

**Te Pātaka o Rākaihautū**  
**Banks Peninsula Community Board**  
**MINUTES ATTACHMENTS**

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**Date:** Monday 8 September 2025  
**Time:** 10 am  
**Venue:** Lyttelton Community Boardroom,  
25 Canterbury Street, Ōhinehou Lyttelton

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# Do you feel unsafe?

*Is someone making you feel uncomfortable?*

*Have you or a friend been physically harmed?*

*Are you or a friend in danger?*

If you need help, go to the bar  
& order the:

## Angel Shot

**Neat:** The bar staff will  
escort you outside.

**With Ice:** The bar staff will  
call you an Uber, or taxi.

**With a Lime:** The bar staff  
will call the police.



We are committed to keeping you safe  
LYTTELTON HARBOUR BUSINESS ASSOCIATION



Staff 1

#### LYTTTELTON AND THE NORWICH QUAY

The Lyttelton Port Company is embarking on a journey to guide the future of the port through a 30 year master plan. It is intended for the port to move operations East opening up the inner harbour area for public access, further marina development and some shops. Nowhere does it mention the removal of heavy traffic off the Norwich Quay – this issue has had a direct effect on myself, my partner, other building owners on the street and the community at large. Heavy traffic and associated noise is hindering appropriate development on the quay. The stated outcome for the port with the completed Te Awaparahi Bay reclamation, hoped for by 2032, is it will be able to handle 850,000 TEU - 20 foot equivalent units. Given that both Lyttelton and Timaru ports in 2024 saw 531,000 transported 82 % were by truck the projected figure is a massive increase. A proposed hub at Rolleston even if rail enabled would still only have a minimal effect on Norwich Quay traffic.

As part of our proposal for a Maritime Museum in January 1992 we also had been in discussion with Rail Corp Properties regarding the fate of a now non- operational signal box which we hoped to relocate to some land opposite the Museum and use for the storage of other port artefacts. However, hearing of our interest the Port Company swooped. The LPC would argue they had pre-emptive rights of purchase. This was not what the LPC and railways had originally agreed. Thankfully Rail Corps, South Island manager, [REDACTED] had kept us informed. He told us of a meal with [REDACTED] (LPC General Manager), that the placement of the signal box on the mooted heritage site opposite the museum would be a good “public relations” exercise. [REDACTED] agreed. [REDACTED] also advised of the specific use of former railway land where the rails had been removed from in front of the station was for heavy traffic exiting the container terminal. That when the station was removed if railways equipment from under the remaining platform, were to be relocated then heavy traffic could go both ways. (SEE BOTH PLANS – See Ill no 1 PROPOSED and No 2 ACTUAL)

On 4 July 1994 in a media release [REDACTED] was pleased to say, “ LPC had much pleasure providing land for a historic precinct”. Immediately below the signal box would later be placed the historic yacht “Kia Ora”. Sadly, in more recent years she ended up being scrapped and replaced by an empty 20’ container by the LPC. As ILL no3 indicates the land below the signal box is leased to the CCC and accordingly it is not the role of LPC to place what is an insult to Lyttelton’s heritage!

#### Norwich Quay and the Trucks:

The issue of heavy traffic on Norwich Quay is long standing. Originally in the proposed map of Lyttelton by Jollie, (black map No296) in September 1949 as Esplanade. In early March 1995 [REDACTED] instigated a meeting to address roading issues on the Norwich Quay. On Thursday 23 March a meeting was held including Transit [REDACTED] LPC [REDACTED] BPDC, - [REDACTED] and, council planners, myself and [REDACTED] (interested parties). At the meeting [REDACTED] indicated there were new criteria for State Highways and that it was his view that the State Highway classification should stop at the Lyttelton Tunnel Portal. (Some years ago, in Auckland for example the State Highway ends at the bottom of Parnell Road. The Ports Of Auckland wanted it extended further into the port. This request was declined as the state highway designations were intended to only extend to the nearest boundary of the operator., [REDACTED] went further to add. The revitalisation of Lyttelton businesses and the mix of traffic using the road the question of Norwich Quay to carry a significant heavy traffic loading needs to be addressed.

#### 8 May: Summary of last meeting:

[REDACTED] – Internal roading – need to separate out trucks, almost need a roundabout off State Highway.

Press 9 June 2001: In 1997 the LPC lodged a submission to the BPDC that Norwich Quay be rezoned port zone instead of town and residential. The matter is now before the Environment Court on appeal.

Press 1 October: In a BPDC pre- election quiz [REDACTED] said the council had let the Lyttelton residents down by its silence when the port blocked public access to the waterfront. He went on to mention the need for a new traffic plan in which the heavy transport would be diverted down to the waterfront rather than down the Norwich Quay.

Press 4 March 2002: “LPC plan to extend its boundary had its summary of its plan misleading and neither fair or accurate and taking away the rights of landowners”. Said Judge Jon Jackson in the environment court. Only the company’s opposition prevented the submission being re-notified more than a year earlier.

24 May 2004: In Further Submission to re-notified LPC (641.85) Transit opposed request by LPC to extend port zone to include land fronting Norwich Quay and Norwich Quay itself. Although the primary function of State Highway 74 is to provide access to the port it must be recognised that it provides a service and through route function for the town of Lyttelton.

In 2006 it was reported that one of the many initiatives promised as part of the merger between the Banks Peninsula and the City Council was the \$9.6 million traffic relief project seen as essential to divert heavy



2

trucks from the main streets of Lyttelton. A small boy was almost run over by a large truck on a crossing on Norwich Quay. "Norwich Quay has deteriorated over decades to the extent that its former vibrancy has been displaced by the roaring and shaking of trucks bound for Cashin Quay". Said [REDACTED] chairwoman of the Lyttelton/Mt Herbert Community Board. "Norwich Quay is Canterbury's original main Street and is of national significance," she added. Also to be noted the Norwich Quay and Oxford St corner is where the landing of the Pilgrims nearly 175 years ago is celebrated at Pilgrims Rock and particularly difficult to access due to the trucks! The Port Company objected to a traffic relief project and wrote to Mayor [REDACTED] who obviously was on side with the Port Company Management and had at a council meeting led the vote to in a (bungled) attempt to down sell the CCC shareholding to 51% bringing in a Hong Kong shareholder.

Star: 28 August 2006

A combined residents "super group" was formed to head to the next days pre-hearing conference at the Environment Court with the LPC to discuss re-zoning proposal of LPC. The group opposes the LPC attempted intention to re-zone Simeon, Godley and the Norwich Quay into the port management zone. "They (the port Company say it is to do with noise control). We say its so they don't have to take transport off the roads". [REDACTED] – long time resident and secretary of the Lyttelton Residents and Ratepayers Guild. The zoning issue had been put on hold whilst the noise issue had been resolved. Regarding Norwich Quay, the port wanted to include Norwich Quay as part of the Port Management Boundary area. [REDACTED] secretary of the Lyttelton Harbour Residents Association said, "There was no long-term infrastructure plan, which was a worry because of the number of trucks using Norwich Quay". In any event the LPC lost their case!

6 May 2007: Norwich Quay Historic Precinct Society made a submission to the CCC 2007 long range plan to the effect that heavy traffic on the Quay has stymied the potential of the street and voters in favour of Amalgamation saw re-routing the heavy traffic as a key reason for their support given the funding promised by CCC for that to happen. Potential increases in trade will add to the considerable traffic on the Quay and it is only a matter of time before a fatality occurs where industrial and residential users converge at, in particular, the Oxford Street/Norwich Quay intersection.

From all of the above clearly the Port Company saw noise from heavy traffic being a real problem for them.

#### **The Earthquakes:**

As for myself and partner who own No 2 Norwich Quay, were mortified to see our building partially demolished, not by earthquakes but by a wrecking ball! What followed was the issue of a red sticker, 2 July 2011. From time to time the recently established CERA, clearly wanted us to demolish the building, requested we address some concerns which we did promptly. On the 24<sup>th</sup> of March 2015 CERA indicated to us the red sticker restrictions of entry would be lifted. In any event I had stayed on the premises on a regular basis on the grounds of security. On April the 18<sup>th</sup> 2016 the CCC took over the responsibilities of CERA. Later that year, the council wrote to us about some brick work they considered dangerous which we removed. By now we had removed all the first floor brickwork whilst retaining all the windows for later use. It was time for us to decide what to do with the building. (Although myself and three sons we had occupied the building continuously on the grounds of security, what with attempted break ins and graffiti, it was time to look at options). We engaged an Architect, [REDACTED] and after looking at various plans came with one for reconfiguring the first floor accommodation wing. Further engagement was made for [REDACTED] to prepare structural drawings for earthquake strengthening. The ground floor cafe area, undamaged would be left alone. **SEE COPY PLANS – Ill No 5)** At a Pre-Consent application meeting on 26<sup>th</sup> August 2019 with council apart from other issues discussed was a recommendation by CCC planner we consult with the LPC as **sensitive activities (including guest accommodation) are non complying**. This we did even though the first floor had been accommodation since 1906. After various exchanges between us and the Port Company Environment and planning Manager [REDACTED] a particularly pleasant person, we received on 20 March 2020 an Email, presumably prepared by lawyers [REDACTED], which would allow our proposal to proceed if we would sign off on a "Non Complaints Covenant". This covenant included several items never agreed to. Having been on the Port Noise Working party established to resolve any issues arising from noise issues where buildings are in the **Lyttelton Port Influences Overlay**. **SEE COPY LIST MEMBERS OF WORKING PARTY - See Ill No 6**

