

**Waitai**  
**Coastal-Burwood-Linwood Community Board**  
**MINUTES ATTACHMENTS**

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**Date:** Monday 8 September 2025  
**Time:** 3.35 pm  
**Venue:** Boardroom, Corner Beresford and Union Streets,  
New Brighton

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# Spokes Canterbury

## Spokes Cycling Priorities Waitai

Coastal, Burwood, Linwood  
8 September 2025

Anne Scott, Spokes Submissions Coordinator  
Stephen Wood, Spokes Newsletter Editor

## Spokes held an open planning day at Tūranga in March

- 187 suggestions – 14 specific to Waitai area
- Prioritised for each Community Board
- Safety and smaller connections that will enhance cycling
- Top three and general priorities today, but hope to present the remaining ideas in the future
- We also looked at the Love-to-Ride data entered by participants

## Strategic Priorities

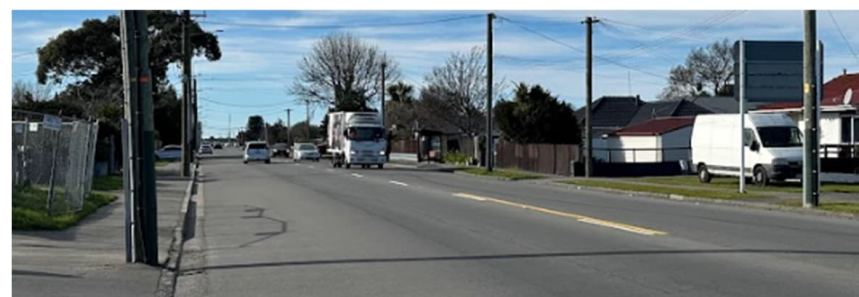
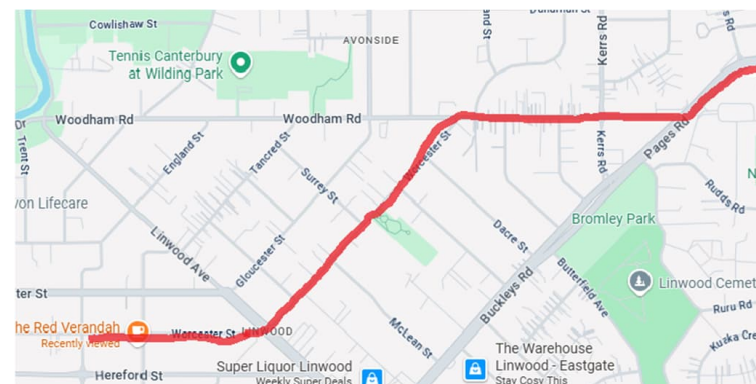




## MCR New Brighton to City - Pages Road

- Lot of support for Pages Road MCR - as direct route for commuter and school travel
- City to Sea is recreational rather than direct
- Could be done cheaply as a trial on Pages Road using the techniques from Park Terrace, however permanent solution is best and cheapest longer term
- Preferred route - Pages / Woodham / Worcester finishing at England St - 5.2km (not Avonside Drive route suggested in some docs)
- Starts from Anzac Drive assuming rest is in Bridge Replacement Project
- Start building from New Brighton end
- Rename Pages Rd MCR to avoid confusion

## Waitai – Priority 1



## Prestons / Marshland Intersection

- Cyclists travelling west on Prestons Road through Marshland Road intersection being cut off by traffic turning left into Marshland Road, BP and shops
- Shared path by BP + pedestrian crossing - provide cut down to encourage use
- Red left turn light is available but does not trigger for cyclists, particular concern at night
- Vehicles turning north from Prestons do not see cyclists going straight through (east)
- Ask staff to review intersection safety and recommend improvements for cyclists
- Re-establish off road cycle lane on Prestons Road - increasingly popular route going to Hills Road underpass or to Redwood
- Talked to Waipapa as well as on boundary

## Waitai – Priority 2



## Rookwood Ave / Bowhill Road / Travis Road

- Rookwood / Bowhill important missing link between QEII Drive/Travis Rd and Marine Parade
- Avonside Girls, Shirley Boys, and Rawhiti schools
- Drivers travelling too fast, passing too close to cyclists
- Ideally separated cycleway linking QEII Path with Marine Parade but painted lines would help
- Look at safety options to reduce speeds and move cars closer to the centreline
- Improve roundabout Rookwood / Keyes / Bowhill
- Road surface on Bowhill is rough where cyclists travel

## Waitai – Priority 3



## Waitai – Priority 4-6

- Widen and improve safety at 2 refuge crossings on Rutherford St, Woolston, each side of bridge over Heathcote – crossings on both sides of bridge popular with cyclists and pedestrians – fast traffic, risky behaviour, poor sight lines over bridge
- Keyes Road - needs cycle lanes, better lighting, and some traffic calming
- Avonside Drive / Woodham Road / Linwood Ave intersection difficult for cyclists and pedestrians to cross. School buses also having problems. Change intersection to roundabout that is friendly for pedestrians and concerned cyclists (aka Dyers Pass / Cashmere / Colombo)

## Waitai – Priority 4-6





## General Priorities



- Bike parking at popular destinations and events that suits a wide range of bikes with space for loading and unloading
- Provision of cut downs into and out of paths – suitable for cargo bikes and mobility devices
- More cycle signage and way-finding
- Reinstating cycle infrastructure when road works done
- Improved lighting for cycling through parks and alleyways
- Greater enforcement for vehicles parked / driving in cycleways
- Detectors in cycle lanes at traffic signals
- Flexi-posts alongside on-road cycle lanes, to remind drivers not to drive in the cycle lane on left hand bends and at intersections (e.g. near UC)

## Recommendations

Ask staff to:

