
 - Provide a safe environment for pedestrians crossing the road
 - Ensure the road width supports the residential nature of the street
 - Reconstruct the carriageway and footpaths where required
 - Provide landscaping enhancements where possible
 - Investigate if carriageway and footpath reconstruction and narrowing is required
 - Implement the Christchurch City Council tree policy. This should include the requirement to create opportunities for tree planting as per policy 1.1, 1.2 and 1.3.
 - Implement a design speed that aligns with the existing 30km/h speed restriction
 - Implement a street design that reflects the One Network Framework classification
- 4.5 In December 2023 a memo was sent to Waitai Coastal-Burwood-Linwood Community Board with an update on the Linwood and Woolston Christchurch Regeneration Acceleration Facility (CRAF) programme. **Attachment B.**
- 4.6 Following the information memo at the meeting of the of 8 April 2024 the Waitai Coastal-Burwood-Linwood Community Board approved the updated list of prioritised projects to be included in the Linwood and Woolston Christchurch Regeneration Acceleration Facility (CRAF) programme including Chelsea Street **Attachment C.**
- 4.7 At their meeting of 11 November 2024, the Waitai Coastal-Burwood-Linwood Community Board approved the Chelsea Street scheme design to progress to consultation.

Existing condition

- 4.8 The section of Chelsea Street between Russell and Pamela streets and outside no's 12 to 20 has old dish channel.



- 4.9 There are footpaths on both sides of Chelsea Street. Where there is flat channel the berms are on the kerb side, where there is dish channel the footpath is located along the kerb with the grass berms along the property boundary.
- 4.10 The carriageway is 14m wide from Linwood Avenue through to Pamela Street. Parking along Chelsea Street is mostly unrestricted except for a few short sections of No Stopping restriction near the intersection of Chelsea Street with Linwood Avenue and Russell Street. There are approximately 90 on-street parking spaces.
- 4.11 Services along Chelsea Street are a combination of underground and overhead.
- 4.12 The street has a posted speed limit of 30 kph



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

Date	Subject
13/4/2022	Report: Waikura Linwood- Central-Heathcote Community Board approved 10 projects to be investigated under the Christchurch Regeneration Acceleration Facility (CRAF) programme. Item 10 - Agenda of Waikura Linwood-Central-Heathcote Community Board - 13 April 2022
21/12/2023	Memo: Linwood and Woolston Christchurch Regeneration Acceleration Facility (CRAF) programme - December 2023 update. Attachment B
08/04/2024	Report: Waitai Coastal-Burwood-Linwood Community Board approved the updated list of prioritised projects to be included in the Linwood and Woolston Christchurch Regeneration Acceleration Facility (CRAF) programme including Chelsea Street. Item 12 - Agenda of Waitai Coastal-Burwood-Linwood Community Board - 8 April 2024
11/11/2024	Report: Linwood and Woolston Christchurch Regeneration Acceleration Facility (CRAF) - Chelsea Street and Butterfield Avenue Street Renewals. Item 10 - Agenda of Waitai Coastal-Burwood-Linwood Community Board - 11 November 2024

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

Date	Subject
29/02/2024	Briefing: Linwood and Woolston Christchurch Regeneration Acceleration Facility (CRAF) programme - December 2023 update table. Attachment C.

Options Considered Ngā Kōwhiringa Whaiwhakaaro(

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

- 4.15.1 Street renewal of Chelsea Street as shown in **Attachment A.**
- 4.15.2 Do nothing.

4.16 The following options were considered but ruled out:

- 4.16.1 Do minimal street renewal of Chelsea Street: This option was dismissed at the Community Board meeting on the 11 November 2024 as the residents and users of Chelsea Street would not receive the same level of increased amenity improvements provided by the preferred option. [Waitai Coastal-Burwood-Linwood Community Board 11 November 2024](#)

This included the replacement of the deep dish channel on the same alignment and extended the traffic calming between Linwood Avenue and Russell Street through to Pamela Street, it did not narrow the carriageway nor provide a planted berm with trees between Russell and Pamela streets.

Options Descriptions Ngā Kōwhiringa

4.17 Preferred Option: Street renewal of Chelsea Street as shown in Attachment A.

4.17.1 **Option Description:** Full Street renewal of Chelsea Street between Russell Street and Pamela Street, and traffic calming between Linwood Avenue and Russell Street.

Renewal includes replacement of old dish channel, new carriageway, footpaths, buildouts, new planting areas with trees and mains water upgrade between Russell Street and Pamela Street.

Four speed humps, three with build outs and two with new street trees and repairs to footpaths and flat dish channel and replacement of old dish channel between Linwood Avenue and Russell Street.

4.17.2 Option Advantages

- Replacing existing kerb and dish channel with new kerb and flat channel
- Road narrowing and speed humps to assist traffic calming
- Full road reconstruction between Russell and Pamela streets
- New sumps and under-channel piping for stormwater with all stormwater laterals connecting to the under-channel piping to discharge to stormwater directly
- 2.1 m wide kerbside footpath on the southern side of Chelsea Street to meet Pedestrian Network Guidance with a grass berm along the property boundary to enable existing trees and vegetation to remain
- Streetscape improvements with eight new street trees and landscape planting plus lighting upgrades
- New tactile pavers and build outs to improve pedestrians crossing points

4.17.3 Option Disadvantages

- Large budget required from the programme
- Loss of approximately 20 parking spaces. This is limited to around the intersections and speed humps (noting that the majority of the on-street parking will be retained)
- Need to relocate and replace the old asbestos water main between Russell and Pamela streets within the project budget
- Disruption to residents during construction

4.18 Option 2 – Do nothing

4.18.1 **Option Description:** Chelsea Street will remain as is with no speed calming measures, pedestrian safety, surface condition or amenity improvements. Any works here would need to be prioritised for maintenance funding against all other streets across the city.

4.18.2 Option Advantages

- Funding could be spent on other projects

4.18.3 Option Disadvantages

- Does not provide an upgrade to a street that is in poor condition or improve amenity

- Does not provide traffic calming measures to assist the posted 30kph speed limit
- Does not improve pedestrian safety
- Ongoing maintenance costs

Analysis Criteria Ngā Paearu Wetekina

4.19 The recommended option has been selected for the following reasons:

- Ensures assets at or near end of life are renewed
- Improves amenity of the street with addition of planted areas, street trees, and improved footpaths
- Improved safety and walkability
- Addresses concerns around speed and rat running

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do nothing
Cost to Implement	\$2.5m	Nil
Maintenance/Ongoing Costs	Covered by existing maintenance contract. The change is roughly like for like replacement but with newer assets that should require less maintenance. The most major change is eight additional street trees and increased soft areas, so cost difference will be negligible.	Covered by existing maintenance contract. The aging assets would be expected to have higher operational and maintenance costs. Cost difference will be negligible.
Funding Source	#71636 Chelsea Street renewal and the remainder coming from the CRAF Linwood Woolston Programme #61020	N/A
Funding Availability	Funds are available	N/A
Impact on Rates	Nil*	Nil

* 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 Coal Tar: Investigations are underway to detect the extent of coal tar, however, given the age of the pavement this is a high probability. The results of the investigations will provide more detailed data for detailed design and construction. To mitigate this an allowance has been made for coal tar removal for the length of Chelsea Street between Russell Street and Pamela Street, plus an additional 28% contingency in the construction project budget.

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 other 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 The decisions in this report 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 level of impact on people affected, low cost/risk associated with carrying out the decision, and the low level of impact on the capacity of Council to carry out its role and functions.
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.6 Transport
 - 6.6.1 Activity: Transport
 - Level of Service: 10.0.6.2 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: 16.0.3 Improve resident satisfaction with road condition - >=30%
 - Level of Service: 16.0.9 Improve resident satisfaction with footpath condition - >=42%

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 Initial discussions with Te Huarahi/Linwood Avenue School started in August 2024 prior to scheme design. The Chelsea Street project was discussed, including funding and scope. The school were concerned about safety, and requested a pedestrian crossing at the Linwood Ave end, better accessibility especially for blind and low vision pedestrians and for existing parking to be retained. They also noted issues with speeding and rat running. In March 2025, concept plans were shared with the school who had no further feedback.
- 6.8 In November 2024 and February 2025 meetings with Eastgate Mall owners (Willis Bond) covered their plans and how they may align with Chelsea Street.
- 6.9 Environment Canterbury's feedback prior to consultation was on the tracking of bus movements for Route 140 from Russell Street into Chelsea Street. Tracking details for a 14m bus were provided, however, they were still concerned about the proximity of the speed hump to the intersection, and it would work better for buses if it could be moved a further 10 metres away from the intersection. Note that this is addressed in the table in 6.23.
- 6.10 Consultation started on 3 March and ran until 23 March 2025.

- 6.11 Consultation details including links to the project information shared on the [Kōrero mai | Let's Talk webpage](#) were advertised via:
- An email sent to 108 key stakeholders, including Te Huarahi/Linwood Avenue School, Eastgate Mall management, Linwood Keas Rugby League Club, The Loft, Linwood Avenue Corner Trust, Te Aratai College, and emergency services. Linwood Ave School was sent a news item to share with parents online.
 - A local Facebook group post (Inner East Burbs - Linwood, Phillipstown and Woolston Locals)
 - Consultation documents delivered to residents of the street and nearby businesses on 4 March, including a copy of the plans and detail on what was proposed, explaining the feedback process and encouraging a meeting with staff if they had any queries or concerns.
- 6.12 The [Kōrero mai | Let's Talk](#) page had 347 views throughout the consultation period.
- 6.13 During consultation meetings took place with a resident to discuss a drainage issue at the corner of Chelsea and Cuba Street, and a group of residents to discuss concerns with the plans and concerns with current vehicle behaviour, including rat-running and speeding on Pamela Street.

Summary of Submissions Ngā Tāpaetanga

- 6.14 Submissions were made by 3 recognised organisations and 22 individuals. All submissions are available on our [Kōrero mai](#) webpage.
- 6.15 The **Te Huarahi Linwood Avenue School Board** were generally supportive of the plans, especially to reduce vehicle speeds and risk of serious injury for tamariki. Their parents sometimes park on Chelsea Street which has not been impacted. They requested a formalised pedestrian crossing at the Chelsea/Linwood intersection.
- 6.16 **The Disabled Persons Assembly** was supportive of the changes focussing on inclusivity and accessibility for everyone, including disabled people. They recommended that new tree selection considers tree roots, visibility and leaf drop.
- 6.17 **The Canterbury/West Coast Automobile Association District Council** were somewhat supportive of the plans. They challenged the 75mm height of the proposed speed humps and the impact of humps generally across the city on traffic flows, emissions, red light running, comfort and safety.
- 6.18 Of the submissions:
- 6 supported the plan (1 local resident)
 - 8 somewhat supported the plan (1 local resident)
 - 6 did not support the plan (3 local residents)
 - 5 did not specify a preference
- 6.19 Submitters liked the following elements of the plan:
- Pedestrian improvements, including road narrowing, footpath widening, pedestrian crossings, tactile pavers and renewing lighting (12)
 - The streetscape and environment, including renewing the road, landscaping and planting, and the replacement of gutters (10)

- Speed humps (7)
 - Cyclist directional paint (2)
- 6.20 Submitters disliked the following elements of the plan:
- Kerb buildouts/road narrowing (8)
 - Including concern about buses and large vehicles navigating corners (3)
 - Speed humps (7)
 - Cost (6)
 - Not addressing certain drainage issues, including camber of the road, and concern about being in a flood and liquefaction zone (4)
 - Removing car parking given increased intensification (4)
 - The selection of planting (4)
 - Mature planting impact on infrastructure (3)
- 6.21 Submitters made the following requests:
- More pedestrian improvements, including requests for more pedestrian crossing opportunities, zebra crossings, lighting improvements, more yellow no stopping lines and better maintenance of tree roots/debris (7)
 - More traffic calming, including more kerb buildouts/footpath widening, another speed hump, raised safety platforms, and better 30km/h signs (5)
 - More landscaping/planting (4)
 - Better infrastructure for cyclists including a shared path on the north side next to the mall (3)
 - Fix existing drainage and road camber issues (2)
- 6.22 In addition, two out of scope requests were made from submitters to focus on street renewals and traffic calming for Wyon Street and Maces Road.
- 6.23 Themes and requests are addressed in the table below:

Theme/request	Staff response
Request for crossing at the Chelsea/Linwood intersection	The proposed speed hump on Chelsea Street just prior to the intersection will result in lower traffic speeds. This is a left turn exit only intersection therefore pedestrians only need to cross one lane. This location does not meet the threshold for installing a pedestrian crossing here.
Tree maintenance / debris	The majority of the new trees will be placed within the wider planted berms therefore debris will likely stay within this area. The other two trees on build outs are single trees and given these are the only street trees, debris is not considered to be an issue. Additionally this species of Maple is used elsewhere without issue.
Concern about speed hump height	SD631 specifies road humps to be 75mm
Concern about the location of speed humps / kerb narrowing	<p>The section of Chelsea Street near Russell Street remains 14m wide and the proposed speed humps are intended to reduce speed. The design complies with Council standards and is aimed at achieving optimum traffic-calming outcomes. The speed humps are proposed to encourage a slower speed environment reflective of the 30km/h posted speed limit and create a safer street environment for people who walk and cycle.</p> <p>As part of good practice in traffic calming, speed humps are typically placed approximately every 80 metres to encourage consistent driving speeds along the roadway. The proposed kerb alignment will reduce the road width from 14 metres to 9 metres between Russell and Pamela streets (and to 7 metres at the intersections), further encouraging lower vehicle speeds in this section.</p> <p>It is not possible to shift the speed hump closest to the Russell Street intersection further south towards Linwood Ave, as requested by ECan, due to the location of services and existing driveways. While removing the speed hump but retaining the buildouts may result in some reduction in speed due to the tighter intersection layout, speeds are still likely to be higher than if the speed hump is retained in the design.</p> <p>Adjustments have been made to the position of the buildout and speed hump nearest the Russell Street intersection in consideration of an existing Resource Consent for the development at 38 Chelsea Street, which includes the proposed relocation of the vehicle access. ECan was</p>

	<p>reconsulted on the updated positioning and has confirmed no objection, noting that the tracking diagram shows a 13.5m bus or tour coach turning from Russell Street into Chelsea Street can align its wheels appropriately when approaching the speed hump.</p> <p>ECan maintains its concern that speed humps generally slow buses more than smaller vehicles and may impact service efficiency across the network.</p>
Concern about perceived cost	<p>This project is funded from the Christchurch Regeneration Acceleration Fund, so does not impact rates.</p>
Drainage / camber	<p>Issues regarding existing drainage have been investigated, in particular, during recent significant rain events at the beginning and end of April no ponding was detected and no complaints regarding drainage issues were received.</p> <p>Widening the planted berm will help cut down impermeable surface, water will drain into the planted area which will act like a swale.</p> <p>Replacement kerb and channel will drain to a new sump.</p> <p>Street survey of levels has suggested that one area of existing flat channel outside 12-20 Chelsea Street could result in ponding and it is intended to replace that section of flat kerb and channel as part of this project.</p>
Planting selection	<p>Planting for this location has been carefully chosen. Maples for the build outs are used in many Christchurch streets without issue additionally this type of tree would not cause shading issues in the winter unlike evergreen trees.</p> <p>Trees in the wider planted berm area are to be a selection of natives.</p> <p>The project will include replacing the existing water main between Russell and Pamela streets which enable street tree planting in the wider berm.</p>
30km/h signs	<p>30km/h signs are located at the entrance to this neighbourhood slow speed zone. The speed humps and road narrowing will help reinforce the posted speed limit. Council do not generally</p>

	<p>install repeater signs or road markings within slow speed neighbourhood zones.</p> <p>Repeater signs are generally used where the speed limit is above 50km/h and below 100km/h. They are not necessary if the nature of a particular length of road is such that a road user would reasonably understand that the speed limit displayed on the last speed limit sign remains the speed limit on the road throughout the whole of that length of road. Unless a driver passes a sign with a higher speed limit, a driver should continue at the speed of the last sign observed. Gating every street with two signs and providing multiple repeaters can lead to signage clutter.</p>
Worry about loss of parking / intensification	<p>The project will result in the loss of around 20 parking spaces, however, there will be approximately 70 spaces remaining between Linwood Ave and Pamela Street. Observations during recent sites visits do not indicate a high parking demand on Chelsea Street. Intensification without the need for provision of off-street parking is allowed under the District Plan.</p> <p>Five properties will not have parking on the road frontage directly outside their property however on several visits to Chelsea Street it has been observed that the street is not heavily parked.</p>
Request for more pedestrian improvements	<p>Wider footpaths and improved crossing points with tactile pavers will provide an improved level of service for pedestrians and can be accommodated within the project budget.</p>
Request for more traffic calming	<p>The project provides both speed humps and road width narrowing to calm traffic and can be achieved within the project budget.</p> <p>Traffic calming measures such as speed humps are not specifically funded in Council's Long Term Plan. This currently falls within our Minor Road Safety and Minor Safety Interventions programme budgets, which we are required to allocate to safety improvements at the worst sites/intersections for reported death and serious injury crashes. We receive a number of these requests, and due to the availability of limited funding, locations with historically a higher</p>

	number of injury crashes or higher crash risk are prioritised.
Request for better cycling infrastructure	Chelsea Street is a local road and not part of a greenway therefore sharrows will not be installed. A request for a shared path from Linwood Avenue to Cuba Street was requested however no vehicles turn into Chelsea Street from Linwood Avenue therefore cyclists coming from the MCR are unlikely to have following traffic. A shared path was not deemed necessary nor within the project budget.

Supplementary information

6.24 A quick poll that was conducted on the Let's Talk webpage to reduce barriers to participate. The following responses were received:

- 7 x 5-star ratings
- 2 x 3-star ratings
- 8 x 1-star rating

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.25 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.

6.26 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

6.27 The decisions in this report are likely to:

- 6.27.1 Contribute neutrally to adaptation to the impacts of climate change.
- 6.27.2 Contribute neutrally to emissions reductions.







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

6.29 This is a minor scheme and will not have a significant impact, however it will provide safer and wider footpaths for residents and pedestrians and there will be eight new street trees planted.

7. Next Steps Ngā Mahinga ā-muri

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

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Chelsea Street Renewal Plan for Approval	25/1421748	24
B  	Memo: Linwood and Woolston Christchurch Regeneration Acceleration Facility (CRAF) programme - December 2023 update	23/2124898	25
C  	Linwood and Woolston CRAF project update table	23/2124879	27

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Katie Smith - Project Manager Samantha Smith - Engagement Advisor Aviva Cui - Engagement Assistant
Approved By	Matt Goldring - Transport Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management

Item 7



Memos



Memo

Date: 21/12/2023
From: Kelly Griffiths – Senior Project Manager
To: Waitai Coastal-Burwood-Linwood Community Board
Cc: Lynette Ellis – Head of Transport and Waste Management
Reference: 23/2124898

Linwood and Woolston Christchurch Regeneration Acceleration Facility (CRAF) programme - December 2023 update

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this memo is to provide the Waitai Coastal-Burwood-Linwood Community Board with an update on the projects in the Linwood and Woolston Christchurch Regeneration Acceleration Facility (CRAF) programme.
- 1.2 The information in this memo is not confidential and can be made public.

2. Update Te take o tēnei Pānui

- 2.1 Attached is an update on the projects in the Linwood and Woolston CRAF programme.
- 2.2 There will be a staff briefing on the Linwood and Woolston CRAF programme on 29 February 2024. At the briefing the updated cost estimates for the CRAF projects will be discussed with the Board.
- 2.3 It is likely the cost estimates for the Wyon and Hulbert Street renewal project and the Linwood Avenue School slip lane upgrade project will be over budget.
- 2.4 The scope and cost estimate for the Te Aratai College pedestrian and cycle access project increased significantly from the original CRAF scope when it was to be delivered by CERF.
- 2.5 On 20 December Council was notified by the Minister of Transport that the Climate Emergency Response Fund (CERF) is no longer available for the majority of the projects in Council's CERF programme. This means that the projects which were removed from the Linwood and Woolston CRAF programme to be delivered by CERF may now come back into the CRAF programme.
- 2.6 There will be more information provided to Council on the entire Transport Choices CERF programme in the new year. This will identify implications of the funding changes.
- 2.7 It is unlikely that all of the projects identified in the Linwood and Woolston CRAF programme will be able to be delivered within the \$6.5 million budget.
- 2.8 At the 29 February 2024 staff briefing, staff will provide further information on the implications of funding changes. One of the actions may be that the Board is asked to prioritise the delivery of the projects within the CRAF programme.

Memos



3. Conclusion Whakakapinga

- 3.1 Attached is an update on the projects in the Linwood and Woolston CRAF programme.
- 3.2 At the 29 February 2024 staff briefing, further information will be provided to the Community Board.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Linwood and Woolston CRAF project update table	23/2124879

Signatories Ngā Kaiwaitohu

Author	Kelly Griffiths - Senior Project Manager
Approved By	Lynette Ellis - Head of Transport & Waste Management

Linwood and Woolston CRAF Targeted Roding and Transport Improvements – December 2023 update				
	Project	Budget	Original completion date	Update
1	Tilford Street footpath improvements	\$260,000	30 January 2024	The design is with the contractor for pricing and is expected in February 2024. The design does not require Community Board approval.
2	Butterfield Avenue and Worcester Street restoration	\$800,000	30 November 2024	The Butterfield Avenue scheme is on hold until the cost estimate for the Wyon and Hulbert Street renewal is known in February 2024, and a Board decision is made on the priority of the CRAF projects for delivery now that the CERF funding is not available. The Worcester Street scheme is complete and with the contractor for pricing which is expected in February 2024.
3	Wyon Street and Hulbert Street renewal	\$2,350,000	30 November 2024	The scheme is almost complete. The cost estimate is expected in February 2024, and public consultation expected in the first half of 2024.
4	Linwood Avenue School slip lane upgrade	\$300,000	30 June 2024	The scheme was approved in September 2023. The detailed design is progressing and will be with the contractor for pricing in January 2024. The construction is expected in the April 2024 school holidays.
5	Chelsea Street renewal	\$800,000	30 November 2024	The site investigations have been completed. The scheme is on hold until the cost estimate for the Wyon and Hulbert Street renewal is known in February 2024, and a Board decision is made on the priority of the CRAF projects for delivery now that the CERF funding is not available.
6	<i>Rhona Street pedestrian improvements</i>	<i>Previously funded by CERF</i>	<i>To be confirmed</i>	<i>The scheme was approved under the CERF approvals in September 2023. The detailed design is on hold until a Board decision is made on</i>

				the priority of the CRAF projects for delivery now that the CERF funding is not available.
7	Area wide speed restriction	Previously funded by CERF	To be confirmed	The scheme was approved in July 2023 under the Safe Speed Neighbourhoods programme. The delivery of the speed restriction will now be funded by the Minor Road Safety programme and construction is expected early in 2024. The Board have been informed of this in a 20 December 2023 memo.
8	Smith Street cycle and pedestrian improvements	Previously funded by CERF	To be confirmed	The scheme was approved under the CERF approvals in September 2023. The detailed design is on hold until a Board decision is made on the priority of the CRAF projects for delivery now that the CERF funding is not available.
9	Te Aratai College pedestrian and cycle access project	Previously funded by CERF	To be confirmed	The scheme was approved under the CERF approvals in September 2023. The detailed design is approximately 90% complete. Once the detailed design is complete it will go on hold until a Board decision is made on the priority of the CRAF projects for delivery now that the CERF funding is not available. The scope and cost estimate increased significantly from the original CRAF scope when it was to be delivered by CERF.

8. Grant of Electricity Easement over Linwood Park

Reference Te Tohutoro: 25/1334017

Responsible Officer(s) Te Pou Matua: Stuart McLeod, Property Consultant.

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 from the Waitai Coastal-Burwood-Linwood Community Board to grant an electricity easement in favour of Orion New Zealand Limited over reserve land at Linwood Park.
- 1.2 This report originates from the construction of a new changing facility on Linwood Park, the approved location of the facility requires the relocation of an existing electricity cable, this relocation has triggered Orion New Zealand Limited (Orion) to request an easement.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Grant of Electricity Easement over Linwood Park 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, pursuant to Section 48(1) of the Reserves Act 1977, the granting of an electricity easement in favour of Orion New Zealand Limited over part of Linwood Park, legally described as Part Rural Section 437, held in Record of Title CB188/155 as shown "A" and highlighted yellow on the plan attached to this report.
4. Notes that the above approval is subject to Minister of Conservation consent, delegated to the Council's Chief Executive under the Instrument of Delegation for Territorial Authorities dated 12 June 2013, and supports that delegation being exercised.
5. Delegates authority to the Manager Property Consultancy to finalise negotiations and sign all necessary easement documentation.

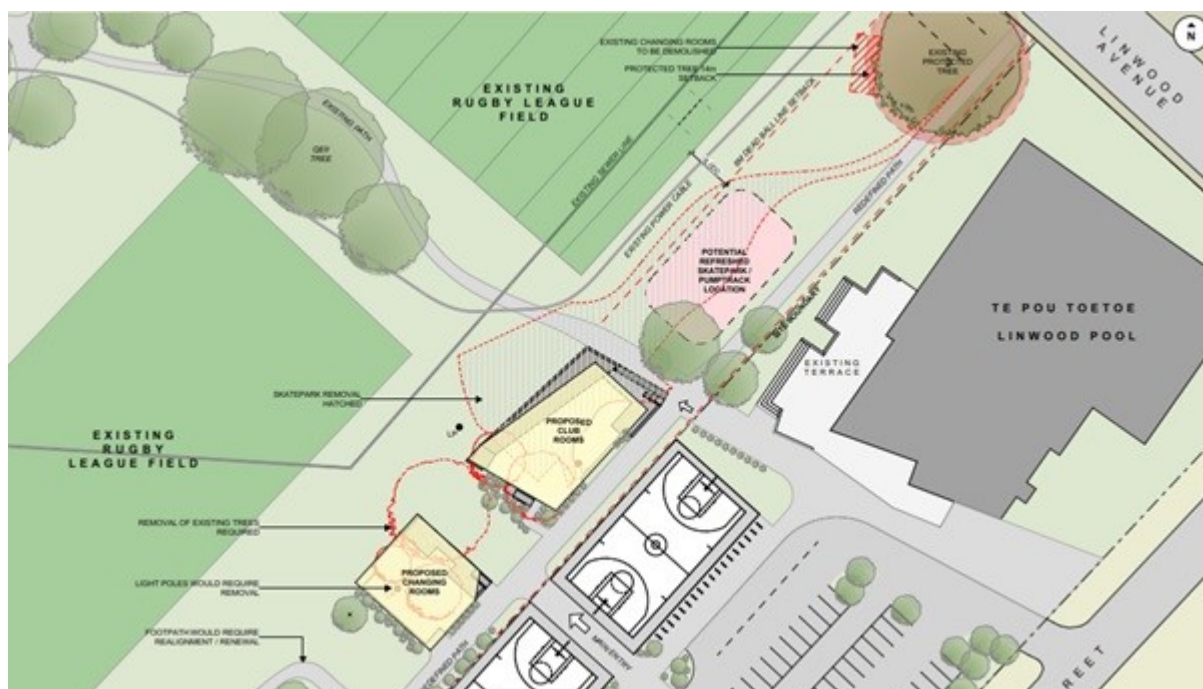
3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Christchurch City Council is constructing a new changing room facility on Linwood Park.
- 3.2 There is an existing Orion New Zealand (Orion) electricity cable located under the new changing room site that requires relocation to allow the construction to proceed.
- 3.3 This relocation has led to Orion requesting a formal easement for the electricity cable located within Linwood Park, Christchurch.
- 3.4 The easement will secure Orion's ongoing ability to access and maintain the infrastructure, with minimal short-term disruption expected during the cable realignment works.

- 3.5 The Community Board holds the delegation to grant easements over reserve land under Section 48(1) of the Reserves Act 1977, subject to Minister of Conservation consent delegated to the Council's Chief Executive.
- 3.6 Section 48 of the Reserves Act 1977 allows the Minister of Conservation to grant easements over reserves, this power has been delegated to the Christchurch City Council and subdelegated to the Community Boards.

4. Background/Context Te Horopaki

- 4.1 The Community Board has approved the construction of a new changing room facility at Linwood Park as shown in the below diagram.



- 4.2 The Community Board has previously been briefed, reported to and updated as follows:
- 4.2.1 29 June 2023 – Briefing to Waitai Coastal-Burwood-Linwood Community Board on the Linwood Park pavilion and toilet renewal project.
- 4.2.2 8 April 2024 – Staff report on Proposed Linwood Park Changing Rooms with the following resolution passed

- **Community Board Resolved CCBCC/2024/00028 Original Officer Recommendation accepted without change**

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Approve proceeding to detailed design and eventual construction of the Linwood Change Rooms at Linwood Park in Attachment A to the agenda report.
 2. Approve the removal of the five trees at the proposed location of the change rooms at Linwood Park as per Attachment B and Attachment C to the agenda report.
- Note: Provide support for fast tracking of Urban Forest Planting Plan for Linwood Park.*

- 4.2.3 31 March 2025 – update to the Waitai Coastal-Burwood-Linwood Community Board.

- 4.3 Orion currently operates an underground electricity cable within Linwood Park. This infrastructure is essential for providing electricity to lighting in the surrounding area.
- 4.4 This cable is not currently protected by an easement. The Council's requirement to have it realigned to allow construction of the new changing room facility has triggered the Orion request to have it protected by way of registered easement. This will provide Orion greater protection for the cable rather than relying solely on rights under the Electricity Act 1992.
- 4.5 The proposed alignment of the cable is shown in attachment A.
- 4.6 The affected land is classified as Recreation Reserve and is subject to the Reserves Act 1977. It is legally described as containing 8.7058ha being Part Rural Section 437 and contained in Record of Title CB188/155.
- 4.7 The realignment works will be managed to minimise disruption to the park. New ducts will be installed underground, and no new above-ground infrastructure is proposed.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.8 The following reasonably practicable options were considered and are assessed in this report:
 - 4.8.1 Grant the requested easements.
 - 4.8.2 There were no other practical options.
- 4.9 The following options were considered but ruled out:
 - 4.9.1 Do nothing. This was ruled out because it is not practical to construct the changing rooms over a live cable, doing nothing would prevent the construction of the new changing rooms.
 - 4.9.2 Relocation of the new changing rooms to another location. This option was ruled out because the new location has been widely consulted on, has been approved by the Community Board and is considered the most practical siting within the park in relation to other facilities, playing fields and courts.

Options Descriptions Ngā Kōwhiringa

- 4.10 **Preferred Option:** Realignment of the existing electricity cable.
 - 4.10.1 **Option Description:** Grant electricity easement in favour of Orion New Zealand Limited.
 - 4.10.2 Option Advantages
 - Enables construction of the changing rooms to proceed.
 - Secures legal access to and protection of Orion's infrastructure.
 - Minimal disruption to park users during the construction period.
 - Consistent with the Council's approach to protecting third-party utilities in reserves.
 - 4.10.3 Option Disadvantages
 - Some minor cost for survey and registration.

Analysis Criteria Ngā Paearu Wetekina

- 4.11 The analysis criteria of this option were assessed by considering the current use of the reserve and potential disruption; this easement adds little additional burden on the land.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 - <enter text>
Cost to Implement	< \$15,000 survey, legal and staff costs	N/A
Maintenance/Ongoing Costs	Nil	N/A
Funding Source	65439 Linwood Park Changing Facilities	N/A
Funding Availability	\$1,748,500	N/A
Impact on Rates	Nil	N/A

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There are no risks if the recommendations in this report are adopted. On the contrary there is reputational risk if the recommendations are not adopted because that would effectively prevent the changing rooms from being constructed.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.2.1 Section 48 of the Reserves Act 1977 permits the granting of easements over reserve land.
 - 6.2.2 Public notification is not required under Section 48(2) because the reserve will not be materially altered or permanently damaged.
 - 6.2.3 Minister of Conservation consent is required and is delegated to the Chief Executive.
- 6.3 Other Legal Implications:
- 6.3.1 There is no other 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](#). Long Term Plan – Parks and Foreshore.
 - 6.4.2 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by considering the impact of granting the easement on recreational activities.
 - 6.4.3 Are consistent with Council's Plans and Policies. Long Term Plan – Parks and Foreshore.
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.6 Parks, Heritage and Coastal Environment
- 6.6.1 Activity: Parks and Foreshore
 - Level of Service: 6.8.5 Resident satisfaction with the overall availability of recreation facilities within the City's parks and foreshore network - >= 70%

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 The community will have the benefit of the new changing room facility and are supportive of its construction, it is therefore assumed they would be supportive of granting this easement as it allows the construction to proceed.
- 6.8 The decision affects the following wards/Community Board areas:
 - 6.8.1 Waitai Coastal-Burwood-Linwood Community Board.
- 6.9 The Waitai Coastal-Burwood-Linwood Community Board view is expected to be supportive of granting the easement having already considered and approved the construction of the changing rooms.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.10 The decision is not a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 6.11 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.12 The decisions in this report do not impact on Mana Whenua because they raise no new issues of concern regarding the construction of the changing rooms.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi


- 6.13 The decisions in this report are likely to:
 - 6.13.1 Have no significant contribution to or mitigate the impacts of climate change.
 - 6.13.2 Have no impact on reducing or increasing emissions.
- 6.15 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.16 This cable realignment supports resilience in the electricity supply.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Cable relocation.
- 7.2 Construction work of changing rooms to continue.
- 7.3 Once the cable is realigned its exact position will be surveyed.
- 7.4 An easement will be registered against the title to the land.



Attachments Ngā Tāpirihanga

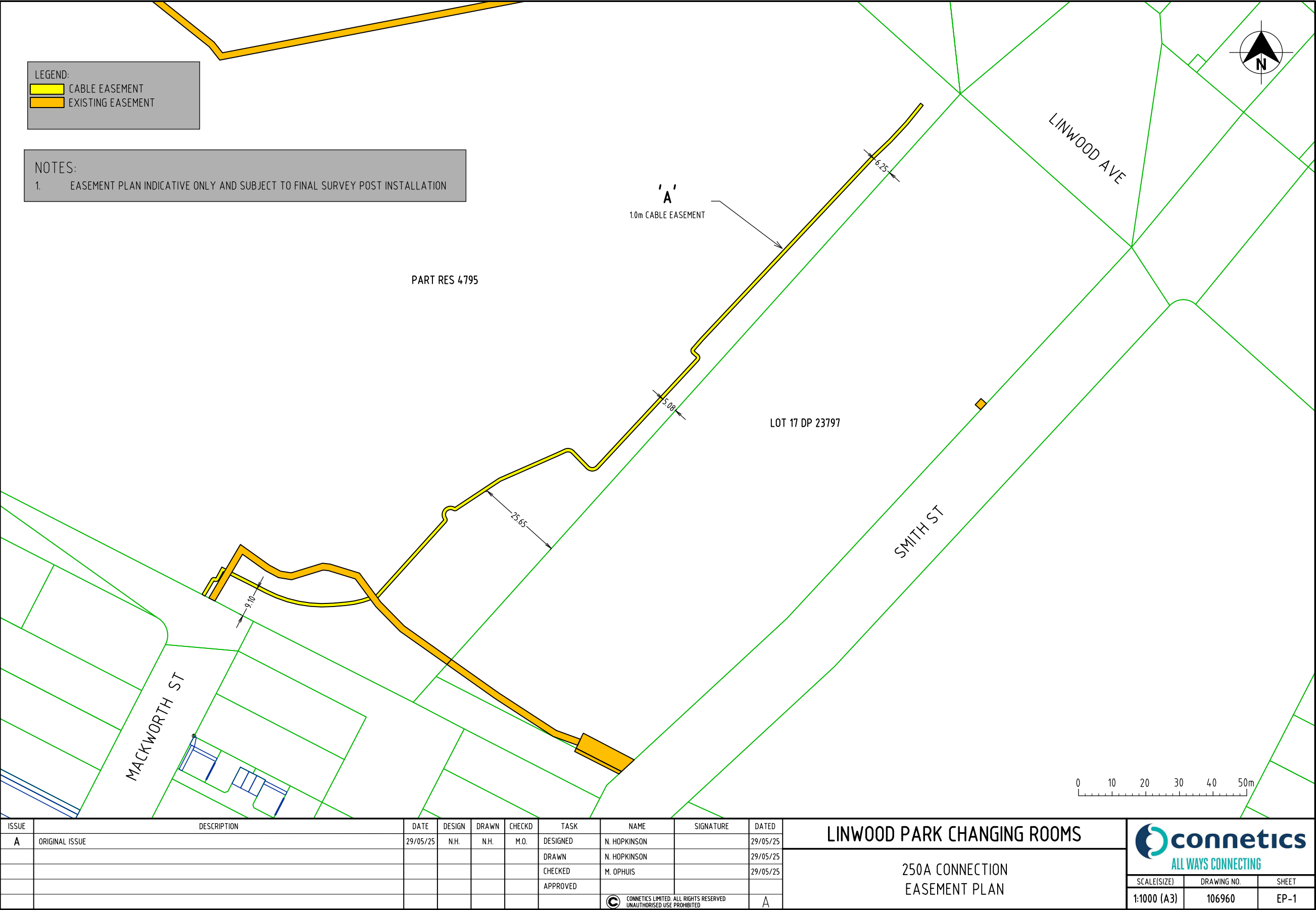
No.	Title	Reference	Page
A 	Attachment to report 25/1334017 (Title: Attachment A to report 25/1334017 (Title Grant of Electricity Easement over Linwood Park))	25/1367388	35

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Stuart McLeod - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy Kelly Hansen - Manager Parks Planning & Asset Management Rupert Bool - Head of Parks



9. Bus layover for bus routes 5 and 135 - New Brighton

Reference Te Tohutoro: 25/180208

Mansour Johari, Passenger Transport Engineer (CCC)

Responsible Officer(s) Te Aviva Cui, Engagement Advisor (CCC)

Pou Matua: Sam Wilkes, Public Transport Cruise Ship Response and Network Safety, (ECan)

Accountable ELT

Member Pouwhakarae: Brent Smith, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 For the Waitai Coastal-Burwood-Linwood Community Board to approve the formalisation of the current bus layover on Oram Avenue for bus routes 5 and 135 in New Brighton.
- 1.2 This report has been prepared by Christchurch City Council (CCC) and Environment Canterbury (ECan) staff in response to multiple complaints lodged by a resident about buses idling while laying over on Oram Avenue.
- 1.3 This report also presents all the options considered and an assessment of these options in collaboration with ECan.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Bus layover for bus routes 5 and 135 - New Brighton 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.

Option 1 – Preferred option: Formalisation of current bus layover (Attachment A)

3. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017
 - a. Approves that a bus stop be installed on the median of Oram Avenue commencing at a point 13 metres north of its intersection with Hood Street and extending in a northerly direction for a distance of 74 metres.
4. Approves that any previous resolutions pertaining to parking and stopping restrictions made pursuant to any bylaw to the extent that they conflict with the parking and stopping restrictions described in clauses 3 above are revoked.
5. Approves that these resolutions, described in clauses 3 above, 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).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 In response to repeated complaints from a resident about buses idling while laying over on Oram Avenue, CCC and ECan has explored alternative bus layover options for this location.
- 3.2 A bus layover offers a designated space for buses to pause between services and allows drivers to rest during their shift. This enhances service reliability and helps manage driver fatigue. Effective provision of bus layovers therefore relies heavily on service planning decisions.