I would attach a copy of what was agreed by that working party: **Definitions 1.1.5 – (a) – (j). See Ill 7**

Then I also include 3.2 3.2.3 Never agreed to by working party nor even discussed (**Highlighted**)

#### **Ill 8**

**3.2.3.4 Also Highlighted** Signing off on this clause would be asking for trouble.

**3.2.3,** This clause in particular made my blood boil. Never was I going to be blackmailed into signing off on that. It would have been easy to do so for me but what about the rest of the Norwich Quay. This fine old

3

street is being held up by the restrictive rules when the real issue is getting rid of the trucks, whence all the noise comes. A comparison of noise generation I illustrate. Ill 9

As a consequence I contacted the CCC planners. Why can't we apply for a Non-notified resource consent?"Oh, no no no" The Port Company could have a go at the council. Who owns the Port Company I asked? No response. Obviously the CCC planning department weren't on our side! We came up with two or three options over the next few years and now have decided that though the building has had accommodation since 1906 to forget any first floor redevelopment and just get the building earthquake strengthened, walls clad in, roof replaced and on the first floor just carry out necessary repairs and maintenance.

#### **NOVEMBER 2011 Draft Lyttelton Master plan**

In a summary of implementation actions under a heading marked **MOVEMENT**:

M2 Move Port access off Norwich Quay See one of several variations of options: (SEE Ill 10)

#### **Under Lyttelton's place in the context of Christchurch:**

The Lyttelton Port of Christchurch is economically significant and the company has plans to move East. The movement of trans-regional freight and heavy vehicles will continue to place pressure on Norwich Quay and the township until an alternative port access road is built.

#### **Infrastructure and transport:**

Heavy traffic re-routed off Norwich Quay.

#### **Following consultation and engagement headlines:**

The community feels strongly about diverting port related heavy traffic off Norwich Quay and, getting back public access back to the waterfront and integrating it with the township. Again under the **movement theme** reinforced getting heavy traffic off Norwich Quay

**5.2 Movement Action Plan:** M1:b Draft a Heads of Agreement between the Lyttelton Port of Christ church, NZTA, Kiwirail, and the Christchurch City Council to agree key responsibilities and clearly set down staged intentions with regard Port access and Norwich Quay. As far as I know this didn't happen!

#### **The Norwich Quay**

The Norwich Quay at present is part of the State Highway network.

Clearly the state highway policy is to bring the highway to only the closest boundary of the port and the state highway authority sees detouring traffic off Norwich Quay as a necessity. Obviously over height, over width and dangerous product could continue along the Quay and up Sumner Road as at present.

The mix of heavy and local traffic creates significant dangers given the estimated increase of container movements to the port by 2040 also as noted in the Press 4 September 2025 pressure on truck drivers to break the law where freight customers including ports might try to put undue pressure on drivers.

The Christchurch City Council Promised to fund an alternative route for heavy traffic off Norwich Quay which to date has never happened.

The Lyttelton Recovery Plan saw as a priority getting traffic off the Quay and also saw heavy traffic as being an impediment to the township as a whole.

Restrictions on redeveloping Norwich Quay following the earthquakes is due to being in the Lyttelton Port Overlay zone when in fact were the heavy vehicle be removed from the quay the noise contour lines would change seaward. As has been noted heavy vehicle noise levels are 90DBA. There is little port activity opposite the Quay making much noise.

In my opinion the greatest possible pressure must be made on all local body politicians and MP's to change the situation. SEE PHOTOS: Before and after Earthquake Ill 11 and 12

It is inevitable that at some time in the future that if some resolution is not found a public meeting will be needed to give the public an opportunity to express their frustration.

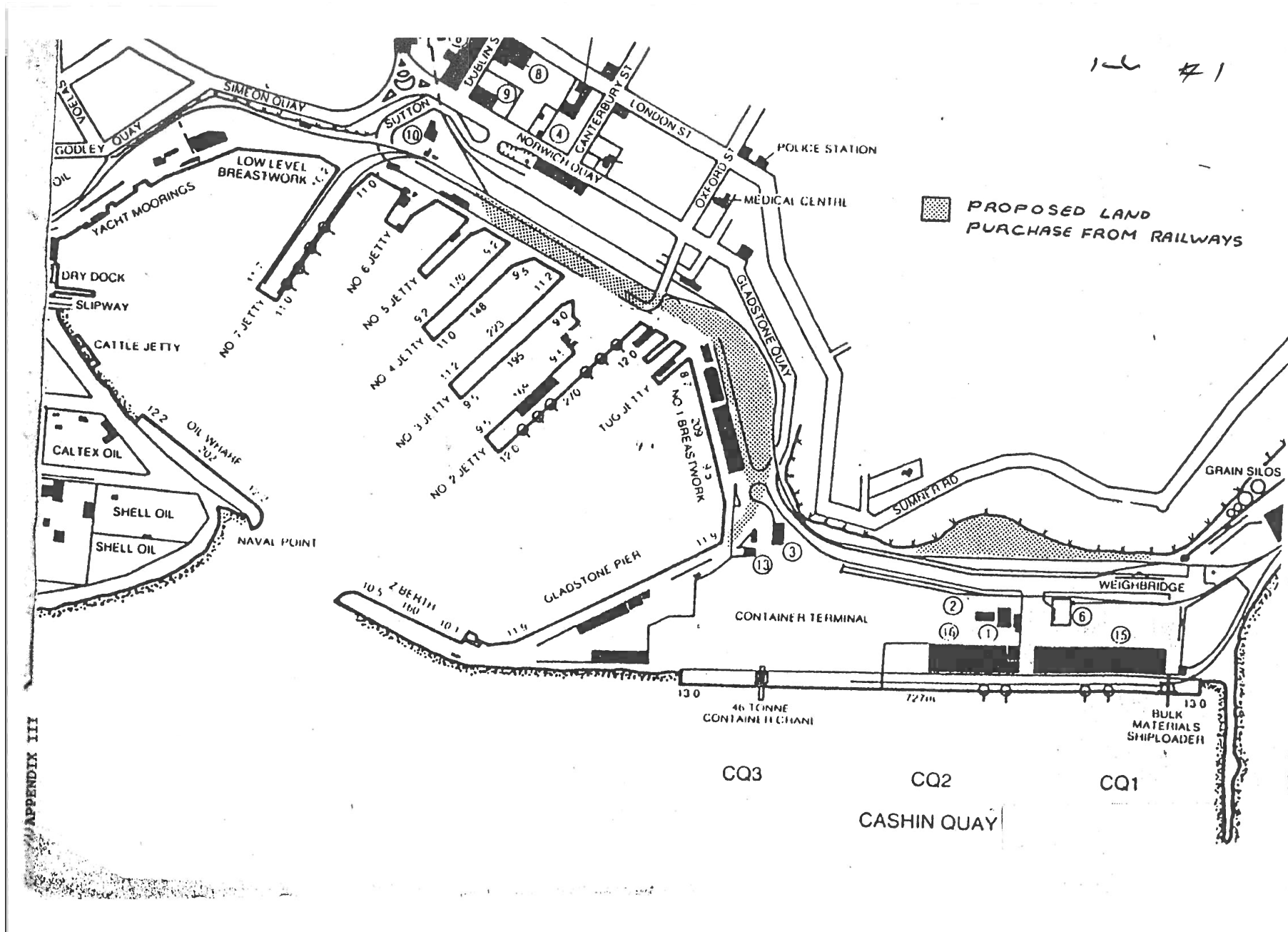
Given the events of 2010 and 2011 which included the demolition of the Lyttelton Museum, a Maritime Museum in place on the waterfront which was proposed by the Norwich Quay Historic Precinct Society in 1992 and supported by all the Port Company owners, would have been a great asset to the port but opposed by the LPC Board by the casting vote of the chairman of the board claiming business was their only criteria. Another view taken is at Port Chalmers, where the Otago Port Company purchased the old Museum building on the waterfront from the Museum for a dollar, gutted the interior and fitted it out to describe the port's history. To the right of the building is the new Port Chalmers Maritime Museum, contemporary, but complementary in smoked glass. Reopened, in late 2024 after a \$3.5 million dollar redevelopment, designed and built by Calder Stewart. Running costs are met by the port company. On the first floor is a viewing room for a panoramic view of the port. (SEE PHOTO – See Ill no 13)