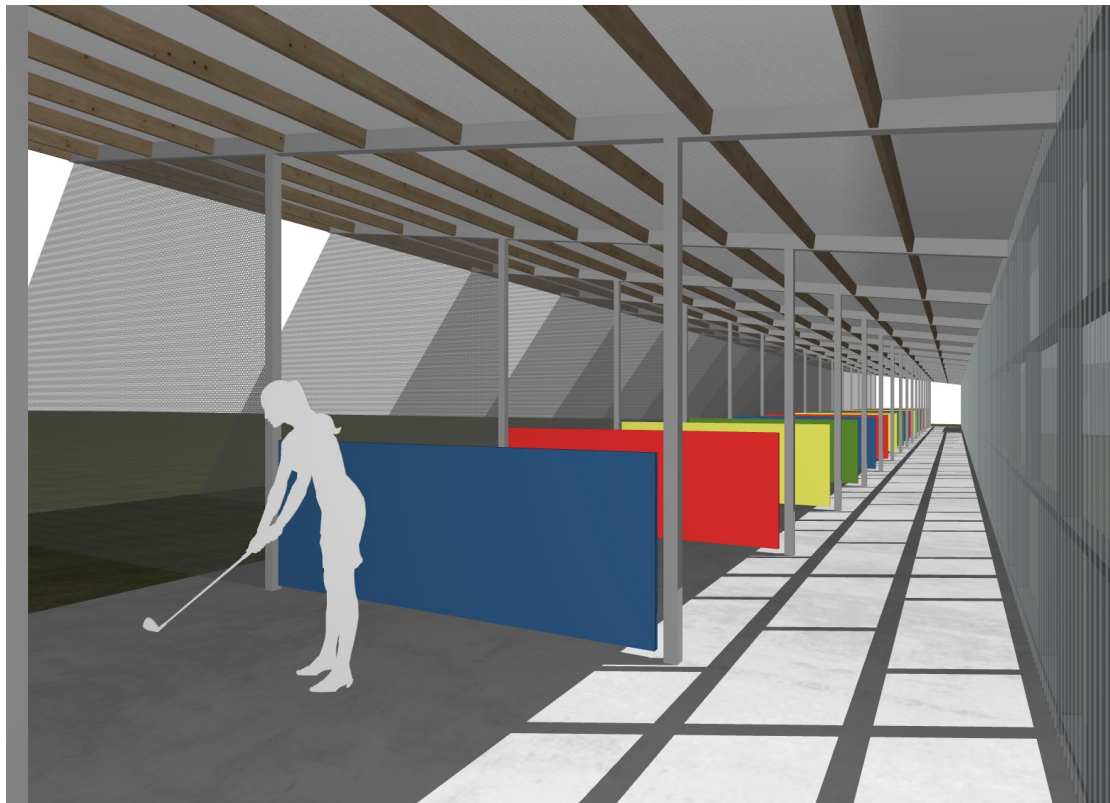
- Report on progress on the Pages Road MCR, including the route selected
- Review the Prestons Road / Marshland Road intersection for safety and recommend improvements for cyclists
- Review Rookwood Ave / Bowhill Road / Travis Road to improve safety for cyclists
- Report on advice provided for the eastern orbital



Main Entrance



North Elevation



Driving Bays



Proposed Exterior Colours / Materials

The proposed driving range development is located at the northern end of the site, with buildings arranged in a wing formation. A centrally positioned two-level gable building will accommodate sales, administration, and storage functions. This structure provides the axis from which the driving range bays extend in an east-west orientation.

The driving bays will be constructed using a painted steel frame with a monopitch roof. Ancillary buildings are integrated into the bay wings and adopt the same roof form. The arrangement of built forms responds to functional requirements. While the overall floor plan is substantial, the vertical profile maintains a modest scale on the site.

External materials comprise Coloursteel roof and wall cladding in the selected profile. This material is widely used in New Zealand for its durability and low maintenance requirements. A neutral colour palette of contrasting light and dark tones will be applied to reduce the visual impact. The entry and interior spaces will include accent colours to assist with wayfinding and to provide visual interest. Aluminium window joinery will be used with colour selection and shrouds providing additional variation and contrast.

To the northern elevation of the driving bays, translucent polycarbonate cladding is proposed. This will maximise natural light during the day, and at night, internal illumination will create a subtle lantern effect.



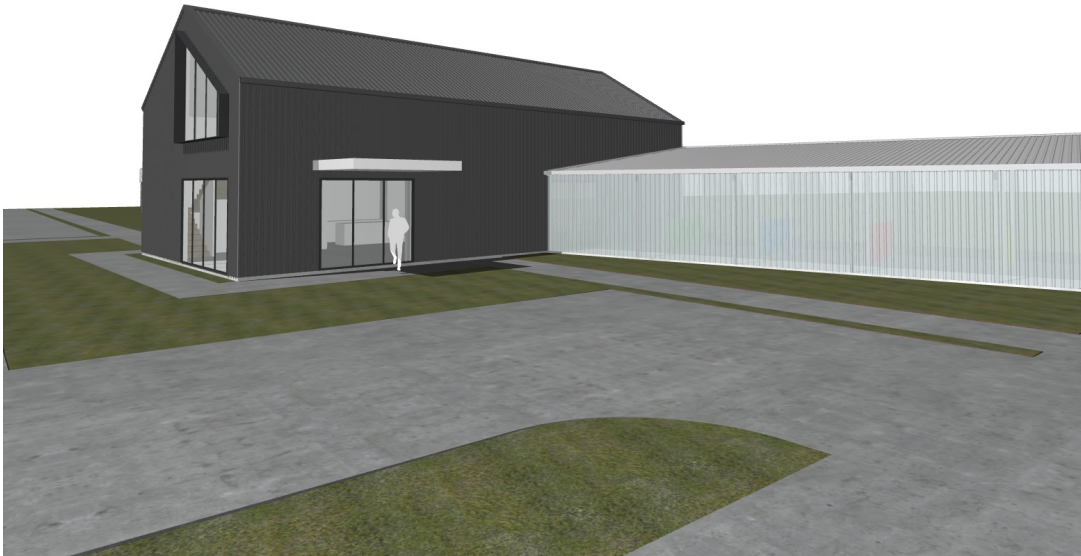
Architectural Drawings  
250815 Five Under Par