- 3.3 CCC in collaboration with ECan assessed several potential sites for a bus layover. Only a limited number were deemed feasible for current bus operations (e.g. costs, required spaces, etc) or due to infrastructure (e.g. safety, maintenance, surrounding land uses, etc) constraints. The ongoing transformation of New Brighton into a vibrant community hub, surrounded by dense residential, commercial, recreational, and tourist activity, means that longer term solutions need to be considered for bus layover or terminating routes in the centre of New Brighton. These investigations should be undertaken alongside planning work being undertaken by ECan, as part of their 'Rest of Network Business Case' for increasing the number of services on Route 5 a core service route.
- 3.4 Staff therefore recommend formalising the current arrangement until further investigations are completed by ECan as part of the Number 5 route review as mentioned in paragraph 3.3.

4. Background/Context Te Horopaki

Origin

- 4.1 Over the past year, a resident has submitted several complaints regarding noise from buses idling at the Oram Avenue layover. ECan, who are responsible for the bus routes and hold the contracts with the bus operators, has taken a series of actions, outlined in **Attachment B**, which will continue to be monitored for effectiveness.
- 4.2 As Road controlling Authority (RCA), CCC has also become involved to determine if there are changes to infrastructure that could also support better outcomes for the resident Working in collaboration with ECan, staff have explored potential infrastructure improvements aimed at minimising the layover's impact on nearby residents.

Background

- 4.3 Oram Avenue, between Beresford Street and Hood Street, has been used informally as a bus terminus for the past three decades, see Figures 1 and 2 (source: Christchurch City Council Historic Imagery). Further historical background information is provided in **Attachment B**.
- 4.4 The layover is currently used by Route 5 and Route 135. Bus route 5 currently operates at a 15-minute frequency during off-peak hours with a 10-minute frequency for a short period of time in the morning and evening peaks. Bus route 135 currently operates at a 1-hour frequency in peak and off-peak. These current frequencies require a bus layover that can accommodate three buses. Further information on the bus layover operations is provided in **Attachment B**.
- 4.5 Prior to January 2023, buses undertaking u-turns across the Oram Avenue median created a significant pavement maintenance cost for the Council (appx \$50,000 per year). In January 2023, the Council's Maintenance team installed an asphalt pavement at the intersection of Oram Avenue and Hood Street to allow buses to perform U-turns on the asphalt area.
- 4.6 At the time, additional yellow line markings were painted on the median outside 32-46 Oram Avenue (current layover), based on the assumption that the current location had been formally resolved as a bus layover area. As a result, all bus drivers are now using the current informal bus layover. However, staff have not found any formal resolution or approval confirming this designation.



Figure 1: 2004 aerial photo



Figure 2: 2010 Aerial photo

Technical context

- 4.7 A bus layover offers a designated space for buses to pause between services and allows drivers to rest during their shift. This enhances service reliability and helps manage driver fatigue.
- 4.8 The provision of bus layovers is dependent on service planning decisions. For example, terminating a bus route in a low-density area, or a key neighbourhood centre, directly affects bus layovers options.
- 4.9 New Brighton has developed into a community hub surrounded by dense residential, commercial, and recreational areas. It is a popular destination for visitors and tourists. The area should be well-served by public transport to increase transport choices for residents and the community. However, bus layovers can be incompatible with the outcomes desired for the centre of New Brighton, and there could be alternative locations that would be more suitable. For example, Route 3 and 7 terminate in less dense residential areas in other parts of the city.
- 4.10 A permanent solution for the terminus of Route 5 could be considered through the planning of the Route 5 service uplift. ECan are preparing to undertake this planning work shortly and there is the potential for extension of Route 5 to south or north, which could then have a layover space in a less dense area of New Brighton.
- 4.11 The following related memos/information were circulated to the meeting members:

Date	Subject
17/02/2025	Email to Community Board – Consultation, background, and options

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

Date	Subject
07/03/2025	Public meeting on site

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.13 **Attachment C** details the options considered by ECan and CCC staff. Table 1 of the attachment presents three options that ECan and CCC have identified to be feasible, which are summarised in the table below. Table 2 summarises the options that were considered but were not investigated further.

Option Number	Description
1	Formalise the current bus layover
2	Modify and formalise current bus layover
3	Provide a bus layover outside off-street public parking opposite 227-233 Marine Parade (outside South ramp)

- 4.14 Please note the following points when reading the tables in Attachment C:

- The current public transport service requires a bus layover that can accommodate three buses. ECan is currently initiating a business case for the Route 5 frequency uplift (increasing the number of services at peak times).
- A desirable bus layover option therefore requires a bus layover that can accommodate four buses, along with one car parking space to facilitate driver changeovers.
- Due to potential delays and concerns around safety for all road users, it is preferable not to have buses u-turning in the street. On Oram Avenue, buses perform a u-turn rather than navigate the longer route around the Oram Avenue-Hood Street-Marine Parade-Beresford Street block.
- In the absence of a designated bus layover area, buses are legally allowed to park at the kerbside using on-street parking directly outside residents' properties.
- The current arrangement and any alternatives that retain the layover on Oram Avenue allows direct transfers between routes 5, 60, and 135 at the same stops. Southbound passengers transfer at stop 18242 (outside the Liquor Store on Oram Avenue), while northbound transfers occur at stop 39192 (opposite the Liquor Store on Oram Avenue). These shared stops eliminate the need for walking between services. On average, 35 passengers make these transfers each day. Relocating the layover away from Oram Avenue would remove this convenience.
- The options that relocate the bus layover away from Oram Avenue will affect the current bus routes and consequently lead to additional operation costs to ECan (about \$40,000 – \$60,000 per year).

- 4.15 The electrification of buses used on routes 5 and 135 could reduce the noise and air pollution impacts on affected residents. ECan have provided further information about this in Attachment B.

- 4.16 Of the three options considered feasible by both ECan and CCC, CCC staff expressed a preference for Option 3, followed by Option 1 and then Option 2. Option 3 is preferred by CCC as it would likely affect fewer residents, as the proposed layover is located outside of a public car parking area. Option 3 would also remove the need for buses to perform U-turns, further reducing safety and maintenance concerns.

- 4.17 ECan have endorsed Options 1 and 2, but they do not support Option 3. A memo from ECan is provided in **Attachment D**. In the memo, it states ECan reject Option 3 on the basis that:
- *The cost increase is excessive in terms of the negligible community benefits that it would provide. The increased cost will impact our private revenue ratio and would ultimately need to be passed on to our community.*
 - *The use of Marine Parade may well simply be moving the “problem” to somewhere else. The distance between residential dwellings and the layover area is only slightly greater (~2m) than the existing layover site and the greater density of development on the south side of the road may mean that the number of residents affected is increased.*
- 4.18 As outlined in Table 2 in Attachment C, a long list of options was considered but were not developed further for various reasons. This reflects the reality that New Brighton has developed into a community hub surrounded by dense residential, commercial, and recreational areas. This context suggests that a core route like bus Route 5 should terminate in a less dense area with less attractive land uses, similar to the terminus points of other core routes, such as Routes 3 and 7 in other parts of the city. Therefore, a permanent solution may be possible through the planning of the Route 5 upgrade. For instance, by extending Route 5 to south or north to a lower dense area for terminus.
- 4.19 ECan has confirmed that they will include a review of the interchange and layover location in New Brighton as part of the scope the Rest of Network Business Case.
- 4.20 CCC consulted on Option 2 (**Attachment E**). Feedback from the affected resident indicates that the proposed layout could increase emissions and noise pollution.
- 4.21 As ECan did not support Option 3, and taking into consideration feedback on Option 2, CCC recommend Option 1 in this report for approval. CCC will request that a longer-term solution, which will require a broader review of bus route planning, be developed through ECan’s Rest of Network Business Case.
- 4.22 Financial Implications Ngā Hiraunga Rauemi
- 4.23 The estimated costs for the different options are provided in the table below.
- 4.24 The implementation costs include costs for investigation, design, and construction of the bus stop upgrades (for Option 2 and 3).
- 4.25 Maintenance/Ongoing costs - The Transport and Waste Management Unit Operational Expenditure budgets includes the maintenance of bus stop infrastructure.
- 4.26 The funding source is the Traffic Operations budget for public transport infrastructure upgrades.

Capex/Opex Ngā Utu Whakahaere

	Preferred Option	Option 2	Option 3
Cost to Implement	\$0	\$20,000	\$15,000
Maintenance/Ongoing Costs	\$230 per year	\$230 per year	\$230 per year
Funding Source	CPMS 50465	CPMS 50465	CPMS 50465
Funding Availability	Available	Available	Available
Impact on Rates	NA	NA	NA

5. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 5.1 Please see the risks and concerns highlighted for each option in **Attachment C**.

Legal Considerations Ngā Hīraunga ā-Ture

- 5.2 Statutory and/or delegated authority to undertake proposals in the report:
- 5.2.1 The relevant Community Board or Committee have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolutions of:
- Parking places, parking buildings, transport stations and zone parking areas under Clause 8 of the Traffic and Parking Bylaw 2017.
- 5.3 Other Legal Implications:
- 5.3.1 This 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 decisions:
- 5.4.1 Align with the [Christchurch City Council's Strategic Framework](#).
- 5.4.2 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the Christchurch City Council's Significance and Engagement Policy.
- 5.4.3 Are consistent with Council's Plans and Policies.
- 5.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 5.6 Transport
- 5.6.1 Activity: Transport
- Level of Service: 10.4.1 More people are choosing to travel by public transport - >=13 million trips per year

Community Impacts and Views Ngā Mariu ā-Hāpori

- 5.7 The consultation plan was created following multiple meetings between CCC and ECan, both on-site and online, after several options presented in **Attachment C** were considered.
- 5.8 Consultation started on 17 February and ran until 5 March 2025 on option 2 (Modify and formalise current bus layover).
- 5.9 Consultation details including links to the project information shared on the Kōrero mai | Let's Talk webpage were advertised via:
- An email sent to 35 key stakeholders, including emergency services, New Brighton Residents' Association, ChristchurchNZ, AA, and bus operators.
 - Consultation documents were delivered to residents on 17 February of Oram Ave between Beresford and Hood Streets, which included the plan, details of what was proposed and how to get in touch.
- 5.10 The [Kōrero mai | Let's Talk webpage](#) had 265 views throughout the consultation period.

- 5.11 Street meetings were offered to residents to discuss plans during the consultation period. A meeting was held with Council staff, Councillor Donovan and a concerned resident on 7 March 2025.

Summary of Submissions Ngā Tāpaetanga

- 5.12 Submissions were made by two recognised organisations and 14 individuals, including six people who live on the affected street. All submissions are available on our Kōrero mai | Let's Talk webpage.
- 5.13 Submitters were asked their level of overall support for the plan, and if there is anything we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether to approve the plan.
- 5.14 Spokes Canterbury support the proposed layover and feel it will improve bus services while minimising noise pollution for residents. They suggested covered bike parking, painted cycle lanes, more trees, and prioritising electric buses to improve environmental and community impact. Additionally, they recommend clearer layover markings and formalised median parking to accommodate increased housing density while ensuring flexibility for events requiring extra bus capacity.
- 5.15 Canterbury/West Coast Automobile Association District Council noted their unanimous support among their council members.
- 5.16 Of the submissions:
- Three supported the plan (One local resident).
 - Five somewhat supported the plan (Three local residents).
 - Four did not support the plan (Two local residents).
 - Four did not submit via our online form, so did not specify a preference.
- 5.17 Submitters raised the following concerns:
- **Environmental and health impacts** (Eight submissions), including noise, pollution, vibrations, impact on sleep, and further mental and physical health concerns.
 - **Traffic and operational concerns** (Seven submissions), including bus acceleration, duration of idling, buses parking over driveways, buses increasing in numbers in recent years, delegation concerns with painted lines, and compliance with NZTA guidance on bus layovers.
 - **The location of the proposed layover** (Five submissions).
 - **Antisocial behaviour** (Four submissions), from bus drivers and passengers, including littering.
- 5.18 Submitters made the following requests:
- Better access for bus drivers to toilets, food and drink (Seven submissions).
 - Investigate another location for a layover (Five submissions).
 - Investigate electric buses for these routes (Two submissions).
 - Yellow hatching line instead of a solid line for the layover (Two submissions).
- 5.19 Out of scope feedback included requests for more trees (Two submissions), cycle infrastructure (high quality bike parking, cycle lanes) (Two submissions) and to formalise some car parks due to housing intensification (Four submissions).

Supplementary information

5.20 A quick poll was conducted on the Let's Talk webpage to reduce barriers to participate. The project received:

- 6 x 5-star ratings
- 4 x 4-star ratings
- 1 x 3-star rating
- 4 x 1-star ratings

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

5.21.1 Waitai Coastal-Burwood-Linwood Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

5.23 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

5.24 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions. However, providing designated bus layover areas will enhance public transport reliability and encourage more people to use public transport due to increased levels of service.

6. Next Steps Ngā Mahinga ā-muri

6.1 Staff will request that the Council's Asset Planning Team collaborate with ECan on the Route 5 planning review to identify permanent solution for a bus layover In New Brighton.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Attachment A: Preferred option	25/1478156	46
B  	Attachment B: Bus layover background	25/1478157	47
C  	Attachment C: Optioneering table	25/1478158	50
D  	Attachment D: ECan memo	25/1478159	52
E  	Attachment E: Modification option	25/1478160	55

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu – Environment Canterbury

Authors	Sam Wilkes – Public Transport Cruise Ship Response and Network Safety
Approved By	Derek Walsh – Manager – Public Transport Operations

Signatories Ngā Kaiwaitohu – Christchurch City Council

Authors	Mansour Johari - Passenger Transport Engineer Aviva Cui - Engagement Assistant
Approved By	Gemma Dioni - Principal Advisor Transportation - Safety Stephen Wright - Manager Operations (Transport)



The content in this document are mainly provided by Environment Canterbury (ECan).

1. Bus layover background

- 1.1 Prior to the 2011 earthquake series, bus stop 18889 outside 29 and 31 Beresford Street, was used as a terminus for the 40 Wainoni bus route, while other terminating services, routes 83, 84 and MetroStar used the bus stops on Oram Avenue. The Route 5, at this time, serviced the Southshore community and ran along Oram Avenue in both directions as the Route 60 does today. All of these services used Oram Avenue to U-turn, park, layover and change drivers. The number of daily bus movements was considerably more than what is currently in operation.
- 1.2 Upon commencement of the Yellow Line bus route (now Route 5) in 2014, the Beresford Street bus stop 18889 was used as the designated terminus. At the time the New Brighton Master Plan had proposed an interchange facility for all bus routes serving New Brighton on the land behind the bus stop, however this project has not progressed?. Route 5 buses continued to use Oram Avenue to u-turn between trips, and the areas was also used as a layover area by some drivers before returning to Beresford Street to commence trips. At the same time, Route 60 (Southshore service) was introduced using its current route. Following on-going pressure and feedback from Route 60 customers, and other regular bus users in New Brighton, regarding the disconnect between the two routes created by having two separate terminus locations, ECan changed Route 5 to Oram Avenue to connect with Route 60 and Route 135 at the bus stops providing one common stop. This continues to be the situation today.
- 1.3 The New Brighton Master Plan, adopted by the Council in March 2015, designated the Council's off-street parking on Beresford Street as a bus layover for New Brighton. On 1st June 2017, the Council transferred the property to Development Christchurch Limited, which has since developed the site for housing.

2. Bus layover operations information

- 4.1 The two routes that require layover are Route 5 and Route 135. Bus route 5 currently operates at a 15-minute frequency during off-peak hours with a 10-minute frequency for a short period of time in the morning and evening peaks. Bus route 135 currently operates at a 1-hour frequency in peak and off-peak. Route 60 does not require a layover at this location.
- 4.1 The operator also schedules some driver change-overs to take place at New Brighton during this layover period. Replacement drivers arrive to the layover area in an operator branded car, the change-over takes place and the previous driver of the bus departs for the depot in the car.
- 4.1 There are contractual minimums for layover durations between trips based on the length of trip just completed for example:
 - trip length 30-59min – 5min minimum layover
 - trip length over 60min – 10min minimum layover.

- The length of layover may also be determined by the next scheduled departure time for that bus.

- 1.4 It is important to note the number of scheduled trips in the timetable, and the span of operational hours of those trips, does not reflect the number of movements or the hours in which the layover area might be in use. For example, the first bus arriving to New Brighton on a weekday on a timetabled trip from the west of the city is 6.39am. This is the first bus that would be using the layover area. There are four trips scheduled to depart New Brighton prior to this time. The four buses used on these trips arrive directly from the depot and are expected to go straight to the first stop ready for departure. Likewise, at the other end of the day the final departure from New Brighton is 11.15pm. There are three trips scheduled to arrive in New Brighton after this time, but these buses would return directly to the depot upon arrival. Throughout the day, as the frequency of service changes (after morning peak, after evening peak and as evening frequencies take over) buses arriving to New Brighton will return directly to the depot without needing to use the layover area.

	#5 arrivals to NB	#5 NB departures	#135 arrivals to NB	#135 NB departures
Weekday	69	67	12	12
Sat	61	59	11	11
Sun	47	45	0	0

Figure 1: Scheduled daily movements of Routes terminating at New Brighton. Source: ECan

- 4.1 ECan bus operator contracts state, “A vehicle must not be left idling at a terminus or stop for a period in excess of 5 minutes.” It is generally accepted that upon arrival at a terminus or layover area a bus engine will be shut down. The 5-minute period allowed is for a bus to gain the necessary brake air pressure for it to safely operate, for the interior of the bus to cool or warm before customers board and for any demisting of the windscreen to be effective. These requirements apply to both diesel and electric buses. It should be noted this is a maximum period allowed and may only apply to some older fleet. Many of the newer buses can come up to air pressure much quicker and their efficient air-conditioning systems have the interior at a comfortable level in a shorter time too. The period between start-up and moving away could be as low as a couple of minutes on most occasions.

3. Electric Buses

- 4.1 It is also worth noting that ECan has been working toward the ultimate goal of the urban bus fleet decarbonisation programme. Though financial resource restrictions do not allow for a full fleet change, as older buses are being phased out of urban fleets they are gradually being replaced with electric vehicles. In the past year the emission profile of buses allocated and used on Route 5 on a daily basis has shown significant improvement and this will only continue.

Engine Rating	Route 5 March 2024	Route 5 March 2025
Euro4	40%	12%
Euro5	30%	40%
Euro6	24%	30%
Electric	6%	18%

Figure 2: Engine profile of buses used on Route 5 running at least three consecutive trips on a typical weekday schedule.
Source: ECan.

4. Actions taken by ECan

- 4.1 In response to the concern raised, ECan has worked closely with the operator of Routes 5 and 135 to ensure their contractual obligations are being met, their driving staff have a greater awareness of community concerns, and to monitor ongoing compliance and behaviour. The bus operator has taken additional steps to ensure that drivers are doing the right thing by the community. All Route 5 and 135 driver roster duties have a reminder that must be acknowledged regarding use of the Oram Avenue layover area before it can be printed, and distributions have been sent to all drivers regarding this specific location.

Table 1: Optioneering for route 5 and 135 bus layover on Oram Avenue

Options assessed	Option 1 (Preferred option, Attachment A) Approval of current bus layover	Option 2 Modification and formalisation of current bus layover	Option 3 Bus layover outside off-street public parking opposite 227-233 Marine Parade (outside South ramp)
Requirement for bus route operations (e.g. capacity)	✓	✓	✓
Network expansion or frequency uplifts	✓	✓	✓
Pavement maintenance costs	✗	✗	✗
Altering routes configuration and interchange between routes	✗	✗	✓
Costs to CCC	✗ (\$0)	✓ (\$20,000)	✓ (\$15,000)
Operational costs to ECan due to bus routes changes	✗ (\$0)	✗ (\$0)	✓ (about \$60,000 per year)
Layover in residential area	✓	✓	✓ (less properties affected compared to options 1, 2)
Access to break facilities	✗	✗	✓
U-turns safety concern	✓	✓	✗
Other concerns	✓ (No improvement for residents)	✓ (No improvement for residents)	✓ (Coach buses parking around the same area)

Table 2: Options considered and not investigated further.

Option	This option was considered and not investigated further due to:	CCC view	ECan view
Do-nothing	<ul style="list-style-type: none">Legal enforcement issue as the existing line markings is informal	✗	✓
Removal of the existing line marking	<ul style="list-style-type: none">In the absence of a designated layover buses may park in areas that:<ul style="list-style-type: none">are not safe for all road usersare far from the first stop and negatively affect route reliabilityare close to residential properties (at on-street parking spaces)During busy times, there may be no space for buses to layover. This could result in drivers losing their break time while searching for a parking space, which breaches ERA laws	✗	✗

Option	This option was considered and not investigated further due to:	CCC view	ECan view
	<ul style="list-style-type: none">Significant pavement maintenance costs from buses doing U-turn at the current bus layover (appx \$50,000 per year)Safety concerns associated with private vehicles parked on the current layover and buses performing U-turns		
Bus layover outside 18-22 Oram Avenue on median	<ul style="list-style-type: none">Significant pavement maintenance costs from buses doing U-turn at the current bus layover (appx \$50,000 per year)Safety concerns associated with private vehicles parked on the current layover and buses performing U-turnThere is no improvement in terms of proximity with residential properties compared to current conditions	×	✓
Bus layover outside 16 Oram Avenue and 21 Beresford Street on Oram Avenue at bus stop 39192	<ul style="list-style-type: none">Insufficient capacity required for the current bus network routes/operations	×	×
Bus layover on Marine Parade adjacent to 3 Beresford Street	<ul style="list-style-type: none">Operational costs to ECan due to required bus route changes (appx \$40,000 per year)	✓	×
Bus layover on Beresford Street outside 3 and 15 Beresford Street	<ul style="list-style-type: none">Operational costs to ECan due to required bus route changes (appx \$40,000 per year)	✓	×
Bus layover outside 54-64 Oram Avenue on median	<ul style="list-style-type: none">Associated costs (bush and (multiple) tree removal, tree replanting, resurfacing, providing a new intersection with designed base and pavement for buses) while it will result in no improvement in terms of proximity with residential properties compared to current conditions.Notable operational costs to ECan due to extra mileage	×	×
Bus layover at off-street public parking opposite 227-233 Marine Parade (on South ramp)	<ul style="list-style-type: none">Notable operational costs to ECan due to required bus route changes	✓	×
Bus layover at angled parking spaces at the Beresford-Marine Parade intersection	<ul style="list-style-type: none">Insufficient capacity required for the current bus network routes/operations	×	×



Memo: Oram Avenue Options

Date	09/05/2025
To	Giles Southwell, Joe Davies, Craig Pauling
CC	Sonia Pollard – Acting GM, PT
From	Derek Walsh – Operations Manager, PT

Oram Avenue – Layover Location

Oram Avenue provides a critical interchange facility for routes 5, 60 and 135 and provides layover space for route 5 and 135. Numerous complaints have been received from one individual who resides opposite the layover area.

ECan have taken multiple steps to improve driver behaviour in this area and believe that the legitimate issues raised by the individual resident have been satisfactorily addressed. CCC and ECan have also investigated numerous alternative options for the layover area. Three feasible options have been identified for the short term:

- 1) Formalise the existing layover on Oram Avenue (No change to operations or potential issues)
- 2) Move the layover area a short distance (~5m) southward. (Negligible change to operations, this option was somewhat supported by the individual resident in response to CCC's consultation exercise).
- 3) Relocate the layover area to Marine Parade. This option appears feasible and can be accommodated within the existing timetable, however it will add costs of around \$60k pa.

In the medium term, there is an opportunity to properly consider the long term location of both the interchange and layover area, through the Rest of Network business case, with regard to the on-going development of the area.

Staff Recommendations:

1. **ECan reject Option 3** on the basis that:
 - the cost increase is excessive in terms of the negligible community benefits that it would provide. The increased cost will impact our private revenue ratio and would ultimately need to be passed on to our community.
 - The use of Marine Parade may well simply be moving the “problem” to somewhere else. The distance between residential dwellings and the layover area is only slightly greater (~2m) than the existing layover site and the greater density of development on the south side of the road may mean that the number of residents affected is increased.

2. ECan endorse either Option 1 or 2, with CCC to determine which of these two options should be adopted.
3. ECan include a review of the interchange and layover location as part of the scope of the Rest of Network Business case.

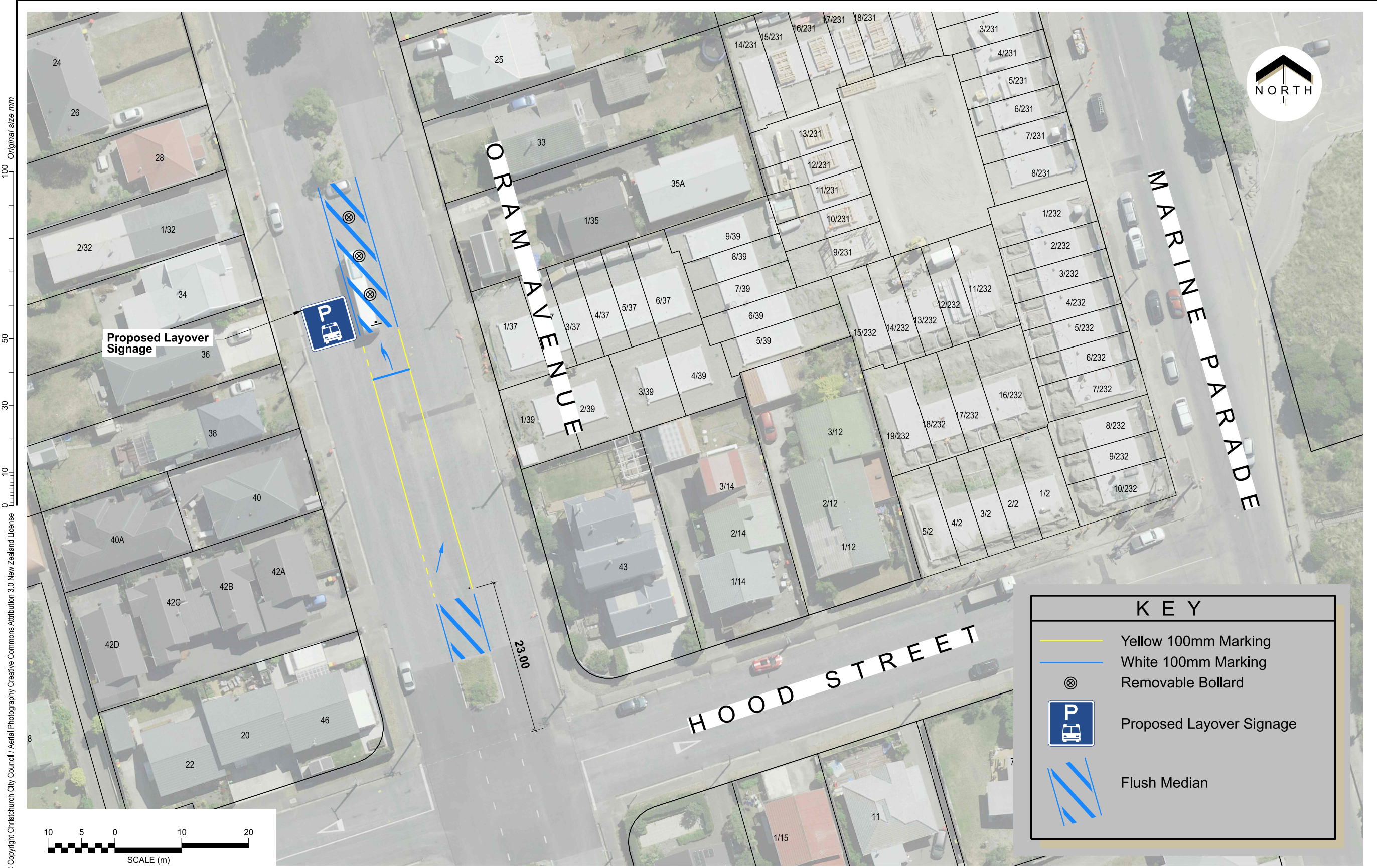
Additional Considerations

In the event that Option 3 is to be adopted, staff recommend that the following conditions be attached:

- Design of the layover area would need to be finalised to provide future-proof provision for parking a minimum of four urban buses with at least two positions having independent movement. The design would need to accommodate crew-car parking and be appropriately designated for exclusive Metro urban service use
- An independent safety audit of Marine Parade between Beresford and Hood Streets incorporating the proposed layover design be carried out and relevant recommendations regarding road safety, driver safety and security or operator asset protection be implemented prior to relocating the layover¹.

¹ This is due to concerns regarding anti-social behaviour affecting the safety and security of our drivers and vehicles in this location.





10. Bus stop upgrades on Estuary Road near Bridge Street

Reference Te Tohutoro: 25/1258940

Responsible Officer(s) Te Pou Matua: Mansour Johari, Passenger Transport Engineer

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 To approve a proposed bus stop relocation for bus stop (ID: 26557) outside 51 Bridge Street on Estuary Road to outside 85 and 91 Estuary Road.
- 1.2 The report is staff-generated in response to multiple community requests, a request from Community Board, and staff investigations.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Bus stop upgrades on Estuary Road near Bridge Street 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 parking or stopping restrictions and traffic controls made pursuant to any bylaw to the extent that they conflict with the parking or stopping restrictions and traffic controls described in resolutions 4 to 6 below.

Bus stop 26557 – Relocated from outside 51 Bridge Street on Estuary Road to outside 85 and 91 Estuary Road (Attachment A)

4. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. Approves that the stopping of all vehicles be prohibited at any time, on the east side of Estuary Road commencing at a point 57 metres north of its intersection with Bridge Street and extending in a southerly direction for a distance of 8 metres.
 - b. Approves that a bus stop be installed on the east side of Estuary Road commencing at a point 49 metres north of its intersection with Bridge Street and extending in a southerly direction for a distance of 14 metres.
 - c. Approves that the stopping of all vehicles be prohibited at any time, on the east side of Estuary Road commencing at a point 35 metres north of its intersection with Bridge Street and extending in a southerly direction for a distance of 4 metres.
 - d. Approves that a bus stop on the east side of Estuary Road commencing at a point 25 metres south of its intersection with Bridge Street and extending in a southerly direction for a distance of 16 metres be revoked.
 - e. Approves that the stopping of all vehicles be prohibited at any time, on the east side of Estuary Road commencing at a point 25 metres south of its intersection with Bridge Street and extending in a southerly direction for a distance of 6 metres.
- 5.

Pursuant to Section 339(1) of the Local Government Act 1974:

- a. Approves that a bus passenger shelter on the east side of Estuary Road commencing at a point 26 metres south of its intersection with Bridge Street and extending in a southerly direction for a distance of approximately 3.6 metres be revoked.
6. Approves that directional and warning tactile pavers and bus stop sign are installed at the above bus stop, as shown in **Attachment A**.
7. Approves that these resolutions, described in clauses 4 to 6 above, take effect when traffic controls or 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).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Based on multiple requests including one from the Community Board, and staff investigations, staff are proposing upgrades to bus stop (ID: 26557).
- 3.2 Staff initially proposed relocating the bus stop to a position outside 111 Estuary Road through engagement on the [Shelter Installation at Well-used Bus Stops project](#), however this stop was deferred for further investigation in response to feedback from affected residents about buses blocking the driveway.
- 3.3 Following further discussion with Environment Canterbury (ECan) and bus operators, staff now propose to relocate the current bus stop from outside 51 Bridge Street on Estuary Road to outside 85 and 91 Estuary Road.
- 3.4 If approved, the six metre section outside 51 Bridge Street on Estuary Road is to be marked with a no-stopping restriction to improve road user safety and maintain consistency with the recently implemented intersection safety improvements. The three metre section outside 107 Estuary Road is added to existing unrestricted parking area. Driveway access is therefore no longer restricted.
- 3.5 If approved, the existing shelter will remain in place until January 2026. By then, ownership of the shelter will have passed from oOh! Media to the Council, and can be removed. There will be no shelter at the new stop location.

4. Background/Context Te Horopaki

- 4.1 The existing bus stop includes standard line markings, no-stopping restrictions, and a bus stop shelter with advertising panels owned by oOh! Media. It also extends over the driveway of 51 Bridge Street, on Estuary Road.
- 4.2 The bus stop serves bus route 60 and [school bus route 667](#) (the school bus route turns right from Bridge Street onto Estuary Road). It primarily functions as a drop-off bus stop. Boarding data indicates that, on average, one passenger boards at this stop per day.
- 4.3 The bus stop also functions as a driver changeover point, where bus drivers switch shifts. Consequently, buses tend to dwell longer at this stop compared to others along the route.
- 4.4 Over the past year, staff have received several community requests to relocate this bus stop. Key concerns include obstruction of a driveway, safety risks, and congestion resulting from the interaction between vehicles exiting the roundabout and buses waiting at the stop. The latter is worse when some bus drivers stop just before the driveway to avoid blocking it, causing the rear of the bus to extend closer to the roundabout exit than it should.

- 4.5 Staff initially proposed relocating the bus stop to a position outside 111 Estuary Road through engagement on the [Shelter Installation at Well-used Bus Stops project](#), however this stop was deferred for further investigation in response to feedback from affected residents about buses blocking the driveway.
- 4.6 Following further discussion with Environment Canterbury (ECan) and bus operators, staff now propose relocation of the current bus stop to outside 85 and 91 Estuary Road. Under this revised arrangement, school bus route 667 will use the bus stop outside 70 Bridge Street as its new drop-off point.
- 4.7 If approved, the six metre section outside 51 Bridge Street on Estuary Road is to be marked with a no-stopping restriction to improve road user safety and maintain consistency with the recently implemented intersection safety improvements. The three metre section outside 107 Estuary Road is added to existing unrestricted parking area. Driveway access is therefore no longer restricted.
- 4.8 oOh! Media (as the current asset owner) has expressed reluctance to relocate the shelter to the proposed site. Their position is based on the limited time remaining in their current contract with CCC and the historically low revenue performance of the existing location. Table 1 indicates the CCC revenue from the concerned advertised shelter in 2023 and 2024.

Table 1: Revenue from advertised shelter outside 51 Bridge Street on Estuary Road.

Year	Revenue to CCC
2023	\$992
2024	\$1,071

- 4.1 The contract between CCC and oOh! Media for bus shelters with advertising is set to conclude in December 2025. Upon termination, CCC will assume ownership of all existing shelters in accordance with the agreement.
- 4.2 As highlighted above, the existing bus stop functions primarily as a drop-off point, with very low boarding usage (approximately one passenger per day). Given this, staff see no issue with removal of the shelter.
- 4.3 Following discussions with oOh! Media, they have agreed to retain the shelter at its current location, even though the bus stop is being relocated. As a result, the shelter will transfer to CCC ownership upon contract expiry. This will allow the shelter to be repurposed at another bus stop with higher boarding demand, where it is more needed.
- 4.4 As shown in Table 1, the current location generates low advertising revenue. Staff are in the process of renewing the advertising shelter contract commencing in January 2026, which will provide opportunities to expand the network of advertised shelters across Christchurch. Accordingly, any long-term revenue loss to CCC from the removal of this particular shelter is expected to be minimal.
- 4.5 Staff therefore recommend that the Community Board approve the removal of the shelter, which will be scheduled for January 2026 (the bus stop itself will move after being approved). By that time, the shelter will have transferred to CCC ownership and may be reinstalled at a bus stop with greater passenger demand.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.6 The following reasonably practicable options were considered and are assessed in this report:
 - 4.6.1 Relocation of bus stop to outside 85 and 91 Estuary Road (Preferred option).
 - 4.6.2 Do nothing.

- 4.7 The following options were considered but were not assessed as reasonably practicable:
- 4.7.1 Relocation of bus stop to outside 107 or 109 Estuary Road.
 - Bus stop interruption with driveways
 - Need to remove tree
 - 4.7.2 Relocation of bus stop to outside 111 Estuary Road.
 - Bus stop interruption with driveways
 - 4.7.3 Install a new CCC-owned shelter at the proposed location
 - This option offers poor value for money given the site's low passenger usage.
 - 4.7.4 Remove the shelter at the same time as relocating the bus stop.
 - This would result in a missed opportunity for CCC to own the shelter. It is currently owned by oOh! Media and is to be transferred to CCC in January 2026.

Options Descriptions Ngā Kōwhiringa

- 4.8 **Preferred Option:** Relocation of bus stop to outside 85 and 91 Estuary Road, with associated changes at the previous bus stop location.
- 4.8.1 **Option Advantages**
 - No interruption with driveway
 - Alleviate residents' safety and congestions concerns
 - 4.8.2 **Option Disadvantages**
 - On-street parking loss (three spaces)
- 4.9 **Do nothing**
- 4.9.1 **Option Advantages**
 - The Council will not incur any costs
 - 4.9.2 **Option Disadvantages**
 - No improvement for driveway users at the existing bus stop
 - No improvement in safety and congestion concerns

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 5.1 The estimated costs for different options are provided in the table below.
- 5.2 The implementation costs in the table below include the expenses for investigation, design, and construction of bus stop upgrades.
- 5.3 Maintenance/Ongoing costs - The Transport Unit Operational Expenditure budgets include maintenance of bus stop infrastructure.
- 5.4 The removal of the advertised shelter is expected to result in a revenue loss of approximately \$1,000 per year to CCC.
- 5.5 Funding Source – Traffic Operations budget for public transport infrastructure upgrades.

	Option 1 (Preferred)	Option 2 – Do nothing
Cost to Implement	\$6,500	\$0
Maintenance/Ongoing Costs	\$230 per year	\$230 per year
Funding Source	CPMS 50465	NA
Funding Availability	Available	NA
Impact on Rates	NA	NA

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Should the Community Board proceed with Option 2, the do-nothing option, there will be no improvement for people using the driveway at the existing bus stop, safety, and congestion concerns.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.2.1 The relevant Community Board or Committee have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolutions of:
- Stopping, standing, and parking restrictions (including bus stops) under Clause 7 of the Traffic and Parking Bylaw 2017.
 - Bus passenger shelters under Section 339 (1) of the Local Government Act 1974.
 - To hear and determine objections to bus stop shelters.
- 6.3 Other Legal Implications:
- 6.3.1 This report has not been reviewed and approved by the Legal Services Unit.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.4 The required decision:
- 6.4.1 Align with the [Christchurch City Council's Strategic Framework](#).
- 6.4.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the Christchurch City Council's Significance and Engagement Policy.
- 6.4.3 Is consistent with Council's Plans and Policies.
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.6 Transport
- 6.6.1 Activity: Transport
- Level of Service: 10.4.1 More people are choosing to travel by public transport - ≥ 13 million trips per year
 - Level of Service: 10.4.4. Improve customer satisfaction with public transport facilities (quality of bus stops and bus priority measures) - $\geq 73\%$

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 Consultation has been carried out with affected property owners and tenants. The consultation period ran from 17 June to 01 July 2025. Letters were issued to the property owners and tenants affected.
- 6.8 oOh! Media has expressed reluctance to relocate the shelter to the proposed site. Their position is based on the limited time remaining in their current contract with CCC and the historically low revenue performance of the existing location. However, they have agreed to retain the shelter at its current location, even though the bus stop is to be relocated. As a result, the shelter will transfer to CCC ownership upon contract expiry.
- 6.9 Environment Canterbury support the proposed upgrades.
- 6.10 One affected resident (the owner of 85 Estuary Road) raised concerns about the proposed plan during a phone conversation. Staff explained the reasoning behind the proposal and offered to meet on-site if needed. Two separate site meetings were arranged; however, the resident did not attend either. The following concerns and suggestions were noted:

- **Driveway interruption**

Staff confirmed that the relocated bus stop will not interrupt any driveway, see Figure 1 and **Attachment A**.