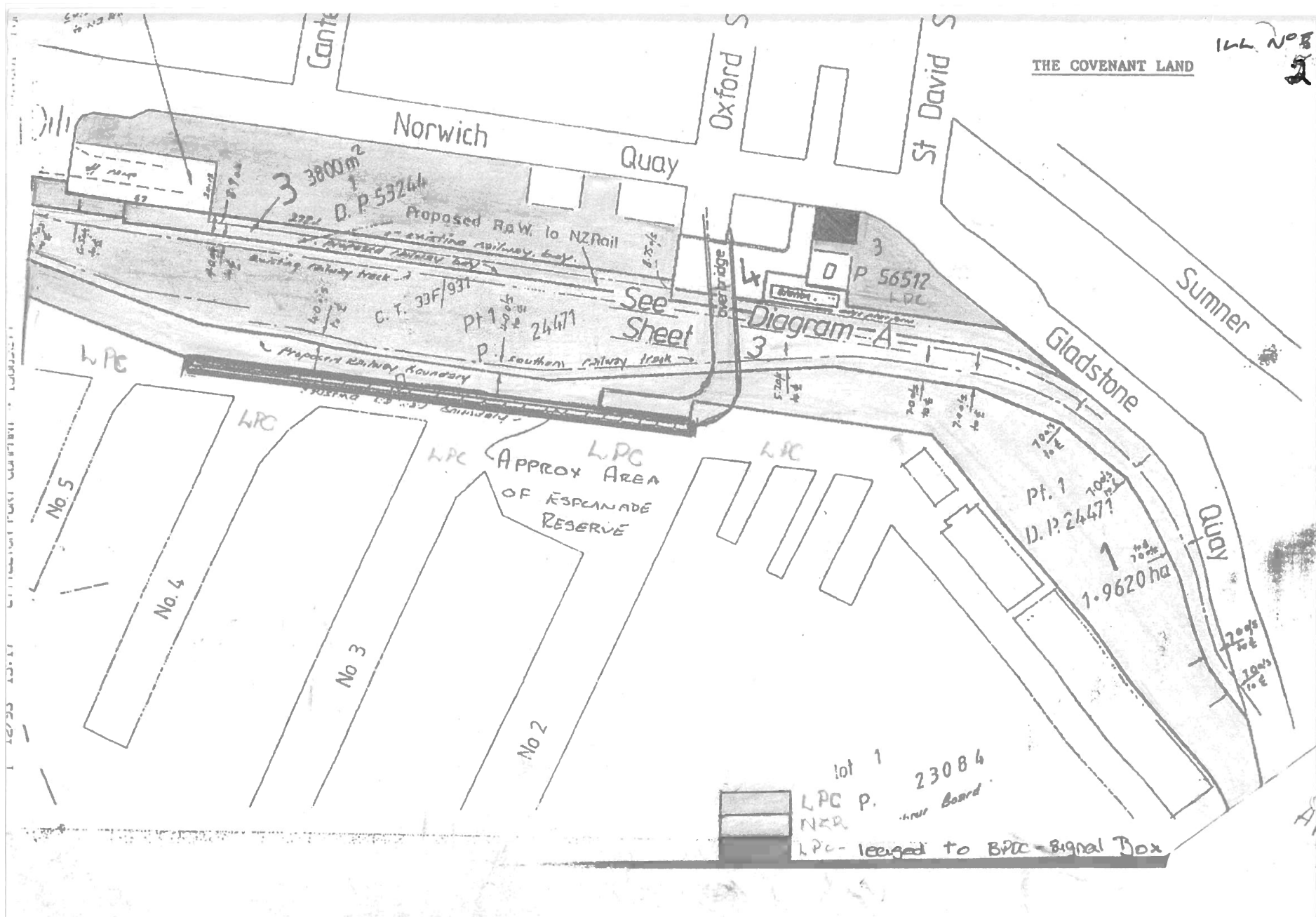
4,

In contrast, for Lyttelton, a Museum has been proposed at an inappropriate site, in a hole in the ground on London St, away from the water, with a design not in keeping with Lyttelton and an estimate of \$12.5 Million dollars plus! Questions should be asked given they have been offered the old wool store beside the Te Ana Marina by The LPC.

I have also included some copies of a small magazine we produced many years ago.







4 July 1994

144 #3.  
Lyttelton Port Company Limited



Private Bag 501  
Norwich Quay  
Lyttelton  
New Zealand  
Ph: (03) 328-8198  
Fax: (03) 328-7828

## **MEDIA RELEASE**

### **PORT COMPANY DONATES LAND FOR COMMUNITY PROJECT**

The Lyttelton Port Company has much pleasure providing land at the port for the development of an historic precinct.

Located on the corner of Donald Street and Gladstone Quay, approximately 291 sq m of land has been set aside by the company for use by the community. The land forms part of a parcel the Lyttelton Port Company is in the process of purchasing from Railcorp Properties.

Already located on the site is the 1902 Lyttelton Signal Box which has been gifted to the Banks Peninsula District Council by NZ Railways. The Community Board is now seeking interest from groups who would like to develop the site further.

The land is ideally suited for a community project because of its location near the Lyttelton Museum and close proximity to historic buildings, historic sites and Pilgrim's Rock says the Lyttelton Port Company's operations manager, Mr David Viles. "Hopefully the precinct will provide a safe and special area where the public can enjoy aspects of Lyttelton's history away from the potentially dangerous activity of a busy port," he says.

To show its support for the development the Lyttelton Port Company is making the land available through a lease to the Banks Peninsula District Council, at a pepper-corn rental (approx. \$1 per annum).

Mr Viles says the Port Company is especially pleased to be able to support the community with this exciting development.

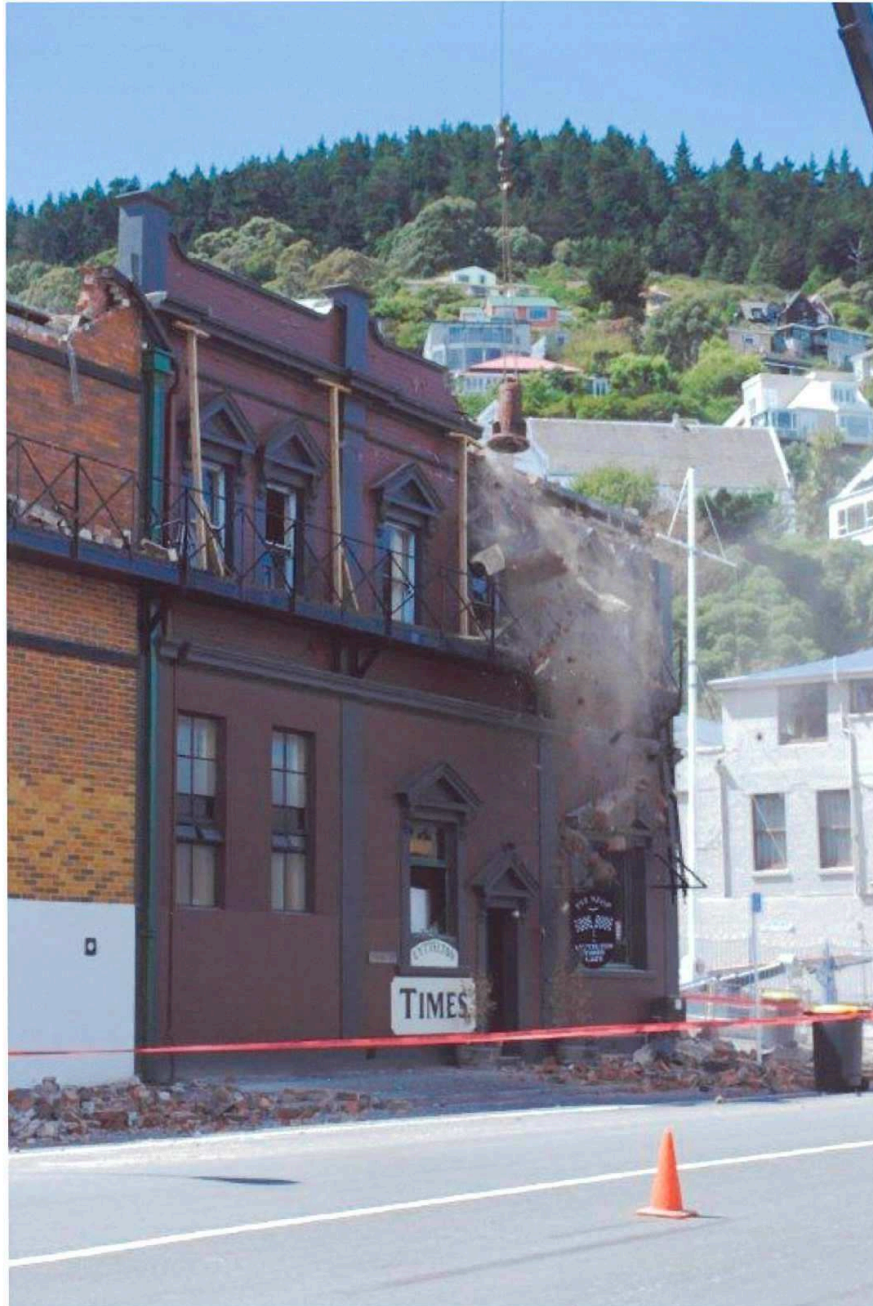
From Joelle Cross  
Public Relations Manager  
Lyttelton Port Company Ltd