Schedules  
01 Door & Window Schedule

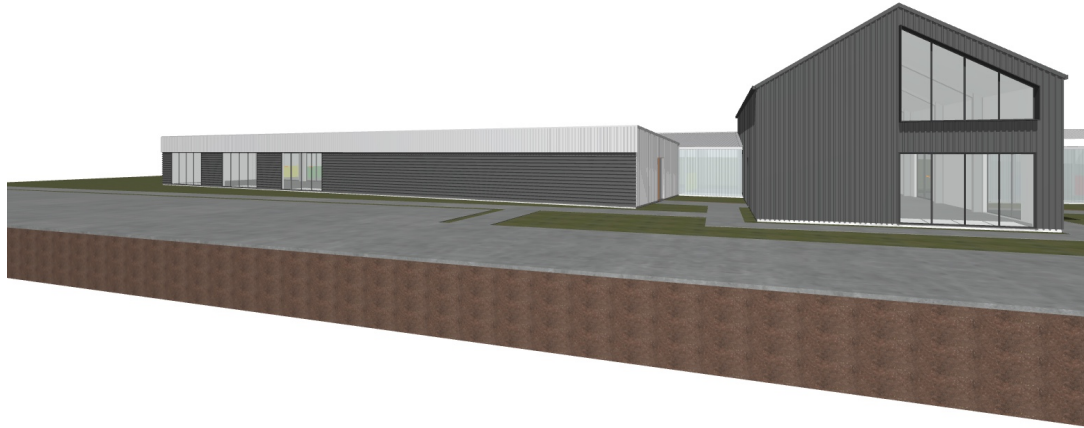
A1 Plans  
A101 Site Plan  
A102 Drainage and Civil Plan  
A103 Foundation & Slab  
A104 Floor Plan - West  
A105 Floor Plan - East  
A106 Roof Plan

A2 Elevations  
A201 Elevations

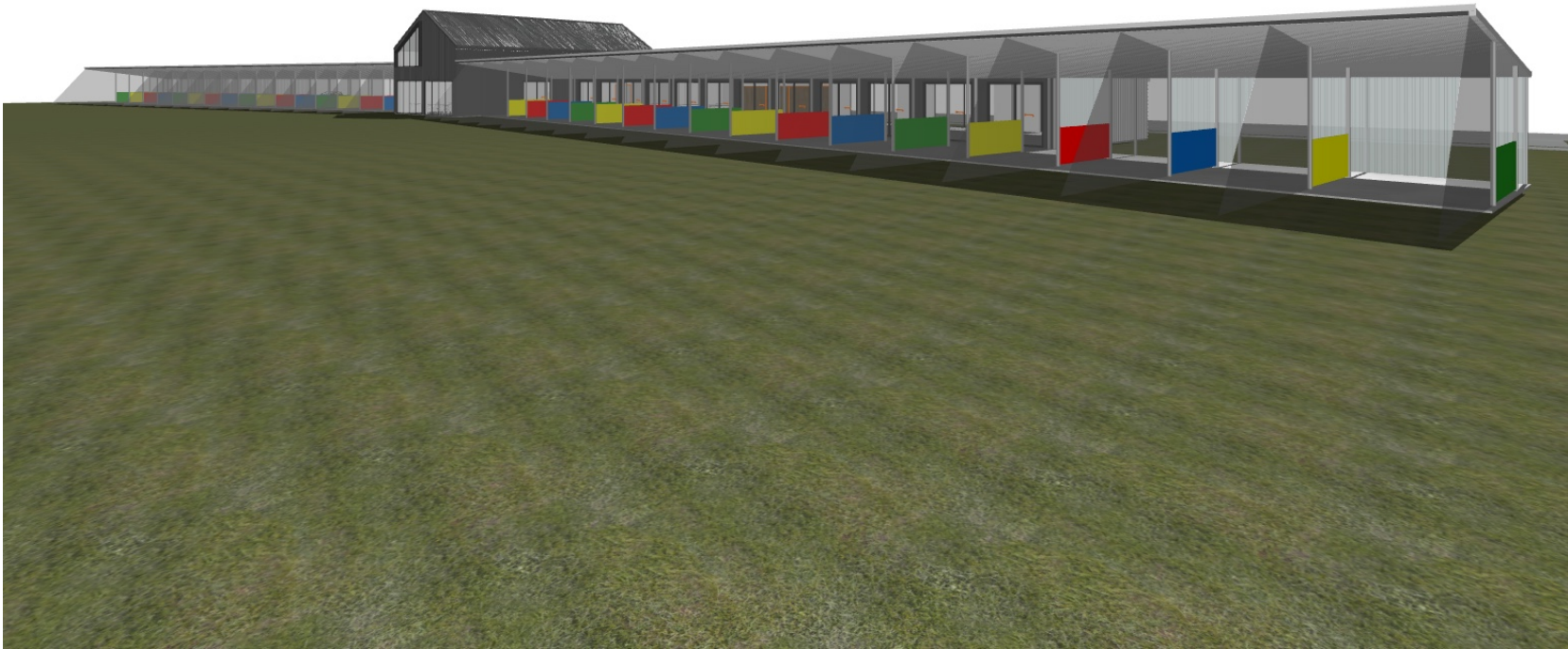
A3 Sections  
A301 Sections  
A302 Sections