Figure 1: 85 Estuary Road. Source: Google street view. Accessed: 3 July 2025.

- **On-street parking loss**

Staff explained that the proposal aims to address issues of driveway access, safety, and congestion associated with the current bus stop. Furthermore, under the [Christchurch Suburban Parking Policy](#), kerbside space is prioritised for public transport. Staff also highlighted that unrestricted parking remains readily available along Estuary Road.

- **Kerb height improvement**

Staff advised that this improvement could be considered in future, subject to budget availability.

- **Potential loading zone outside the rolling door**

Although the property has remained vacant in recent years, the owner has expressed concern that the space in front of the roller door may be required as a loading zone in the future. Staff have explained that there are suitable parking spaces both before and after the proposed bus stop, which could serve as loading zones should the premises become an active business in the future, see Figure 1 and **Attachment A**.

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

6.11.1 Waitai Coastal-Burwood-Linwood Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.12 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.

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

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi


6.14 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions. However, providing better accessibility at bus stops will enhance public transport user satisfaction and encourage more people to use public transport.

7. Next Steps Ngā Mahinga ā-muri

7.1 Staff will implement the outcome of the Community Board decision.

7.2 If approved, the shelter will be removed in January 2026. In the interim, signage will be placed on the shelter to inform passengers that the bus stop has been relocated and that the shelter will be removed in January 2026.

Attachments Ngā Tāpirihanga

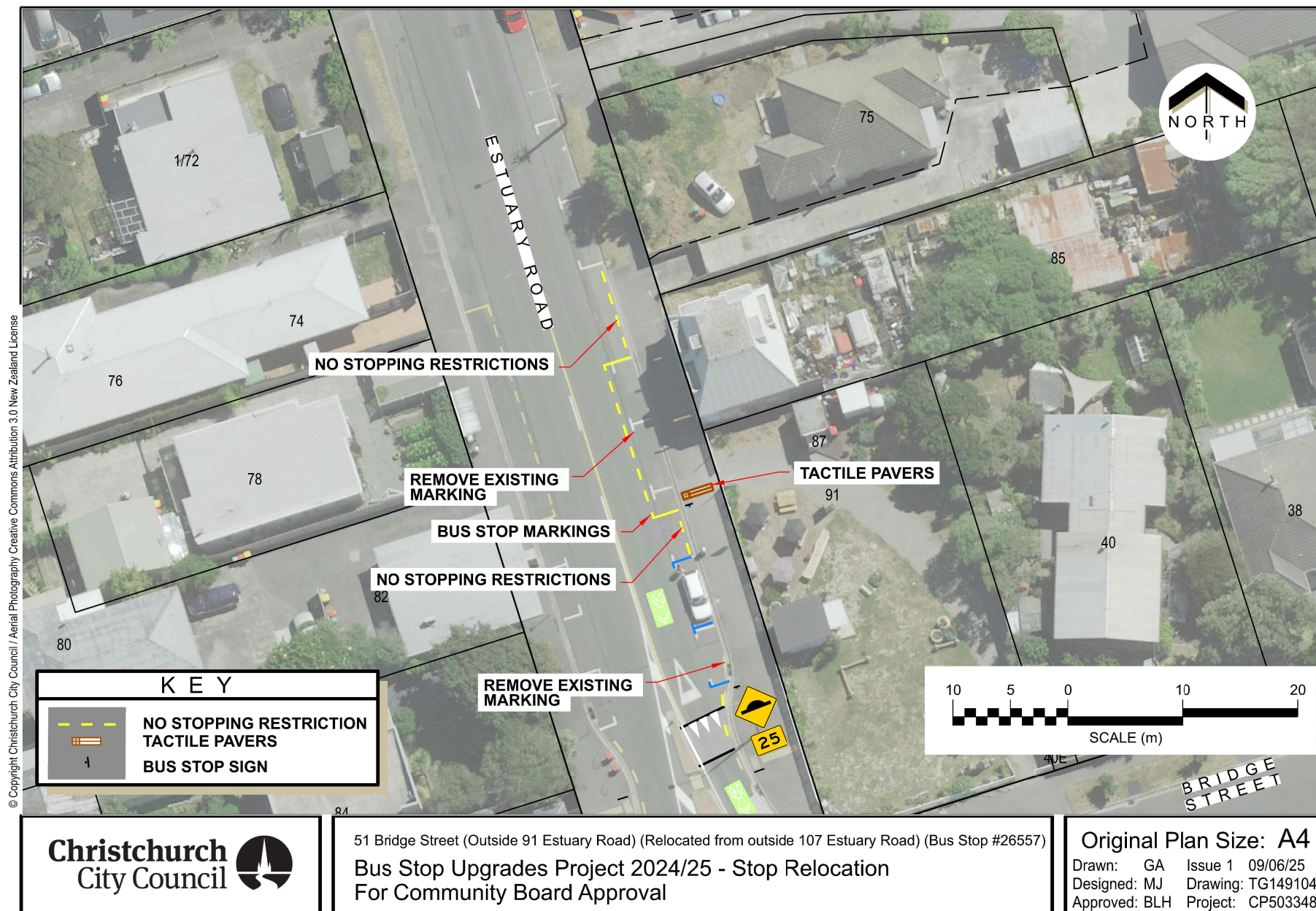
No.	Title	Reference	Page
A 	Attachment A: Proposed plan	25/1304222	64

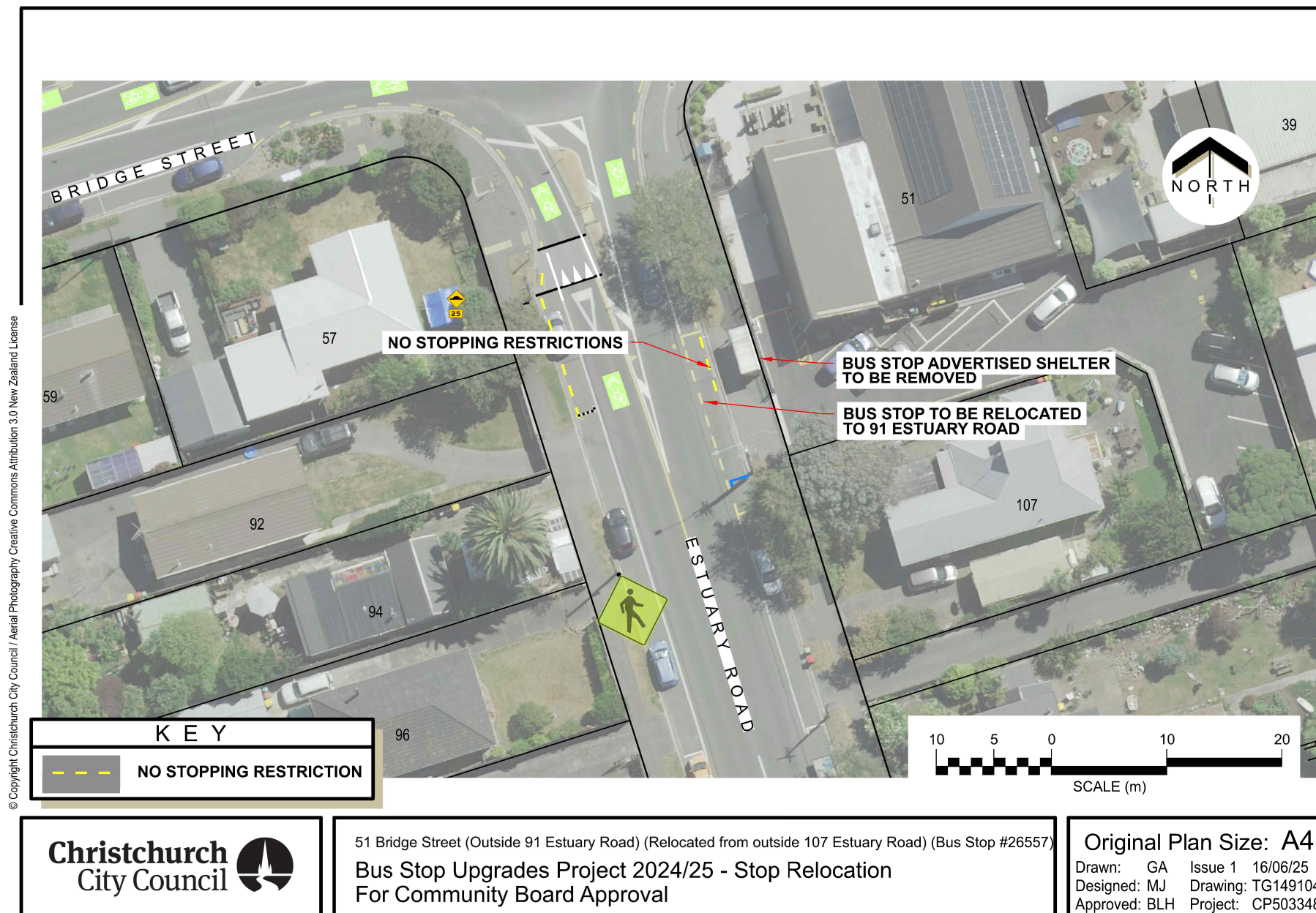
In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Mansour Johari - Passenger Transport Engineer
Approved By	Gemma Dioni - Principal Advisor Transportation - Safety Kathy Graham - Acting Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)





11. Proposed Time Restrictions: Broadpark Road

Reference Te Tohutoro: 25/1446573

Responsible Officer(s) Te Pou Matua: Christina Weston: Traffic Engineer

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to consider the results of consultation of a trial of overnight parking restrictions on a section of Broadpark Road and make a decision on whether the restrictions are removed or made permanent.
- 1.2 This report has been prepared following a trial endorsed by the Community Board on 2 April 2025, in response to a resident who has raised concerns about freedom campers parking in angled parks opposite to their property.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Proposed Time Restrictions: Broadpark Road Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Agrees to implement the current trial of overnight parking restrictions (10pm-7am) as permanent parking restrictions on the 20 angled parks opposite 1-5 Broadpark Road
4. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in 4 below.
5. Approves that, in accordance with clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the stopping of all vehicles be prohibited from 10pm-7am Monday through Sunday, applied to the angled parking on the east side of Broadpark Road in line with 1-5. The parking restrictions at Broadpark Road as shown on the plan in **Attachment A**.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 At the Council meeting on 2 April 2025, a resident from Broadpark Road shared concerns about freedom camping in Broadpark Road. The resident said they were distressed by the noise of slamming and sliding van doors impacting her household's sleep and asked the Council to act.
- 3.2 On 12 May 2025 the Waitai Coastal-Burwood-Linwood Community Board agreed to a three month trial of overnight parking restrictions for 20 angled parks on Broadpark Road. While the trial was underway, the Council consulted with the public on their views. Consultation on Broadpark Road temporary overnight parking restrictions has now closed.

- 3.3 There is strong support from the community to restrict where freedom campers can/cannot park, specifically on Broadpark Road. After analysing the submissions, staff recommend the overnight restrictions are made permanent (**Attachment A**). The aim for the recommended option is to reduce the disruption to directly affected residents whilst also facilitating provision for freedom camper to also be able to use this area in the unrestricted parking areas.

4. Background/Context Te Horopaki

Concerns from Broadpark Road resident

- 4.1 At the 2 April 2025 Council meeting ([item 3.1.2](#)), the Council heard from a Waimairi Beach resident who was concerned about noise caused by freedom camping in Broadpark Road. ¹The resident said they were distressed about the impact of freedom camping activities disrupting their household's sleep (slamming and sliding van doors) and asked the Council to take action. The resident provided a log of disruptions at the Council meeting.
- 4.2 The log provided by the resident shows that in the period 9 November 2024 to 30 March 2025 (141 nights), they had 25 undisturbed sleeps, 83 nights with one disturbance and 33 nights with two-three disturbances. The log shows some noise occurring in the evening around 10:30pm, some after midnight, as well as some in the early mornings at 6 or 7am.

Community Board Endorsement of a Trial to Restrict Overnight Parking

- 4.3 At the Waitai Coastal-Burwood-Linwood Community Board meeting on 12 May 2025 ([item 15](#)), the Community Board endorsed temporary overnight parking restrictions on Broadpark Road through a temporary traffic management plan to address the resident's concerns. The trial for the parking restriction has been in place since June until the end of August.
- 4.4 The three-month trial for temporary overnight parking restrictions on Broadpark Road applied:
- a) to 20 angle parks on Broadpark Road and adjacent to Broad Park (note the restrictions would not apply to side of the road adjacent to the houses)
 - b) for the hours between 10pm – 7am (aligning to the District Plan nighttime noise standards).
- 4.5 While the trial was underway, the Council consulted with the public on their views. Consultation on Broadpark Road temporary overnight parking restrictions has now closed. People were able to provide feedback from 11 June to 30 June 2025.

Summary of Submissions Ngā Tāpaetanga

- 4.6 Submissions were made by 31 individuals. Five of these submitters live on Broadpark Road, including the affected resident who initially raised the concerns. All submissions are available on our [Kōrero mai | Let's talk](#) webpage.

¹ Freedom camping is allowed on Broadpark Road as it is zoned in part of the City Coastal Restricted Zone by the Freedom Camping Bylaw 2021. Certified self-contained vehicles are able to freedom camp anywhere within this zone for a maximum of four nights in the zone over a 30 day period. Freedom campers often use Broadpark road as a location for freedom camping as it is close to beach access and also public toilets located in Broad Park.

- 4.7 When asked whether they have ever experienced problems caused by overnight parking on Broadpark Road,
- 71% of submitters responded Yes (22)
 - 19% of submitters responded No (6)
 - 10% of submitters responded Don't know / Not applicable (3).
- 4.8 Seven submitters provided commentary on the impact of the trial restrictions:
- Five have witnessed fewer people parking in the restricted car parks overnight
 - Two said they are able to sleep better
 - One off observations included feeling safer, a negative impact on local businesses, or that there has been no impact due to the trial happening during winter
- 4.9 In terms of making the restrictions permanent,
- 74% of submitters are supportive (23)
 - 10% of submitters are not supportive (3)
 - 16% of submitters responded Don't know / Not sure (5).
- 4.10 We heard from submitters that their key concerns about people camping overnight include:
- Parking capacity (10)
 - Rubbish (10)
 - Misuse of Council facilities, e.g. toilets, showers, water fountains (6)
 - Noise (5).
- 4.11 Some submitters made suggestions to:
- Extend restrictions along the entire length of Broadpark Road (5)
 - Provide alternative parking for freedom campers (3).
- 4.12 Of the three submitters who do not support making the restrictions permanent:
- Two commented on the benefits that freedom campers bring to an area
 - One suggested that if restrictions are to be imposed, it would make more sense for it to be on the car parks furthest from the public toilets and café.
- 4.13 Of the submitters who live on Broadpark Road, four have experienced problems caused by overnight parking and are supportive of making the restrictions permanent. One has not experienced problems and is not supportive of the restrictions.
- 4.14 The affected residents also kept staff and Councillor Donovan informed of activity changes through the duration of the trial. In the two weeks prior to the trial (12-25 May) there was an average of 4 campers per night in the carpark where the trial is now placed, waking up affected residents between 1-3 times per night. Directly after the trial started there was a big reduction in campers, 10 campers in total on the first week following sign installation. An update of the log on 30 June showed that camping number had reduced to 14 nights with no campers, and eight nights with one camper per night. Feedback was also that the park

seemed to have an increase in community and visitation (this may also be due to other factors such as weather). The affected residents have reported improved health and the ability to have more restful sleep.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

4.15.1 **Option A.** Implement the trial parking as a permanent restriction

4.15.2 **Option B.** Do not implement parking restrictions

4.16 The following options were considered but ruled out:

4.16.1 Extending the parking restrictions on Broadpark Road as permanent restrictions: There was feedback from five residents to extend the amount of parks that would have overnight parking restrictions. This option was ruled out as this has not been investigated in depth by staff and was not consulted on. Further parking restrictions limit how this space can be used.

Options Descriptions Ngā Kōwhiringa

4.17 **Preferred Option:** Option A - Implement the trial parking as a permanent restriction

4.17.1 **Option Description:** Implement permanent overnight parking restrictions on 20 angled parks located in line with 1-5 Broadpark Road adjacent to Broad Park

4.17.2 Option Advantages

- a) Addresses the request to provide restricted parking so there is less disruption to affected residents from overnight parking in the angled parks across the road from their houses.
- b) The trial has shown a reported reduction of distress to affected residents.
- c) There is still capacity for freedom camping in this area, noting to the north and south of this park there is restricted freedom camping in the reserve and the carparks that service the reserve, as per the Parks and Reserve Bylaw 2016.

4.17.3 Option Disadvantages

- a) The overnight parking restrictions will apply to all vehicles in the 20 unrestricted parking spaces.
- b) Cost to implement (installation, enforcement, staff costs etc.)

4.18 Option B: Do not implement parking restriction

4.18.1 **Option Description:** The overnight parking restrictions that have been implemented for the trial would be removed.

4.18.2 Option Advantages

- a) Retains 20 unrestricted parking spaces
- b) No cost to implement

4.18.3 Option Disadvantages

- a) Does not address concerns from the community regarding reported disruption from freedom campers

Analysis

- 4.19 Throughout the trial period, staff visited the site on a number of occasions and observed the parking behaviour. The affected residents located on Broadpark Road have also assisted the Council in keeping records of arrival/leaving times for the trial location and have advised that they consider the trial to have been helpful in improving their wellbeing.
- 4.20 Consultation during the trial informed staff more of the current situation on Broadpark Road. Of the five residents who submitted (who live on Broadpark Road) four of the five reported they were negatively impacted by the freedom campers, the other was not affected and not in support of the restrictions.
- 4.21 The trial showed us that the community is in support of the restrictions becoming permanent with 74% of submitters being in support, 10% were not supportive and remaining 16% were not sure.
- 4.22 Staff consider that making the overnight parking restrictions permanent for the 20 angled parks that were in the trial will help to reduce the reported adverse effects on the community. These restrictions will apply to all vehicles between the hours of 10pm-7am. There will still be approximately 36 angled parks as well as 16 parallel parks without restrictions. This will ensure that all users of Broad Park and residents and visitors, including freedom campers, to Broadpark Road and the surrounding area will have options for parking.
- 4.23 If approved, the recommendation will be implemented (signs will stay where restricted parking currently is) and freedom camping advisory signs will be re-installed.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 - <enter text>	Option 3 - <enter text>
Cost to Implement	\$2000	Unknown	\$0
Maintenance/Ongoing Costs	N/A	N/A	\$0
Funding Source	N/A	N/A	n/a

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There is a risk that putting overnight parking restrictions in place may displace freedom campers. This is mitigated by the restrictions being limited to 20 angled parks. There will continue to be ample parking for all vehicles in the Broadpark Road area to be able to park.

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 Register of Delegations. The list of delegations for the Community Boards includes the resolution of 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.

Other Legal Implications:

6.2.4 The Freedom Camping Bylaw 2016 permits Freedom Camping in the City Coastal Restricted Zone, Broadpark Road is captured within this zone.

6.2.5 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

6.3 The required decisions:

6.3.1 Aligns with the [Christchurch City Council's Strategic Framework](#), in particular the strategic priority that prioritises wellbeing.

6.3.2 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.

6.3.3 Are consistent with Council's Plans and Policies, in particular the Traffic and Parking Bylaw 2017.

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

6.5 Transport

6.5.1 Activity: Transport

- a) Level of Service: 16.0.13 Respond to customer service requests within appropriate timeframes (The percentage of customer service requests relating to roads and footpaths to which the territorial authority responds within the timeframe specified in the Maintenance contracts) (DIA 5) - >=80% customer service requests are completed, or inspected and programmed within timeframes

Community Impacts and Views Ngā Mariu ā-Hāpori

6.6 Consultation started on 11 June and ran until 30 June 2025.

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

6.7.1 A letter drop to Broadpark Road residents and the Brighton Beach house.

6.7.2 An email sent to Waimairi Beach Residents' Association, Broad Park Parkrun, and the Waimairi Beach Surf Club.

6.7.3 A sign in front of the affected car parks.

6.8 Staff attended the Waimairi Beach Residents' Association AGM.

6.9 The [Kōrero mai | Let's talk](#) webpage had 151 views throughout the consultation period.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.10 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.
- 6.11 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If the recommended option is agreed to, staff will reinstall the freedom camping advisory signs (they were removed to avoid any confusion);
- 7.2 Instruct the contractor to remove/keep signs.
- 7.3 If the Community Board does not agree to the recommended option, staff will remove the parking restriction signage.

Attachments Ngā Tāpirihanga

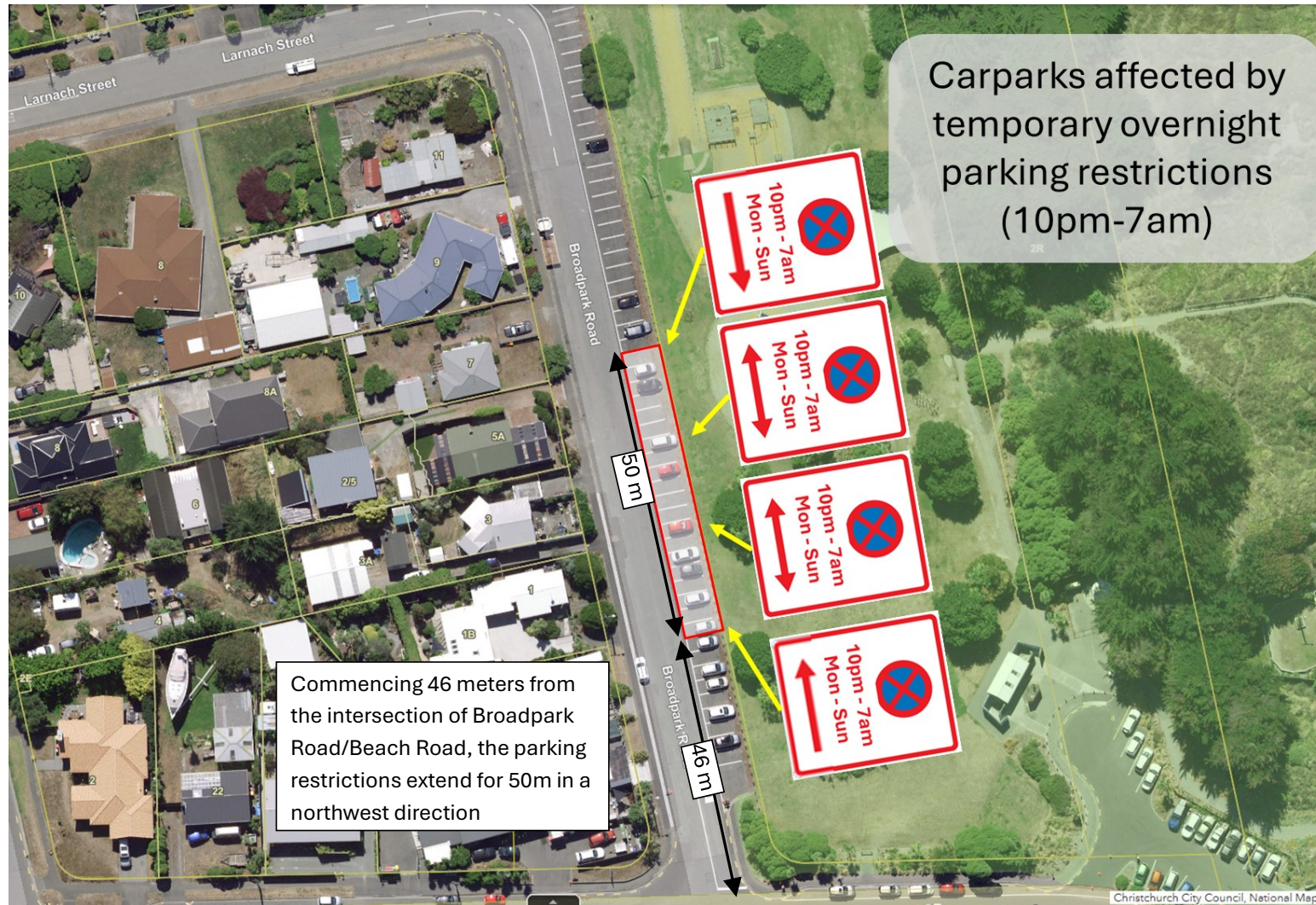
No.	Title	Reference	Page
A 	Broadpark Road Attachment A	25/1528836	74

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Tina Weston - Traffic Engineer
Approved By	Kathy Graham - Acting Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)



12. Urban Forest Planting Plan for the Ōpawaho Heathcote River

Reference Te Tohutoro: 25/1258684

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 Ōpawaho Heathcote River.
- 1.2 The Planting Plan extends for much of the Ōpawaho Heathcote River, from the Woolston Loop at the beginning of the Te Ihutai (estuary) to Spreydon Domain. 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 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 Ōpawaho 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 Waitai Coastal-Burwood-Linwood Community Board and Waihoru Spreydon-Cashmere-Heathcote Community Board areas.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Urban Forest Planting Plan for the Ōpawaho 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 Planting Plan and Guidelines June 2025 from Area 18 (Clarendon Terrace/ Richardson Terrace) to Area 23 (The Cut) along the Ōpāwaho Heathcote River in **Attachment B** of this report in the agenda.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Planting by community and school groups has established native/riparian native 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 Whitiara (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 (OHRN) 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 memos/information were circulated to the meeting members:

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

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.21 The following reasonably practicable options were considered and are assessed in this report:
- 4.21.1 Approve the Planting Plan
 - 4.21.2 Decline the Planting Plan
 - 4.21.3 Approve plan consulted on (with no updates from feedback).
- 4.22 The following options were considered but ruled out:
- 4.22.1 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

- 4.23 **Preferred Option:** Approve the Planting Plan
- 4.23.1 **Option Description:** Community Board grant approval of the proposed Planting Plan as outlined within the report.

4.23.2 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.

4.23.3 Option Disadvantages

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

4.24 Decline approval of the Planting Plan.

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

4.24.2 Option Advantages

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

4.24.3 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.

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

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

4.25.2 **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.

4.25.3 **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

- 4.26 Contribution to the health of the awa (river), biodiversity and increase in canopy cover.
- 4.27 Retention of the good will and effort of community groups.
- 4.28 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 Waitai Coastal-Burwood-Linwood Community Board and Waihoru Spreydon-Cashmere-Heathcote 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 Area 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, “ <i>Provide physical access for the public to the water’s edge, particularly where bank gradients are shallow</i> ” and “ <i>Retain open areas for a range of recreational and cultural values including picnicking, playing and white baiting, both adjacent to and near the water.</i> ” The guideline also provides specific planting instructions in Areas 4 & 5 directing that “ <i>Planting shall be kept clear from seating to allow sufficient physical access to the seating and visibility of the water.</i> ”
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 Beckenham Ponds to maintain shade along Eastern / Palatine Terrace and future cycleway	Recent tree planting has been carried out opposite Beckenham 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 Thorrlington 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 includes 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 seedlings that have self-seeded in planting areas will now need approval to remove, for example in Laura Kent Reserve and Connal Reserve.	Groups will still be able to undertake this maintenance 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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6.22 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 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.	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.
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 plan implementation review could 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

- 6.23 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.
- 6.24 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.
- 6.25 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

- 6.26 The decisions in this report are likely to:
 - 6.26.1 Contribute positively to adaptation to the impacts of climate change.
 - 6.26.2 Contribute positively to emissions reductions.
- 6.27 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

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 re Opawaho Heathcote River Planting Plan 31 May 2025	25/1059575	91
B  	Ōpāwaho Heathcote River Planting Plan and Guidelines 2025	25/1253543	94

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Claire Fletcher - Project Manager - Community Parks Toby Chapman - Manager Urban Forest
Approved By	Gavin Hutchison - Head of Three Waters 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 (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.

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

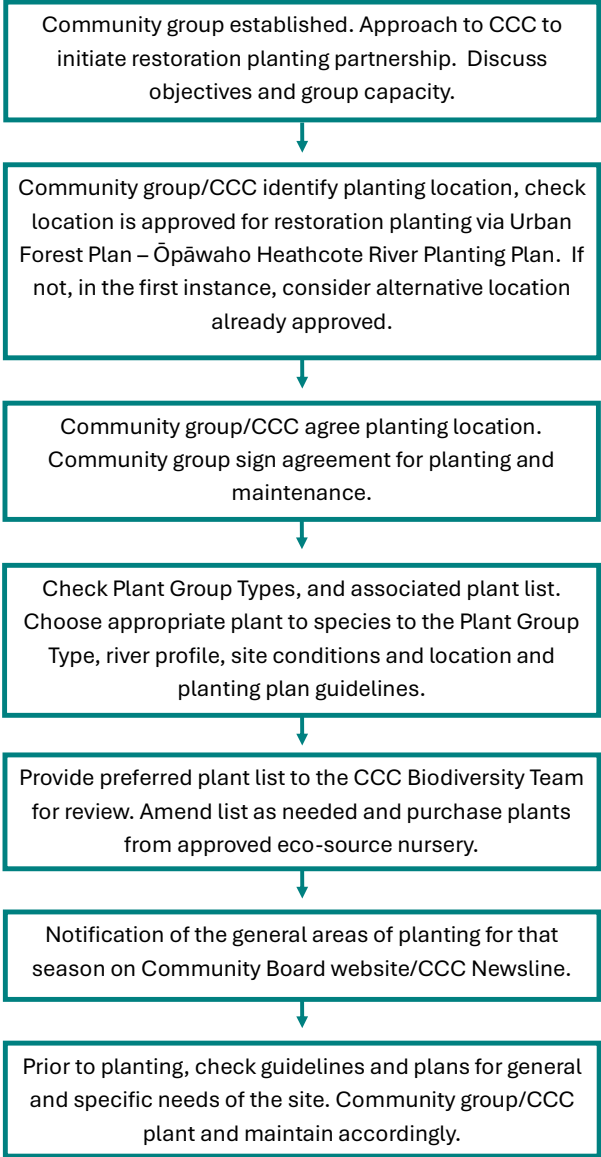
- Maintain or provide for important views between a heritage item, the heritage setting and the surrounding area.
- Provide views to the river from adjacent paths, including to the water, at intervals of not more than 30m linear length. Where there is continuous massing of planting intended, ensure that 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 (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: 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

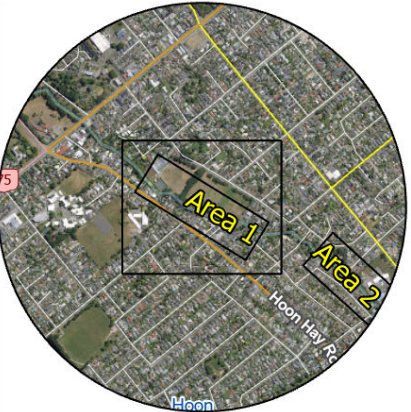
- In conjunction with Connal Street, the area has significant opportunity to support high ecological/biodiversity values.
- Site preparation may be required including the removal of nuisance and pest plants and trees prior to planting. The removal of trees, including by way of poisoning, will require 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)

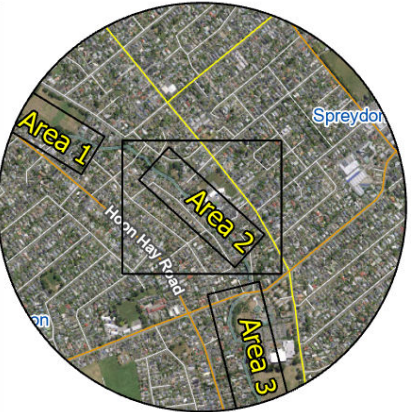
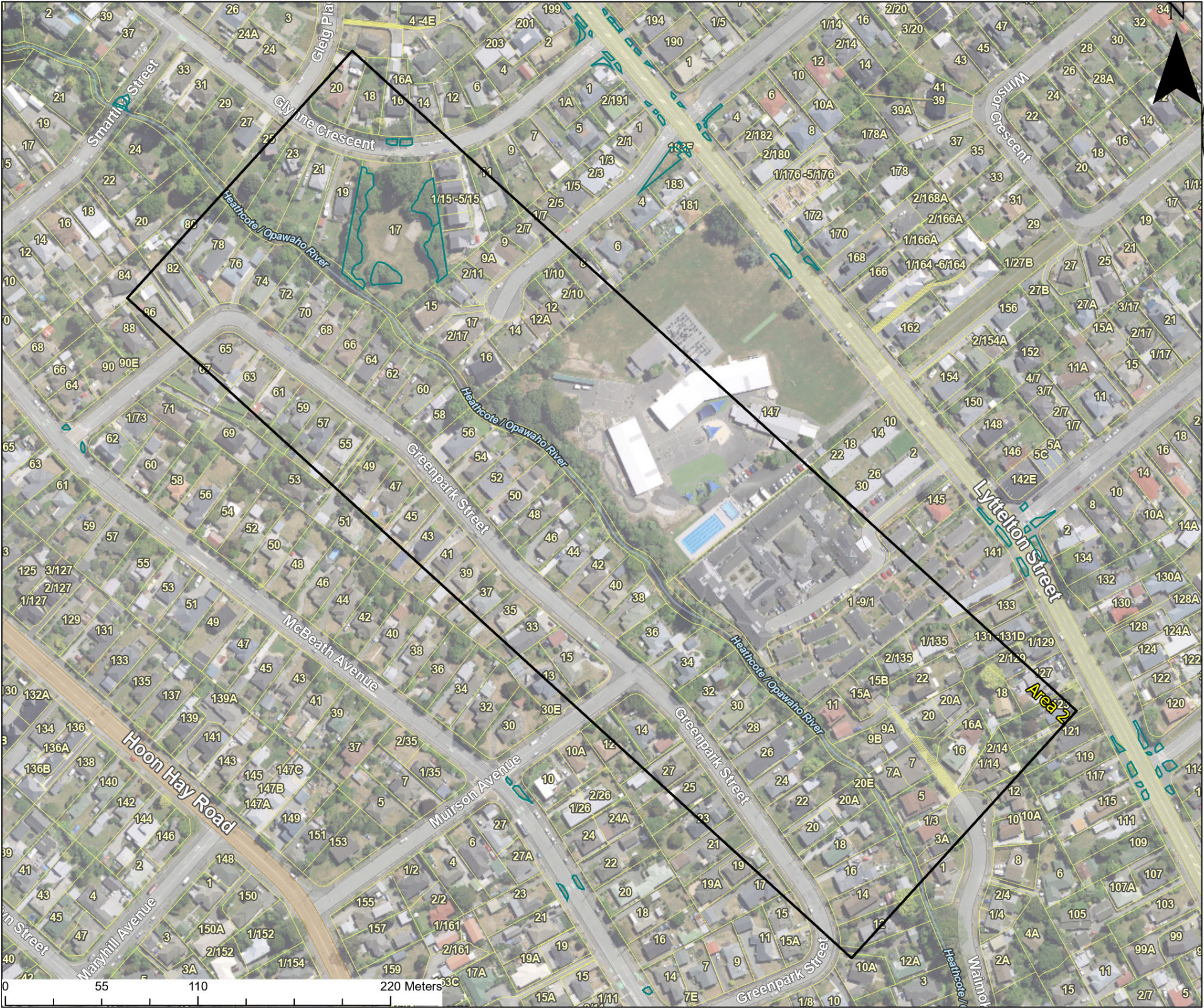
- The area has significant opportunity to support high ecological/biodiversity values, with the support of further riparian/margin planting.
- Site preparation may be required including the removal of nuisance and pest plants and trees prior to planting. The removal of trees, including by way of poisoning, 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

- 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
 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal Pathway