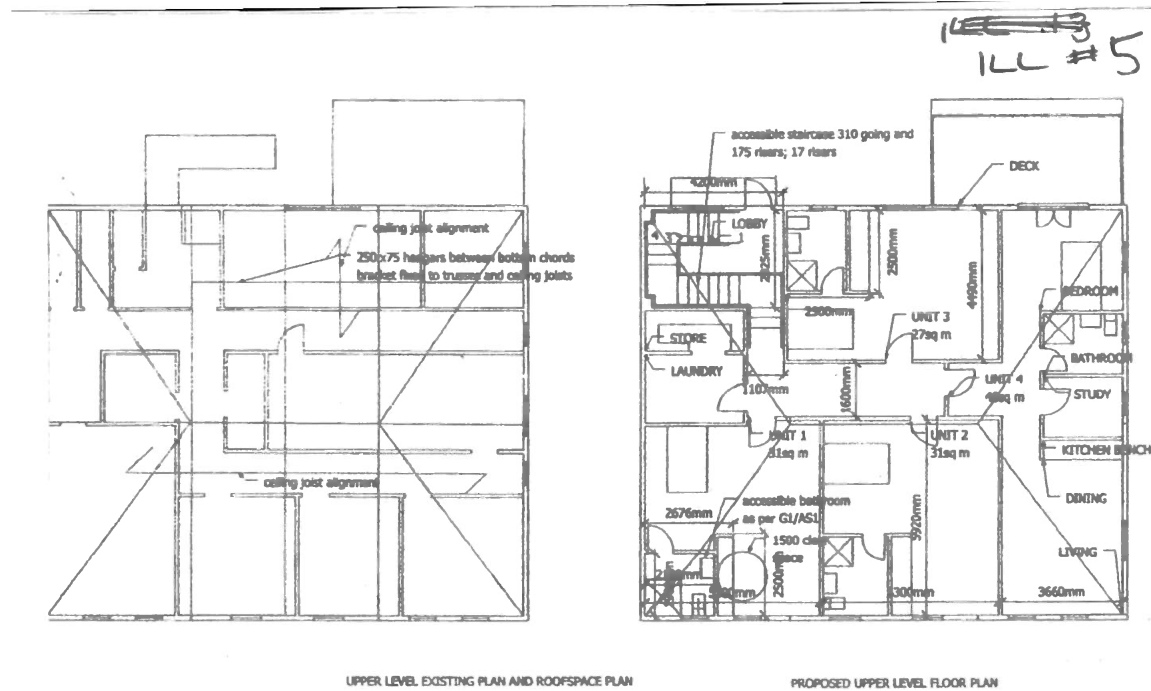
Phone (03) 328 8198

Not a container



14h 2/0 4





27 June

11 July

16 #6

## Port Noise Working Party Deed

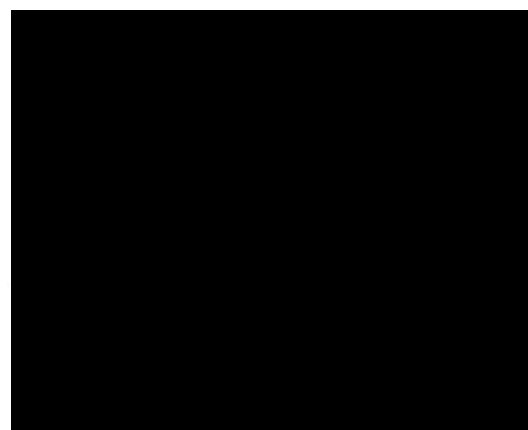
LYTTELTON PORT COMPANY LIMITED



CHRISTCHURCH CITY COUNCIL

CANTERBURY REGIONAL COUNCIL

LYTTELTON HARBOUR RESIDENTS ASSOCIATION



SOLID ENERGY NEW ZEALAND LIMITED



Lane Neave LAWYERS



Annexure Schedule 1

122 15  
#7

Insert instrument type

Covenant Instrument

Continue in additional Annexure Schedule, if required

1. Definitions and Interpretation

1.1 Definitions

In this Covenant Instrument unless the context otherwise requires:

1.1.1 **Building** means the building situated on the Burdened Land.

1.1.2 **District Plan** means the Christchurch District Plan.

1.1.3 **No Complaints Covenant** means the restrictive covenant referred to in clause 3 of this Covenant Instrument.

1.1.4 **Port** means all that land owned by the Covenantor (whether now or in the future) together with any other land (including land acquired by the Covenantor from time to time), structures, seabed and areas of water which may be used from time to time for Port Operations and/or zoned or included in management areas or set aside for Port operations in any District Plan or Regional Coastal Plan which relates to the Port of Lyttelton from time to time.

1.1.5 **Port Operations** means all customary, commercial and leisure activities, works, uses and occupations carried on at an international sea port (including the Port of Lyttelton) at any time in accordance with prevailing practices and trends for the time being, whether involved in the use of light or heavy machinery, equipment, vehicles, vessels or otherwise including (without limitation):

- (a) Berthing, departure and surface movements of vessels.
- (b) Embarking and disembarking passengers, crew, visitors, contractors or other persons from any vessel.
- (c) Loading or unloading cargo from any vessel, train or vehicle.
- (d) Transporting cargo, passengers, crew or other persons to or from any vessel, train, vehicle or wharf.
- (e) Processing, storing, consolidating and deconsolidating cargo, passengers or other persons.
- (f) Building, cleaning, repairing, replacing, altering or maintaining any vessel, equipment or structure or undertaking improvements including structures at the Port.
- (g) Dredging or otherwise dealing with the seabed.
- (h) Demolition, reclamation and construction of improvements and earthworks associated with reclamation at the Port.
- (i) Any construction, reconstruction, repair or reconfiguration of the Port associated with the recovery of the Port after the 2010-2011 earthquake sequence.
- (j) Discharges to air, ground and water, activities and buildings associated or ancillary to any of the above whether conducted at the Port or elsewhere.

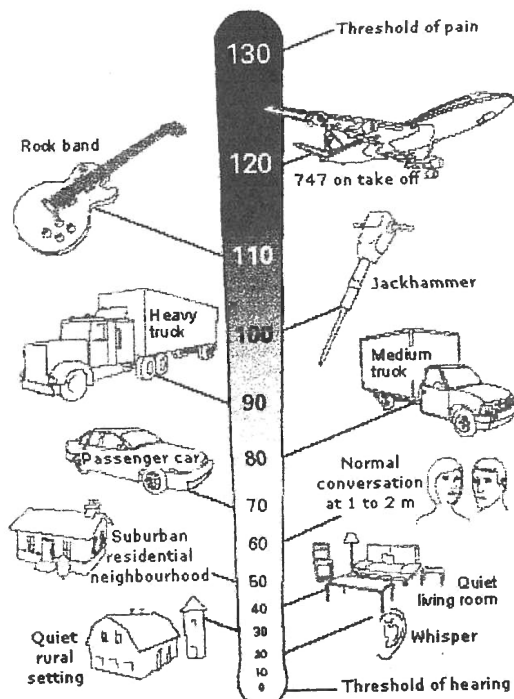
REF: 7225 – AUCKLAND DISTRICT LAW SOCIETY INC.

Interpretation

1448.

- perform all the stipulations and restrictions contained in this clause 3 to the end and intent that each of the stipulations and restrictions shall, in the manner and to the extent prescribed, forever enure for the benefit of the Port Operator.
- 3.2 The Covenantor shall not:
- 3.2.1 Withhold consent, object to or in any way restrict or prohibit any activity or practice (including without limitation any Port Operations) whether existing or proposed from being conducted at or from the Port;
  - 3.2.2 Object to, complain about, bring or contribute to any proceedings (whether in contract, tort (including negligence), equity, nuisance, public nuisance under any statute or otherwise, and whether seeking damages or injunctive or other relief or orders) or otherwise oppose any adverse environmental effects, including noise, dust, traffic, vibration, glare or odour resulting from any lawfully established port activities undertaken by the Port Operator;
  - 3.2.3 Make any complaint or in any other way seek to constrain the Port Operations by reason of the use of Norwich Quay by traffic to and from the Port and/or promote or support alternative roading proposals associated with Port traffic including relocation of Norwich Quay on to the Port Land or elsewhere within Lyttelton;
  - 3.2.4 Grant any lease, licence, residential tenancy or other right to occupy all or any part of the Burdened Land which does not include a covenant (enforceable by the Port Operator) requiring the recipient of such lease, licence, residential tenancy or other right to occupy to comply with the terms of this covenant;
  - 3.2.5 Grant any lease, licence, residential tenancy or other right to occupy any of the short term accommodation units within the Building for a continuous period of more than 21 days. For the avoidance of doubt, the restriction in this clause 3.2.5 does not apply to the caretaker's flat within the Building; and
  - 3.2.6 Market all or any part of the Burdened Land for sale, lease or otherwise without disclosing the terms of this covenant.
- 3.3 The Covenantor shall at all times hereafter save harmless and keep indemnified the Port Operator from all proceedings, costs, claims and demands in respect of breaches by the Covenantor of the covenants and restrictions contained in this Covenant Instrument and/or implied on behalf of the Covenantor which occurred while the Covenantor was the registered owner of the Burdened Land.
- 3.4 The Covenantor shall pay the Port Operator's legal costs and disbursements directly or indirectly attributable to the enforcement of any covenant or restriction contained in this Covenant Instrument.