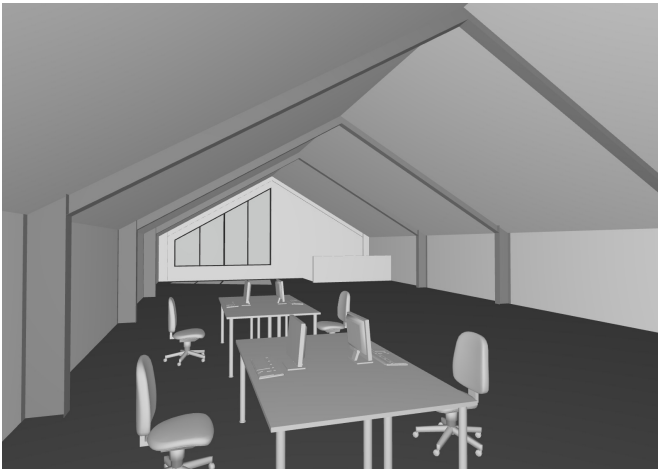
Main Entrance



Bar / Kitchen Building



Driving Range

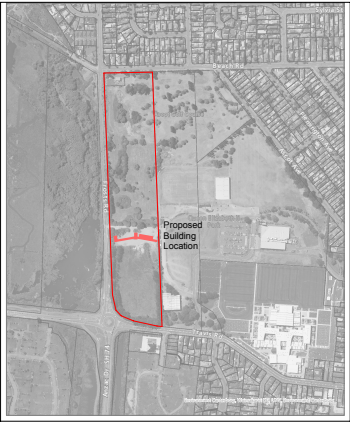


Interior Upper Floor



Interior Ground Floor



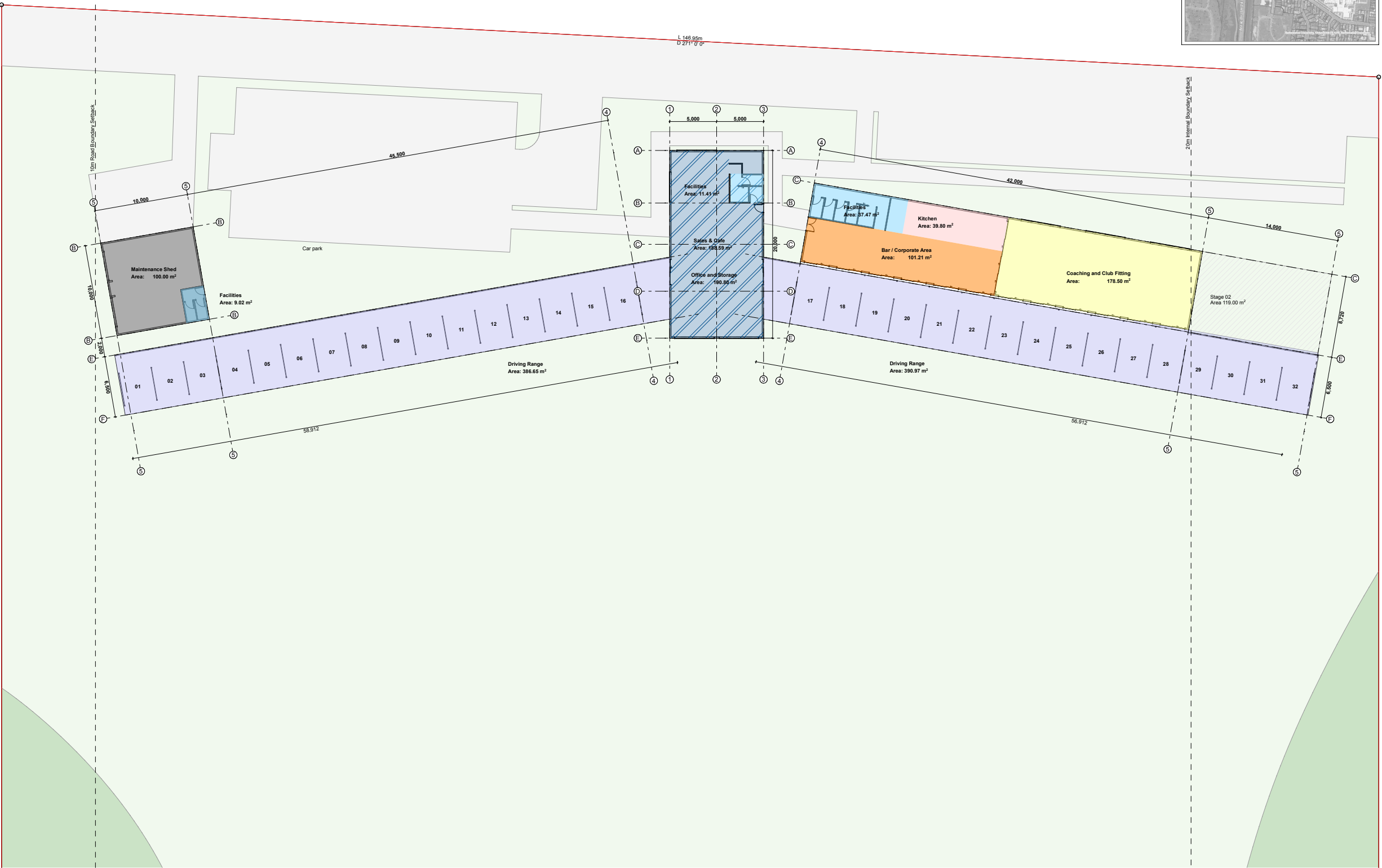


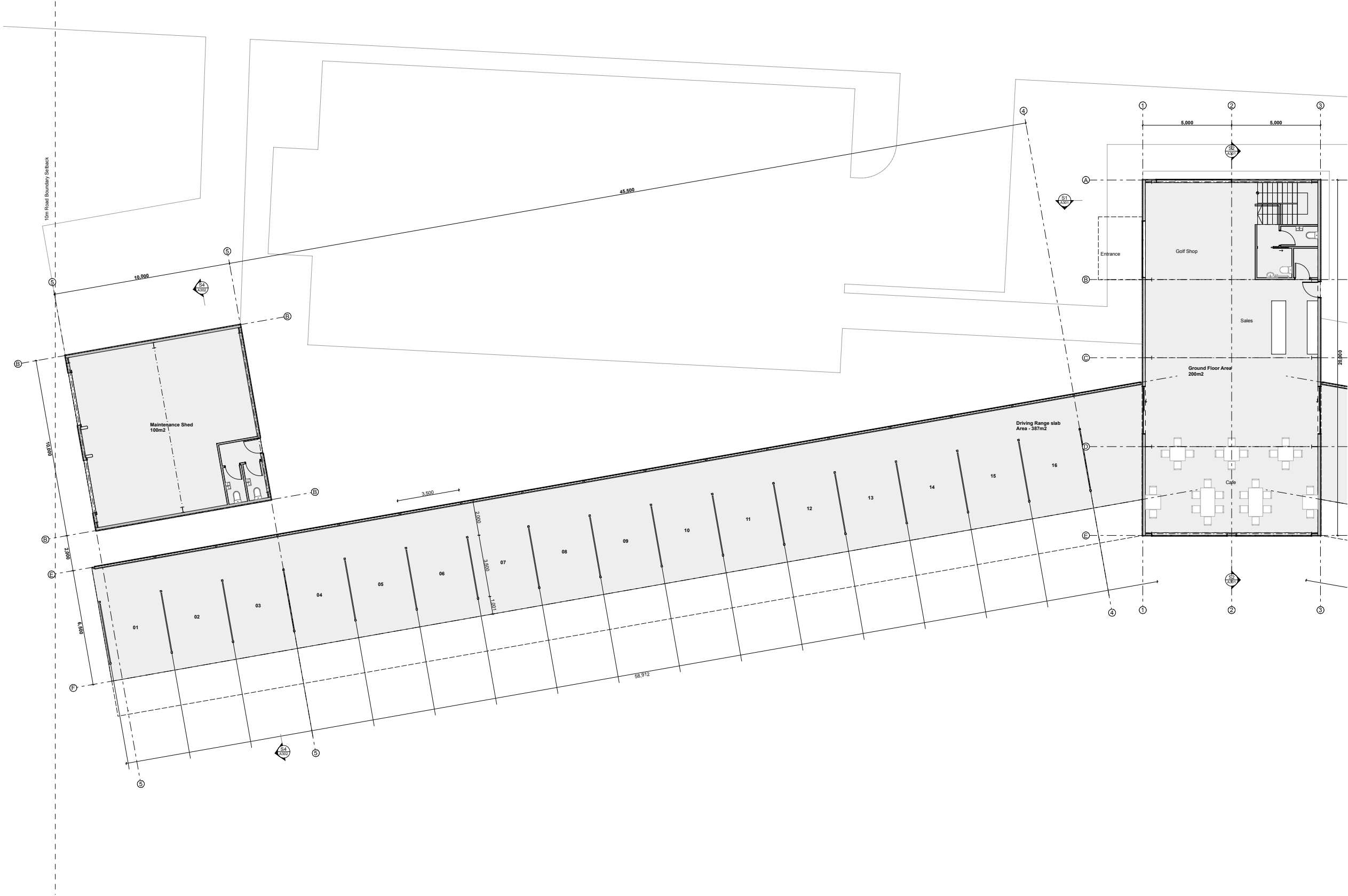
N

Site Information	
Address	32a, Frost Road
Lot Number	Travis
DP Number	Christchurch
Site Area	Lot 2
Planning District	DP 481044
Wind Zone	10.6551 Ha
Earthquake Zone	Open Space Metropolitan
Exposure Zone	Facilities Zone
Snow Zone	High
Climate Zone	C
	N
	S

**Site Notes**  
All dimensions and levels are preliminary and subject to change  
A site survey is required to confirm boundaries and levels

Floor Level	Usage	Area
01	Bar / Corporate Area	101
	Coaching and Club Fitting	179
	Driving Range	778
	Facilities	57
	Kitchen	40
	Maintenance Shed	100
	Sales & Cafe	180
02	Office and Storage	191
		1,635 m²