Opāwaho Heathcote River
Draft Spatial Planting Plan

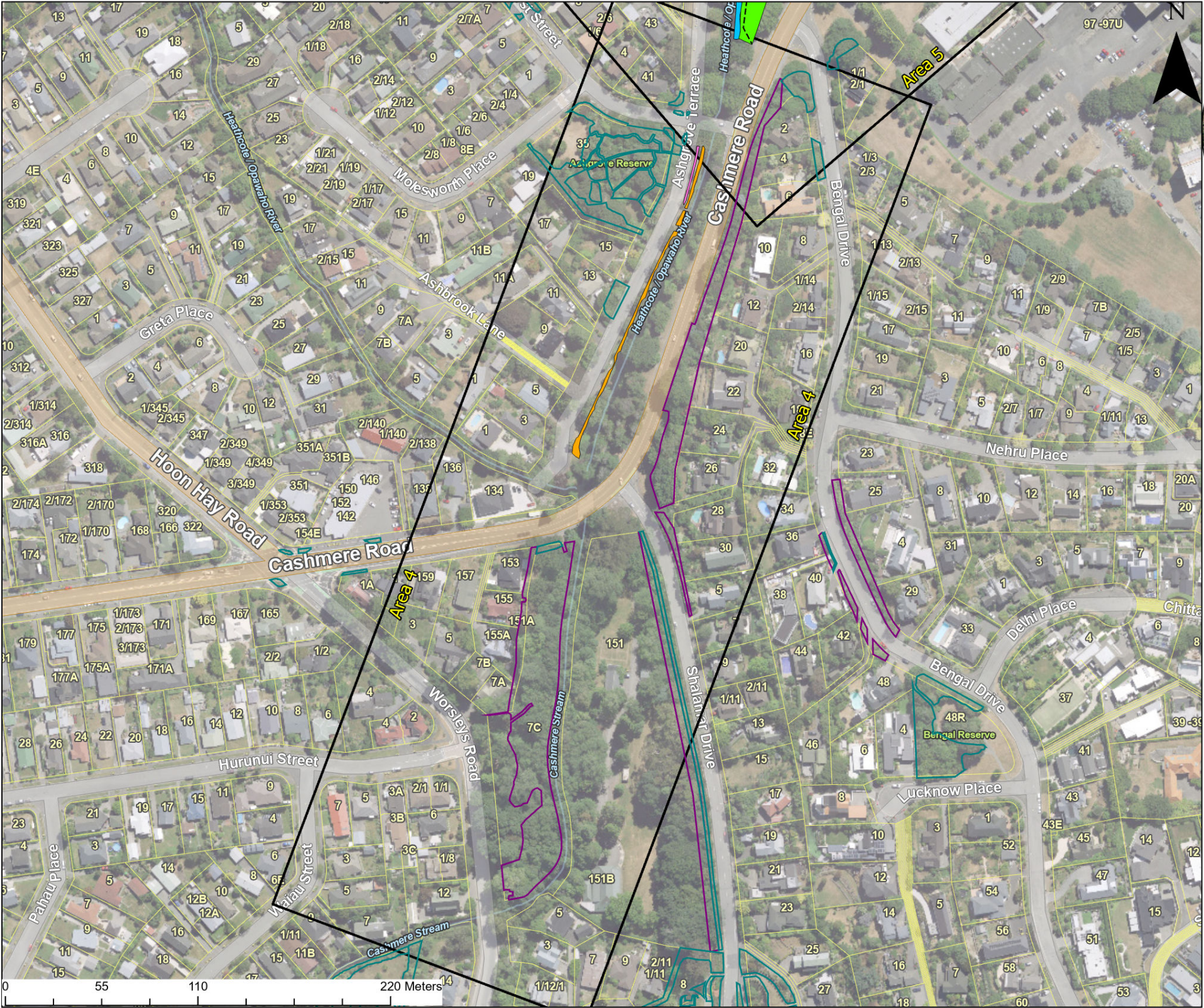
Area 2
Greenpark Street



Opāwaho Heathcote River
Draft Spatial Planting Plan

Area 3
Centennial Park

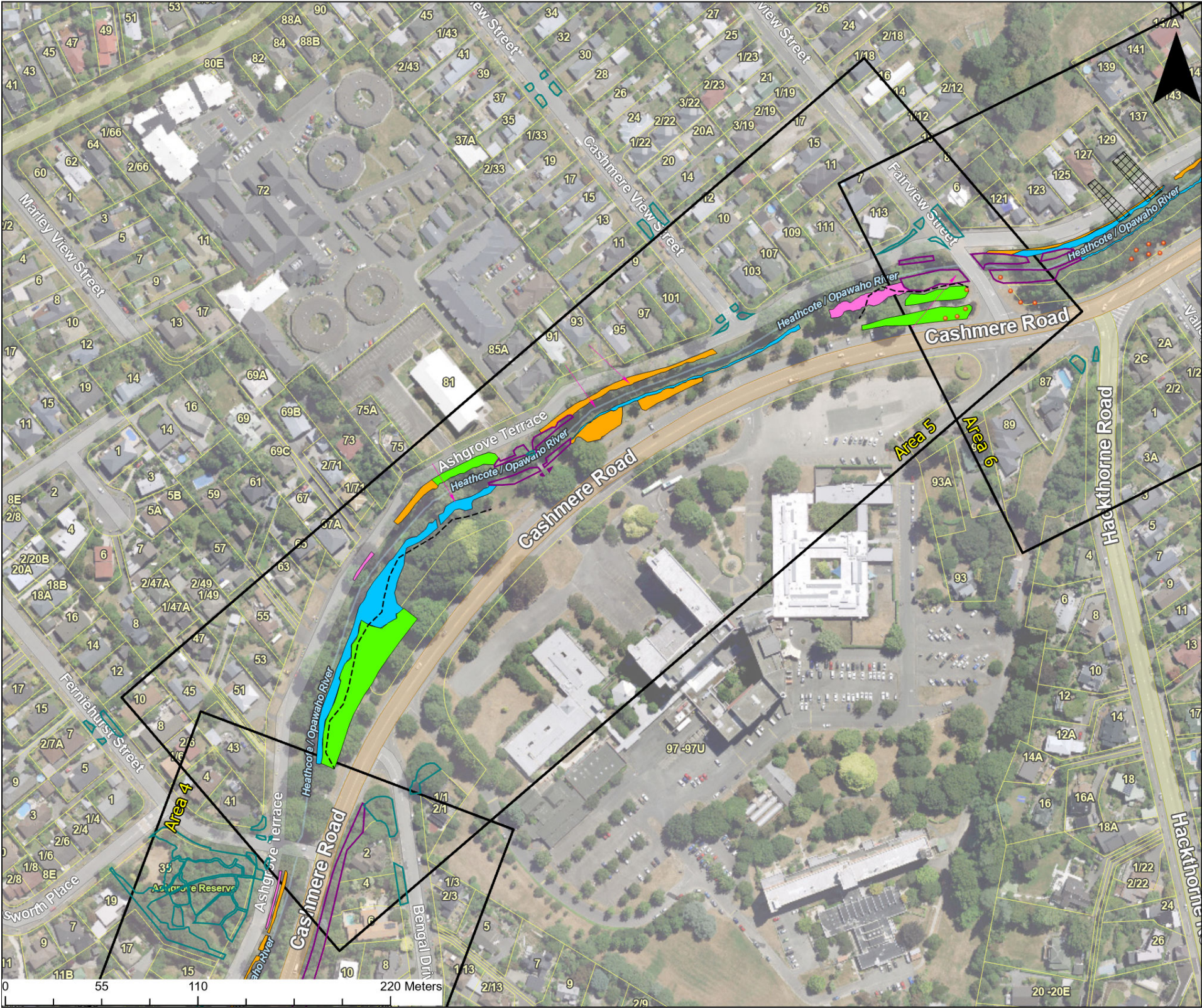
- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
- Plant Group Types**
- A - Low planting
 - B - Low planting & shrubs
 - C - Forest mix
 - D - Low planting and canopy trees
 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal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



Opāwaho Heathcote River
Draft Spatial Planting Plan

Area 4
Ashgrove Terrace
Confluence (end to
Ferniehurst Street)

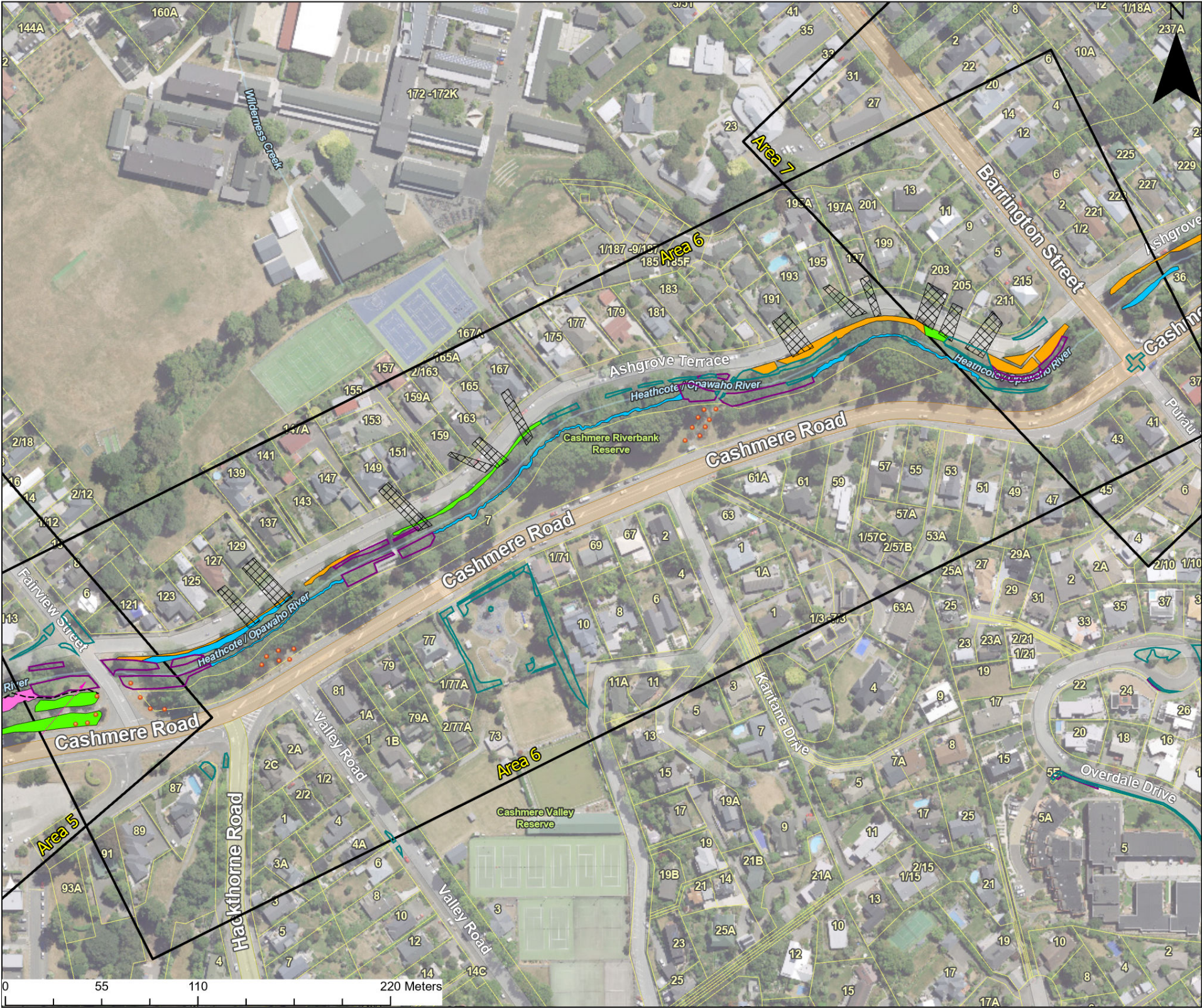
- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
- Plant Group Types**
- A - Low planting
 - B - Low planting & shrubs
 - C - Forest mix
 - D - Low planting and canopy trees
 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal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



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

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

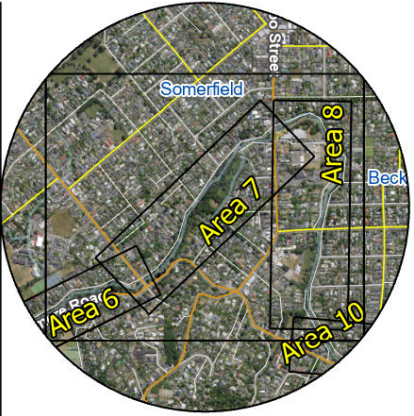
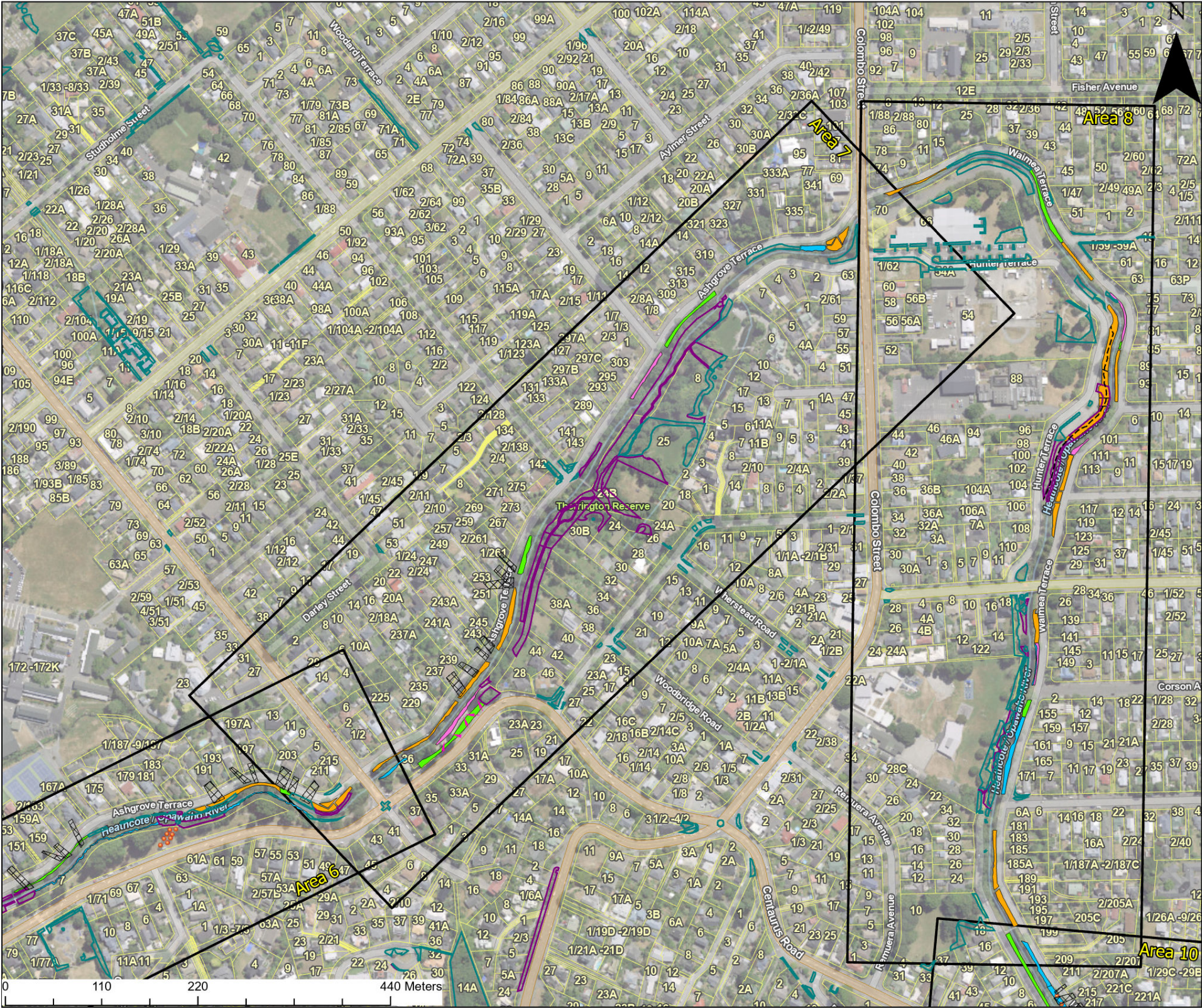
- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
- Plant Group Types**
- A - Low planting
 - B - Low planting & shrubs
 - C - Forest mix
 - D - Low planting and canopy trees
 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal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



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

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

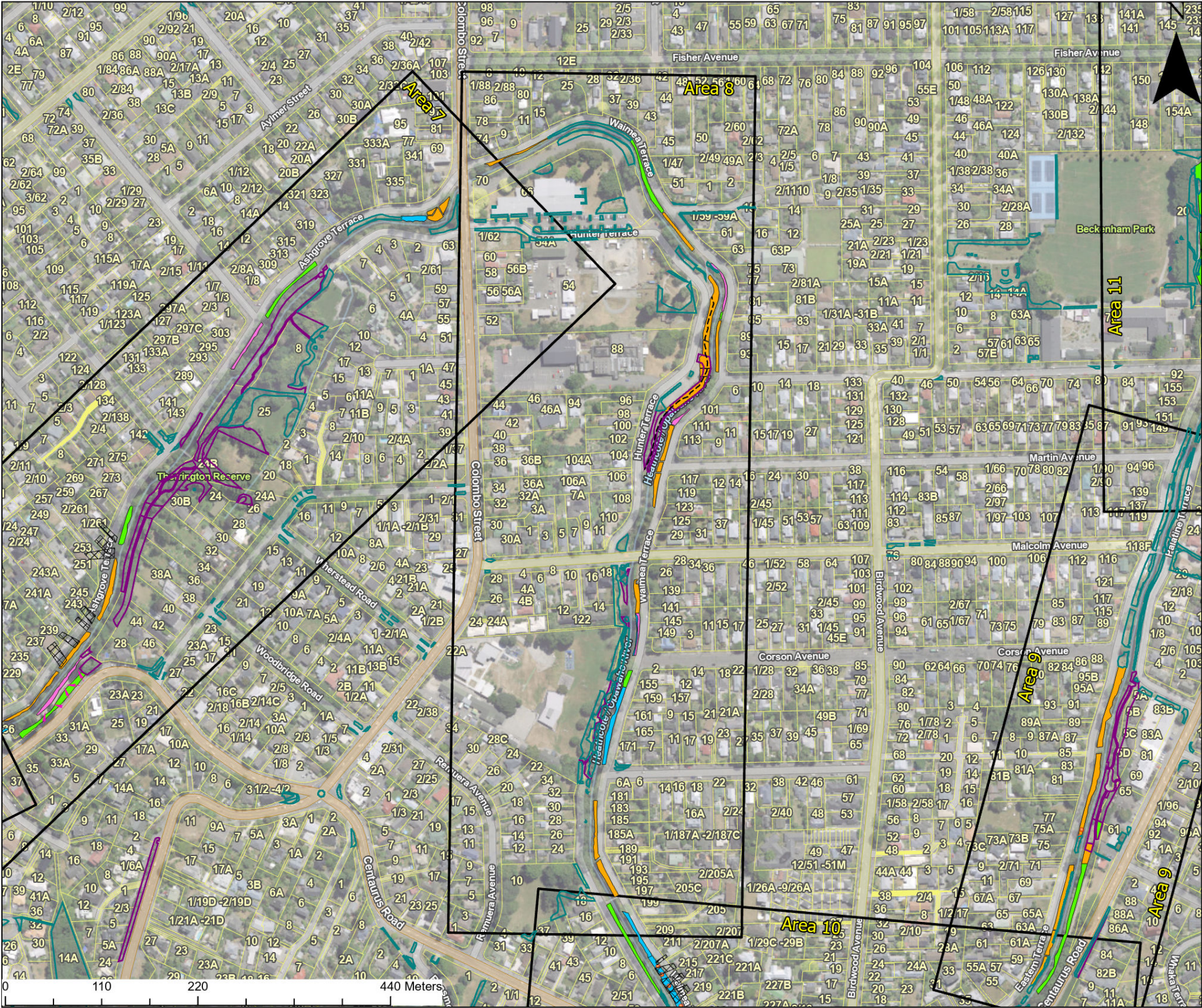
- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
- Plant Group Types**
- A - Low planting
 - B - Low planting & shrubs
 - C - Forest mix
 - D - Low planting and canopy trees
 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal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



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

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

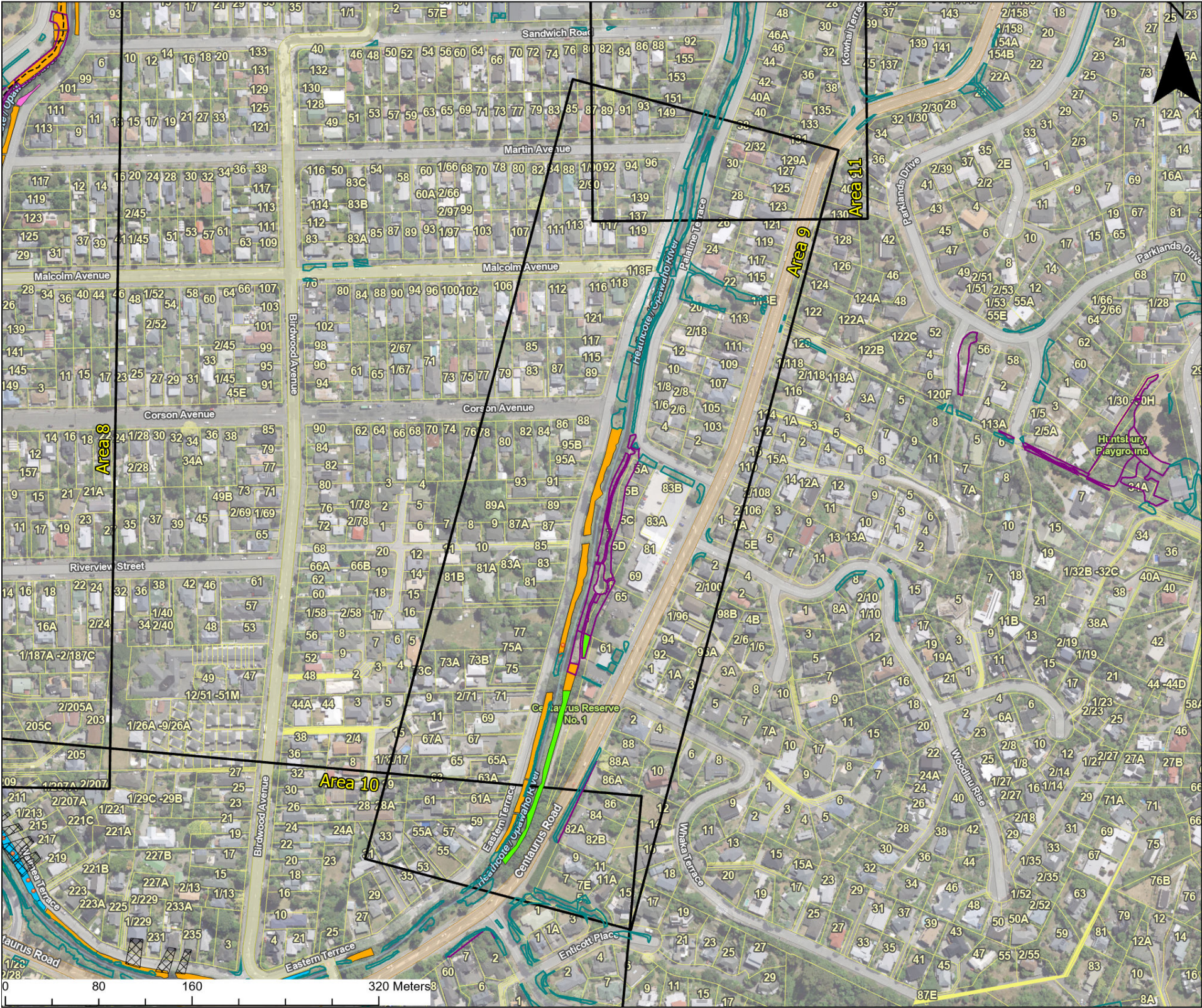
- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
- Plant Group Types**
- A - Low planting
 - B - Low planting & shrubs
 - C - Forest mix
 - D - Low planting and canopy trees
 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal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



Opāwaho 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
- 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



Opāwaho Heathcote River
Draft Spatial Planting Plan

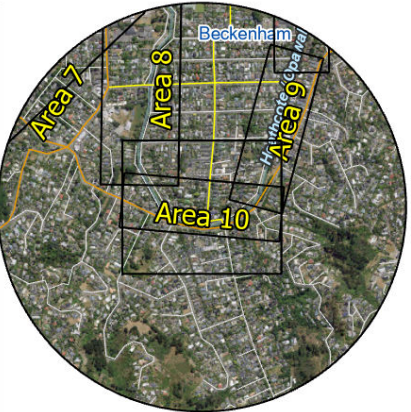
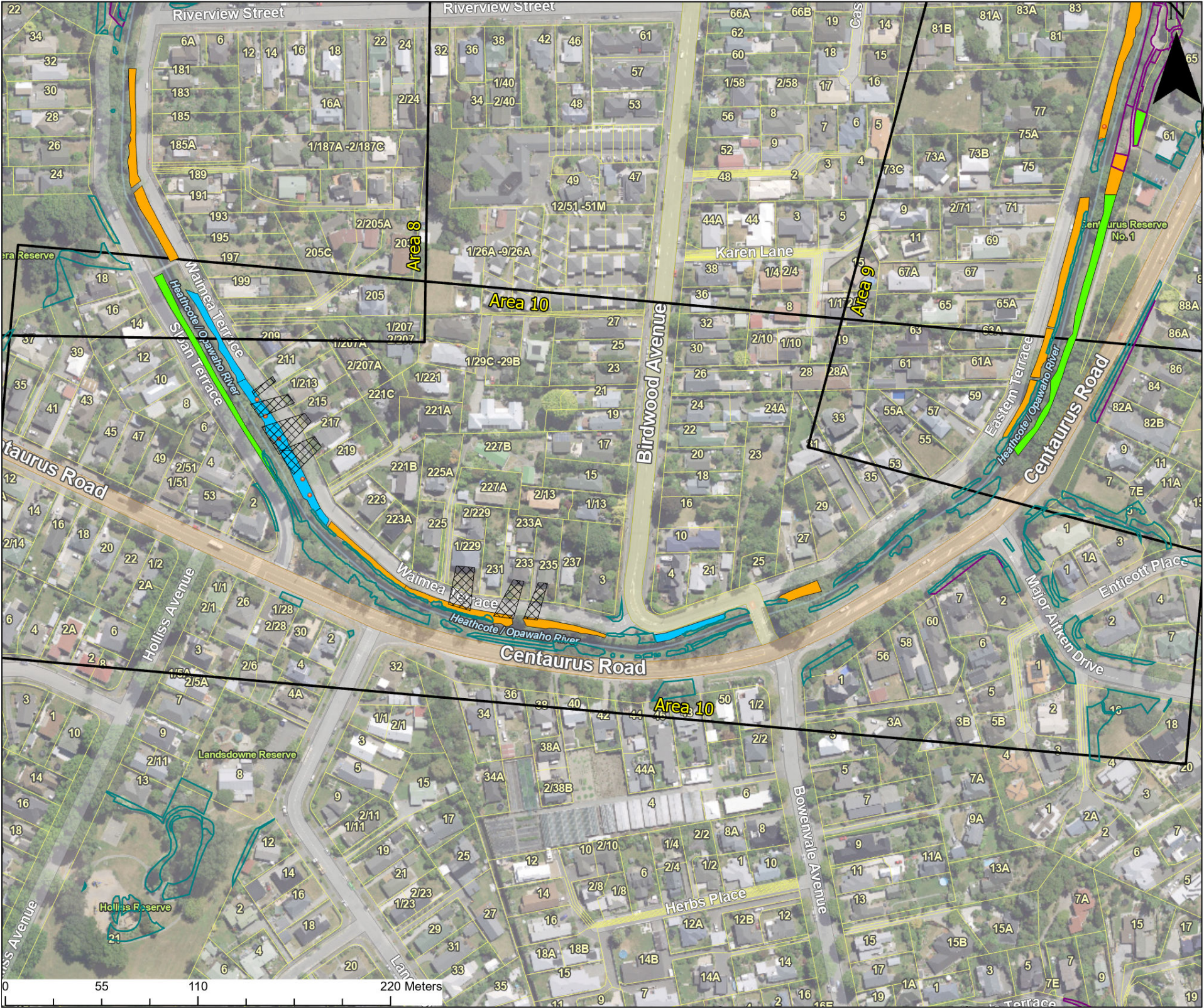
Area 9
Centaurus Reserve No.
1 / Farnley Reserve /
Eastern Terrace

Legend

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

Plant Group Types

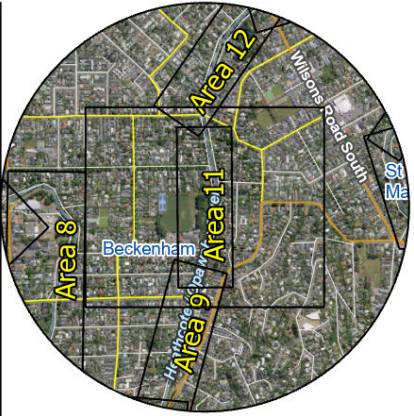
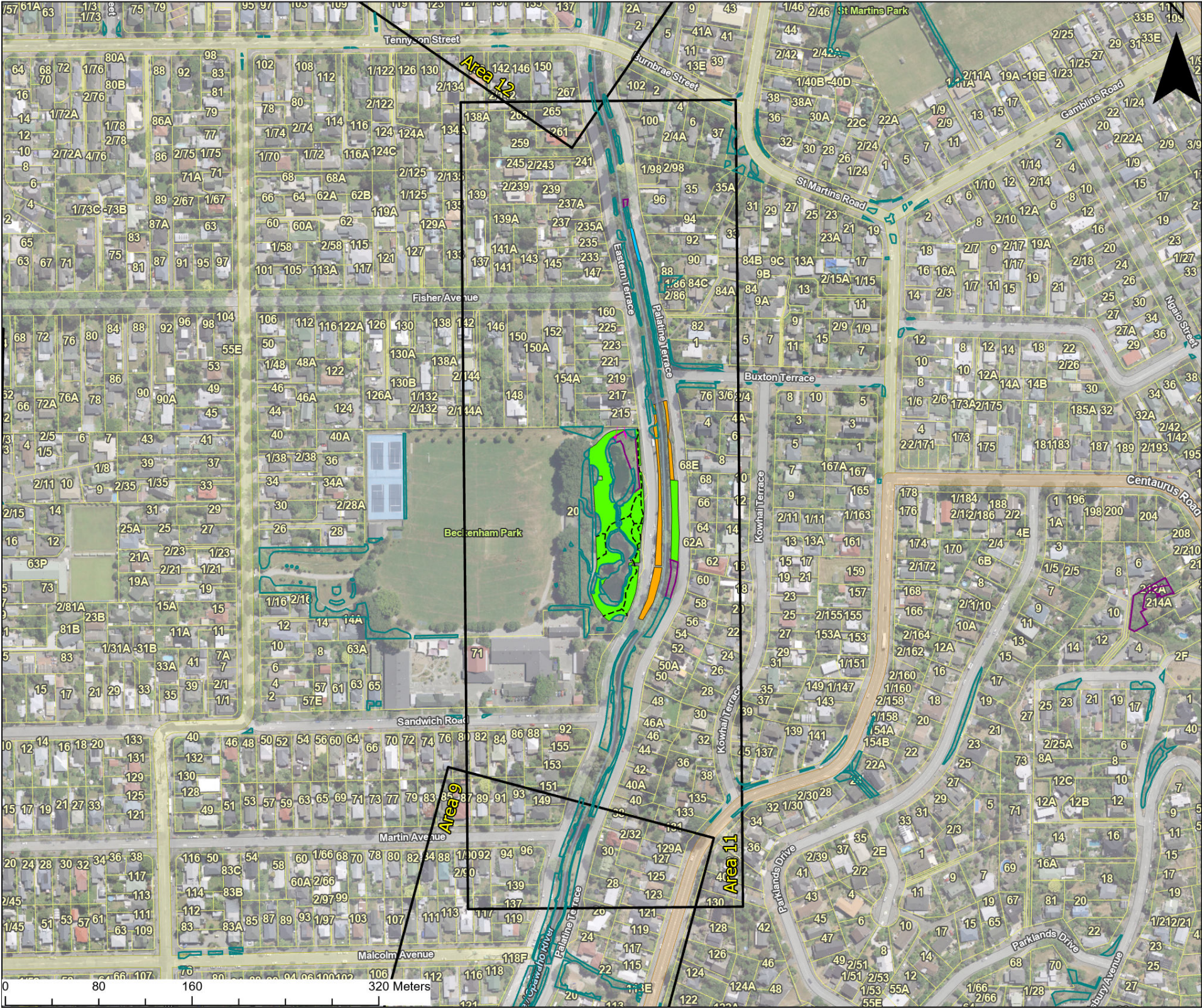
- A - Low planting
- B - Low planting & shrubs
- C - Forest mix
- D - Low planting and canopy trees
- Existing Planting Areas
- Whitebaiting Stand
- Informal Pathway



Opāwaho Heathcote River
Draft Spatial Planting Plan

Area 10
Waimea Terrace

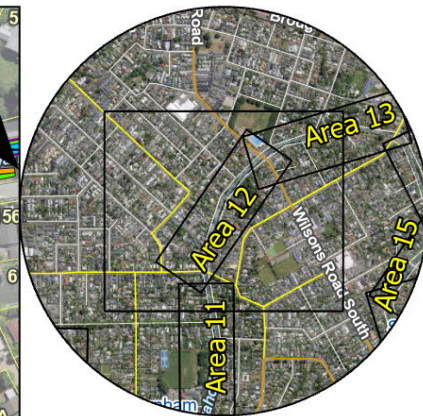
- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
- Plant Group Types**
- A - Low planting
 - C - Forest mix
 - D - Low planting and canopy trees
 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal Pathway









Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 11
Beckenham Ponds







- 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

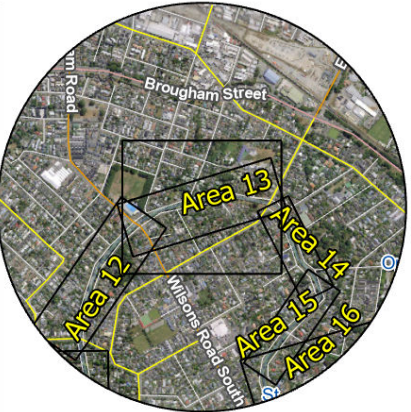


Eastern Terrace /
Riverlaw Terrace
(Tennyson Street to
Wilson Road)

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

Plant Group Types

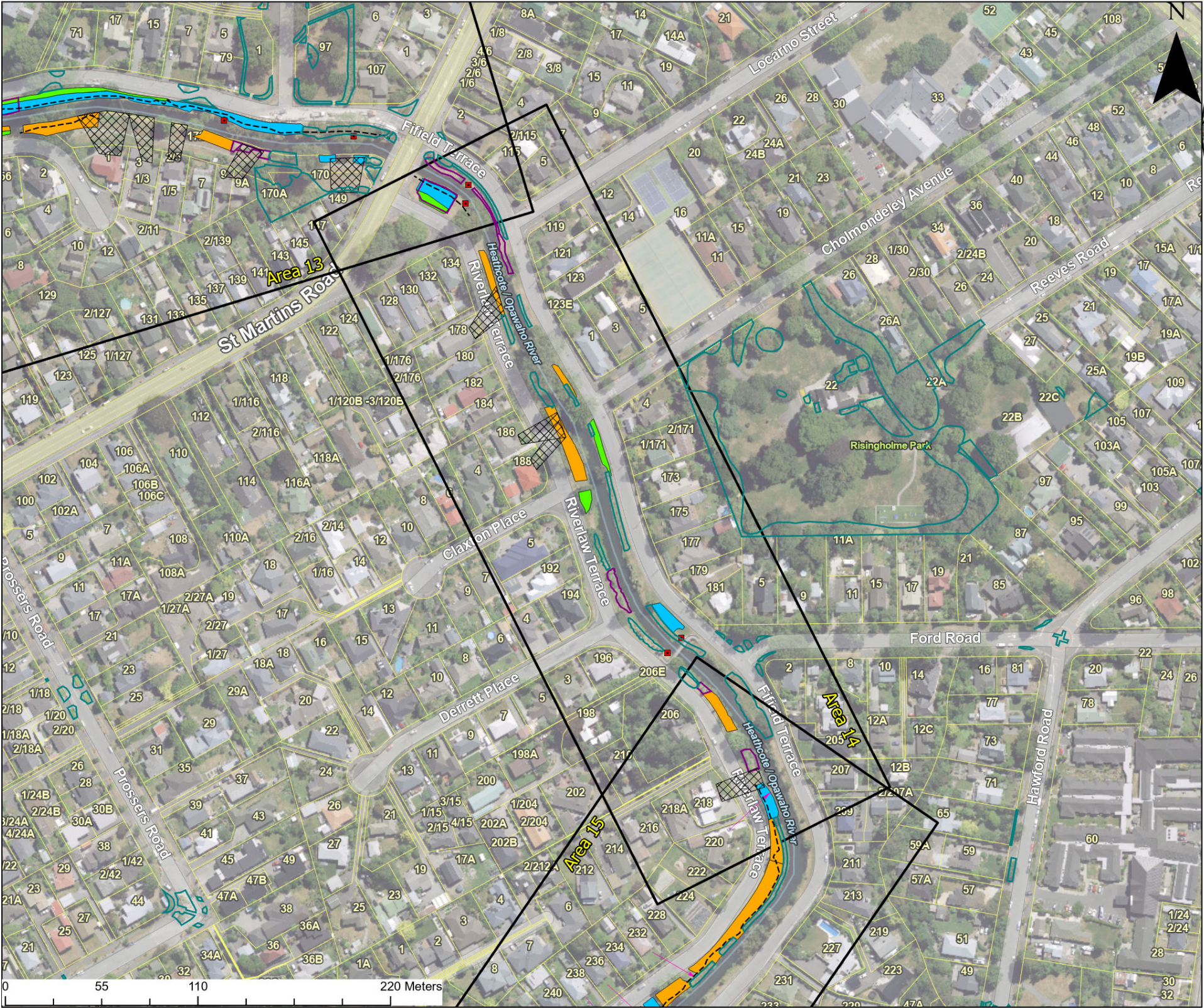
-  A - Low planting
-  C - Forest mix
-  D - Low planting and canopy trees
-  Existing Planting Areas
-  Whitebaiting Stand
-  - - - Informal Pathway



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

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

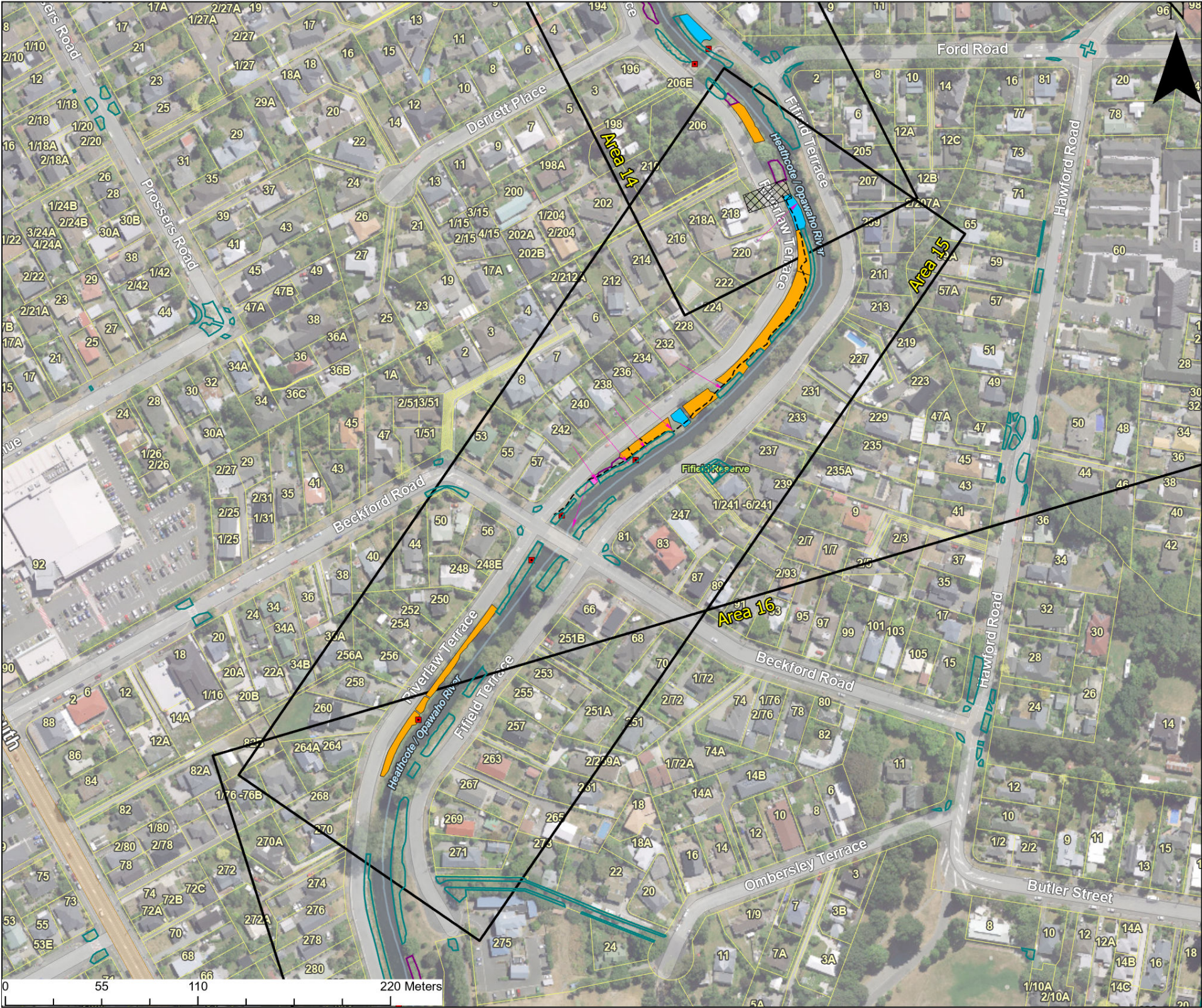
- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
- Plant Group Types**
- A - Low planting
 - C - Forest mix
 - D - Low planting and canopy trees
 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal Pathway