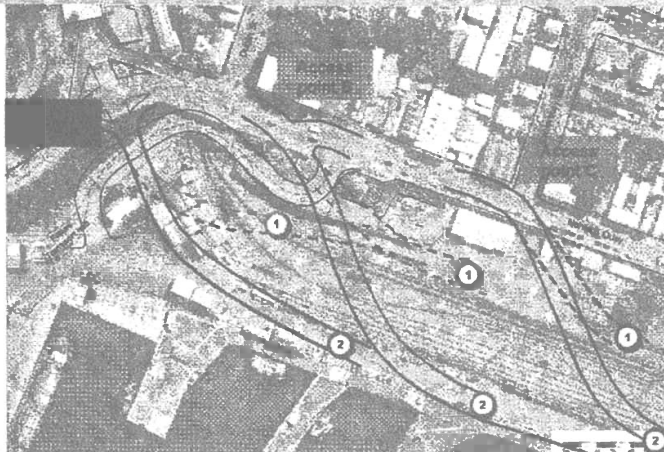
# DECIBEL SCALE (dBA)



## M2 – Move State Highway access off Norwich Quay: a range of alignment options for future consideration

These alternative State Highway alignments illustrate a range of implications requiring consideration:

- the relative length of Norwich Quay used for the State Highway (Access points A, B, C) and amenity, access, safety implications
- North of the rail line alignments (1's) keep the waterfront clear but will require the State Highway to cross the rail further to the east for operational reasons
- South of the rail line alignments (2's) give good transport access to the waterfront but impact on local term public access to the waterfront



### DESIGN CONSTRAINTS:

- 6% max gradient
- Minimum road clearance 4.9m (8m preferred)
- Minimum overhead rail clearance 4.9m
- 3m clear zone (in plan) from centre line of rail track
- 4.45m existing head room under existing Oxford St. Bridge
- Ramp width 8m

1CL 10







14  
#  
13.

# CASS BAY RESERVE COMMITTEE

8 September 2025







## New planting at Pony Point









Cholmondeley  
Children's Centre  
planting trees for  
them to continue  
looking after on  
Steadfast Reserve.









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Even 2-year-olds can  
join in the mahi.



Even 2-year-olds  
can join in the mahi.

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## Some of Cass Bay's Junior Conservation Club











Well earned  
BBQ lunch  
Enjoyed by everyone.



Thanks to the  
Community Board  
for their support  
with funding.











Slide # 1

# Status Quo



**1850 Painting** showing how Mana Whenua used the land, the same as we do now, boating, living and preparing and eating food (picnicking for us)

## 2009 Geomagnetic Report

2

### 4.1 Geomagnetism

“C. Le Borgne effect: The **susceptibility of the topsoil to about 30 cm depth** ..... Therefore any trench or pit back filled with mainly topsoil shows a much stronger magnetic signature than the surrounding soil”

“categories of detectable human activities using magnetometry:”

- 1. **Fires including hearth, fireplaces**, burn-offs and accidental fires all create thermo-remnant anomalies.

### 5.0 Results

Ad b) and c) Possible or likely burial pits

- Mid-sizes anomalies with predominantly low values (1, 12, 13, 14, 15, 16, 17)
- depending on possible foreshore dune movements **these anomalies (12, 13, 14, 15) could relate to fireplaces**



2009 Geomagnetic Report 5.0 Results Possible or likely burial pits

Ngai Tahu Map, upgraded Possible burials to **Burial Pits**



- depending on possible foreshore dune movements these anomalies (12, 13, 14, 15) could relate to fireplaces

3



#### 2024 Geophysical Survey,

“This investigation was extended in January 2024. The area of the recreational reserve was included and a second geophysical method – *ground penetrating radar was used.*”

#### 4. Results

- A drawing of the papakainga (shown by mana whenua during the survey on location) shows the sloping beach with waka drawn up in front of several whare surrounded by fence lines. **The GPR survey (area B) shows the edge of the settlement and the sloping beach, which has been covered by the modern beach edge compromised of a low sand dune.**
- Figure 6: Coastline changes overlaid onto the geophysical data 2009 & 2024.
- Figure 7: Coastline changes overlaid onto an 1865 map.
- Figure 8: Coastline changes overlaid onto a mid 19th century map (SO 504) showing 'Maori Pah'.
- Figure 9: Coastline changes overlaid onto modern aerial. It also shows the changing route of the stream including a secondary stream that was diverted in the 20th century.



## No mention at all of possible burials

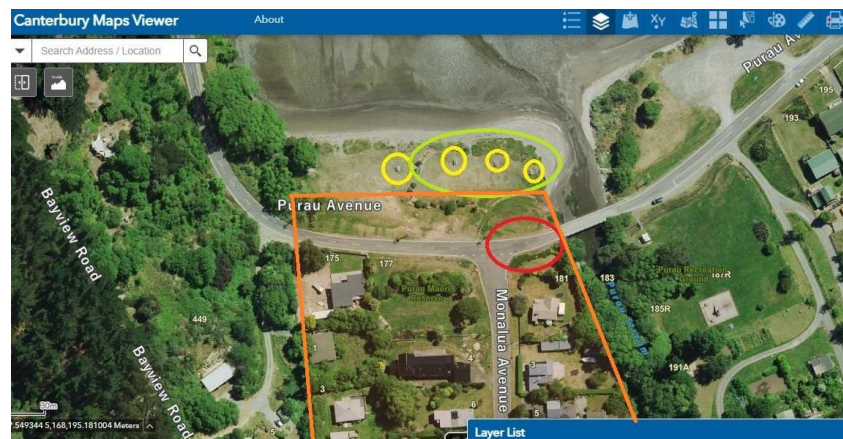
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### 7. Conclusions & Recommendations

It seems unlikely to encounter archaeological features on the recreation reserve. **West of the stream, under the road** and halfway across the coastal zone it seems likely that **remains of the papakainga, the 'Maori Pah'** are still in situ.

**The 2024 Geophysical Survey proved there was foreshore dune movements so these anomalies (12, 13, 14, 15) could relate to fireplaces, not burials.**

The Photographic evidence shows the burial-in-the-tidal-zone story is not just unlikely — it's impossible for #12,13,14,15 to be burials.



**The Western foreshore before the bridge**

## Historical Photographic Proof

5

1930's

Low tide



1940's



1950's



1960's Ocean comes up to the road



1970's new reclaimed land

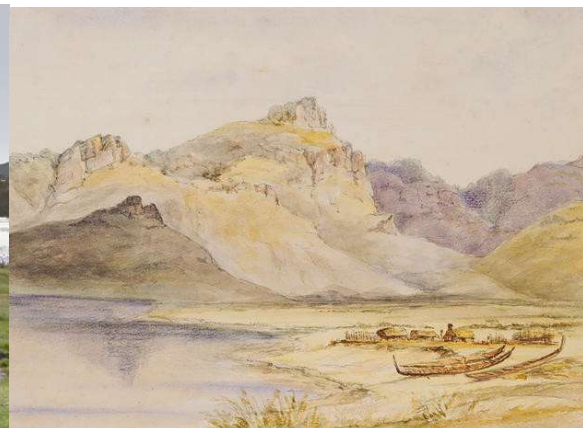


6

Status Quo New land grassed over



1850





7

- If Human burials exist → Call Police
- If not → Don't deceive public

**When you vote on this, say out loud that the “status quo remains” and “do nothing with the western foreshore” so that it is captured unambiguously in the minutes.**

**Save our ratepayers money and not spend it for the sake of it.**

8



# Purau Foreshore Development Plan

Deputation-Purau Residents Group



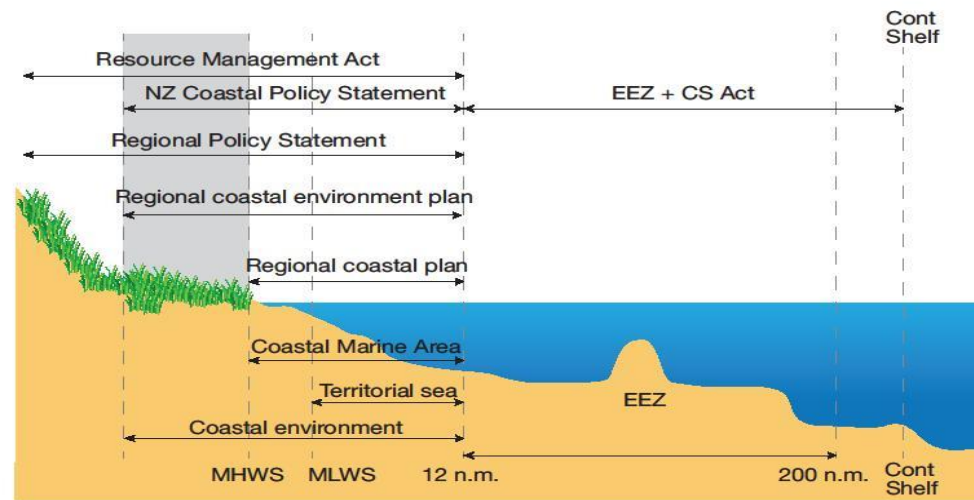


Division of consultation results reflecting foreshore opinion.