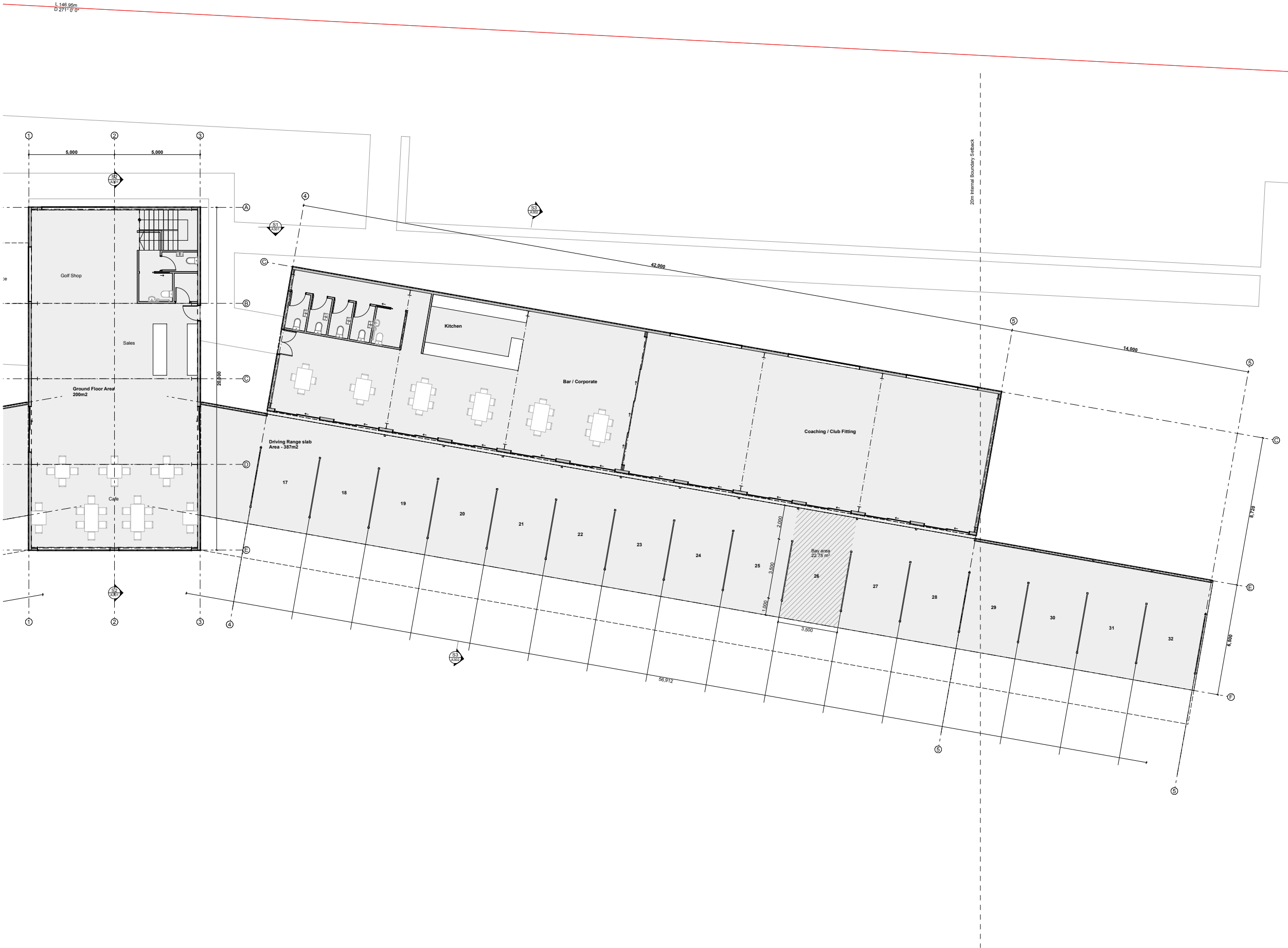




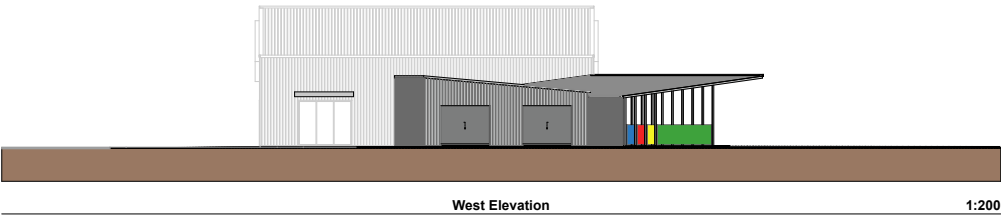
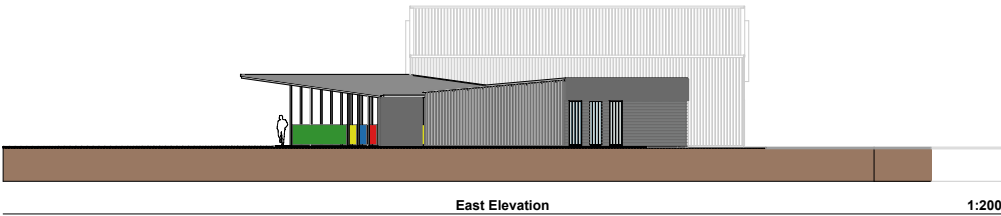
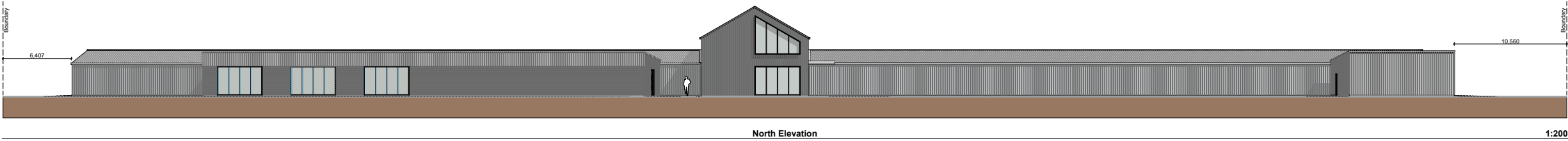
1. Ground Floor 1:100

Five Under Par  
Next Level Developments  
32a Frost Road, Travis  
Christchurch  
Developed Design 2.01  