Opāwaho 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
- Plant Group Types**
- A - Low planting
 - C - Forest mix
 - D - Low planting and canopy trees
 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal Pathway



Opāwaho Heathcote River
Draft Spatial Planting Plan

Area 15
Riverlaw Terrace South

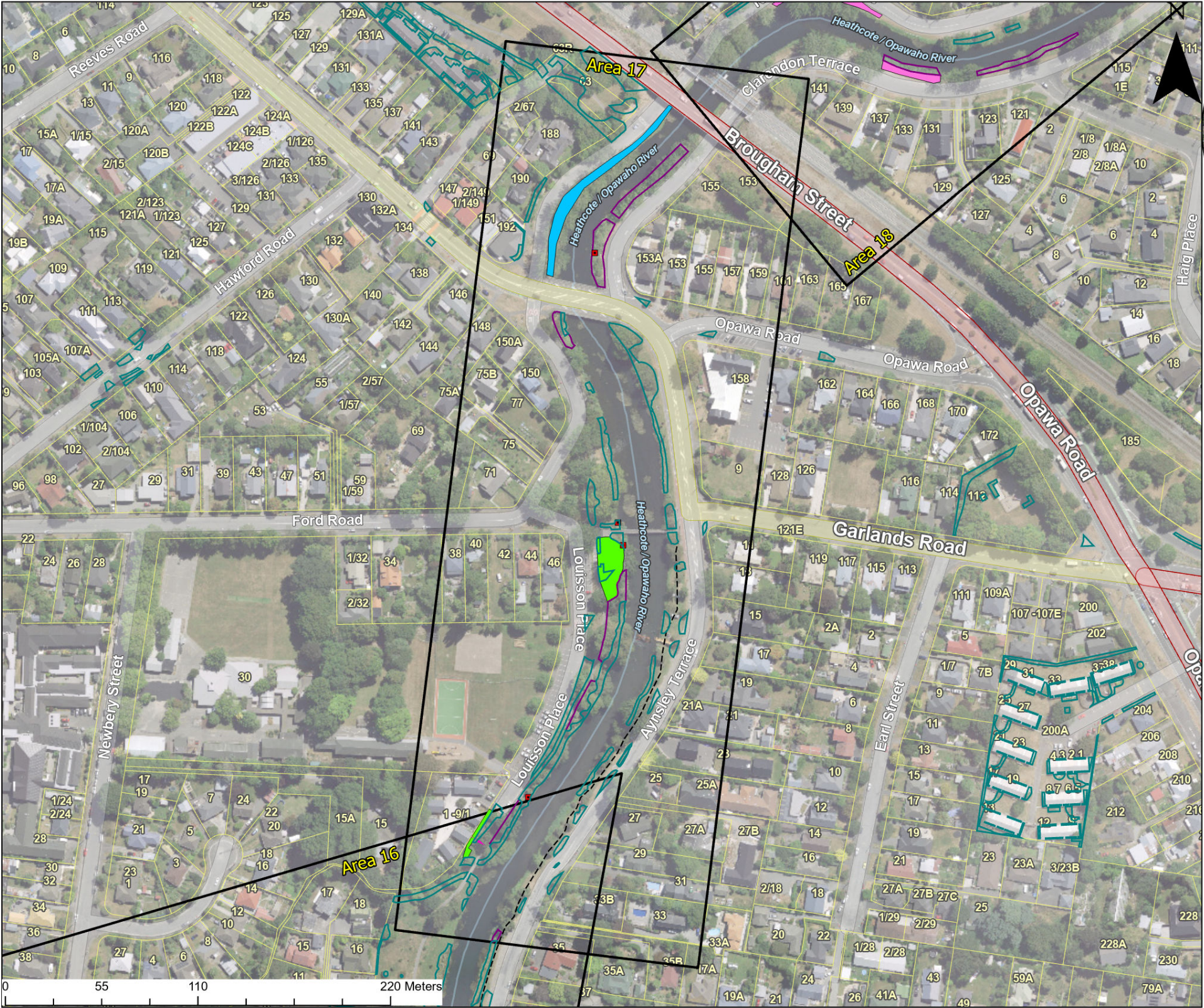
- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
- Plant Group Types**
- A - Low planting
 - B - Low planting & shrubs
 - D - Low planting and canopy trees
 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal Pathway



Opāwaho Heathcote River
Draft Spatial Planting Plan

Area 16
Hansens Park

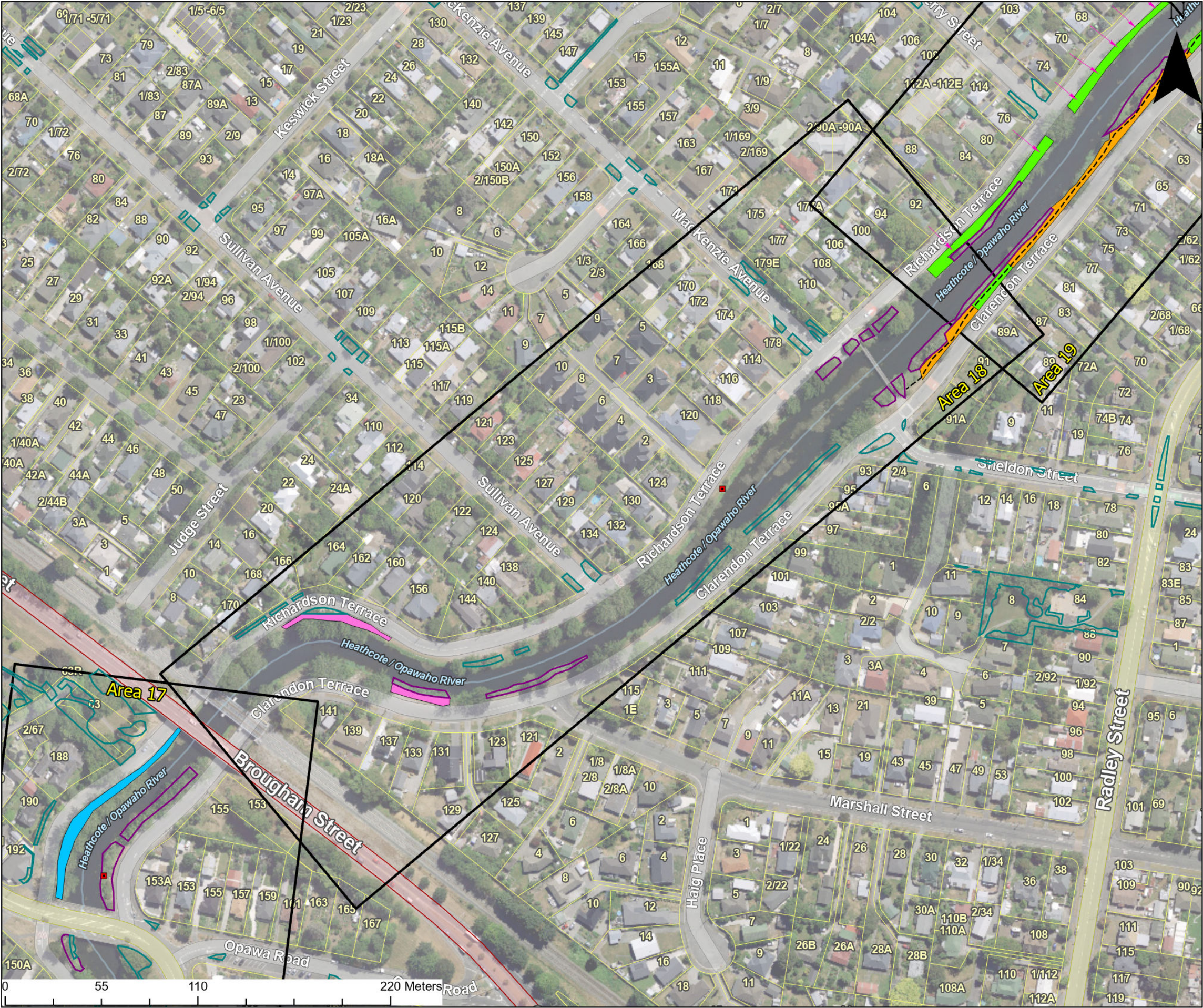
- Legend**
- Existing Natural Area
 - Area
 - Open sightlines to river
 - Property Viewshaft
 - Specimen Tree
 - Park Area
- Plant Group Types**
- A - Low planting
 - B - Low planting & shrubs
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 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal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



Opāwaho 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
 - C - Forest mix
 - Existing Planting Areas
 - Whitebaiting Stand
 - Informal Pathway

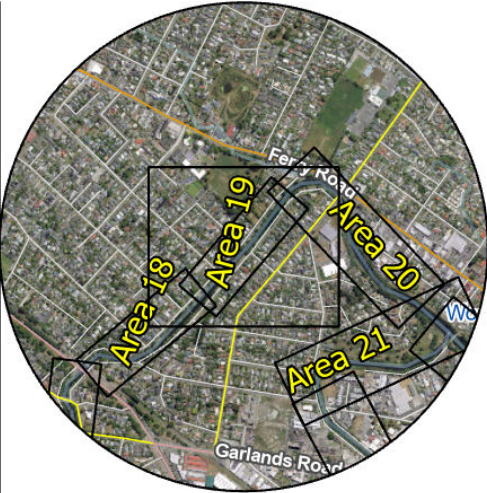
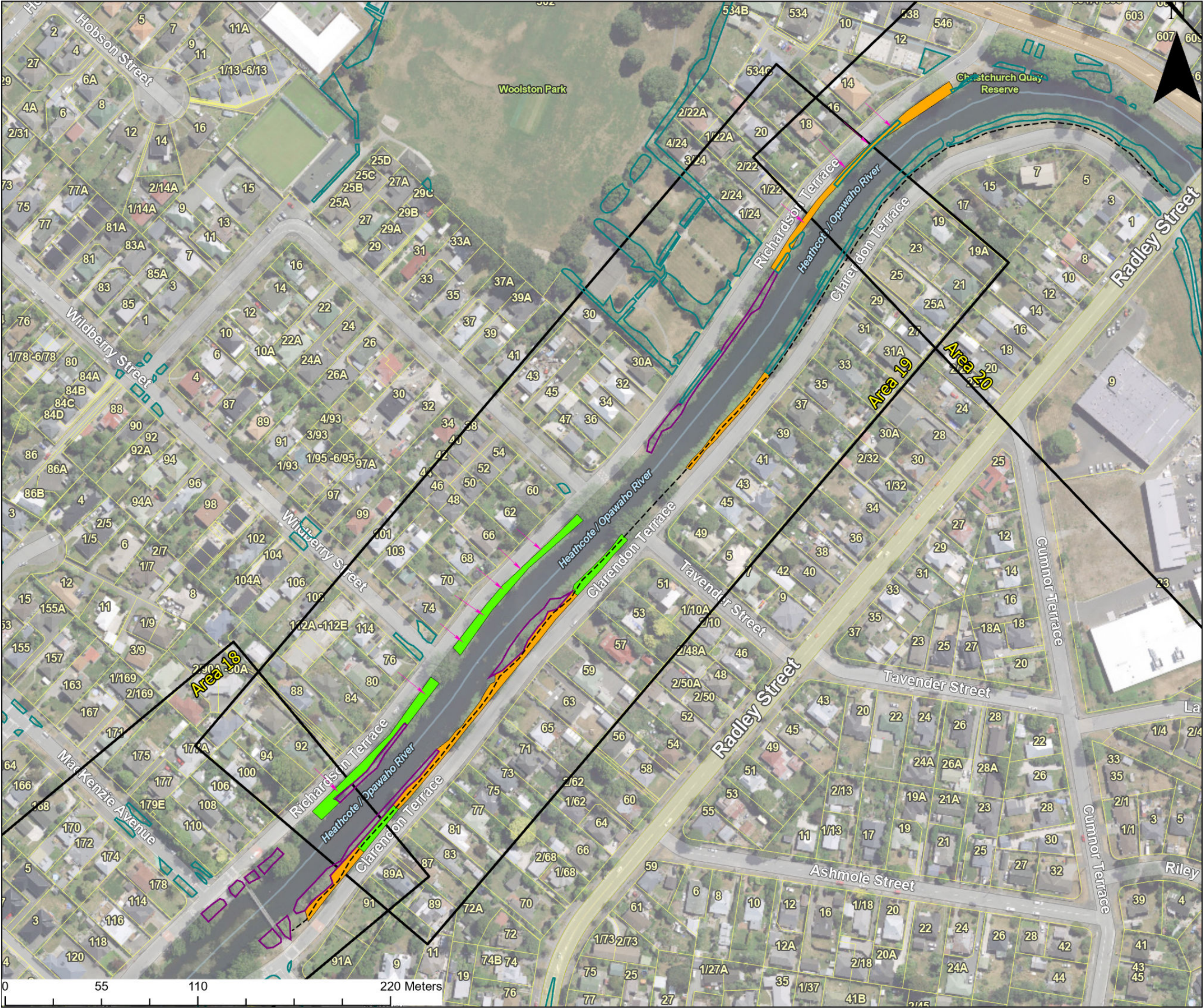


Ōpāwaho Heathcote River
Draft Spatial Planting Plan

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

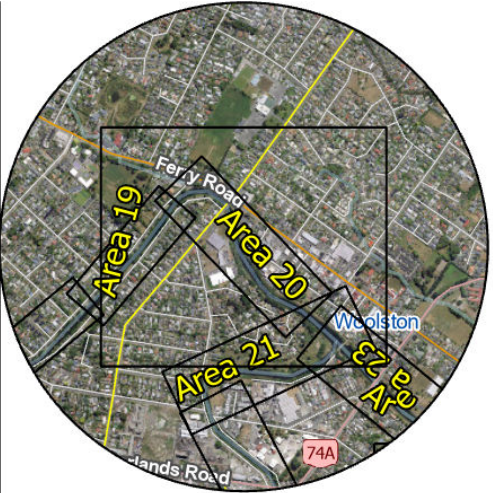


Ōpāwaho Heathcote River
Draft Spatial Planting Plan

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

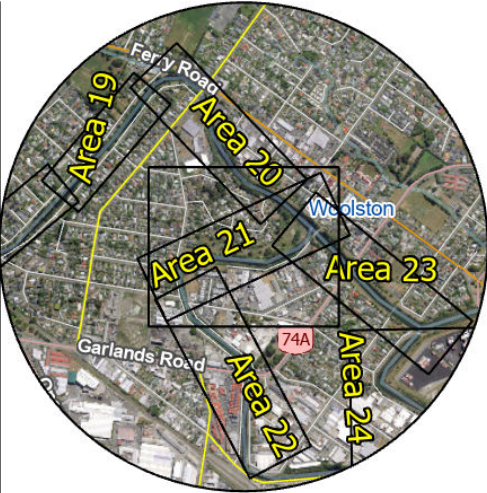
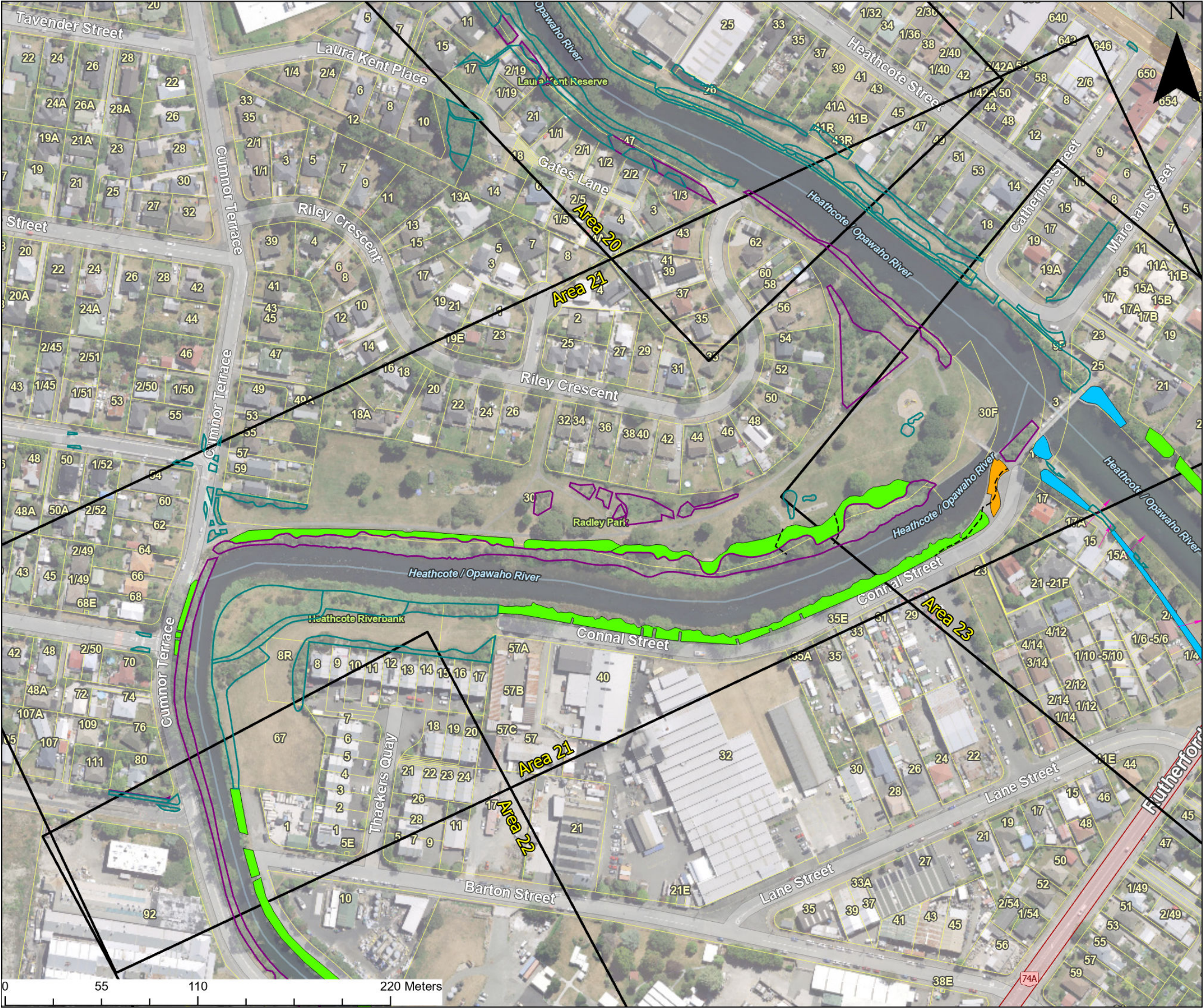


Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 20
Laura Kent Reserve

Legend

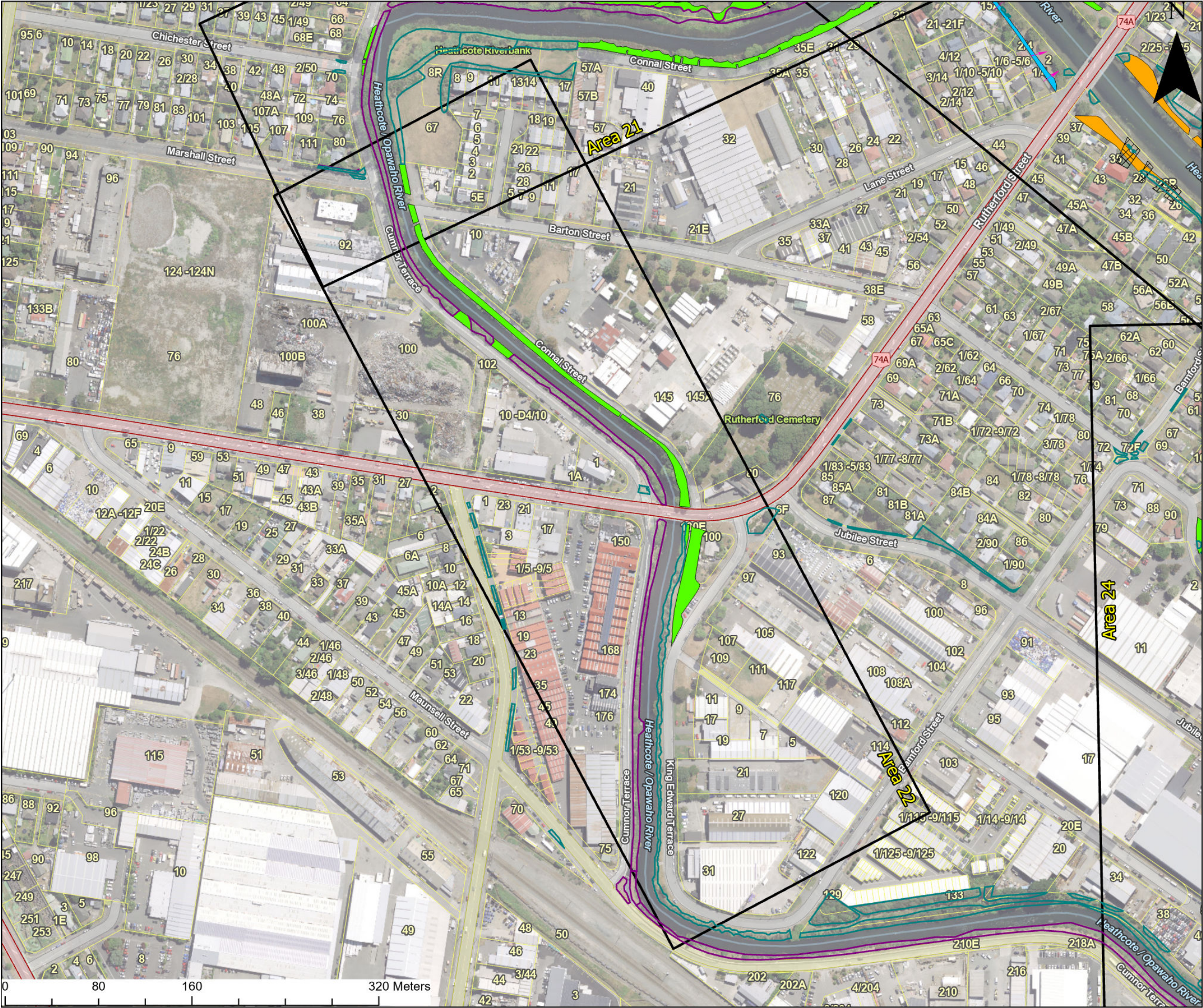
- Existing Natural Area
- Area
- Open sightlines to river
- Property Viewshaft
- Specimen Tree
- Park Area
- Plant Group Types
 - A - Low planting
 - C - Forest mix
 - D - Low planting and canopy trees
- Existing Planting Areas
- Whitebaiting Stand
- Informal Pathway



Ōpāwaho Heathcote River
Draft Spatial Planting Plan

Area 21
Radley Park

- 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

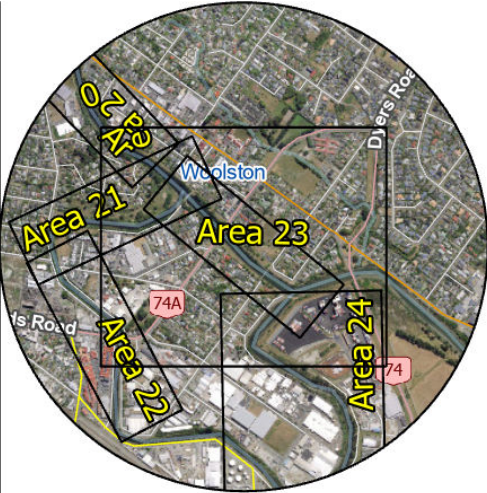
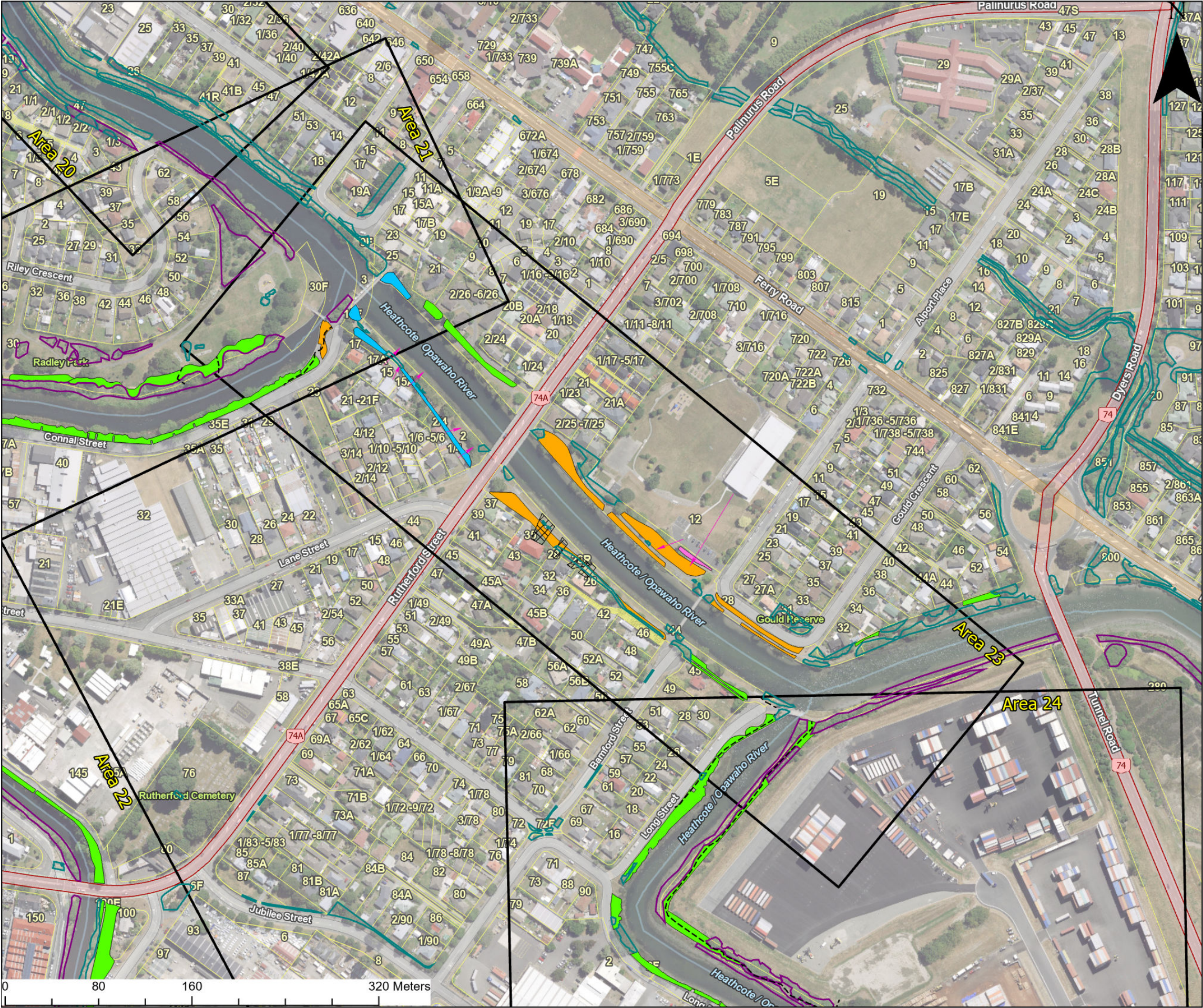


Opāwaho Heathcote River
Draft Spatial Planting Plan

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

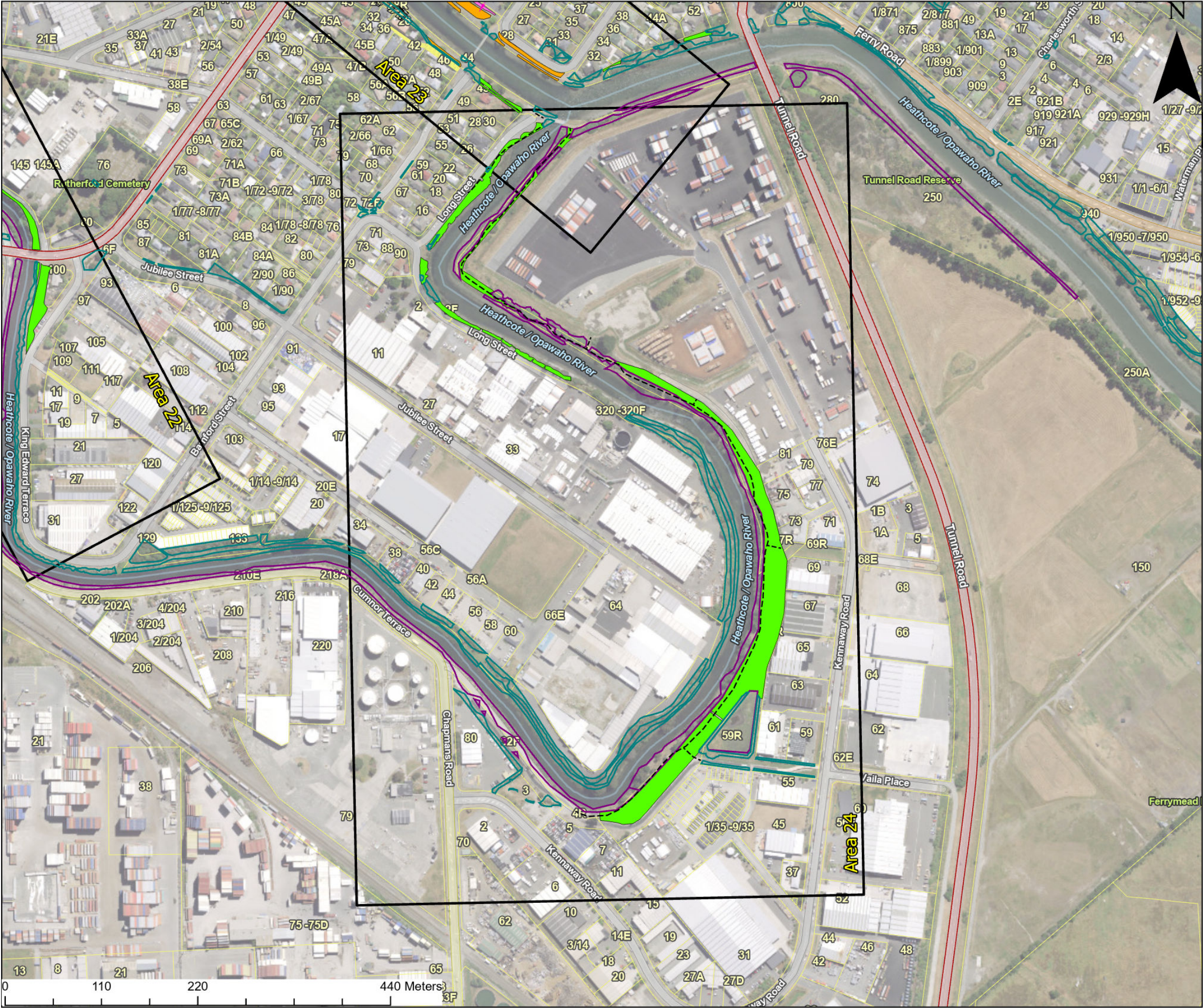


Ōpāwaho Heathcote River
Draft Spatial Planting Plan

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



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
- Plant Group Types
 - B - Low planting & shrubs
 - C - Forest mix
 - D - Low planting and canopy trees
- Existing Planting Areas
- Whitebaiting Stand
- Informal Pathway

13. Urban Forest Tree Planting Plan for Woolston Park

Reference Te Tohutoro: 25/1307621

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 planting of new trees within Woolston Park using the attached tree planting plan.
- 1.2 The report is in response to the adoption of the Urban Forest Plan which seeks to increase canopy cover across the city by 40%.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Urban Forest Tree Planting Plan for Woolston Park Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the planting of trees within Woolston Park in alignment with the planting plan attached to the report in the agenda.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Urban Forest Plan was adopted in 2023 and includes an objective of increasing canopy cover within our parks from 23% to 40% by 2070. To meet this objective, Council has implemented an Urban Forest Tree Planting program which requires trees to be planted by 2040, so they grow large enough to meet the canopy cover target by 2070.
- 3.2 As part of the Urban Forest Tree Planting program, staff have developed a plan to plant new trees in Woolston Park.
- 3.3 All plantings will follow our general guidelines for planting including the use of recession planes to assist in determining the size and location of trees. The recession plane modelling used to develop the planting plan is the same as used for building new residential homes.

4. Background/Context Te Horopaki

- 4.1 A planting plan was developed for Woolston Park as part of the Urban Forest Tree Planting program with an emphasis on increasing canopy cover both within the reserve and within the wider area.
- 4.2 The planting plan proposes to plant 67 new trees which will increase the canopy cover in Woolston Park from 20% to 30% once they reach maturity, in approximately 50 years.

- 4.3 While it is acknowledged that Woolston park has an existing stock of mature trees, it should be noted that the new planting will also play an important role in providing succession planting for the park to ensure a mature canopy is retained.
- 4.4 The images below show the proposal for the planting and what modelling estimates it to look like once the trees have reached maturity:



Image one: Aerial view of the existing reserve



Image two: Aerial view of the reserve with the proposed new trees included at maturity



Image three: Aerial view showing placement of new trees

- 4.5 The feedback received was largely supportive. Of those that stated they were somewhat supportive of the plan or unsure all noted a desire to include native trees.
- 4.6 Three trees that were originally proposed near the sport pavilion which have now been removed from the plan as there is concern they will interfere with views of the field in the future.
- 4.7 Staff will be maintaining all trees once planted for the first seven years using our own in-house team. Maintenance will include watering, pruning and mulching. After seven years the trees will be inputted to our contracted maintenance program.
- 4.8 The plan has been developed using a recession plane to help reduce shading impact. While we cannot avoid shading all together, this model does assist in ensuring it is managed to the same extent as would occur if a resident's neighbour was constructing a new building.
- 4.9 As the feedback on the planting was positive, staff are not proposing any changes to the proposed plan.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.10 The following reasonably practicable options were considered and are assessed in this report:
 - 4.10.1 Approve the Woolston Park planting plan and implementation.
 - 4.10.2 Decline the Woolston Park Planting Plan.
- 4.11 The following options were considered but ruled out:

- 4.11.1 Alter the plan and reconsult – Based on the largely positive feedback staff do not feel this is necessary.

Options Descriptions Ngā Kōwhiringa

- 4.12 **Preferred Option:** Approve the Woolston Park planting plan and implementation.

- 4.12.1 **Option Description:** Approve the plan in its current form.

- 4.12.2 Option Advantages

- Supports the Urban Forest Plan objectives and targets by increasing canopy cover in Woolston Park to 30% once trees reach maturity.
- Local community gain some of the many benefits trees provide.

- 4.12.3 Option Disadvantages

- Some may see the planting of trees presents a loss of open space.

- 4.13 Decline the Woolston Park Planting Plan.

- 4.13.1 **Option Description:** Decline the plan and require no trees to be planted.

- 4.13.2 Option Advantages

- Open space within the park would be retained
- Council would save costs that are associated with the planting.

- 4.13.3 Option Disadvantages

- The local area will be deprived of the benefits that trees provide.

Analysis Criteria Ngā Paearu Wetekina

- 4.14 Alignment with the Urban Forest Plan.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Decline plan
Cost to Implement	\$38,000 (this includes seven years of establishment maintenance)	\$0
Maintenance/Ongoing Costs	Nil	NA
Funding Source	Better off funding	NA
Funding Availability	Existing	NA
Impact on Rates	Nil	NA

- 5.1 This planting will be funded through the Urban Forest Tree Planting program which is currently funded through the Better Off Fund.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 The availability of trees can be challenging. If not all trees and plants are available, staff will push planting out to 2026.

Legal Considerations Ngā Hīraunga ā-Ture

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

- 6.2.1 Under the Reserves Act, Community Boards have the delegation to “determine to plant, maintain and remove trees on reserves within the policy set by the Council”.
- 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 decision:
- 6.4.1 Aligns with the Christchurch City Council’s Strategic Framework with a particular focus on a green, liveable city.
- 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 assessing the impact the decision will have on the city which is low.
- 6.4.3 Is consistent with Council’s Plans and Policies. The planting plan forms a key component of the implementation of the Councils Urban Forest Plan..
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.6 Parks, Heritage and Coastal Environment
- 6.6.1 Activity: Parks and Foreshore
- Level of Service: 6.8.2.1 Increasing tree canopy in Parks - A net increase in total number of trees is achieved (1:2 replacement policy), with a minimum of 50% of the trees being medium to very large species

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 Consultation started on the 8 May and ran until 26 May 2025.
- 6.8 An email was sent to 5 key stakeholders, and an automated email was sent to 79 subscribers.
- 6.9 Consultation details including links to the project information shared on the [Kōrero mai | Let's Talk webpage](#) was advertised via:
- 6.9.1 Social media on local community Facebook pages
- 6.9.2 Letter box delivery to neighbouring properties
- 6.9.3 Signage at the park entrances
- 6.10 The [Kōrero mai | Let's talk](#) Woolston Park tree planting page had 77 views throughout the consultation period.