Toilet Block	Recreation Ground	Foreshore Areas.	Eastern Foreshore.	Western Foreshore
19 No, 1 Yes, 1 In-part	13 Yes, 12 No, 11 in part	13 Yes, 13 No, 10 in part	10 Yes, 18 No, 4 In part <b>56% NO</b>	10 Yes, 14 No, 3 In Part <b>52% NO</b>

## Jurisdiction for local and regional councils

### RMA coastal management jurisdictions



MHWS = Mean High Water Springs  
MLWS = Mean Low Water Springs  
EEZ = Exclusive Economic Zone  
Cont Shelf = Continental Shelf  
EEZ + CS Act = Exclusive Economic Zone + Continental Shelf (Economic Effects) Act 2012  
n.m. = nautical miles



Purau Rate Payers Association Estb.15/11/1980-AKA Purau Residents Group.

#### Purau Residents Deputation 8<sup>th</sup> of September 2025

1. The revised Landscape plan is **welcomed** with the addition of the new toilets in the existing location and upgraded benches and picnic tables. It was good to see that council adapted their plan after submissions were made. However, it was disappointing to see that they did not alter their plans for the Western Foreshore area after so much objection.
2. Our last meeting with Council on the 2<sup>nd</sup> of August finished abruptly. **The consultation was cut short with no explanation.** Residents did not consider this to be a proper consultation and subsequently a list of questions were sent to council, I trust you have read these. Some have been answered, council will say they have replied to all but there are **many questions that were answered with a deflection or referral and remain outstanding.** There is still no answer as to why they cut our meeting short.
3. Residents are finding the process relatively undemocratic, given the public are given insufficient time to review the agenda and reply in a timely manner for the board to read their deputations in advance. Answers to Council's questions were received after 3pm on Friday. **How is a community expected to absorb these responses and reply before this meeting here today? How is the Community Board expected to absorb this information?**
4. Engagement with residents after this project was first initiated was delayed. This would have avoided revisions of the plan before going to consultation. For example, due to the initial lack of due diligence by Council, they did not realise there wasn't sewage and water in Purau and were not aware of the history of flooding events. Consulting on a designed plan before meeting residents has left many residents feel the decision has already been made, the consultation was just a formality, **they feel unheard.**
5. I received over the weekend an upset email from a resident about one of the unanswered questions about disability. I will read this out, see attached.
6. There are also other emails I have received, which I will read out, see attached.
7. **Council's submission results are misleading.** The plan was consulted and presented on as three areas. Why does the council believe it has a mandate from the community to carry out the consultation given their empirically flawed statistical results. Combining the foreshore results are **not** the correct results. See division of results below:

Toilet Block	Recreation Ground	Foreshore Areas.	Eastern Foreshore.	Western Foreshore
19 No, 1 Yes, 1 In-part	13 Yes, 12 No, 11 in part	13 Yes, 13 No, 10 in part	10 Yes, 18 No, 4 In part <b>56% NO</b>	10 Yes, 14 No, 3 In Part <b>52% NO</b>

8. Residents would have preferred to have been **given the four options** that the community board has been given at the consultation stage, why was this not considered then?
9. As part of this land is in the **Marine and Coastal area, the Regional Council should have been consulted**, this is their jurisdiction. The Buddle Findlay letter only discusses access from council land but does not discuss how management of this land will change with council's new proposals. This should be a Regional Council decision too.





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10. The Buddle Findlay letter refers to a previous case, [Ours Not Mines Ltd v Hauraki District Council \[2024\]](#). That determination was that placing any obstruction in a legal road constituted a “nuisance” under common law, but in that case the nuisance was mitigated by the obstruction being able to be passed by vehicles. In the Purau case the Council are planning to obstruct access to the legal road and in so doing that will constitute a nuisance, this will be illegal under common law. Is Buddle Findlay’s advice is flawed?
11. The Buddle Findlay letter does not address **Subpart 2-Public rights** and powers over common marine and coastal area (1) (C ) **To engage in recreational activities** in or on the common marine and coastal area. No small boat launching can now take place restricting access using rocks to this area.
12. Why has the definition of the land from consultation stage changed from reserve to roading. Has the public been misinformed during the consultation process?
13. **In 2006, rocks were placed** across the entire Western Foreshore. These rocks were removed after much tension developed in the community. **Residents still feel strongly about restricting access today. Nothing has changed.**
14. Bader’s 2024 survey has still not interpreted by a specialist team of archaeologists-**staff have answered these queries with no expertise, as amateurs.** These are survey reports. Only the 2009 survey has been examined. This is crucial as there are new findings that have eliminated much of the original possible archaeology. Why has this continued to be ignored? After contacting archaeology specialists, **we have received conflicting opinions to Council’s inexpert opinions in relation to archaeological findings.**
15. The area where the Pah is located deserves to be classed as **Wahi Tapu**. This is what it deserves. A blanket approach decision without defining the boundaries will limit access to all of the community.
16. The changing landscape of Purau and in particular the Western foreshore, has grown, eroded and now growing again with sediment build up. **This reclaimed land is out of the reach of any history** and is new land and should not be included in the restrictions proposed by Council, as proved by 2024 survey. The Council’s maps they provided in answer to one of our questions that showed that all of the western foreshore was part of the original “native reserve” are incorrect. Much of the foreshore we see today is reclaimed land. Again, proved by the 2024 survey.
17. Given Council’s reasons for restricting vehicles on the Western Foreshore, why will service vehicles still be permitted and granted access but the public will not?
18. Residents were told that if the reserve 4622 was returned that it’s loss would not impact the community as they advised that there was **already plenty of reserve areas**, primarily the foreshore. This proposal attempts to restrict activities on one of the largest reserve areas in Purau. **Compensation by way of new tables and benches as a sweetener and some play equipment is not enough.**

Facebook Comments following August Meeting.



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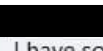
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- They have already taken the money from Godley House and not replaced it with anything. The council need to tidy the foot paths and edge of some of the roadsides. A lot of people come over on the ferry to enjoy an outing . Would be nice to be able to offer them picnic areas and places with refreshments not take them all away.
- 1w Like Reply 7
- the issue of the insurance money for Godley House is not quite like it appears. Godley House ownership was transferred to the CCC long before the earthquake because the cost of maintaining it ( including insurance) was unaffordable for the local community. So the insurance payout for Godley House became just part of the overall CCC payout after the earthquake.
- 1w Like Reply 1
- Yes but they promised to replace it and then reneged.
- 1w Like Reply 3
- Be interested to know what the sitting councilors and those standing think of this proposal to effectively close part of the beach front.
- 1w Like Reply 3
- following up.
- 1w Like Reply
- Why??
- There's a parking bay there.  
Have hoon's been ripping it up??
- 1w Like Reply
- no despite the wet weather it is in great condition people were having lunch at the picnic tables today.
- 1w Like Reply 1
- Reply to
- Someone will build a table and we'll still drive on the grass 🤔
- 1w Like Reply 11





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  I have some information I would like to share about this foreshore area that regards my personal involvement and that are facts and not opinion. In 2006 the Purau residents association was allocated funds from council for the beautification of the Purau foreshore. A plan was formulated and agreed by Purau residents and signed off by Banks Peninsula District Council. The plan was for the Western Foreshore Reserve area which now has a proposed new landscape plan. I am a council accredited contractor and I was engaged to carry out the agreed work in 2006. This work included using a 12 tonne excavator to trench across the whole length of the foreshore, up to 500mm deep and approx. 1500mm wide, from the Purau stream to the western corner, effectively through the middle of the reserve. We then imported large boulders and placed them in a chain design over the length of the reserve allowing spaces for pedestrians and small boat access to the beach including a wider gap for council to access via a chain and lock. This allowed for safe parking off the road. Within two weeks some locals had taken exception to access being restricted and cut the chain and removed rocks with heavy machinery. Long story short, the council agreed not enough consultation had occurred and subsequently Fulton Hogan re-excavated the rocks and excavated a new trench from the middle section heading north to the foreshore. This configuration can be seen today. In 2009 CCC engaged an archaeologist, Bader, to prepare a report on several of the reserves including this foreshore. In 2024 Bader was re-engaged and carried out a geomagnetic and ground penetrating radar survey over the foreshore area. The 2024 report super-seeds the 2009 report and contradicts findings in the earlier report. These reports are available from Council. The present landscape plan, we are told, has been designed to manage use of the foreshore to protect possible anomalies identified in the survey and reports. The 2024 report shows the expansion in growth of the coastline from old to 1870 to reclaimed land today. As this is becoming an important local issue, I thought it prudent to inform CCC yesterday at a community meeting and the archaeologist last week, that as part of work carried out in 2006, we supplied 40m<sup>3</sup>/60 tonnes of topsoil. This topsoil was excavated from around my 100 year old colonial farmhouse and used to backfill around the rocks and spread over a wide reserve area to make good and re-seed the uneven surface. My concern is that this topsoil, will more than likely contain objects as has been observed in the past during gardening, horseshoes, tack, broken crockery, cutlery, bones-beef, sheep and dog etc. The archaeologist wasn't made aware of this 2006 project and our input and what it entailed and therefore my belief is the archaeology has been compromised and contaminated and therefore will need re-assessing.