Floor Plan - West  
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Council Revision

Date Issued  
15/08/2025  
Sheet Size  
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Sheet  
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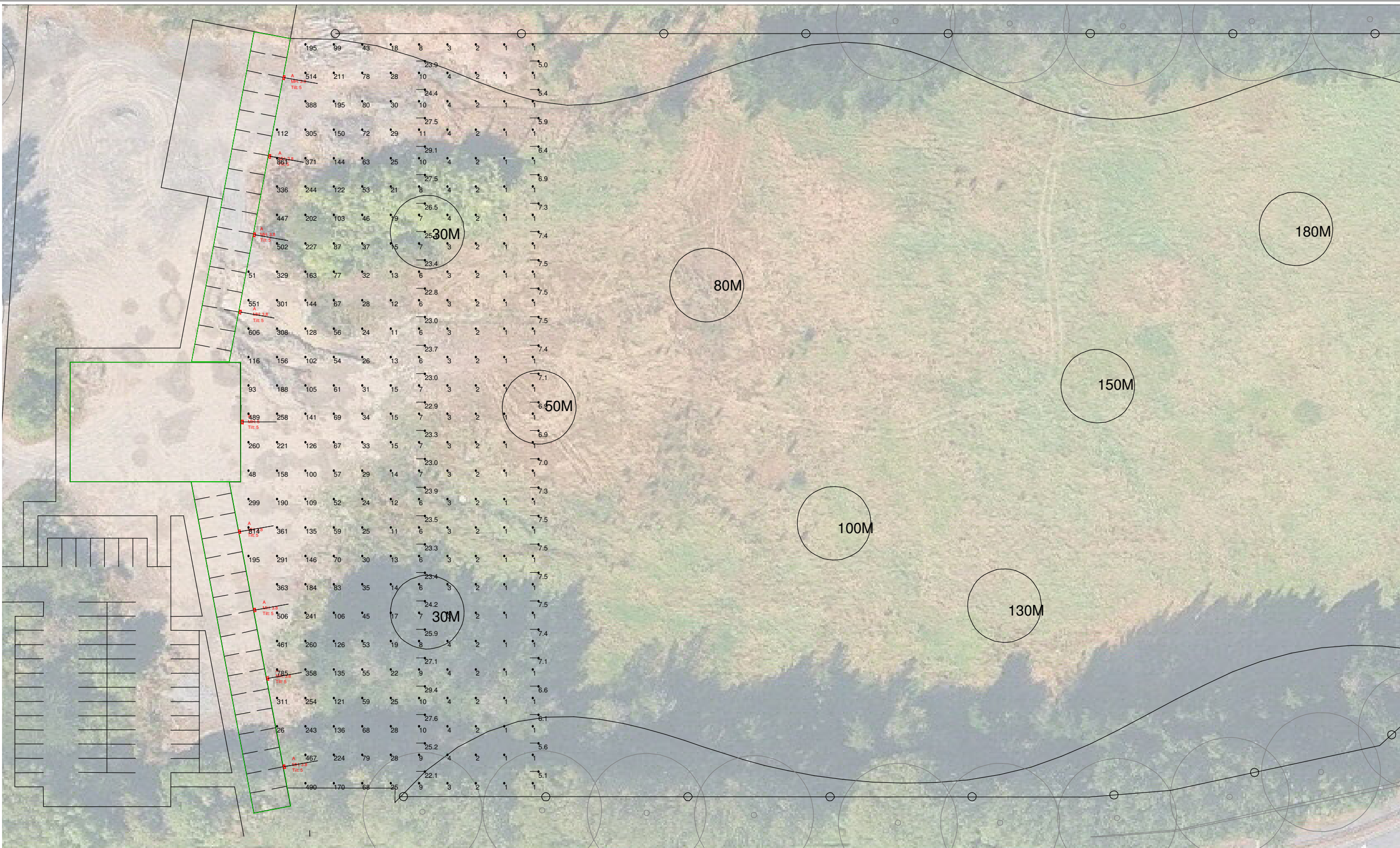