Summary of Submissions Ngā Tāpaetanga

- 6.11 Submissions were made by eight individuals. A full table of submission feedback is available on [Kōrero mai | Let's talk](#).
- 6.12 Submitters were asked how important certain aspects were in the park, what aspects were concerning going forward with the park and whether they felt we got this tree planting plan right.
- 6.13 Four submitters felt we got the tree planting plan right, three felt we had somewhat got the plan right and one was unsure.
- 6.14 Submitters were asked to rate the importance of various aspects when increasing the tree cover in this park. The top four aspects were: native trees (7), trees attracting birds (7), trees providing enough shade and are climbable (4)

- 6.15 Submitters were asked whether they were concerned about various aspects when increasing the tree cover in this park. Submitters were able to select more than one concern. While half of submitters had no concerns, the other half were concerned about debris like leaves dropping (3) and trees creating too much shade (2).
- 6.16 Submitters gave additional feedback on the tree planting plans which can be viewed in the submission tables available on [Kōrero mai | Let's talk](#).
- 6.17 A quick poll that was also conducted on the Let's Talk webpage to reduce barriers to participate. Four 5-star ratings were received for the plan, and one 4-star rating.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.18 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.
- 6.19 The planting is in alignment with the Council's Urban Forest Plan which sought feedback from Mana Whenua and is in alignment with the Iwi Management Plan.
- 6.20 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

- 6.21 The decisions in this report are likely to:
- 6.21.1 Contribute positively to adaptation to the impacts of climate change.
 - 6.21.2 Contribute positively to emissions reductions.
- 6.22 Tree planting will assist the Council in offsetting its emissions and coping with the impacts of climate change.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Once the plan has been approved, staff will proceed with sourcing trees and schedule the reserve for planting.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Woolston Park Planting Plan	25/1470834	132

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

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



PLANTING SCHEDULE - WOOLSTON PARK

ID	Qty	Tree Category	Height
SM	30	Small Tree	5-10m Height
ME	18	Medium Tree	10-15m Height
LA	18	Large Tree	15-20m Height
VL	1	Very Large Tree	20+m Height

WOOLSTON PARK SUMMARY

Park Canopy Cover Summary		
Existing number of trees		200
Existing canopy cover	approx.	20%
Proposed number of new trees		67
Proposed net canopy cover(existing vegetation and proposed)	approx.	30%

GENERAL NOTES:

1. REFER TO TREE PLANTING GUIDELINES ON SHEET CCC003B-DRG-LA-119

PARK BOUNDARY

KEY:

- EXISTING CANOPY COVERAGE
- EXISTING TREE TO BE REMOVED
- EXISTING GARDEN BED
- FOOTPATH
- PLAYGROUND
- SPORTS FIELD / COURTS
- SITE BUILDINGS / STRUCTURES
- LOT BOUNDARIES
- EXISTING METAL FENCE
- EXISTING ROCK WALL
- LIGHTING POST
- PROPOSED TREES

POTENTIAL TREE PLANTING AREAS:

- SMALL: 5 - 10M TREE HEIGHT ZONE
- MEDIUM: 10 - 15M TREE HEIGHT ZONE
- LARGE: 15 - 20M TREE HEIGHT ZONE
- VERY LARGE: 20M+ TREE HEIGHT ZONE
- OFFSET FROM SERVICES
- OFFSET FROM FOOTPATH

REVISIONS		
REV	DATE	DESCRIPTION
A	17/12/2024	ISSUE FOR INFORMATION
B	17/01/2025	ISSUE FOR INFORMATION
C	14/02/2025	ISSUE FOR INFORMATION

Align
landscape architecture and urban design division
8/248 St Asaph St, Christchurch
PO Box 1302, Christchurch 8140
T 03 982 5040
W www.align.net.nz

PROJECT
Woolston Park
534B Ferry Road, Woolston, Christchurch
8023

DRAWING
INDICATIVE TREE PLANTING PLAN

SCALE 1:1250 @ A3
DATE 14/02/2025

DRAWN MT
CHECKED AB

STAGE FOR INFORMATION
JOB NO. CCC003B

DRAWING NO. CCC003B-DRG-LA-116
REVISION NO. C

14. North Beach Surf Life Saving Club- approval for new build and lease

Reference Te Tohutoro: 25/1345321

Responsible Officer(s) Te Felix Dawson, Leasing Consultant; Jason Tickner, Parks and
Pou Matua: Recreation Planner

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to consider the application by the North Beach Surf Life Saving Club (NBSLSC) for the demolition of the existing surf club house, the re-build of new club rooms and approval for a new lease for part of North Beach Park.
- 1.2 The report is staff initiated to address the request from the club.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the North Beach Surf Life Saving Club- approval for new build and lease Report.
2. Approve the demolition of the existing clubrooms and storage shed as shown in **Attachment A** of the agenda report.
3. Approve the re-build of the club rooms and storage shed in accordance with the plans shown in **Attachment A** of the agenda report.
4. Grant a ground lease to North Beach Surf Lifesaving Club pursuant to the Local Government Act 2002, for a lease period of 35 years including renewals for an area of approximately 1,106sqm of North Beach Park being part of RS37190, as shown on the plan described in **Attachment B** of the Agenda report.
5. Notes that approval is subject to the North Beach Surf Life Saving Club meeting all regulatory requirements including the Building Act 1991 and the Resource Management Act 1991.
6. Notes:
 - a. That the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
 - b. That appropriate consultation has been undertaken and the results of that support this proposal.
7. Requests that the Manager Property Consultancy do all things necessary and make any decisions at his sole discretion that are consistent with the intent of this report to implement the resolutions above including approving final design, completing negotiations and administering the terms and conditions of the new lease.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The NBSLSC has provided surf lifesaving service from North Beach Park since around 1916.
- 3.2 The existing club house and storage garage was built in the 1950's. The buildings are inadequate for current needs of the club, and it is not cost effective to renovate.
- 3.3 Demolition of the existing buildings with rebuild of a new facility has been requested.
- 3.4 The proposed new design includes: a new clubroom on the existing building footprint taking in the public toilet with a larger storage shed to replace the existing garage including a patrol tower on top. The design also includes a modification of the dune to provide seaward protection of the new structures.
- 3.5 The Parks Unit supports the new design and rebuild on the basis that:
 - the existing facility needs replacement to enable NBSLSC to continue to provide its current community service, and
 - the proposed new facility is generally in proportion to the existing facility and therefore the impact of change to the general public is relatively low.
- 3.6 The current lease has expired and a new lease is required. NBSLSC as a financially sound incorporated society/ registered charity providing community service meets the general requirements of the Council's Lease Policy for new leases. It is recommended to deal unilaterally with NBSLSC and grant a new lease.

4. Background/Context Te Horopaki

The Property

- 4.1 North Beach Park is located at 93 Marine Parade and shown in red below. The land is held as a park under the Local Government Act 2002. The NBSLSC is located at the northern end of the park as shown in yellow below:



North Beach Surf Life Saving Club

- 4.2 NBSLSC have operated from North Beach Park since around 1916.
- 4.3 NBSLSC has over 270 members with a steady increase in membership from 125 in 2017. The club provides general lifeguard patrols during the summer season- October to March- and SLSNZ full time mid-December to late January. Patrols are maintained and undertaken with the use of Inflatable Rescue Boats (IRBs).

In addition to the essential lifeguard service, other key services the club provided are a beach wheelchair and access mat, a rookie lifeguard programme for 13-14 year olds before becoming a lifeguard, and a strong and developing junior surf programme which has expanded with over 200 juniors.



- 4.4 For the last six years, NBSLSC has also operated a Search and Rescue team which until recently has been the only active team between Waimairi and South Brighton. Search and Rescue teams cover the Christchurch coastline out of patrol hours and work in conjunction with the police when emergency callouts are received generally for the beach area. The Coast Guard deal with similar emergencies beyond the beach. The call out service is also essential police support to the dive squad in rivers and lakes, in times of flooding, and responds nationally to flood water rescues and searches where required. NBSLSC maintains an extra two IRBs on standby for the call out service. Most clubs run a minimum of four IRBs for general lifeguard service. NBSLSC have six IRBs plus engines and backup.
- 4.5 The existing facility is shown below and consists of a clubroom building marked A and a storage shed including container marked B. These were built in the 1950s with an entrance addition to the clubrooms in the 1980s. Public toilets are attached to the south end of the building and are marked C. The wheelchair access equipment is stored in a container at the front of the clubrooms shown D. A mobile vendor selling coffee operates from outside the front of the storage shed and is marked E.



- 4.6 The existing clubrooms and storage facility shown below, although not significantly damaged in the 2011 earthquakes, are aged with structural deterioration and concrete spalling. It is beyond upgrading without significant cost. The main building has a clubroom and patrol

lookout upstairs with low ceiling and limited useable space downstairs. Modern lifeguarding has increased equipment requirements over and above IRBs and this combined with increased membership means that the existing facility is no longer adequate for current use.



New Design Proposal

- 4.7 A new clubroom building and detached storage and patrol tower design has been provided by the club for Council consideration. A layout and artist impression are shown below showing existing and proposed layout. Detailed designs are shown in **Attachment A**. The proposed clubhouse sits essentially on the same footprint as the existing clubhouse together with the public toilets. This enables building over the top of the toilets and providing a slightly larger club room upstairs.

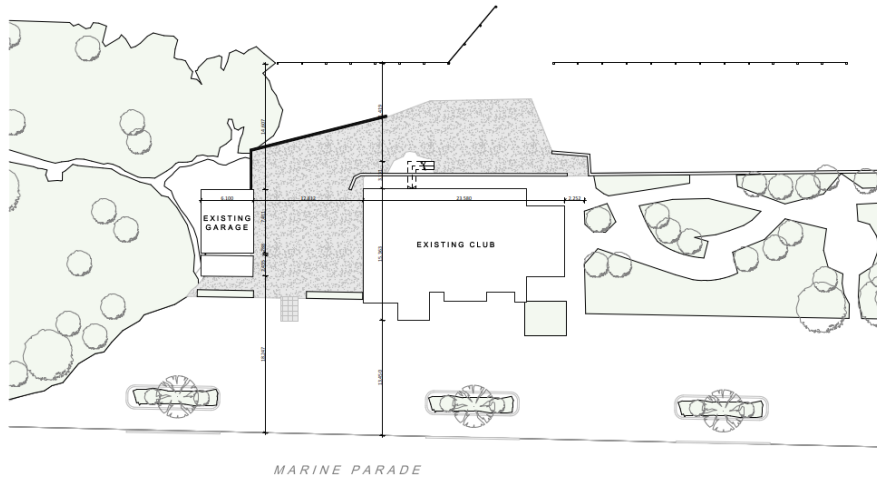


Figure 1 - Existing Club Layout

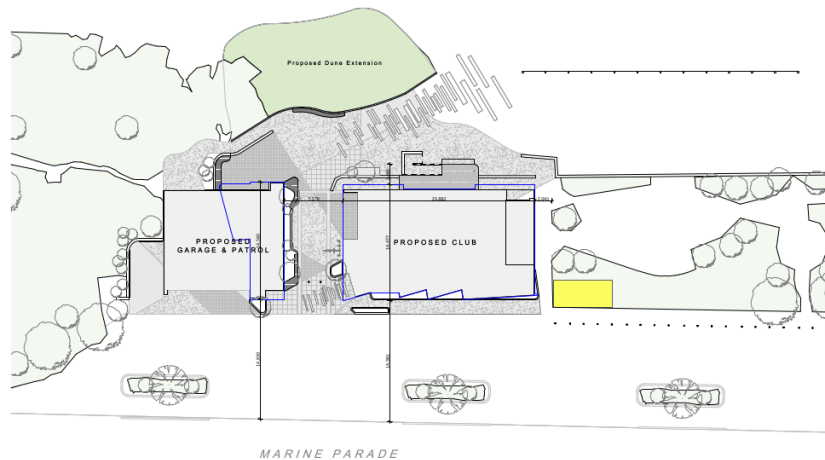


Figure 2 - Proposed Club Layout



Figure 3 - Artist Impression of Proposed Club from Marine Parade



Figure 4 - Artist Impression from the Beach

- 4.8 NBSLSC has proposed to construct the shell of the public changing rooms/toilets as part of the build as it is essential to support their first floor. The Council will fund and manage the fit out of the public toilets/changing rooms and maintain them as a council asset.
- 4.9 The ocean-going wheelchair and access equipment is incorporated into the building, allowing the removal of the current storage container located in the car park area.
- 4.10 A larger storage garage of 208sqm ground floor area is proposed to replace the existing garage and second storage container. To accommodate this, 43sqm is proposed to be cut into the dune with around 185sqm to be removed for an IRB washdown area. The access point between the two buildings is narrowed from the current distance by around 4m. The additional building size is necessary to enable storage of spare IRBs and two boats in a service ready condition, not currently possible with only one available and the rest stored in racks.
- 4.11 The storage shed has three access points; one on the beach side for beach patrol access and two into the carpark for general loading and for Search and Rescue emergency access.
- 4.12 A patrol tower (the tower) of around 80sqm with 19sqm deck is to be located on top of the proposed storage shed. The tower will be used as the base for beach patrol and will also contain an emergency first aid room. The club have advised that the key benefits to having a separate tower are:
- It enables patrols to be maintained without disturbance from training and competition activities being undertaken in the club house.
 - As per above it enables attending to first aid matters and emergencies without distraction.
 - The rebuild is proposed to be undertaken in two stages. Building the garage and tower first will enable patrols to continue effectively first from the existing pavilion location in stage one, and then from the new location for stage two. The club have taken this approach following advice from other clubs and their experience with re-build.
- 4.13 To allow the access to the proposed storage shed from the car park it is proposed to move the location of the coffee vendor to the south side of the new clubrooms shown in the layout plan below with the current location in red and the new location in yellow. There will be a slight modification to the existing grass to accommodate the vendor. Parks planning staff advise that this is an improved site for the service that will activate this area of the reserve while removing customers from the active car park area.



Figure 5 - Proposed Relocation of Coffee Vendor



Figure 6 - Artist Impression of Relocated Coffee Vendor

- 4.14 Public Toilet Renewal/Upgrade: The Club plans of building overtop of the existing public toilets and changing facility attached to the southern end of the current clubroom. The club have proposed to rebuild the toilet structure as part of their project as it will need to be constructed to support the clubroom extension above. Councils Parks Unit will pay and manage the internal fit out of this new space using its public toilet renewal funding. It is proposed to remove the open communal stye changing rooms and the non-accessible toilets and install new accessibly toilets that are large enough and set up to also function as changing spaces as shown in the plans below (area highlighted in yellow):

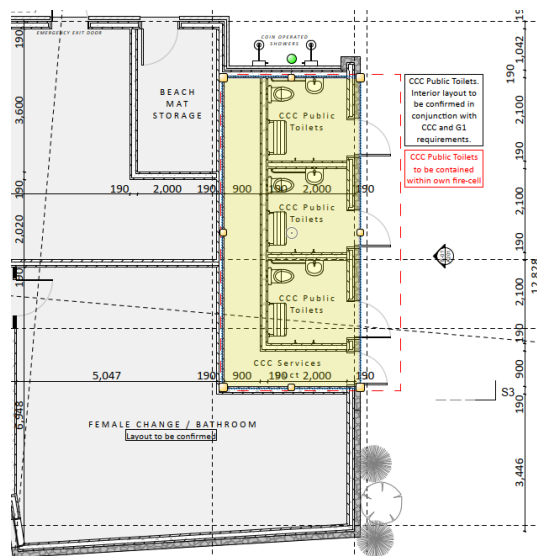


Figure 7 - Proposed Public Toilets /Chaing Spaces

- 4.15 Car Parking: To enable access to the garage from the carpark, one carpark will be lost. The carpark layout is currently under review by roading staff with some realignment proposed. The configuration of the carpark will be reviewed further following construction of the new club rooms and garage.
- 4.16 The organisation meets the Council's requirements as a suitable lessee:
- Incorporated society/charity
 - Strong governance and operating structure
 - Historical use and investment on the site
 - Purpose is consistent with classification, zoning and use of the park
 - Financially sound
- 4.17 Proposed ground lease:
- Ground lease 534sqm approx.
 - Thirty-Five-year term issued under the Local Government Act 2002
 - Fees and charges to be in accordance with Council 'Charges Policy for Sports Clubs and Community Groups'

Funding

- 4.18 Surf Life Saving New Zealand have given support for a large portion of funding for stage one pending final design and final consents. They have also indicated potential funds for part of stage two. The balance of funding will be generated from New Zealand Lottery grants, other community grants including Rata and sponsorship.

Resource Consents

- 4.19 The proposal requires Resource Consent from the Christchurch City Council under the District Plan and Canterbury Regional Council under the Regional Plan.
- 4.20 The Resource Consent under the Christchurch City District Plan (RMA/2023/0479) considered the environmental effects of the proposal in relation to the District Plan Rules, and in particular the impact of the club buildings, earthworks and alterations to the sand dune (see below), and clearance of indigenous vegetation. The resource consent was granted on the 8 May 2025, and is subject to conditions.

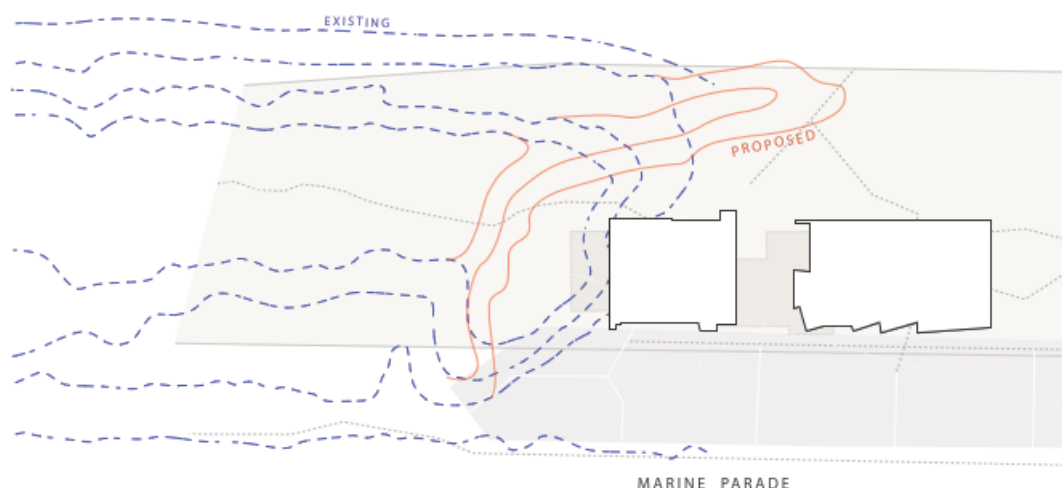


Figure 8 - Proposed Sand Dune Alterations

- 4.21 The conditions of this resource consent control a range of matters including, noise effects (specific music), design and building colour scheme, earthworks controls, maintained public access to beach, club building use and hours of operation, landscaping and adaptive management planning.
- 4.22 Resource Consent has also been applied for to the Regional Council under the Regional Plan for the proposal however at time of preparing this report this application was still being processed by the Council. The club's consultant planner does not foresee any issues and is of the opinion that the application will be granted.

New Design Comment

- 4.23 Club Rooms: To a large degree this is a replacement of a like for like structure with a similar elevation although with a slightly longer upstairs length of 3.4m over the toilet. The new design reconfigures the interior ceiling heights downstairs creating a more useable space than currently. The increased upstairs length over the toilets provides an improved club room facility upstairs, is effective use of resources and the change or loss of amenity arising from it is relatively low. Overall, the design is considered a modest and sympathetic proposal.
- 4.24 Garage and Tower: The increased size of the garage is to accommodate current IRBs and is the minimum required to maintain existing service. In that regard the size must be accommodated somewhere. Refer options analysis for further discussion of garage location. The second story tower and increased footprint does restrict existing view shafts and loss of amenity to neighbours opposite. This is considered to be the most significant impact arising from the design. Staff have considered the benefits of the tower to the club as outlined above and advise that on balance the tower is supported. The loss of amenity through a reduced view shaft is considered minor. This is supported by the environmental effects assessment, specifically the amenity assessment made as part of the resource consent process.

Coastal inundation/adaptation considerations

- 4.25 The site is within an area predicted by the Council to be subject to coastal hazards depending on timeframe and sea level rise scenario, and the City Plan requires resource consent for the erection of buildings in the former C1A zone, which encompasses this site.
- 4.26 The application included an assessment of the proposal with respect to flooding and hazards, by way of a Coastal Hazard Assessment and an Adaptive Management Plan. These plans have been considered as part of the Resources Process and considered
- 4.27 As part of the Resource Consent process (RMA/2023/0479), it was determined that effects would be less than minor (and acceptable) subject to conditions.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.28 The following reasonably practicable options were considered and are assessed in this report:
- 4.28.1 Approve proposed design and new ground lease for building(s) footprint.
- 4.28.2 Approve proposed design but require storage shed and tower to be moved further west into the dune.
- 4.29 The following options were considered but ruled out:
- Do nothing: The club requires certainty to enable it to plan future use. To do nothing is to leave a well-functioning community organisation in limbo.
 - Require re-build on existing footprint or reduced area than that proposed including single storey storage. Not favoured. The club have demonstrated the need for the proposed space to effectively manage the required equipment necessary and for provision of service,

now and into the future. The separation of the control tower and first aid room from the club rooms enables focus on the core service without distraction from overlapping activities. The proposed upstairs area clubroom includes two outdoor decks and internal space. The actual internal space is not enough to include a well-functioning control tower and first aid room.

Options Descriptions Ngā Kōwhiringa

4.30 **Preferred Option:** Approve proposed design and layout with new ground lease for building(s) footprint.

4.30.1 **Option Description:** Approve proposed design and layout with existing structures demolished. Proposed design includes new toilets/changing rooms incorporated into clubrooms and increased size of storage shed with tower on top. Proposed layout has storage shed built closer to clubrooms to minimise removal of dune. A new dune is to be constructed on the seaside of the buildings. A new lease is required for the current and new build.

4.30.2 Option Advantages

- Enables replacement of deteriorating clubrooms with limited change to existing footprint.
- Provides sufficient storage to enable access and use of essential patrol and Service and Rescue equipment.
- Provides separate tower and first aid room enabling focus on key services from that site.
- Proposed location involves minimal removal of existing dune.
- Construction of new dune provides protection of buildings and links with dune enhancement work currently planned and being undertaken in the area.
- New public toilets to be built improving the level of service to the community.
- Split design enables effective staged re-build with maintenance of full service.
- Consistent with policy of dealing with sports clubs and community groups with investment on site.
- Provides certainty for the organisation.

4.30.3 Option Disadvantages

- Extra size of storage shed requires some removal of dune and disturbance to existing ecology.
- Extra size of storage shed and proposed tower creates additional building and sight line intrusion over and above existing dune height.

4.31 **Other Option:** Approve proposed design but require storage shed and tower to be moved further west into the dune

4.31.1 **Option Description:** The storage shed could be located on the existing location with the additional floor area on the north side of the existing garage. This would require removal of a larger portion of the dune. A new dune is to be constructed on the seaside of the buildings. A new lease is required for the current and new build.

4.31.2 Option Advantages

- Enables replacement of deteriorating clubrooms with limited change to existing footprint.
- Provides sufficient storage to enable access and use of essential patrol and Service and Rescue equipment.
- Provides separate tower and first aid room enabling focus on key services from that site.
- Location of storage building and tower further to north minimises intrusion into existing sightlines of neighbours.
- Construction of new dune provides protection of buildings and links with dune enhancement work currently planned and being undertaken in the area.
- New public toilets to be built improving the level of service to the community.
- Split design enables effective staged re-build with maintenance of full service.
- Consistent with policy of dealing with sports clubs and community groups with investment on site.
- Provides certainty for the organisation.

4.31.3 Option Disadvantages

- Extra size of storage shed and its location further to the north would require significant removal of dune and disturbance to existing ecology.
- The sightline impact would only be shifted rather than mitigated or avoided.
- The club would need to apply for a new, or variation to, their current Resource Consent.

Analysis Criteria Ngā Paearu Wetekina

4.32 The options in terms of the design proposal were assessed taking into account the club needs to enable provision of service, the impact of a new build on the dunes and amenity of neighbours, current lessee investment on site and the need for certainty.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2
Cost to Implement	Cost to Implement- Preparation of lease and public advertising costs to be recovered from tenant. Development of the new buildings is a club cost excluding the fit out of public toilets- est. \$50,000 (CPMS 65440)	Cost to club to redesign and consent – est. \$60,000 Cost to Implement- Preparation of lease and public advertising costs to be recovered from tenant. Development of the new buildings is a club cost excluding the fit out of public toilets- est. \$50,000
Maintenance/Ongoing Costs	Maintenance undertaken by tenant, excluding interior of public toilet (existing operational cost)	Maintenance undertaken by tenant, excluding interior of public toilet (existing operational cost)
Funding Source	Club Building – Club Cost Public Toilet fit out – Renewal Funded (CPMS 65440)	Club Building – Club Cost Public Toilet fit out – Renewal Funded
Funding Availability	Club Building – Club Funded (to be fundraised) Public Toilet Fit out - Yes	Club Building – Club Funded (to be fundraised) Public Toilet Fit out - Yes
Impact on Rates	no	no

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There is a risk of the lessee failing to raise sufficient funds to complete the build. The likelihood of these consequences occurring is considered low based indications for funding to date, the success of other clubs for projects of this nature and the track record so far with planning this project.
- 6.2 All environmental risk has been considered and mitigations agreed to under the Resource Consent RMA/2023/0479.

Legal Considerations Ngā Hīraunga ā-Ture

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

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

And,

“Authority to give or decline consent as landlord to any matter or request made by tenants/licencees under leases or licences of parks to other parties, and to authorise staff to sign all required documentation”.

And

“Approve the location of, and construction of, or alteration or addition to, any structure or area on parks and reserves provided the matter is within policy and budget set by the Council.”

6.2.2 Local Government Act 2002-Lease entered into pursuant to Local Government Act 2002.

6.3 Other Legal Implications:

6.3.1 Local Government Act 2002-Decision Making including consideration of community views.

6.3.2 Local Government Act 2002 Public notification in accordance with s138

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](#), in particular the strategic priority of being an inclusive and equitable city that puts people at the centre. Local sports club enable wellbeing, accessibility and connection.

6.4.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by considering the number of people affected, the level of impact on those affected and the low cost to Council associated with entering into the lease.

6.4.3 Is consistent with Council's Plans and Policies:

- Open Space Strategy
- Physical Recreation and Sports Strategy
- Sports Leases Charging Policy.
- Council's Leasing policy - dealing unilaterally with incumbent tenant where there is only one logical tenant including not-for-profit organisations particularly sports clubs on reserves.

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

6.6 Communities & Citizens

6.6.1 Activity: Recreation, Sports, Community Arts and Events

- Level of Service: 7.0.3.1 Support citizen and partner organisations to develop, promote and deliver recreation and sport in Christchurch - 4,000 hours of staff support provided per annum
- Level of Service: 6.8.10.1 Appropriate use and occupation of parks is facilitated - Processing of the application is started within ten working days of receiving application - 95%
- Level of Service: 6.8.5 Resident satisfaction with the overall availability of recreation facilities within the City's parks and foreshore network - >= 70%

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 Consultation started on 10 April and ran until 12 May 2025.

6.8 Consultation details including links to the project information were shared on the Kōrero mai | Let's Talk webpage and were advertised via:

- 6.8.1 An email was sent to 49 key stakeholders, including Coastguard, St John, Canterbury Regional Council (Harbourmasters Team), NZ Police, FENZ, Spokes Canterbury, North New Brighton / North Beach Residents Association, Renew Brighton and Rawhiti School.
- 6.8.2 Posts on three local community group Facebook pages.
- 6.8.3 Outdoor signs on the club building, adjacent to the car park and on fencing on the beach side.
- 6.8.4 Consultation documents delivered to adjacent property owners on Marine Parade and Leaver Street on 10 April and available in the local service centre.
- 6.8.5 Flyers provided to the North Beach coffee cart to hand out.
- 6.9 The Kōrero mai | Let's Talk page had 1,105 views throughout the consultation period.

Summary of Submissions Ngā Tāpaetanga

- 6.10 Submissions were made by Spokes Canterbury, North Beach Coffee Shed and 92 individuals. All submissions are available on the Council's [Kōrero mai webpage](#).
- 6.11 Spokes Canterbury supported the proposal and requested that bike parking be incorporated into the plan, near the main building. The North Beach Coffee Shed were also supportive of the rebuild and requested to have further discussion with Council and the Surf Life Saving Club about how their business may be able to be accommodated for in the final plan.
- 6.12 Of the submitters 29% (27) identified as members of the club, 70% (66) stated they were not and 1% (1) did not state.
- 6.13 While support for the proposal was not asked as part of the online form only one person stated their opposition to the entire proposal due to concerns about the functionality of the tower and main building.
- 6.14 Other submitters provided comments of support for the proposed rebuild within their feedback for the following reasons:
 - The club is a positive asset to the community, and the proposed rebuild will also be an asset for years to come.
 - New facilities enable the club to continue to provide an important service to the community and to continue providing youth development programmes.
 - The club needs more space to keep up with its membership expansion.
 - The public toilets need an upgrade.
- 6.15 Key issues assessment:

Issue	Staff Comment
<u>Inclusion and location of the coffee cart.</u> Twenty-one submitters shared positive comments on inclusion of a space for the coffee cart in the plan however, nine requested that the coffee cart location and space be reconsidered suggesting it needs to be closer to the main building, remain a shed or inside the building (as a café or restaurant) rather than located near the public toilets as proposed.	<ol style="list-style-type: none"> 1. The proposed new location is of a similar distance to the club house as the existing and has existing table facilities, some shelter and sea view. Moving the coffee cart to that location would help activate a currently underutilised space. 2. The current owner has requested a stand-alone portable small container (see fig 6). Commercial use inside community buildings is not supported by existing practice and policy and would be inconsistent with all

	other similar organisations. The proposed new site will continue to be managed under the mobile vendor Council policy
Placement of tables and seats around the <u>facilities</u> so they there were a range of spaces to sit with a view and/or shelter from the wind. Comments shared desire for tables on the current sand dune to be to be relocated within the same area and outside the coffee cart and seats on the beach.	The existing proposal does not change the current placement of seats and tables around the facility other than in front of the coffee cart which will be able to be transported to the new site. Councils Parks Planning unit can consider additional seating facilities in the future if deemed necessary, noting more formal and informal seating in the proposed location than the current.
<u>Concern about adverse impact of sand dune movement.</u> Of the five submitters who expressed concern two were property owners on Marine Parade. While they support the proposed rebuild of the building and understand the need for expansion, they are concerned the movement of the dunes could adversely impact views of the water in addition to the proposed building already reducing views. They have requested information on how tall the new dune would be however this information has not been available to date. Others were concerned about moving the dune from its current location state why.	A re-formed will have a low contour and is unlikely to obscure the view. The new formed due is to be on the seaward side of the proposed storage and patrol building ad as seen in figure 8, will be lower than the existing dune.
<u>Carpark safety and reduction of car parks.</u> Five expressed concerns about removal of existing car parks in the proposal stating that more, rather than less car parking is needed now, with two suggesting Council should remove the planter gardens and grassed areas between the club and community centre to provide more parking. Five also made comments requesting restrictions be applied to motorhomes freedom camping throughout the week as this takes up valuable car parks, and three suggested time restricted parking be considered.	The original application identified the removal of up to six car parks. Since receiving the application Council Transportation team have been working on improving the public car park layout and functionality in the short and long term to align with the proposed surf club redevelopment. See Attachment C showing these plans presented to the Community Board in the 12 May 2025 Information Session. The short-term changes (subject to separate board approval) would see the loss of one carpark in front of the boat washdown area. The medium to long term proposals (subject to Community Board approval and funding) would see the increased functionality of the area outside the surf club, pedestrian and traffic safety improvements, as well as an increase in car parking numbers.

	<p>It is recognised that, subject to timing of the longer-term improvements, there will be a temporary loss of a carpark. However, that Council has a medium to long term solution to the car parking matter in this location.</p> <p>It is also noted that there is ample on street parking in the wider vicinity.</p> <p>Freedom camping matters are being addressed separately by the transport Team.</p>
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6.16 The decision affects the following wards/Community Board areas:

6.16.1 Waitai Coastal Burwood-Linwood Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.17 The decision does not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 6.18 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.19 The proposal was forwarded to the Treaty Partnership Team and considered by Whitiōra on behalf of the Tuahuriri hapu 19 June 2025. No issues were identified subject to review of final designs and implementation of an Accidental Discovery Protocol for dune excavation.









Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.20 The proposals in this report are unlikely to contribute significantly to adaption to the impacts of climate change or emissions reductions.
- 6.21 The development proposed will involve use of new resources. The build will involve use of sustainable materials with re-use and recycling where possible.
- 6.22 The proposal to enter into a new lease for an existing use does not have an impact on climate change as there is limited carbon footprint associated with leasing itself and there is no change to current emissions. In terms of the activities associated with the lease, the club encourages local community involvement.
- 6.23 Matters of adaptation have also been considered and conditions as part of the Resource Consent.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Parks staff to liaise with club on final designs and approve final designs, Property staff to undertake final negotiation of lease terms and complete documentation.
- 7.2 Councils Parks Unit will work with the club regarding the timing and fit out of the new public toilet block.
- 7.3 Councils Transportation team will work with the club regarding the short and long-term changes to the car park area.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	North Beach Surf Club_Development Plans_	25/1367880	150
B  	North Beach Surf Life Saving Club Lease Plan	25/1370900	170
C  	North Beach Carpark Draft Design Options (12 May 2025 Information Session)	25/1451758	172
D  	North Beach Surf Lifesaving Club Redevelopment and Lease - full submissions- table	25/1492785	175

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

Document Name – Location / File Link
Agenda of Waitai Coastal-Burwood-Linwood Community Board - Monday, 10 March 2025 Agenda Item 7: Notice of Motion – North Beach Parking Restrictions, Pg 15

Signatories Ngā Kaiwaitohu

Authors	Felix Dawson - Leasing Consultant Jason Tickner - Parks & Recreation Planner
Approved By	Kathy Jarden - Team Leader Leasing Consultancy Angus Smith - Manager Property Consultancy Al Hardy - Manager Community Parks Rupert Bool - Head of Parks



NORTH BEACH SURF CLUB

LANDSCAPE PLANS

REV 1.0 02 / 2023
REV 2.0 02 / 2024
REV 3.0 10 / 2024
REV 4.0 02 / 2025



Contents

- 1.0 Existing Site
 - 1.1 Existing Site Plan
 - 1.2 Site Imagery
 - 1.3 Landscape character / features
 - 1.4 Natural Environment
- 2.0 Landscape Design
 - 2.1 Landscape Plan
 - 2.2 Planting Plan
 - 2.3 Planting palette
 - 2.4 Landscape materiality
- 3.0 Sand Dune Mitigation and Restoration
 - 3.1 Natural Dune Dynamics
 - 3.2 Proposed Dune Location
 - 3.3 D.o.C Planting Guide
- 4.0 Viewpoints and Visualisations
 - 4.1 Viewpoint Plan
 - 4.2 Visual Renders





1.0 Existing Site

1.1 EXISTING SITE PLAN



Legend:

- A. Existing Surf Club building
- B. Existing storgae shed/garage
- C. Existing carpark
- D. Existing sand dune
- E. Entry to beach/surfclub from beach
- F. CCC public reserve adjacent to site



1.2 SITE IMAGERY
@ A3



1.3 LANDSCAPE CHARACTER / FEATURES
@ A3



A. Existing sand dune



B. Existing sand dune timber retaining wall and wheelchair access matting leading towards beach



C. View from ontop of sand dune looking south towards surf club building



D. Existing sand dune



E. Existing permanent coffee cart and outdoor seating area



F. Looking out towards the main swimming beach



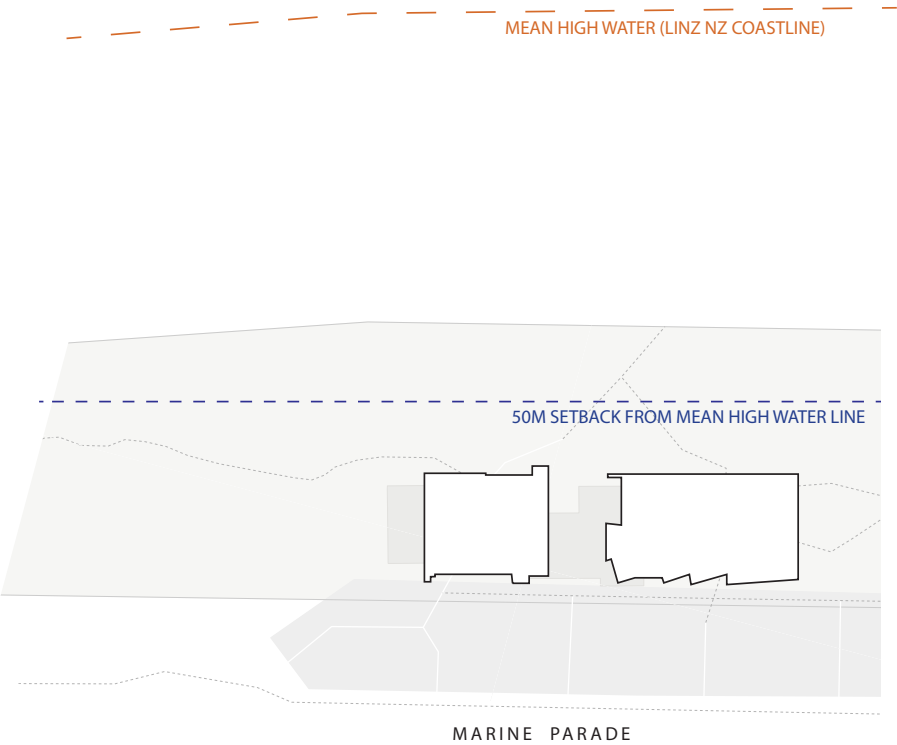
G. Existing stone retaining wall and existing sand fence to the left (under construction)



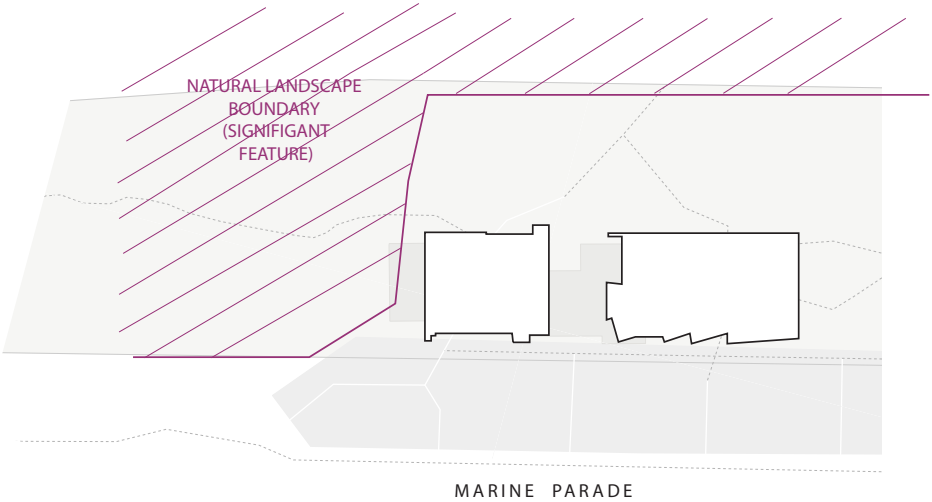
H. Existing planting beds/accessway through CCC Reserve adjacent to surf club building