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  Great we can share information and pass on what we know. ...

1w Like Reply

  The less able body people are going to miss out on the easy access to western side Purau foreshore. I can only imagine how hard the trip from the car park on the other side of the bridge will be for them. Or mum and dad with three children and all the beach and picnic equipment.

1w Like Reply Edited 

  I wonder where everyone will park in peek summer season 😊

1w Like Reply 2 

  the plan is that parking will be in gravel car park and along Purau Ave and Camp Bay Road I guess both sides of the road are available after the bridge but will make the road narrow. Also both sides of Monalua Ave could be used for parking having just thought about parking in Monalua Ave this will make it an easier walk with children to the western foreshore also boat trailers when there is an overflow from the boat ramp. Some days it will be quite congested I imagine 😊

1w Like Reply 



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Don't take it away just move it there are lots of spots there for more picnic tables, get pro active, a coffee cart would go down a treat.. 🤔

1w Like Reply 2 🍷

It's a paper rd so regardless I will park on it

1w Like Reply 2 🍷

What was discussion about public toilets for the bay?

1w Like Reply

Maybe it will mean fewer dogs chasing the birds at the stream, lost count of the number of times I've seen this with owners blissfully unconcerned

1w Like Reply

Thanks CCC for supporting the community with improvements to our public places

1w Like Reply 3 🍷

Another community improvement would be to open the paper road to give access to the Hidden Valley reserve which was announced with considerable vigor yet people have no access to it.

1w Like Reply 6 🍷



Don't thank them mate.  
They are just trying to fritter away public funds on useless ideas





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WHY  
1w Like Reply

   
OK people lets calm the farm. Today was to hear feedback from the community and it was pretty clear that the majority of the room would prefer that the western foreshore be left alone.

Nevertheless, it was to hear feedback from all the community and there were some there that did support the work. All the questions posed were legitimate and it's for the CCC community team now to relay that information back to the project drafters to revise the scheme to reflect the feedback.

What I heard, was that the archaeological information was inconclusive and did not appear to support the cultural report provided. Indeed, the cultural report did not reference any Tauīwi history and so the team were asked to take that into consideration. There are people of long standing in the nbay that do have significant information confirming

The room heard that at the time of mana whenua inhabiting that area - the "native reserve", there was effectively no foreshore and so it would be highly unlikely anything of cultural importance would be found. On the other hand there appeared to oral history stating there was usage of a foreshore. Nevertheless, the archaeological findings did not support that view since no findings were found.

We also heard that one local had been party to a previous "beautification" of the area and contributed 60 tons of soil to build the foreshore up to make it suitable for launching small boats.

Nevertheless, another local claimed that Tupuna were buried on the foreshore but at a depth of 2 metres. Naturally this cannot be confirmed since all previous archaeological digs etc have only been at a depth of 300mm

CCC are able to make a decision themselves to do this, but it would have to be at full council and it would have public consultation and to have the public's majority support.

The Council have heard the feedback and recorded the meeting and will in due course revise the project to reflect the feedback and will contact the submitters to confirm their revised project. The decision whether to go ahead will then be pout to the Community Board for a decision of 2nd September.

If the decision does not reflect the feedback given submitters will have the oppportunity to put in a formal complaint to the Ombudsman on the grounds of the Council acting Ultra Vires.

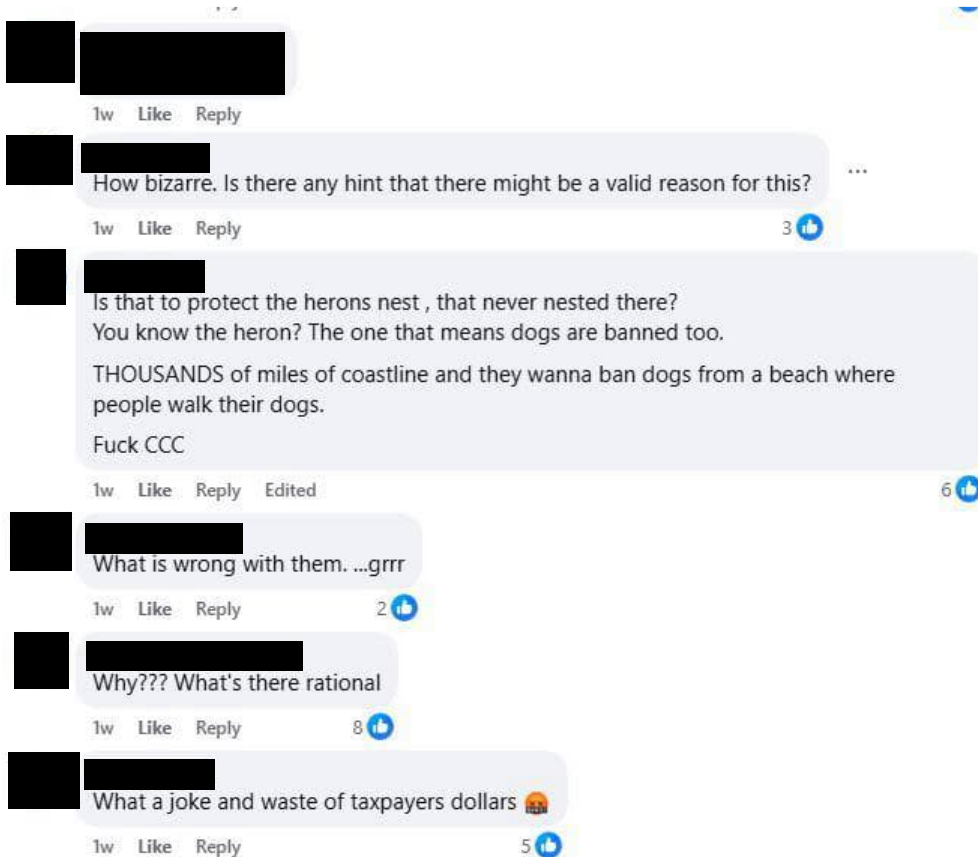
That's my summary and BTW that's me in the picture. Cheers

1w Like Reply

10 



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September 2025



The Christchurch City Council, bless their hearts, has solved disability access. Not for disabled people, of course, that would be too literal. No, they've solved it on paper, in the kind of abstract, bureaucratic way that makes accessibility a checklist of ramps, toilets, and bridge gradients while missing the one place that actually matters: the bloody beach. See, on the western side of Purau foreshore, we had a practical, lived solution. Families could drive onto the grass, park up close to the sand, sit at the picnic tables, and be part of the scene. Disabled kids, elderly whānau, people who can't just "walk a bit further", they could actually share in the joy of being at the moana. It wasn't glamorous, it wasn't expensive, but it worked. Which, of course, is why it had to go. Council's new plan removes drive-on access and takes away the picnic tables. Why? Because apparently the Disabled Persons Assembly told them it was fine. Yes,



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somewhere between a policy guideline from 2002 and a consultation tick-box, the actual disabled and elderly people of Purau disappear. We've been replaced with "access features" — toilets, pathways, and an "additional play item" (presumably for those who find amusement in not being able to reach the sea or sand). This is accessibility as compliance theatre: ramps to nowhere, bridges to the toilets, and a scenic view of the place you can't get to. It's the urban planning equivalent of giving someone a snorkel and then banning them from the pool. But we could get controversial here and say something uncouth like: it's not just about mobility. It's about manaakitanga, the right of every whānau, Māori, Pākehā, whatever bloodlines run in your veins, to share in the simple, ancient joy of the foreshore. To picnic, to paddle, to sit in the sun while your kids or mokopuna splash about. That's not an optional extra, it's the heart of what Purau has been for generations. "So, Mr Councilwoman, you've improved accessibility by removing access?" "That's correct." "And the disabled residents who could once use the foreshore can't now?" "That's inclusion, my wheelchair bound simian" "Sure, looks it, Council"

#### Emails from Residents over the weekend.

##### No.1

Community Board Conflict of Interests? Do you have a register? Purau representative from to Purau and attendance of Purau meetings.

Why have you not come to any of the Purau Residents meetings? For years there has been no community board or councillor who has requested to attend our meetings. How can they understand our perspective through a consultation with CCC?

What's the rush with pushing this through? Is it because of the local elections or the changes in legislation coming over the next few months?

Why is the Council so aggressively determined to push this through with no regards for the community's feelings?