Five Under Par  
Next Level Developments  
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Christchurch  
Developed Design 2.01  
Floor Plan - East  
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Five Under Par  
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32a Frost Road, Travis  
Christchurch  
Developed Design 2.01  
Elevations  
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15/08/2025  
Sheet Size  
A1  
Sheet  
A201



**PURE**  
LIGHTING

79 Miro Street  
Taupo 3330  
New Zealand  
Phone: 07 394 6112

Project Name: Driving Range QEII Park

Drawing No: 5213

Revision: 00

Date:6/06/2025

Page 1 of 2

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Luminaire Schedule & Calculation Summary

Luminaire Schedule					
Symbol	Qty	Label	Description	LLF	Luminaire Watts
☐	9	A	PLSFL600-F22004+H80 semi cutoff 600w flood	0.900	598.819

Calculation Summary						
Project: Driving range						
Label	Units	Avg	Max	Min	Min/Avg	Min/Max
30m mark vertical at 1m	Lux	24.81	29.4	22.1	0.89	0.75
50m mark vertical at 1m	Lux	6.82	7.5	5.0	0.73	0.67
fairway horizontal	Lux	81.17	861	1	0.01	0.00

No full plans or specification viewed.

Pre-curfew obtrusive calculations (to be verified by Christchurch Council);

Maximum allowable boundary illuminance 4 lux.

Maximum allowable luminous intensity 12,500 cd.

Maximum alloable Tl on roads 20%.



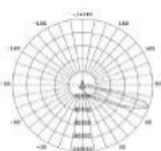
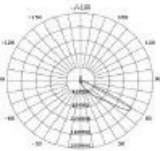
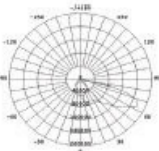
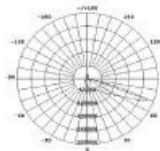
SPORTS FLOOD RANGE  
Platinum LED Floodlights



**600W Floodlight**  
**PLSFL600**  
600W, 78,000lm,  
650x563x182mm

**1200W Floodlight**  
**PLSFL1200**  
1200W, 156,000lm,  
905x641x275mm

**1800W Floodlight**  
**PLSFL1800**  
1800W, 234,000lm,  
1242x709x220mm



TECHNICAL SPECIFICATIONS

LIFESPAN	88,000 hours - L80
INPUT VOLTAGE	AC220-240V
BEAM ANGLE	Options available
OPERATING TEMP	-30°~+45°C
CERTIFICATIONS	RoHS, SAA, CE
IP RATING	IP66
IK RATING	IK08
FREQUENCY	50Hz
CRI	Ra 70 (80,90 optional)
POWER FACTOR	0.92
LED TYPE	LED3737
COLOUR OPTIONS	Black
DIMMABLE	No
COLOUR TEMP	5700K (3000K, 4000K optional)

PRODUCT FEATURES

- 5 Year replacement warranty
- Aluminium construction powder coated black
- Visors available to minimize spill
- Remote power supply
- DMX/ DALI control



www.purelighting.co.nz



79 Miro Street  
Taupo 3330  
New Zealand  
Phone: 07 394 6112

Project Name: Driving Range QEII Park

Drawing No: 5213

Revision: 00

Date:6/06/2025

Page 2 of 2

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REVISION DETAILS		BY	DATE
A	Preliminary Issue	MM	07.25
B	Mini Golf Area Added	MM	08.25

FIVE UNDER PAR LTD

PROPOSED DRIVING RANGE  
QEII PARK

DESIGN	MM / SK	FROSTS ROAD / TRAVIS ROAD
DRAWN	MM	
CHECKED	MM / SK	
APPROVED	MM / SK	

SCALE	1:1000@A3	REV
COUNCIL	Christchurch City Council	4B
DWG NO	Preliminary Site Plan.dwg	





# OTAUTAH CHRISTCHURCH SKATEBOARD ASSOCIATION



Cypress Gardens Skate Ramp Renewal, Bromley

- Will Bartlett - **Otautahi Skateboard Association**, Chairperson
- Damian Doyle - **Skateboarding New Zealand, 44 Ramps**

Our Purpose:

- Offer CCC staff and community board members sound advice and guidance regarding skate space designs and ideas
- Skatepark quality and maintenance solutions, utilising industry knowledge and experience
- Futureproof, grow and promote skateboarding in the city
- Assist with genuine engagement and feedback from the wider community and park users city wide
- Guardians of the skateparks



SKATE SPACES – A DELICATE BALANCE OF PARK USERS, SKILLS AND ASPIRATIONS





## THE PROPOSED PLAN

- We support a new facility **WITH** tweaks and **meaningful input from users**.