1.4 NATURAL ENVIRONMENT
NTS



Natural Landscape Zone



Mean High Water Line





2.0 Landscape design

2.1 LANDSCAPE PLAN
NTS



2.2 PLANTING PLAN
1:250 @A3



Plant Schedule						
Plant ID	Botanical Name	Common Name	Height	Size/Grade	Qty (approx)	Notes
1 MIX 1	<i>Pimelia prostrata</i>	NZ Pimelia	0.1m	2L	4m2	
	<i>Carex litorosa</i>	NZ Sedge	0.8m	R/T		
	<i>Muehlenbeckia axillaris</i>	Creeping Wire Vine	0.2m	2.5L		
2 MIX 2	<i>Hebe salicifolia</i>	Koromiko	4m	7cm Tube	15m2	
	<i>Festuca novae-zelandiae</i>	Hard Tussock	0.7m	2.5L		
	<i>Coprosma acerosa 'Hawera'</i>	Groundcover coprosma	0.2m	PB5		
3 MIX 3	<i>Poa cita</i>	Silver Tussock	0.7m	0.5L	17m2	
	<i>Pimelia prostrata</i>	NZ Pimelia	0.1m	2L		
	<i>Muehlenbeckia astonii</i>	NZ Muehlenbeckia	2m	2.5L		
4 MIX 4	<i>Austrofestuca littoralis</i>	Sand Tussock	0.8m	2.5L	215m2 (Approx)	Proposed Dune Species selected from D.o.C Native plants native to coastal areas document (Canterbury)
	<i>Euphorbia glauca</i>	Milkweed	1m	2.5L		
	<i>carex pumila</i>	Sand Sedge	0.2m	2.5L		
	<i>Linum monogynum</i>	NZ Linen Flax	0.4m	2.5L		
	<i>Ficinia spiralis</i>	Golden Sand Sedge	0.8m	2.5L		
	<i>Pimelia arenaria</i>	Sand Daphne	0.2m	2.5L		

Tree Schedule					
ID/Code	Botanical Name	Common Name	Height	Size/Grade	Quantity
T1	<i>Pseudopanax ferox</i>	Toothed Lancewood	5m	2.5L	4
T2	<i>Cordyline australis</i>	Cabbage Tree/ Ti Kouka	10m	10L	9
T3	<i>Dodonaea viscosa</i>	Green Ake Ake	7m	12L	5
T4	<i>Myoporum laetum</i>	Ngaio	7m	PB5	2



2.3 PLANTING PALETTE
NTS



Design intent:
Enhancing existing coastal ecosystem environment
Utilise indigenous species which are locally sourced (eco-sourcing)

TREES



SHRUBS / GROUNDCOVERS



SAND DUNE PLANTING



2.4 LANDSCAPE MATERIALITY



EXISTING



Stone retaining wall



Dune planting



Planting in carpark area



sand dunes / beach



timber amphitheatre style seating



timber boardwalk - embedded into exposed aggregate / sand



timber bench seating



feature paving



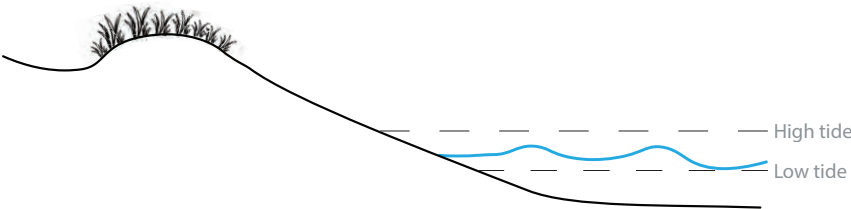
shell exposed aggregate



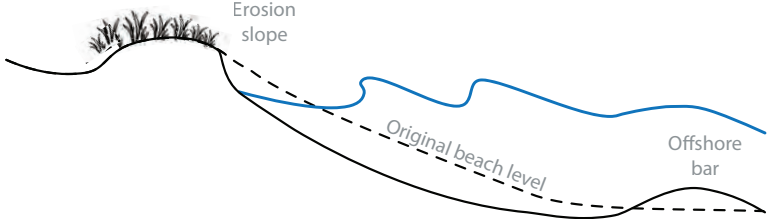


3.0 Sand dune Mitigation & Restoration

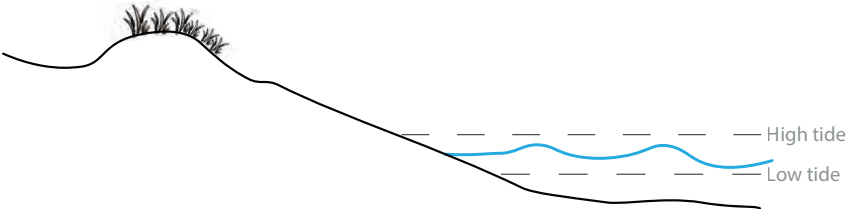
3.1 NATURAL DUNE DYNAMICS
NTS



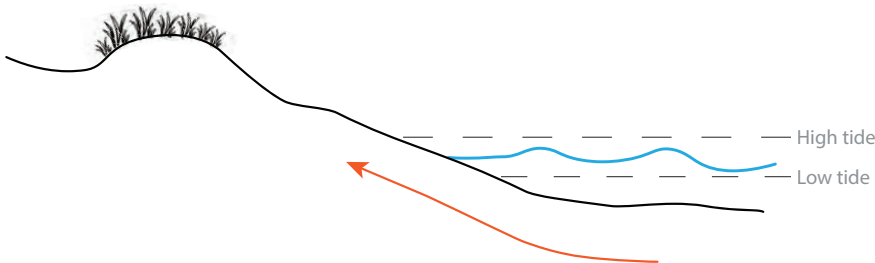
1. Normal/calm conditions
Sand build up on beach and dunes



2. Erosion during storm
Rough waves erode the beach and dune - forming an offshore bar



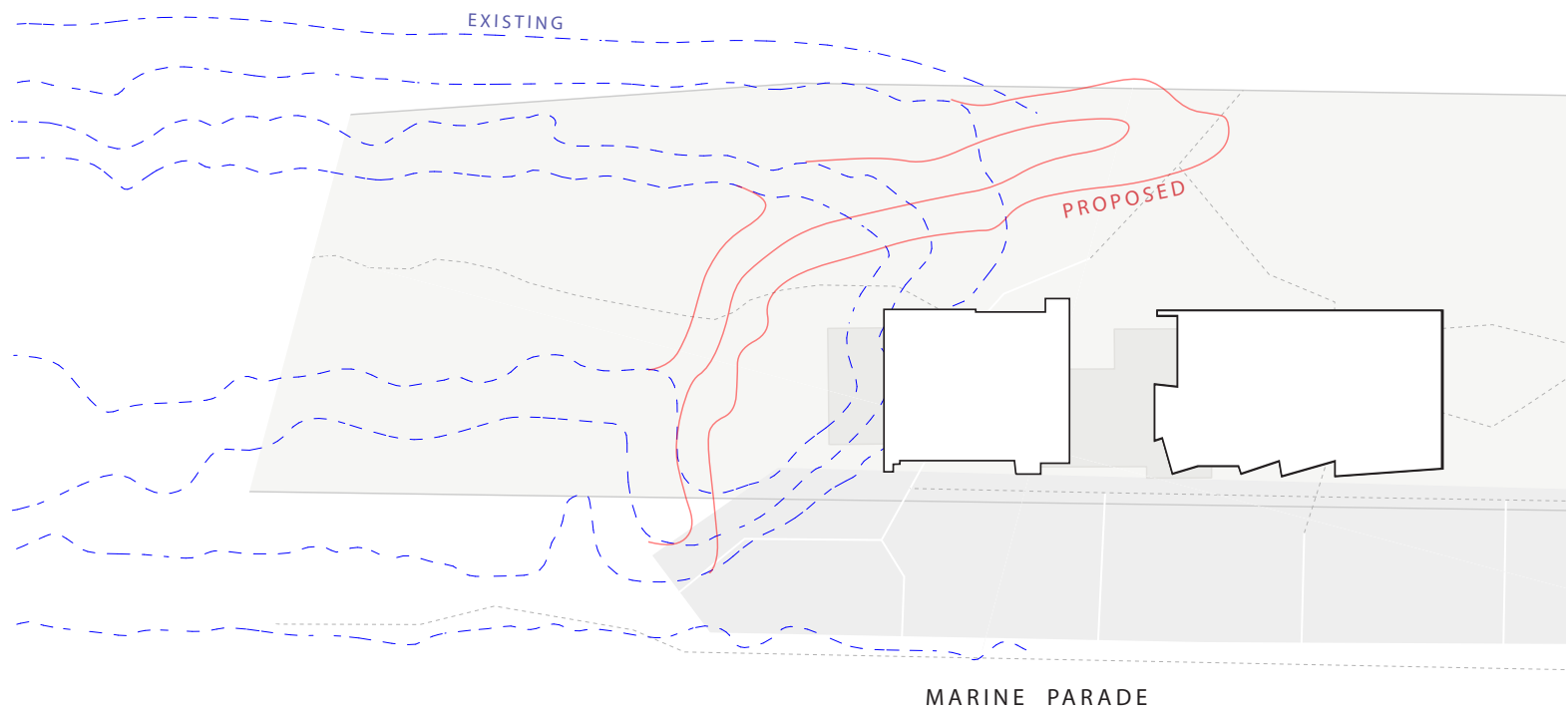
3. Post-storm beach recovery
Sand moves onshore and rebuild the beach



4. Post-storm dune recovery
Dune plants trap sand and rebuild the dune



3.2 PROPOSED DUNE LOCATION
NTS



Existing vs Proposed Sand Dune Formation

Proposed sand dune design and details proposed are indicative only and subject to change



3.3 DoC PLANTING GUIDE



Very little of our original native coastal vegetation has survived. Farming and urban settlement have destroyed the natural coastal plant communities, and exotic species such as marram grass, lupins and pine trees have replaced the natural vegetation of pīngao, flax and ngaio.

The native species once colonised dry and unstable soils and sand dunes, where they provided shelter against strong, salt-laden winds, and habitat for the native wildlife.

R = rare
T = threatened

Coastal forest

Austroderia richardii, toetoe
Coprosma crassifolia, thick-leaved coprosma
Coprosma propinqua, mingmingi
Coprosma robusta, karamū
Cordyline australis, tī kōuka, cabbage tree
Corokia cotoneaster, korokio, corokia
Discaria toumatou, tūmatakuru, matagouri
Dodonaea viscosa, akeake
Griselinia littoralis, pāpāuma, broadleaf
Hebe salicifolia, koromiko
Kunzea robusta, kānuka
Leptospermum scoparium, mānuka, tea tree
Macropiper excelsum, kawakawa
Melicytus ramiflorus, mahoe, whiteywood
Myoporum laetum, ngaio
Myrsine australis, māpou
Olearia paniculata, akiraho, golden akeake
Phormium tenax, harakeke, New Zealand flax

Pittosporum eugenioides
Pittosporum tenuifolium, black matipo, kōhūhu
Pseudopanax arboreus
Solanum laciniatum, poroporo
Sophora prostrata, dwarf kōwhai

Mid dunes

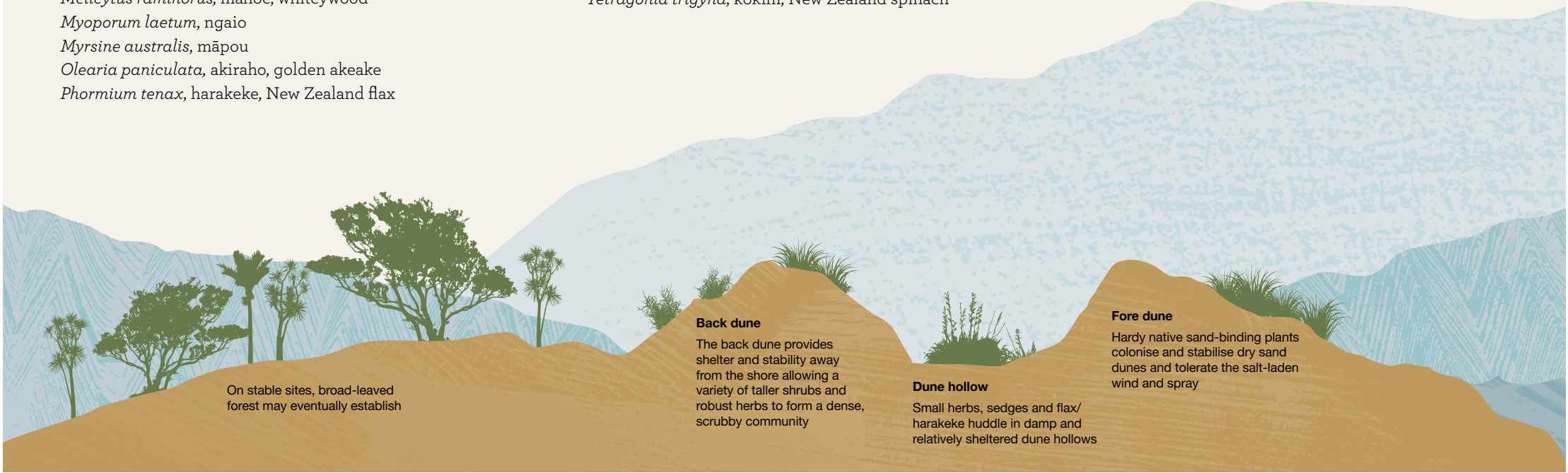
Acaena novae-zelandiae
Carex littoralis (R/T)
Carex trifida, tataki
Carmichaelia appressa (R), maukoro, common native broom
Clematis afoliata, pōhue, leafless clematis
Coprosma acerosa, sand coprosma
Craspedia 'Kaitorete' (R/T)
Festuca novae-zelandiae, fescue tussock
Helichrysum lanceolatum, niniao
Muehlenbeckia astonii (T), shrubby tororaro
Muehlenbeckia axillaris
Muehlenbeckia complexa, pōhuehue
Muehlenbeckia ephedroides (R)
Ozothamnus leptophyllus, tauhinu, golden cottonwood
Pimelea prostrata, native sand daphne
Poa cita, wī, silver tussock
Raoulia australis
Salicornia australis, southern grasswort
Samolus repens, sea primrose
Scleranthus uniflorus, nāereere
Tetragonia trigyna, kōkihi, New Zealand spinach

Fore dunes

Austrofestuca littoralis (R/T), sand tussock
Calystegia soldanella, wihiwihi, sand convululus
Carex pumila, sand sedge
Disphyma australe, horokaka, Māori ice plant
Euphorbia glauca (R/T), waiuatua
Ficinia spiralis, pīngao, golden sand sedge
Linum monogynum, rauhuia, New Zealand linen flax
Pimelea arenaria, sand daphne
Raoulia australis
Zoysia minima (R)

Swampy hollows

Apodasmia similis, oioi, jointed wire rush
Bolboschoenus caldwellii, purua, sedge
Ficinia nodosa
Isolepis basilaris (R/T), turf club rush
Juncus maritimus, sea rush
Plagianthus divaricatus, marsh ribbonwood
Schoenoplectus pungens, three-square
Selliera radicans, remuremu, a mat plant





4.0 Viewpoints & Visualisations

4.1 VIEWPOINT PLAN



Legend:

1. 76 Marine Parade
2. Recreational track - sand dune
3. 80 Marine Parade
4. Corner of Leaver Terrace and Marine Parade
5. North Beach Reserve (CCC)
6. 93 Marine Parade (North New Brighton Community Centre)
7. Beach front



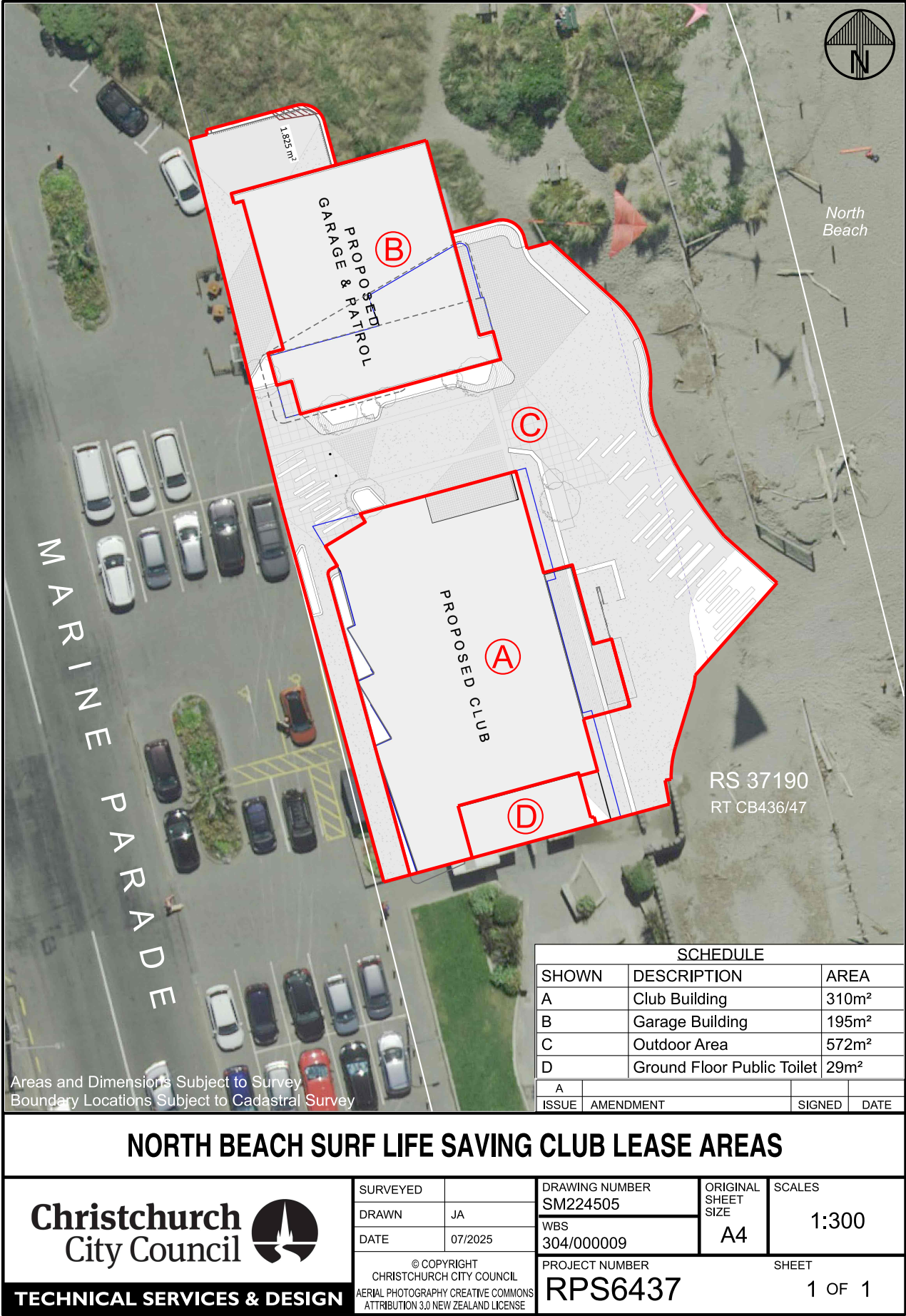
4.2 VISUAL RENDERS

Note: All visual renders provided by Design Workshop Architecture









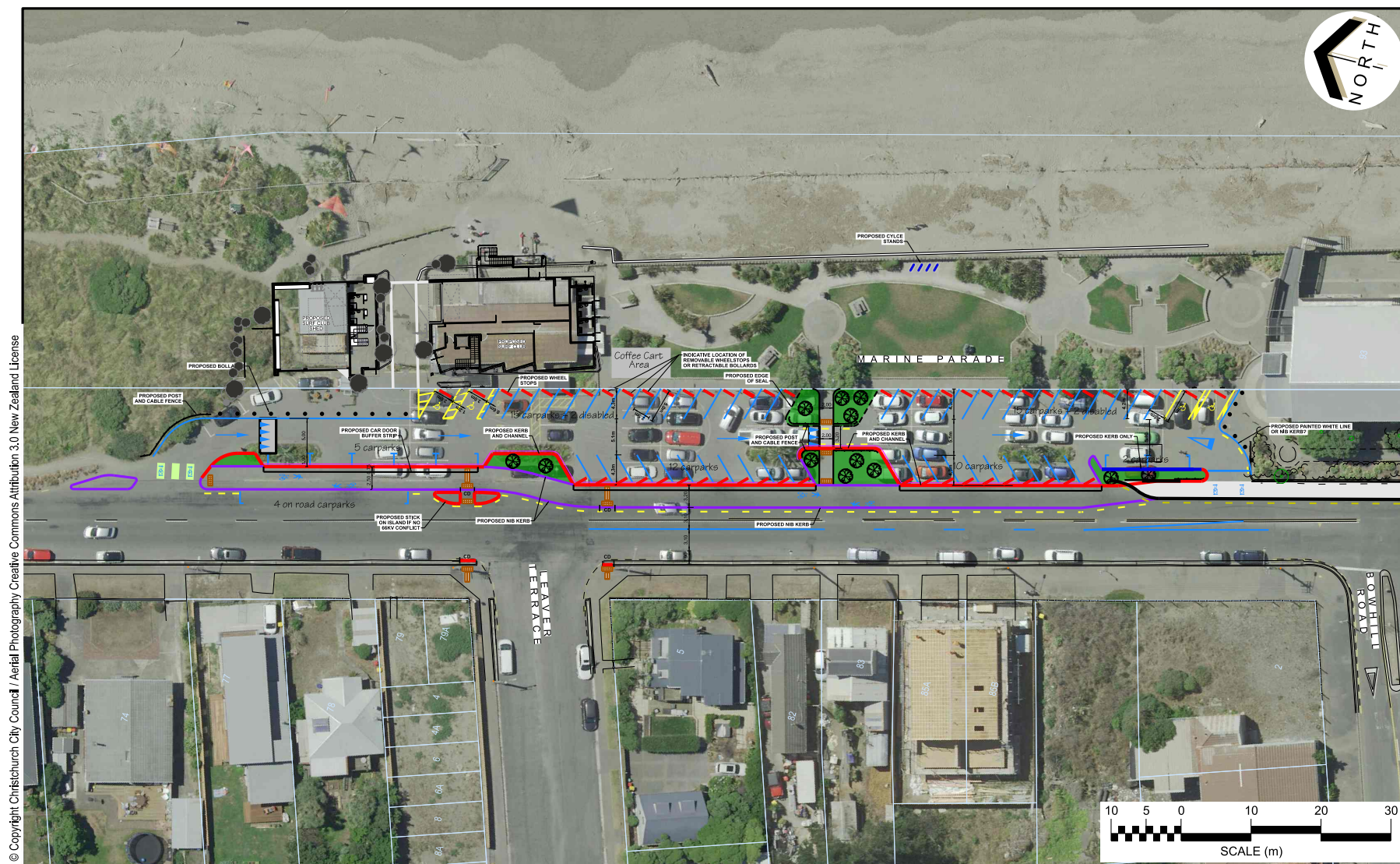


Christchurch
City Council

North Beach Carpark - Marine Parade
Minor Safety Improvements
Draft - To be discussed with Community Board

Option 1

Original Plan Size: A4
 Drawn: VMI Issue 1 21/05/2025
 Designed: NR Drawing: TG150177
 Approved: ... Project:



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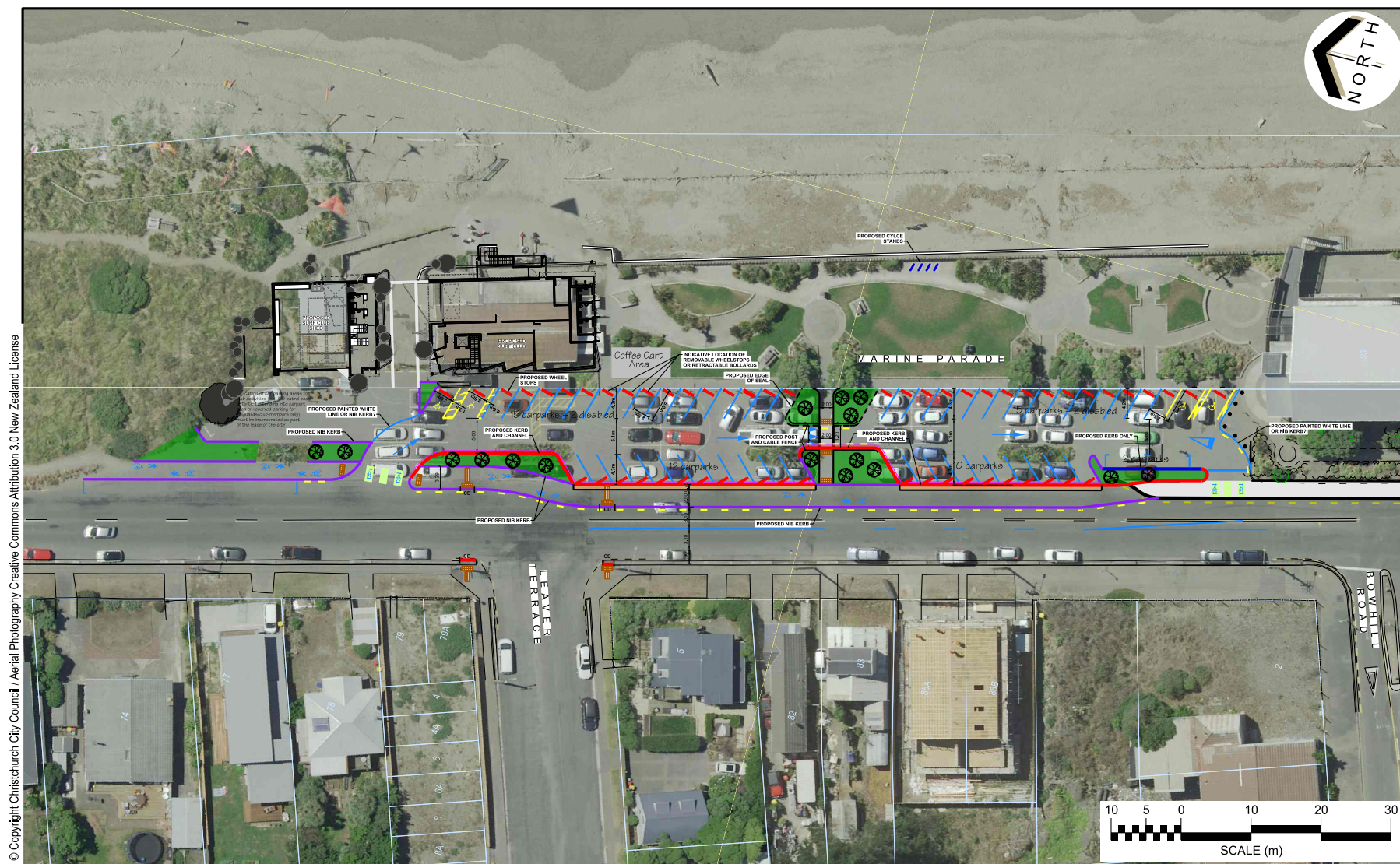
Christchurch
City Council

North Beach Carpark - Marine Parade
Carpark redesign with entrance at northern end
Draft - To be discussed with Community Board

Option 2A

Original Plan Size: A4

Drawn: VMI Issue 1 21/05/2025
Designed: NR Drawing: TG150177
Approved: ... Project:



Christchurch
City Council

North Beach Carpark - Marine Parade
Carpark redesign with entrance close to Leaver Terrace
Draft - To be discussed with Community Board

Option 2B

Original Plan Size: A4

Drawn: VMI Issue 1 20/05/2025
Designed: NR Drawing: TG150177
Approved: ... Project:

Submissions received on Proposal for the North Beach Surf Lifesaving Club Redevelopment and Lease, June 2025

Organisation / Businesses

Contribution ID	Do you have comments about the Club's proposed rebuild?	Do you have comments about the Club's new lease application?	Name - Organisation
34101	Spokes supports the proposed rebuild. We would like to see hooped bike parking here. As it is likely to be used by families the bike parking should suit a range of bikes, including cargo bikes, with plenty of space to load and unload children and gear as well as the space to lock non standard bikes securely and deal with children away from other vehicles. Bike parking should be close to the buildings / coffee cart rather than on the street side of the car park. Even better if it is within range of security cameras. There should also be bike parking for the surf club volunteers. Providing appropriate destination parking is essential to get the best use and value from the cycle infrastructure that the Council is building on Marine Parade.		Spokes Canterbury
33909	<p>Following the progress with the proposal for the new North Beach Surf Life Saving Patrol Building, which necessitates the relocation of North Beach Coffee Shed from our current site, we have been proactively exploring alternative solutions to maintain our presence on the council-owned land near the Surf Life Saving Club.</p> <p>We noted with interest the provision in the Resource Consent Documentation to potentially move the Mobile Vendor site to the south of the main club building. We are enthusiastic about this possibility, although we recognize it may require adjustments to our operations. Considering the slightly more complex vehicle access to this proposed new location, and following discussions with relevant parties, we would like to propose utilizing a secure, portable structure that can remain onsite. We have identified a suitable 12-foot shipping container that can be fitted with awnings and secure locking mechanisms. We are currently working with an architecture firm to design the container in a way that complements our existing trailer's aesthetic, as maintaining the iconic and familiar style of North Beach Coffee Shed within the local landscape is important to us.</p> <p>To facilitate our operations at the new site, we would require access to a water supply, which we understand is already available directly beneath the proposed location. Additionally, we would need access to a power source. This could potentially be achieved through the installation of a direct power connection to the site or by utilizing an existing outlet at the Surf Life Saving Club and safely running a cable to our structure, either above or below the pathway. We would be very grateful for the opportunity to discuss these requirements and the proposed site in greater detail at your earliest convenience.</p>	We support the Club's new lease application. We see the amazing work they do from their site, literally saving lives.	North Beach Coffee Shed

Individuals

Contribution ID	Do you have comments about the Club's proposed rebuild?	Do you have comments about the Club's new lease application?
34360	<p>We have lived in North New Brighton for 13 years and very supportive of the surf clubs presence and activities therefore support renewal of lease.</p> <p>We also support the rebuild but would like to ensure the buildings are in keeping with their environment and size not exceeding needs and would like to the following to be considered.</p> <ul style="list-style-type: none">- It was noted the foot print is the same however the garage building footprint looks to be more than doubling including going from single story to two story in part. Initially the consultation information was misleading with regards to this. Also the main building is extending to two stories to the south over the existing toilet block footprint.- has the gross floor area been assessed for the surf club needs and other uses of the building to ensure suitable and not disproportionate to the needs?- the total of both the buildings size and height is a significant enough change to have an adverse impact on the visual amenity of the area impacting perspectives from the beach and to the beach. And impact views to not just the beach but skyline to surrounding properties.- There has been a number of developments in the New Brighton area over the last few years that have appeared to have given no regard to the impact the development has on neighbouring properties and the natural landscape of the beach and dunes and would like to ensure this is considered. <p>Apart from the increase in size the surf club and proposed amenities will be an asset to the area.</p>	

34104	This is a positive addition to North Beach, the wider New Brighton community and for all beach users who frequent North Beach. This beach is a popular alternative to the busy New Brighton beach that has served the community since 1916. The growth of membership, both children and adults over the past 10 years means the club is thriving and needs the additional space which serves the community with the volunteer lifeguard patrols and will provide an extra community-based venue for locals to hire out.	I support it.
34094	I think the proposed rebuilt will be an asset to the club and the community. I like the plan for two separate buildings and I am pleased to see the community showers and toilets are incorporated in the building. I would absolutely love to see an accessible bathroom/change room with a hoist and changing bed included that is only for our accessible community (see changingplaces.org.nz). If a changing places space was included it would be the first one in the South Island. I am also pleased to see the coffee cart is included as this is very popular with the local and wider community.	A new lease should is issued and for the longest period possible. As North Beach is a very busy beach and the only wheelchair accessible beach in Canterbury.
33965	I support the proposed rebuild of the surf club. This is my preferred area to swim at Brighton as it is easy to access by car and bike from West Christchurch. I would like to see a significant upgrade to the toilets and changing area, preferably with a shared changing area that is not part of a toilet. More thought is needed on how people who are less mobile can access the beach including providing a rail to help with balance on the uneven boards as part of this project. I am pleased to see the coffee car remains as part of the design but there were advantages of their current site as it was more sheltered from the easterly and the new site is a prime space in summer. I would like to see more seating in this area. People often eat at the current tables and the table at the back of the building looking out to sea seems to have gone. The design should also include standard hooped bike parking	I support the club's lease application as they do important work to keep residents safe when swimming.
33918	I fully support the clubs proposed rebuild. I started my membership at North Beach SLSC at 10 years old in the junior programme. Since then, over the past 11 seasons I have been part of the growth and development of the club. Being a member and lifeguard of the club has been such a big aspect of my life and has shaped me into the person I am today and has given me an abundance of skills, experiences and opportunities. Through being involved, I am aware of the importance and the great need for a new club building. A new club would allow us to carry out our lifesaving duties in a much more organised and accessible way due to sufficient storage for our gear and equipment, better views for observing the water and helping to create a safer and more welcoming space for all of our volunteers. Our club continues to grow in memberships, especially our junior programme so to have a facility that meets our needs and capacity is very important. I believe that the proposed rebuild will ensure future generations of North Beach will be able to effectively carry out our important life guarding duties as a club.	I fully support the clubs new application as I am aware of the importance of a surf lifesaving club being located in this prime community spot.
33913	Love the rebuild with one caveat. First, my support: brilliant community asset long overdue, sensible to have two buildings so that the rebuild can be phased if need be. The club is super Esp in the work they do with children. We love it even though we aren't involved. Second, my caveat: there must be provision for the coffee shed. This means: designated parking space, water and power. Separately metered so the operator pays appropriately but the shed is a vital part of our community. It works for community building in ways that a sit down cafe cannot because people have to stand and wait and thereby mingle. I imagine there are issues with who pays to integrate this infrastructure into the building since the operator derives revenue from the facilities but I would think that could be worked through. Value for money if the council were to grant the club assistance with this feature the strengthening community benefits far out way most other activations... It's ongoing regular interaction that builds bonds!	Support it absolutely
33908	I think it's great and essential for the whole of the wider Canterbury community.	Fully support the new lease to continue the club's 110 year history into the future.
33871	My family and I have been proud members of North Beach SLSC since 2014, when our children first joined the Sunday morning nipper program. Over the past decade, my involvement with the club has grown significantly—from helping out with the sausage sizzle and supporting our teams at competitions, to becoming a qualified patrol support member and serving as club treasurer for the past three years. During this time, our club has expanded considerably, and it's clear that our current clubhouse no longer meets the needs of our growing community. I fully support the proposed rebuild, as the existing facility has several serious limitations and is no longer fit for purpose. With a new rebuild the club can continue to grow, carrying out core service of patrolling North Beach, keeping beach users safe as well as providing a wonderful space for the community to use.	Regarding the lease application, I believe it is more important than ever that North Beach SLSC is able to continue serving the community, especially given the ongoing residential development and population growth in the North Beach area. The stretch of coastline from the Southshore Spit to the Waimakariri River spans approximately 18km, yet only five surf lifesaving clubs currently patrol small sections of this extensive beach. North Beach SLSC plays a vital role in providing lifesaving services, community education, and youth development through programs such as nippers and junior surf. As the population grows, so too does the number of people accessing our beaches—placing increasing demand on the services we provide. Ensuring the club's ability to operate effectively from a suitable base is

		essential for maintaining public safety and continuing our contribution to the wider community.
33861	The coffee cart has created its own small community. It should be closer to 'where it's all happening, rather than placing it next to the toilets (!!!) as well as 'out in the open', i.e. it being exposed to all weathers (at least now it's somewhat 'sheltered'. It bears the question why the council doesn't allow any cafe's within surf clubs and/or closer to the beach	
33811	I am a resident at [REDACTED] Marine Parade North Beach directly over the road from the North Beach Surf Lifesaving Club. I purchased my property for the uninterrupted view of the ocean and so that I could watch the activities on the beach from my window and balcony which I get great joy from. When I purchased my apartment at [REDACTED] Marine Parade North Beach I was told by the land agent we are getting a new surf club over the road, and I asked the question will the new surf club be built in the same footprint and will I lose my view by any obstructions. I was told no that it would be the same footprint, and that I wouldn't lose any of my view, so I proceeded to purchase the property. I attended a community board meeting one evening and looked at the North Beach Renders on the wall in the surf club and I took particular notice of the build footprint and the view, and it all looked fantastic to me. I have no problem with the new Renders or the footprint of the new design which I have a copy from Dean Le Warne the Captain of North Beach Surf club. What I do object to is the proposed sand dune extension as per the rebuild plan that was put in my letter box from the Christchurch City Council Let's Talk North Beach Surf Lifesaving Club Rebuild and new lease Eg: Legend section J. proposed sand dune extension. I have enquired with Dean and Claire Fletcher from Christchurch City Counsel, and they are both unsure what the proposed height of the sand dune extension is, and who will be responsible for maintaining it. I am concerned that the sand dunes are going to significantly impact my view. Sand dunes are known to grow over time due to an accumulation of sand primarily through wind action. I do not believe that it is necessary for a sand dune extension to take place when there is already a support wall and no sand dune to accompany that wall. I am not opposed to the wall; but I do not think that a sand dune is necessary. I am already losing a view from the gap between the proposed garage & patrol tower and the proposed club, if a sand dune extension is implemented, I will have no view at all. I would be more than happy for the people that are involved in this process to come up and have a look at the view.	
33778	I think it is a good idea, my concern is losing the views we have from our property and this was one of the main reasons be bought our home.	I think the Club's contribution to the community is important and provides a great service to people who use the beach. I'm glad the coffee cart is going to stay as this is a drawcard. My concerns are mostly with the physical changes, that of the dunes in particular, and the narrowing of the gap between the two buildings.
33657	Fully support, growing membership and demand in the community. Needs a new building to sustain and future proof.	Please approve.
33589	I think it's great for the club and wider community. It's long overdue for an upgrade and this beach area and facilities has been a hub for my family and I, where we have made many new friends and spent countless hours on the beach thanks to the incredible life guards. This was a big reason for us building our new home in the community and planting ourselves here for the future. The north beach coffee shed run by Anna and the team has been an essential part of this and I think it's great there has been room allocated for them. However I think the archaic rule of them not being able to have a permanent position/building as part of the club with a view of the ocean and facilities to grow the business to better serve our ever growing needs of our community needs to be reconsider. They should also be able to get an alcohol license to extend the hours and continue to grown our coastal community inline with others cities that have grown and progressed inline with times.	I think it's a great design and it's history and service to our community should see this granted.
33583	I think the design is really beautiful and in keeping with the natural environment. The rebuild will provide more opportunities for community use and enjoyment. I think more consideration should be given to the placement of its outdoor seating, as this mostly appears to be in the existing wind tunnel between the two parts of the building. I would not like to lose all the little tables hidden in the dune to the north — could these be moved to the replacement dune?	It should be renewed.
33541	<p>Proposed rebuild looks incredible. Am very supportive.</p> <p>With regard the coffee cart, as a home-owner in the area, I would really like to see the preservation of the coffee cart given high priority throughout this process. It has become a local treasure, but also a key community builder. I see many new parents gathered in the area around with coffees, meeting each other and providing community connections. There are whole roles in CCC devoted to community development so I hope the CCC can recognise when something so little is doing so much here in North Beach.</p> <p>With regard the carpark, I think safety needs to be prioritised here. I propose you permanently ban all motorhomes in the carpark, at all times. Or at the very least during all daylight hours. These vehicles often stay a long time, are large and sometimes spread onto other parks, and block lines of sight which is dangerous with so many kids around. There are other areas, all along marine parade, where these vehicles can park. I also suggest you put a time limit in the parks, perhaps something like 3 hours, to help deter people in the new developments parking there all the time when the space is designed shared.</p>	