##### No.2

Hi,

I now have read up on all the questions/answers and I think a lot of the arguments that we or the Council have put forward have been exhausted. There is no movement. Here is a question that may not have been asked before:

*Council has gifted the reserve to Ngati Wheke with the understanding that it will be classified as an Urupa and that public pedestrian access will be maintained. There is no 'hard' evidence that within*





**Purau Rate Payers Association Estb.15/11/1980-AKA Purau Residents Group.**

*the confines of the reserve there is actually a Maori burial site.*

*Why did Council not gift the foreshore to Ngati Wheke as part of the Urupa arrangement as the argument that there are buried koiwi applies to both sites.*

Personally I would have nothing against an enlarged Urupa (if pedestrian access is maintained eg. H2H walkway). This would make Ngati Wheke responsible for the maintenance of the area and put the decision how to defend (or not) against sea level rise into their court.

**No.3**

Hi,

I am a mother of a child with a mobility disability and a Purau resident

Please see below and how you have been involved in the process by CCC and mentioned as being agreeable to taking away the easy access to the Purau beach.

I find this a backward step for the disabled community.

The following has been copied and pasted from a email sent to Purau community from CCC and also a response on a post from Diamond Harbour face book page.

Facebook.

Please read CCC response to question raised about disability access on the Western side of Purau foreshore. This area at the moment has the best access for people with mobility issues to the beach and to be included in activities as you can drive on to the large grassed area and have easy access to the picnic tables.

In their new plans for the western side of Purau foreshore this area will have no drive on access and picnic tables will be removed.

There is no provision in their plans to provide a substitute. I think this is a shame and a step backwards for our community. This is all happening very fast with a meeting planed on Monday.

Shame on the Disabled persons assembly!

# Purau Foreshore Development Plan

Deputation-Jill Rice



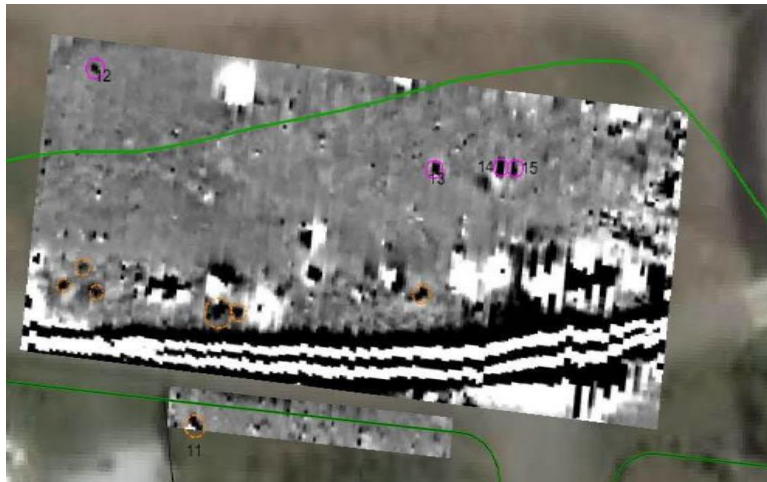








## Survey Results with 2006 Landscape Work



Geomagnetic survey results

## Ground Penetrating Radar results

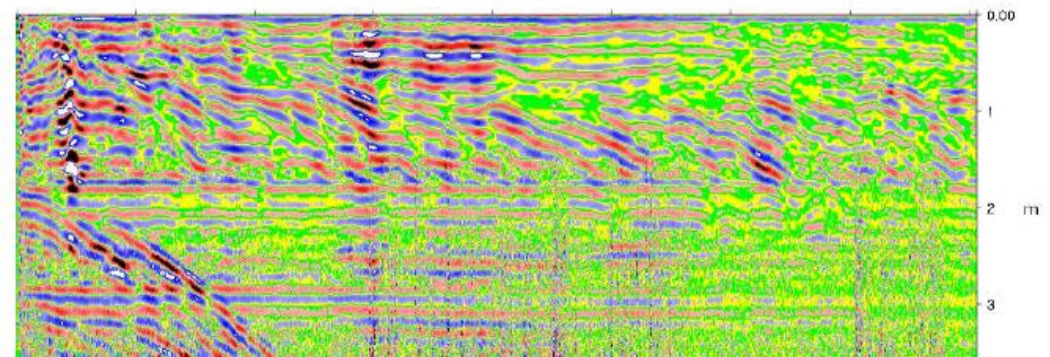


Figure 80: B8d

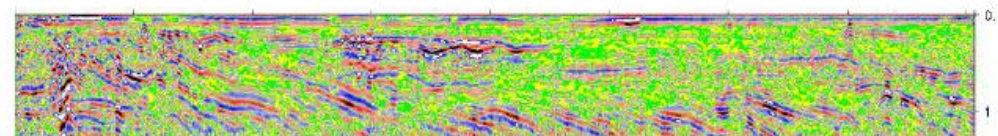


Figure 81: B8s



**Purau Foreshore Proposed Redevelopment Plan-Jill Rice 08/09/2025.**

**Purau Recreation Ground Proposal.**

Happy to see that the toilets will remain in their existing location although there are still some concerns about the costs to maintain the toilets with monthly sucker trucks and access to water.

Good to see the natural play area and steps to the stream have been removed from the plan after taking into consideration the frequent flooding events we experience in Purau.

**Foreshore Plan Proposal Eastern Side of the Bridge.**

Happy to see the removal of posts and ropes from the landscape plan, this is more in keeping with our natural landscape.

Additional benches and picnic table are welcomed however the underlying issues are that this part of the foreshore is eroding rapidly and funds would be better spent protecting this area instead of on some temporary assets.

**Foreshore Plan Proposal for Western side of the Bridge.**

The Western foreshore is the most expansive scenic, sheltered and beach accessible area. Easier access for young families, the elderly and disabled. The Eastern foreshore is hidden behind small sand dunes with less of a view and right beside the road corridor. There is nothing better than on a sunny day to see hoards of families on the western foreshore, boating, playing and picnicking. Purau has been a traditional spot for well over a century.

Council is happy to retain informal parking along the Eastern end of Purau Avenue and Camp Bay however restricting parking on the Western foreshore will put more pressure on parking forcing cars to park on the side of the road instead of off-road. This is a hazard and the newly created picnic table areas will be surrounded by cars, I am concerned about the safety implications this will have.

How can the community board approve a plan that will restrict the public from a wonderful amenity given most of this land is reclaimed land, the Bader 2024 report supports this.

I have the upmost respect for the land that was once part of our Iwi's settlement. But I find it hard to accept that restricting access and activities to the Western foreshore area when most of this land is new land.

The old road which was more north of the current road/seaward side was dug up and moved to it's current position in the 1930's. This land is excavated disturbed land.

The land beyond this was excavated and landscaped in 2006 and infilled with new farm topsoil.

The land beyond this is reclaimed land.

Through time the foreshore has been removed and reduced by Tsunamis and storms, the spirit of this land still remains sacred. However, to restrict the use of everyone's new reclaimed land which continues to grow is reaching beyond the scope of the sensitivities.

NEW Signage for acknowledging the history in Purau should be a collaboration between residents, Iwi and Council.

**PRESENTATION TO TE PATAKA O RAKAIHAUTU COMMUNITY BOARD**

Purau Foreshore and Reserves Landscape Plan – 8<sup>th</sup> September 2025

From Te Hapu o Ngati Wheke (Rapaki) Runanga – Gail Gordon

- Mihi, my name is Gail Gordon and I am here to speak on behalf of THoNW.
- Thanks to CCC Parks and Landscape team and Community Board for providing THONW with the opportunity to speak to our preferred outcome, as previously shared with council, prior to making your final decision today on the Reserve plan.
- THoNW are mana whenua and hold Rangatiratanga within the Whakaraupo harbour area and beyond. Purau is of significant cultural value to THoNW, it is a place that has been inhabited and utilised to gather and carry out mahinga kai practices, for many generations, as well as being part of tradition trails that were used to move around the peninsula from pre-European times up to and including today.
- While ownership of the Western foreshore area was lost to our people over 100 years ago, its importance to us is undiminished.
- In some submissions regarding the landscape plan there is obvious tension regarding loss of access to the Western foreshore site and picnic tables. We acknowledge that a paper road exists, as they do around the whole coast line of Aotearoa, these are activated in various different ways. We do not have any wish to restrict access to the foreshore, we just respectfully request that vehicles do not drive onto the Western foreshore site and that picnic tables are replaced in this area with seating, in an attempt to discourage eating on this site, due to its cultural significance and archaeological importance to us.
- There have been a number of challenges regarding what archaeological reports actually show in the Western foreshore area, with opinions which indicate potential koiwi and / or other features. While we cannot provide a definitive answer to this without excavation of the site, our Mātauranga / Oral history strongly suggests that there is a high likelihood of significant finds and as such we would like to see these areas protected.
- The importance of Purau to us is something we have learnt from an early age from our parents and grandparents, my great great grandparents lived in Whakaraupo in the early 1800's and would have gathered, shared kai, stories and history with the residence of Purau at that time.
- We understand the bones of our people are buried there and while there isn't 100% certainty on this and there is never likely to be, the land should be respected anyway.
- This doesn't mean it can't be used but this should be in ways that are respectful as outlined in our submission.
- We look to CCC to find ways to ensure genuine concerns around access are able to be resolved satisfactorily.