### OUR CONCERNS

- Insufficient budget for a replacement ramp of adequate scale and useability
- Losing a significant ramp for the wider Christchurch skatepark users
- That the mentioned “balancing [loss of Bromley Ramp] by incorporating a similar ramp element when the nearby Linwood Park skate park is renewed” won’t occur.
- The overall budget isn’t balanced between ramp renewal (\$85k) and new pump track upgrade (\$120k)

### HOW YOU CAN ADDRESS OUR CONCERNS

- Genuine ongoing consultation between our association and project staff regarding the new facility
- The new ramp design and build being of comparable nature - in terms of scale and budget
- A feeling of the ramp being RENEWED/UPGRADED rather than DOWNGRADED
- Consideration for a renovation of the current ramp rather than its demolition, as supported by the petition
- Evaluating the size of the “pump track upgrade” and “skate ramp renewal” budgets
- Working with a local company to deliver the best ramp quality, value and to meet the end users requirements





## POTENTIAL SOLUTIONS

1.

- Refurbish the original ramp. circa \$7-10k - to retain the advanced skating/bmx element.
- A smaller beginner/intermediate ramp as proposed may then be more palatable to local skaters

2.

- Build a ramp that is comparable to the legacy of the current one, a new ramp that is worthy of removing the old ramp
- We're very lucky to have someone local, Damian Doyle of 44 Ramps, kindly produce concept designs free of charge to show you what could be possible
- Budget tweaks may be required

4

## CONCEPT DESIGNS – by 44 RAMPS



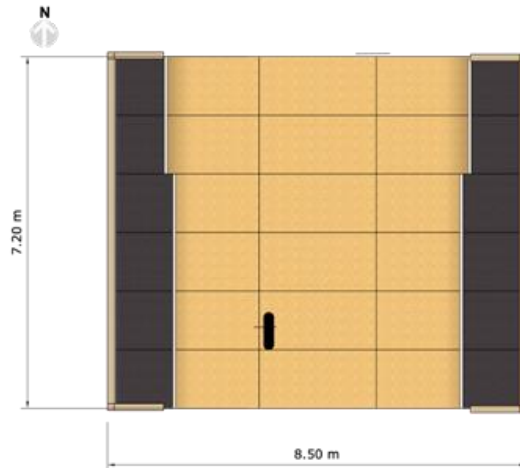
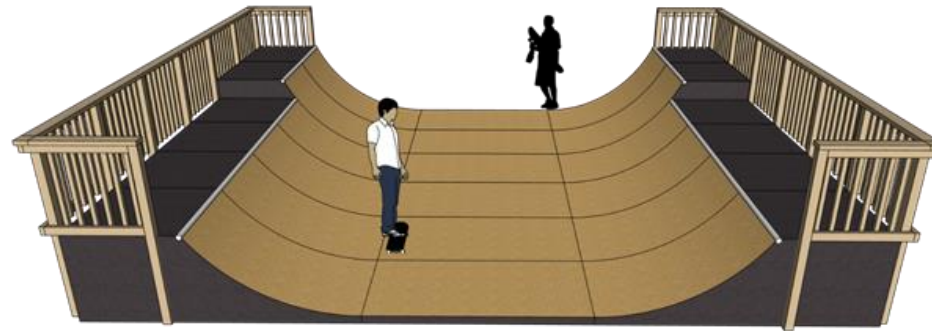
### 44 RAMPS - CONCEPT 1

1M AND 1.3M / 3FT AND 4FT TALL MINI RAMP

x6 SHEETS WIDE / 7.2m

GATOR SKINS RAMP SURFACE

BEGINNER > LOW INTERMEDIATE OPTION. SUITABLE IF THE EXISTING 6FT RAMP WAS TO BE REFURBISHED AND RETAINED



TWO RAMP HEIGHTS  
ONE TRANSITION RADIUS (RAMP SHAPES)



**44 Ramps**  
Skate Ramps,  
Pump Tracks,  
Design/Build Services

Damian Doyle  
PJ# 021 2266 224

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**Project:**  
CYPRESS GARDEN, BROMLEY.  
44 RAMPS CONCEPT 1



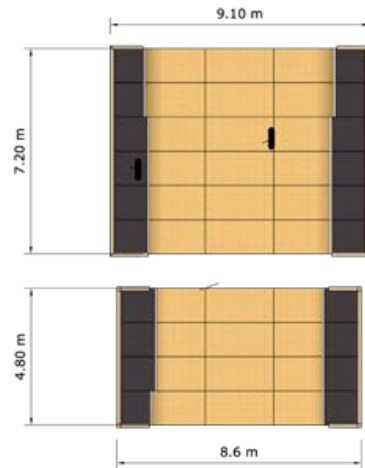
#### 44 RAMPS - CONCEPT 2

HEIGHTS - 1M AND 1.3M / 3FT AND 4FT TALL MINI RAMP ; 1.3M AND 1.6M / 4FT AND 5FT TALL MINI RAMP

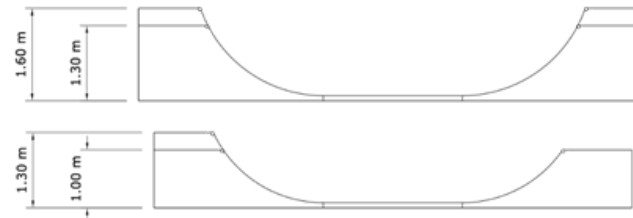
WIDTH - x4 SHEETS WIDE / 4.8m ; x6 SHEETS WIDE / 7.2m

GATOR SKINS RAMP SURFACE

POSSIBLE OPTION FOR A SEPARATE BEGINNER FOCUSED RAMP, AND A PROGRESSIVE INTERMEDIATE FOCUSED RAMP



VARIED RAMP HEIGHTS  
TWO DIFFERENT TRANSITION RADIUS (RAMP SHAPES)



**44 Ramps**  
Skate Ramps,  
Pump Tracks,  
Design/Build Services

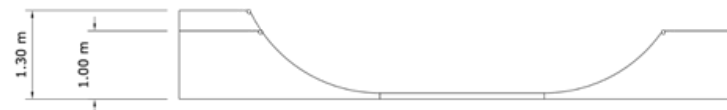
Damian Doyle  
P11 021 2266 224  
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Project:  
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**44 RAMPS CONCEPT 2**



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## IN SUMMARY:

- We **support** a new ramp - worthy of replacing the old one
- Don't wish to pause or hold up the process
- We would like it to feel like an **upgrade not a loss**
- Work **with** us and a local company

We welcome further questions,  
thank you.