33507	North Beach Surf life saving club had over 200 juniors for the 2024-2025 season. Established in 1931 the club building needs to be updated.	I hope it gets approved
33476	<p>I can't understand why a Cafe is not being included in the building design. Look at other cities around New Zealand/Australia that have done this very successfully (Gisborne & Gold Coast in Aussie). Not only would it be of great facility to the community, it would also give passive income for the surf club as they could lease the Cafe out to be run by (the Coffee Cart) an independent contractor.</p> <p>The Cafe cart has been great the last decade or so, but now you have the opportunity to incorporate a purpose built facility which would greatly enhance the area.</p> <p>(I feel the same about the New Brighton and South Brighton Surf Clubs - lost opportunities there too.)</p>	
33465	<p>Yes why don't you have a space that the public can go to and enjoy this facility like a bar/cafe - it would be so popular and surely bring in Monday for the club.</p> <p>It makes no sense that we don't do what Australia does!!!!</p>	
33462	Absolutely love the proposed plan. Would love to see a cafe in there 😊	
33457	Support. Great idea, modern, updated facilities replacing an expired building design, construction, debilitated by past large earthquakes	Support
33453	I am really looking forward to the new Surf Club. Love the plans. The only thing I do not like is that the ever popular Coffee Shed will not have a place ***(with access to power & water)*** so they can continue into the future. This business is a huge asset to North Beach.	As above
33420	<p>The Case for Including a Café in the North Brighton Surf Lifesaving Club Redevelopment</p> <p>The proposed redevelopment of the North Brighton Surf Lifesaving Club presents a significant opportunity to create not just a functional surf club, but a vibrant, inclusive coastal hub that serves the broader community. One critical component that is currently missing from the concept is the inclusion of a permanent cafe—a vital, multi-purpose space that enhances community engagement, supports club sustainability, and activates the beachfront year-round.</p> <p>1. A Cafe Creates a Shared Social Space for All Users The North Brighton foreshore is a well-used public asset frequented by beachgoers, families, walkers, runners, and cyclists along Marine Parade. A cafe provides a natural meeting point and resting place for all these users—a place to gather, connect, and linger.</p> <p>By integrating a cafe within the club, the facility becomes more than a surf lifesaving base—it becomes a community anchor. This type of shared social infrastructure encourages inclusion, safety, and a sense of place, creating a space that's welcoming for everyone, not just club members.</p> <p>2. Proven Success in Australian Surf Club Models Across Australia, surf lifesaving clubs have embraced the café and restaurant model with great success, balancing community service with sustainable commercial operations. Some notable examples include:</p> <ul style="list-style-type: none">- North Bondi Surf Lifesaving Club (NSW): The popular North Bondi Fish café and bar activates the beachfront, attracts a broad audience, and directly supports the club's funding and profile.- Barwon Heads Surf Lifesaving Club (VIC): The attached café serves as a meeting point for locals and tourists, particularly cyclists and walkers, fostering year-round use even during off-peak swimming months.- Scarborough Surf Lifesaving Club (WA): Featuring a vibrant café/restaurant space, the club has become a landmark destination on Perth's coastline, seamlessly blending lifesaving functions with social and commercial activity. <p>The examples are endless</p> <p>These examples show that cafes within surf clubs not only increase foot traffic but also enhance the visibility and accessibility of lifesaving services, encouraging volunteer participation and community awareness.</p> <p>3. Long-Term Sustainability and Club Viability A cafe lease can serve as a revenue stream that reduces the club's dependence on grants and fundraising. This revenue can be reinvested in equipment, training, and maintenance—critical components of any lifesaving operation.</p>	

	<p>Furthermore, operating a cafe opens the door for community partnerships, local employment opportunities, and event hosting—building a more resilient and financially stable club that’s deeply connected to the community it serves.</p> <p>4. A Missed Opportunity Without It Omitting a cafe from the redevelopment would be short-sighted and risk creating a facility that lacks the vibrancy and social magnetism of its Australian counterparts. The opportunity to future-proof the North Brighton club as a year-round community destination—not just a seasonal surf facility—should not be overlooked.</p> <p>By investing in a café now, the Christchurch City Council ensures that this facility is designed to meet the evolving needs of the coastal community, while also setting a benchmark for integrated, multifunctional community spaces.</p>	
33413	<p>The coffee cart is one of the reasons I purchased my home in in December 2024. It is a community institution. I do not wish to see it go or lose its special character. It does not wish to be incorporated into the club building. I can imagine it will then be subject to commercial rents (which would also then affect the price of a chai latte). If the design of the garage cannot be changed then coffee cart parking and access should be provided for. I would say many more people are customers of the coffee cart than are members of the surf club (many will be both). The actual building is beautiful and in keeping with the area.</p>	<p>Its quite sad I can't even select North Beach or North New Brighton as a suburb in your drop-down menu!</p>
33371	<p>Make the coffee cart a permanent cafe using the club's facilities. Simple food post swim/surf. Eg bowl of wedge's and toasties. Discount for all surf club members, regardless of club. Like the Australian's surf club facilities, make it a hub for all the community.</p>	
33362	<p>I fully support the rebuild. They are a thriving club that serves the needs of the public and provides a well run surf/water skills programme for the public A new building will give them room to cater for their growing numbers as well as a much needed social space for members. Expanding the garage will allow for storage of the equipment they need to provide surf patrol etc</p>	<p>I believe the new lease should be granted as they serve the public well</p>
33353	<p>I think this is a fantastic proposal and will really improve an area that has increasingly become a hub for the community and greater Christchurch.</p>	<p>I believe the new designated area for the coffee cart is great. I think there should be more seating available near the coffee cart, whether it is provided by the coffee cart or surf club, I think it would allow people to enjoy the space even more and perhaps all the cart to expand its product offering to more food as well.</p>
33234	<p>I'm in support of the proposal. A great community club for all ages and definitely in need of rebuilding and upgrading.</p>	<p>In support</p>
33187	<p>I strongly support the Christchurch Surf Club's proposed rebuild. The surf club has long served as a pillar in our community, providing not just vital life-saving services but also functioning as a social centre that brings families and community members together.</p> <p>The surf club is an excellent facility that enables dedicated volunteers to deliver voluntary and professional life-guarding services that keep our beaches and communities safe. Their work simply cannot be understated - they save lives while fostering water safety awareness throughout our community. The new facility will bring: (a) Enhanced safety capabilities with modern equipment storage and maintenance areas designed specifically for life-saving gear and rescue craft; (b) improved training facilities for lifeguards, enabling more comprehensive skills development and certification programmes; (c) upgraded observation areas with better visibility of the beach and swimming zones to improve monitoring and rapid response; and (d) purpose-built first aid and emergency response spaces to provide better care for those in need.</p> <p>Additionally, the rebuilt club will offer more accessible community spaces that can accommodate diverse community groups, educational programmes, and social gatherings; energy-efficient, sustainable design that will reduce operational costs and environmental impact; improved accessibility features to ensure the facility welcomes all community members regardless of mobility needs; and resilient construction designed to withstand coastal conditions and climate challenges for decades to come.</p> <p>Most importantly, the new building will provide dedicated youth development areas to foster the next generation of lifeguards and community leaders, alongside flexible multipurpose spaces that can adapt to changing community needs and seasonal activities.</p> <p>This new build represents not just an upgrade to physical infrastructure, but a revitalisation of a vital community service that benefits residents and visitors alike while strengthening our collective commitment to water safety and community connection. We need this new build to revitalise our club and strengthen our community, bringing young families and generations together both now and for decades to come.</p>	

33149	Seems like a practical and well thought out rebuild. Not too 'showy' and will complement the landscape well. I like that its on current footprint and the amphitheatre sheltered from the easterly would be a welcome addition!	Grant it. No Brainer.
33148	I don't have a problem with the rebuild, I do have a problem with carparks being taken away, parking is already a huge problem, we need more, not less, I would like to see some of the grass area taken away to make way for parking, apart from the grassed area between the toilets and the rubbish bin, that is the only grassed area that is used, as it has a picnic table. It would also open up the use of the outdoor shower at the community center, most don't know it is there, it is invisible. I'm not happy about a sand dune being built in front of the surf club, there is no height mentioned in this plan, how high is it going to be, also it's nice to have seating inside the wall and proposed sand dune , but seating on the beach side would be nice , this is a busy well used car park , but due to lack of parking and the many freedom campers , and new apartments going across the road , it is only going to get worse , it is becoming dangerous , someone is going to get hurt.	I fully support the surf club renewing the lease.
33124	This is necessary for the club to keep going in the trajectory of growth that it currently is in. The building is in desperate need of repair which financially is not worthwhile. The surf club offers an amazing community for the North New Brighton people and at the moment the space is not fit for purpose.	It 100% should all go through. It is absolutely necessary.
33119	Very exciting proposal for a long serving club in Christchurch. The numbers in the club now require more space. Great to see soooo many youngsters in lifesaving on the beach and the huge effort the club puts in. The new clubhouse and garage and patrol will ENHANCE North Beach area which is undergoing gentrification and starting to look great. Apartments close by proposed. All this will fit in. I have been a SLSC member since 1963 , some of it in Christchurch and know what the clubs do for the community. The new layout is great and pleased to hear the coffee truck is catered for. New dune amphitheatre is great idea and retention of the stone wall---part of history. The upgrade of the toilets is long overdue---thanks CCC. Lots of pressure on them with all the freedom campers there(need more restrictions or moved on----need new by -law required for freedom camping needed in the beach area----over run--hard to get a park for locals). I fully support the re development of the North Beach area---we visit almost daily for our beach walk, coffee , and a chat with the club members I know well.	I fully support the extending of the lease for the North Beach Surf Club. Pegasus Bay beaches can be challenging at times and having regular beach patrol along is vital. Being a person who taught coastal geography I support the retention of the dune system and see that the plans may even enhance that. This is a valuable COMMUNITY asset in the area, and extending the lease for a major length of time a no brainer, I fully endorse it.
33116	I absolutely love the plan. My only concern is removal of carparks. 6 carparks that are predominantly used for coffee cart sales..... how will they have enough parking to continue. Could you propose a 5min pull in bay for coffee pick ups during business hours....? Would be a real shame if the new plan excludes them as they are half the reason the area is so vibrant. The bring so many people down to the beach. A real attraction. Please can you work with Anna to provide a decent and viable option.	Happy for it to be a long as needed. Forever even.
33114	It's shit as a club member I find this new design useless as the patrol tower has no safe view, the garage is to big so there will be in used space and the main building has no use for us anymore it will be better to stick the tower in the main building.	I don't have enough information to be able to comment on it.
33112	I support their rebuild .	
33109	Looking forward to seeing a new modern building , plans look good. Just as long as there is room for our favourite coffee cart, which appears to be on the plans	Not at this stage
33108	Love it!	I support the clubs new lease application
33105	So long as the coffee car stays, this is awesome. Surf lifesaving is becoming very popular. What a great addition to this community	
33104	I fully support it, it looks amazing.	Grant it.
33103	The rebuild plan should include an indoor cafe/restaurant with nice ocean views. That will bring a big plus to the area. Having that will remove the necessity of the coffee cart which takes away parking space - we need to keep as much parking space as possible especially with all the new housing developments without parking. In good summer days the North Beach parking is already full especially with all the campervans parking there.	No

33098	We need more car parks not less on busy days at the beach there is already not enough parking and if we lose parking then we lose people at the beach.	It doesn't really say much about that new lease in the information well at least not enough for me to be able to have comments on it.
33097	I like the design and the way it blends into the environment and includes the public toilets in the same building.	No
33096	It feels pretty inclusive and keeps the public needs as a point of reference rather than just a club focused on the sport of SLS. I hope there has been some dialog with mana whenua and the cultural narrative represented in some shape or solid form. I'm not sure if any of the recent rebuilds of surf clubs paid respect to the location s specifically pertaining to Maori so heads up It will be acknowledged moving forward directly or indirectly I can assure you.	
33095	The new club will enable the lifeguards and junior training to be even better than it already is. North Beach SurfLifesaving Club provides an immense service to the community. Their new club will future-proof the service for future generations. We should support this effort and all the club gives to save lives.	The lease will give the club certainty; volunteers will feel confident their efforts will be an investment for future generations.
33094	Love it, so long overdue	No
33093	This was our first season as members of the North Beach SLSC. It would be awesome for the club to have new facilities that reflect the contribution they have on their local and extended community.	
33092	The build looks great, but due to its increased size and height, it will block the views of those living along Marine Parade adjacent and just north of the clubs view of the mountains. Also, the wood proposed for the outside is prone to fade to a not appealing and aesthetically pleasing colour of grey/off brown when it isn't kept under care	The lease is great, and the club brings lots of great things to the area so should go ahead.
33091	Go for it, so needed for them to look after our community properly	Go for it, whatever you need to train your members to look after our community
33090	Yes. Rebuild	Yes. Agree
33089	I am so excited, everything looks fantastic!!	
33088	Good to see the plans to redevelop this club. They have massive support with their junior programme so having the facilities improve will assist their programme.	Approve
33087	Looks amazing, get it done	Give it to them- no charge.
33085	I support the CCC granting a new lease to the North Beach Surf Lifesaving Club, and I think their planned club building rebuild is an excellent idea.	I support the CCC granting a new lease to the North Beach Surf Lifesaving Club, and I think their planned club building rebuild is an excellent idea.
33040	Absolutely support the rebuild and the inclusion of the coffee cart.	
33032	I think it is in the best interest of all residents and beach goers for the new build to remain as the same footprint as the current building including width, length and height.	I think the building should have space for a cafe and should be leased to the current coffee cart owner to allow for all weather use.
33030	I think the plans look wonderful and will be great addition for the community.	
33025	I think this is a much needed upgrade for our community, the club has been a great learning resource for students of Rawhiti School and we frequent the beach where they patrol. I would like to see this go ahead.	
33021	It stands to reason that given the age of the existing building that a thoughtful and more modern building be built to help future proof the vital services provided by this club for this area of the Shore. I like the proposed structure and environmental surrounds and have no objection to it going ahead.	Well unless the council wish to undertake this vital voluntary work for the community a new lease should be a no brainer.
33020	Looks wonderful	Much needed community asset.
33019	I love it!!!	No fully support
33018	These plans have been a long time in the making. Looks very good from the outside. I do like the idea of solar heated outdoor showers if possible. Great for locals who are in the sea a lot. Even some showers that are coin operated like at a motor camp. It would be great to see an update of the internal design. I have seen one but a long time ago. Is it going to be a multi purpose build for people to hire? What will be done	Not sure. Haven't read it.

	about the freedom campers? Perhaps limited parking spaces for them to use until a better purpose built camp site for freedom campers is set up. It's exciting to see things happening in the area 😊	
33017	Yes. If car parks are removed, ensure campervans are leaving the carpark during daylight to facilitate parking for area users. Change the cart area, with a potential bar / cafe included in the club facilities, to reactivate the area and include another revenue stream for the club. Moving the dune isn't a solution, as a non-static formation, will be moving towards the club.	No
33016	For the rebuild. The car parks. Get rid of the planter gardens in the car park and add more parks. The surf club needs more parks not less.	
33014	I support the clubs proposed rebuild	I support the clubs lease application
33011	I support the application. Surf clubs provide a fantastic public service and a clubhouse is critical to surf club operations.	I support this for the reasons above.
33010	I think this is long overdue, and looks lovely. The North Beach Surf Club team deserve this wonderful update! Need to consider time limit parks or no campers etc, removing 6 parks will make the car park even further congested than it already is. I have seen many campers take up excessive parks... the other day I saw camper friends take up a total of 4 parks with 2 campers! Not on for the community who utilise the surf club.	
33007	Kei te pai. Definitely keep the coffee cart. It's a pillar of the community	
33006	I think it's a great proposal.	I hope that it's accepted
33005	Looks great let's do it.	Full support go ahead
33003	I think it would be great and add some life to the area with new buildings	I definitely think we need the club in north new Brighton
33002	Love the design and support the upgrade and extension. Happy to see the Coffee shed staying.	Fully support the lease application
32999	Love it get it done.	
32998	Great idea. The plan looks great. If they remove the existing dune can they relocate the 3 picnic tables that are on top of it currently somewhere close as they are a great spot for having fish n chips with a view!	In favour of their application
32997	Looks like a great plan. Great news that the coffee cart will get a new location as this is an integral part of the community. Hopefully a temporary site can be found for it while building work is going on. The only part of the plan I am unsure of, is the timber planking that will lead to the beach which will just get covered in sand?	The Lease should definitely be granted as the Surf Life Saving club is an extremely valuable resource for the community, both for safety of the public using the beach and as a club for local youth.
32996		I believe this should be approved- surf lifesaving NZ do a fantastic service to our community. They keep us safe, and our clubs are a fantastic place for our whānau to grow and our kids develop lifesaving water skills and confidence- so important in our Island Nation
32994	Don't agree with the new South dune	Looks awesome.Please approve without too much red tape
32993	I totally support the rebuild.	I totally support the club's new lease application.
32982	Great proposal that will enhance the redevelopment in the area	Please renew

32981	Looks good.	No.
32979	In general I like the proposal, especially the opportunity to upgrade the toilets and for a more purpose designed building. What provision is being made for the North Beach Coffee Shed?	
32975	I am hugley in favour of the proposed rebuild of the surfclub. The surfclub & coffee cart are a fantastic hub for the community and the rebuild will further strengthen this.	Please renew the lease so that this project can go ahead. Even better, allow the coffee cart to occupy a space incorporated into the new design.
32974	It's a brilliant idea and plan. Currently building is in dire need of an upgrade	
32973	Rebuild will be fantastic for the entire North New Brighton community.	Rebuild will be fantastic for the entire North New Brighton community.
32970	See if the council can add in some hot showers in the changing rooms/toilets but otherwise love it and hope it moves forward swiftly	
32962	100% support the Clubs proposed rebuild	100% support the Clubs new lease application
32961	100% agree to the rebuild	Give them the lease they want
32960	I think this is brilliant and long overdue. We in our family look forward to the new facilities. We are not members of the Surf Club but we support all their endeavours and fundraising.	Very happy with the new lease application.
32958	I think this is great! A great development to New Brighton, another way that we can increase usage of the beach	NO i Think they should be granted the lease
32957	I support the proposed rebuild	I support the application
32956	Fully support the rebuild and the positive impact this will have on the surrounding community	Fully support the Christchurch out Council granting a long term lease to the surf club
32955	I think it's a great idea, they do a lot of good work, also encouraging young people.	It should go ahead, great beach and current building is pretty old, also all the other ones have new buildings so should Waimari
32952	Amazing design and asset for the community	Sounds like a great way for expansion



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

Reference Te Tohutoro: 24/2271070
Responsible Officer(s) Te Pou Matua: Christopher Turner-Bullock, Community Governance Manager
Accountable ELT Member Pouwhakarae: Andrew Rutledge, General Manager Citizens and Community

1. Purpose of Origin of the Report Te Pūtake Pūrongo

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

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

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

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

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

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

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

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

Linwood Drain enhancement project working bee June 21 2025



Ocean Alley Mural



New Brighton Fireworks



Parklands Family fun Market Day Saturday 12th July 2025

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



Lions Estuary Clean Up Day 2025



Healthy Rivers NZ's River Rubbish Sort series



Matariki Events Across the Ward

North Beach Residents Association Matariki Event

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



Matariki in the Styx

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



Kawai Rangatahi – Kawai Pahi Event

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

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



3.2 Community Funding Summary

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

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

3.3 Participation in and Contribution to Decision Making

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

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



- Celebrating Samoan Language Week**

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

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



- **Brooklands Lagoon Planting Day**

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



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

4.1 Customer Service Request/Hybris Report

For the Board's information, attached is a copy of the June 2025 Hybris Reports (refer **Attachment A**).

4.2 Graffiti Snapshot

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





4.3 Furui Ryu Jui Jitsu – Mural

For the Board's information, attached is a staff memorandum advising of a mural to be painted on the Furui Ryu Jui Jitsu's building at the Bromley Old School Reserve (refer **Attachment C**).

4.4 Memo – Christchurch Wastewater Treatment Plant Update

For the Board's information, attached is a memorandum and presentation from staff which replaces the regular monthly in person update for this month (refer **Attachment D**).

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Waitai Coastal-Burwood-Linwood Community Board - Hybris Report - June 2025	25/1300558	199
B 	Waitai Coastal-Burwood-Linwood Community Board - Graffiti Snapshot - June 2025	25/1360966	200
C 	Waitai Coastal-Burwood-Linwood Community Board - Staff Memorandum - Furui Ryu Jiu Jitsu Mural	25/1379950	202
D 	Waitai Coastal-Burwood-Linwood Community Board - Memo Christchurch Wastewater Treatment Plant Update	25/1556568	205

Signatories Ngā Kaiwaitohu

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

Ticket Report

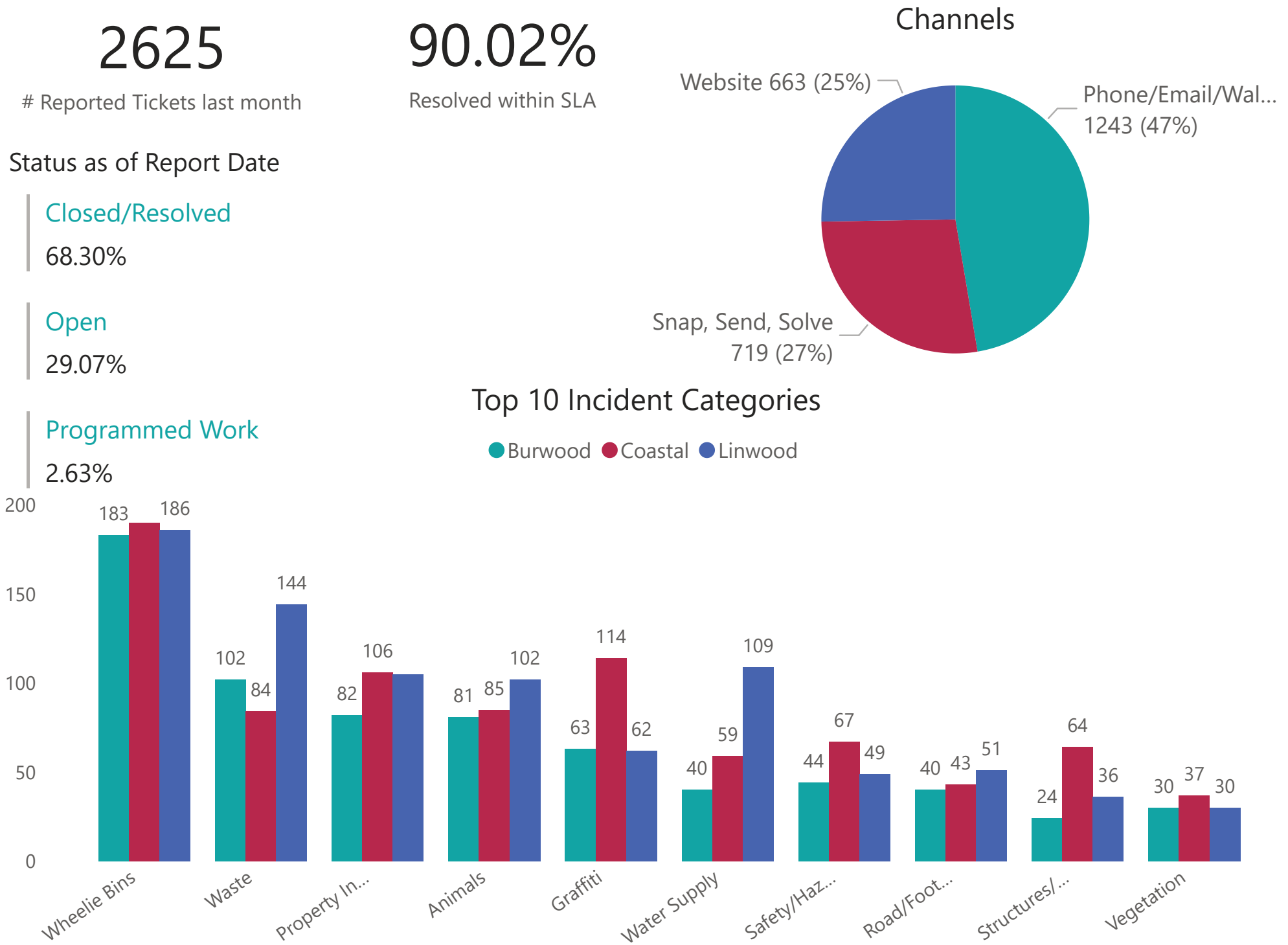
01 06 2025 - 28 06 2025

Filter by Ward

Coastal-Burwood-Linwood

Filter by month

2025 (Year) + June (Month)



Top 10 Object Categories		
# Tickets	ObjectCategory	+/- Previous Month
307	Litter	-3
219	Damaged Bin	-49
158	Bin Not Collected	-49
158	Graffiti - Fence, building or structure	-20
116	Residential Property Files	16
96	Residential LIM	-14
94	Water Leak	-60
83	Missing Bin	-8
61	Wandering dog	6
56	Graffiti - Utility box, pole, railway	0

Report date:
01 Jul 2025

GRAFFITI SNAPSHOT

June 2025

Ward and Suburb Insights



Ward	Jun-25	May 2025	% Monthly Change
Central	567	896	-37%
Heathcote	146	191	-24%
Coastal	110	135	-19%
Spreydon	93	100	-7%
Burwood	63	81	-22%
Linwood	60	79	-24%
Innes	61	69	-12%
Papanui	42	59	-29%
Riccarton	57	55	4%
Hornby	12	44	-73%
Cashmere	84	38	121%
Banks Peninsula	14	31	-55%
Fendalton	25	24	4%
Halswell	21	22	-5%
Harewood	18	18	0%
Waimairi	4	10	-60%
Unknown	3	2	50%
Total	1380	1854	0.23

Ward	Graffiti cleaned mtrs2 June 2025	Graffiti cleaned mtrs2 May 2025
Central	1671	1755
Heathcote	571	735
Coastal	242	409
Spreydon	228	253
Burwood	164	244
Innes	117	242
Papanui	181	180
Linwood	256	134
Riccarton	114	126
Hornby	13	151
Harewood	77	83
Cashmere	54	49
Banks Peninsula	38	46
Halswell	26	221
Fendalton	59	17
Waimairi	11	7
Unknown	4	4
Total	3824	4454

Reporting Hot Spots

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

Suburb	Reports made - June 2025	Reports made - May 2025
Central City	475	706
Sydenham	92	106
New Brighton	61	92
Addington	59	95
St Albans	57	57
Waltham	45	47
Papanui	42	45
Linwood	40	80
Woolston	33	40
Riccarton	31	33
Cashmere	26	9
Beckenham	24	2
Richmond	24	46
Upper Riccarton	20	12
Spreydon	19	17
Hoon Hay	18	5
Wainoni	18	11
Dallington	17	11
Hornby	16	24
Phillipstown	16	45
Lyttelton	14	30

Removal Hot Spots

Locations with the most graffiti removed (m2)

Street	Cleaned graffiti m2
Tuam Street	234
Colombo Street	137
Waltham Road	114
Waltham Road, Byron to Barbadoes	110
Hagley Park South	77
Vulcan Place	75
Wordsworth Street, Dewsbury to Colombo	75
Cathedral Square, Worcester to Colombo	75
Hagley Park South, Central City	72
Armagh Street	70
Rail Corridor, Main North Line between Sawyers Arms and Langdons	70
Portsmouth Street	69
Thomson Park	58
Moorhouse Avenue \ Colombo Street, Sydenham	54
Rauora Park	53
Park Terrace, Salisbury to Dorset	48
Margaret Mahy Family Playground	42
Validation Place	40
Christchurch Southern Motorway, Christchurch Southern to Christchurch Southern	38
Worcester Street \ Tramway Lane, Central City	38
Willow Street, Oxford to End	34
Peterborough Street, Colombo to Manchester	31
Anzac Drive \ Pages Road, Bexley	30
Colombo Street \ Wordsworth Street, Sydenham	30
Park Terrace, Dorset to Bealey	30
Wainoni Park	30

GRAFFITI SNAPSHOT

June 2025

Further Insights

Snap Send Solve Insights

	June	May	% Change
Orion	330	378	-13%
Chorus	84	122	-31%
Enable	68	70	-3%
One NZ	36	27	+33%
Spark	9	16	-44%
NZ Post	4	5	-20
Rockgas	8	4	+100
2 Degrees	4	2	+100
Kiwi Rail	8	6	+33%
NZTA	6	11	-45

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:



“Volunteers do not necessarily have the time; they have the heart.”

Latest artwork



67 Cashel St – Artist - Tide Lie - This group of mural paintings on an Enable cabinet has an abstract fish theme, using bright and lively colours and dynamic lines, injects artistic vitality into the small Enable cabinet. The different sides of the painting echo each other. In a geometric collage style, fish with big eyes ingeniously combined exuding a child like charm while being full of modern flavour. Bright colours like blue and red and yellow stand out among the colour patches as if the fish are swimming through the water, nimble and vivid. This artwork not only beautifies the public space but also becomes a favourite photo taking spot for citizens and tourists adding a beautiful touch to the city

Memos

Christchurch
City Council 

Memo

Date: 31 July 2025
From: Katelyn Elley, Parks and Recreation Planner
To: Waitai Coastal-Burwood-Linwood Community Board
Cc:
Reference: 25/1357458

Furui Ryu Jiu Jitsu Mural, Bromley Old School Reserve

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this memo is to inform the Waitai-Coastal-Burwood-Linwood Community Board of a mural that is to be painted on Furui Ryu Jiu Jitsu's building at Bromley Old School Reserve.
- 1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

- 2.1 Staff received a request from Furui Ryu Jiu Jitsu Club to paint a mural on their building (see Attachment A for mural design). The club are a not-for-profit organisation who own the building and lease the land it is located on from the Council.
- 2.2 The purpose of the mural is to protect the exterior of the building from further graffiti, provide information to the public on the activities that occur, and for the club to show ownership of the building.
- 2.3 The mural is to be painted by Tide Lie, a volunteer artist, and therefore there is no artist fee. The club have fundraised money to cover the cost of the paint resources required for the project. The mural is scheduled to be painted in spring this year.
- 2.4 As the lessor of the land on which the building is located, the Parks Unit has approved the request under existing delegations, given the low level of significance and minimal impact on the surrounding community and park users.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Furui Ryu Jiu Jitsu Mural Design	25/1357508

Memos

Christchurch
City Council 

Signatories Ngā Kaiwaitohu

Author	Katelyn Elley - Parks and Recreation Planner
Approved By	Kelly Hansen - Manager Parks Planning & Asset Management Al Hardy - Manager Community Parks Rupert Bool - Head of Parks

Memos

Christchurch
City Council



Attachment C
Item 15

Three Waters Operations

Memo – Christchurch Wastewater Treatment Plant Update

Date: 4th August 2025
From: Adam Twose, Manager Operations, Three Waters
Lenka Silhankova, Process Engineer, Three Waters
To: Waitai Coastal-Burwood-Linwood Community Board

Introduction

This memo is to provide a brief update in lieu of the monthly in person presentation, on operational updates on the Christchurch wastewater Treatment Plant (CWTP). Updates on the new Activated Sludge Plant (ASP) project are out of scope for this update.

Presentation Attachment

The attached presentations provides updates on;

1. Temporary Activated Sludge Plant – Current performance and preparation for next summer's work
2. Oxidation Ponds;
 - a. Current health
 - b. Explanation on recent summer to winter transition event
 - c. Additional aerators for Pond 2 update
3. Odour Products Trial Update
4. Midges Water Quality Flow variation Project Update

Christchurch Wastewater Treatment Plant Update

Adam Twose
Manager Operations

Photos by Lenka Silhankova
Process Engineer

Temporary Activated Sludge Plant

- System has performed consistently since being returned to full service
- Summer's band repairs have held well
- Planning well underway for full mechanical overhaul in summer 25/26



Oxidation Ponds

- Ponds have finally settled into winter operating mode, expected to remain generally stable until the next seasonal change.



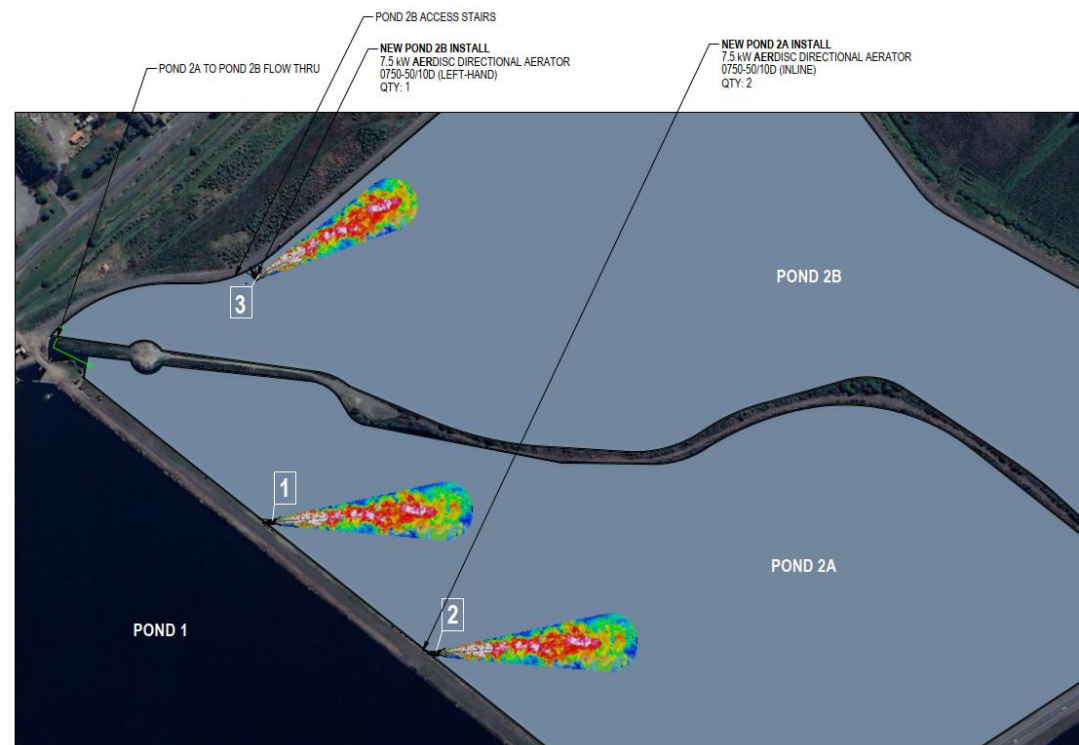
Oxidation Ponds – Pond 1 (right) vs Pond 2 (left)

- These aerial images show how;
- Pond 2 was resilient in summer when temporary ASP was at 50% capacity and received sludge loading
- But then turned in the summer-winter transition when the summer algae stopped and sludge turned



Oxidation Ponds – Pond 2 Additional Aerators

- Additional aerator arrived onsite 10th June
- In final stages of accessing the allocated funding to install



BROMLEY AERDISC UPGRADE - LAYOUT PROPOSAL A (1 : 3500)

Odour Products Trial

- Final testing stage of 4 x supplier odour product trials
- Collaborating with international consultant and UCan
- Undertaking 3 runs, fortnight duration, multiple lab, visual and odour analysis
- Currently on second run



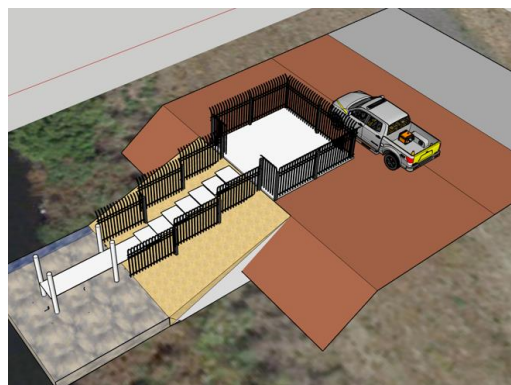
Creating a PowerPoint presentation



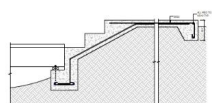
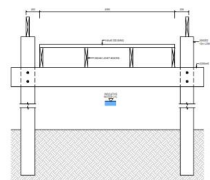
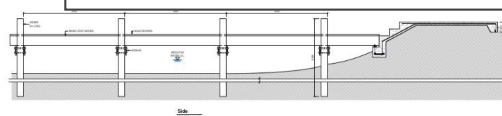
5 August 2025



Midges – Water Quality Flow Variation



Civil/structural construction



DRAFT
For Discussion Purposes Only
Not Subject To Change



Prototype instrument



Power connection

- Project has been progressed from concept drawings to design drawings
- Project has transferred from being Operation lead to Capital Delivery lead
- Timeframes are currently being reviewed:
 - Civil/structural construction
 - Power connection
 - Instrumentation
- External visibility of the data is being considered as part of the project

5 August 2025

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

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

Karakia Whakamutunga

Kia tau te rangimārie O te Rangi e tū iho nei O Papatūānuku e takoto nei O te Taiao e awhi nei Ki runga i a Tātou Tihei Mauriora	May the peace of the sky above Of the earth below And the all-embracing universe Rest upon us all Behold, it is life!
---	--

Actions Register Ngā Mahinga

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

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

Open Actions Ngā Mahinga Tuwhera

REPORT TITLE/AGENDA SECTION	MEETING DATE	ACTION DUE DATE	UNIT	TEAM
New Brighton CRAF - Marine Parade (Hawke to Bowhill) Street Renewal - Scheme Adjustments and Detailed Traffic Resolutions	9 June 2025	8 September 2025	Transport & Waste	Project Management
New Brighton Community Gardens - proposed new lease	10 March 2025	15 October 2025	Facilities & Property Unit	Property Consultancy
Grant an Easement over Birkdale Reserve	6 November 2023	25 October 2025	Facilities & Property Unit	Property Consultancy
67989 Improving Bromley's Roads - Scheme Design for Approval and Approval to Proceed with Detail Design and Construction	9 December 2024	31 October 2025	Transport & Waste	Project Management
Public Forum - James Ridpath - Rawhiti Domain Play Equipment	10 June 2024	31 January 2026	Parks	Parks & Recreation Planning

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

REPORT TITLE/AGENDA SECTION	MEETING DATE	DUE DATE	ACTION CLOSURE DATE	UNIT	TEAM
Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - Memorial Board Restoration & Security Camera's for the New Brighton Mall Area	7 April 2025	7 July 2025	2 July 2025	Community Support & Partnerships	Governance (Coa-Bur-Lin)
Broadpark Road - endorsement for overnight parking restrictions trial	12 May 2025	11 August 2025	4 August 2025	Transport & Waste	Traffic Operations
Clare Park - Lease to Royal New Zealand Plunket Trust	7 July 2025	6 October 2025	22 July 2025	Facilities & Property Unit	Property Consultancy
Horseshoe Lake Reserve - Proposed Tree Removals	7 July 2025	6 October 2025	22 July 2025	Parks	Botanic and Garden Parks
Queenspark Disc Golf Course	7 July 2025	6 October 2025	10 July 2025	Parks	Parks & Recreation Planning