
Waihoru Spreydon-Cashmere-Heathcote Community Board AGENDA

Notice of Meeting Te Pānui o te Hui:

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

Date: Thursday 11 September 2025
Time: 4 pm
Venue: Linwood Boardroom,
Gate B, 180 Smith Street,
Woolston

Membership Ngā Mema

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

5 September 2025

Principal Advisor

Emma Pavey
Manager Community Governance
Team
Tel: 941 5107
Emma.Pavey@ccc.govt.nz

Meeting Advisor

Jonathon Jones
Community Board Advisor
Tel: 941 5563
Jonathon.Jones@ccc.govt.nz

Website: www.ccc.govt.nz

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

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

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

To view copies of Agendas and Minutes, go to:

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



What is important to us?

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

Our focus this Council term 2022–2025

Strategic Priorities



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



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



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

Adopted by the Council on 5 April 2023



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



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



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

Our goals for this Long Term Plan 2024–2034

Draft Community Outcomes



Collaborative and confident

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



Green and liveable

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

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



A cultural powerhouse

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



Thriving and prosperous

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

Our intergenerational vision

A place of opportunity for all.

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



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

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

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Karakia Whakakapi

Actions Register Ngā Mahinga Tuwhera

Karakia Tīmatanga

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

Waiata

Manu tiria manu tiria Manu werohia ki te poho o Te Raka Ka tau rērere Ka tau mai i te Ruhi E tau e koia a Koia koia ko Tararauriki Kī mai i Māui Ehara i te whitu me te waru e E tau e koia, koia	Te whakamārama This song tells the story of Māui changing into a kererū and following his father into the underworld whereupon he returns with the kūmara. The kūmara is seen not only as food for the body but also food for the mind, thus referring to the importance of mātauranga.
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1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

2. Declarations of Interest Ngā Whakapuaki Aronga

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

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

That the minutes of the Waihoru Spreydon-Cashmere-Heathcote Community Board meeting held on [Thursday, 28 August 2025](#) be confirmed (refer page 8).

4. Public Forum Te Huinga Whānui

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

4.1 Spreydon Tennis Club tree removal request

Kelly Perazzolo will speak on behalf of Spreydon Tennis Club regarding a request to remove a tree.

4.2 Traffic management in the Beckenham Loop

Dave Kelly will speak on behalf of the Beckenham Neighbourhood Association Inc as Chair regarding traffic management in the Beckenham Loop.

4.3 Old stone tram shelter Sumner

Andrea Davis will speak on behalf of Sumner Community Residents Association regarding the old stone tram shelter in Sumner.

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 Gather Foundation - Hoon Hay Park - Te Kōmanawa Rowley School - Place Cadet Nature Play Project

Dr Wendy Hoddinott and Rosie Murphy will speak on behalf of the Gather Foundation along with Katrina Morgan teacher from Te Kōmanawa Rowley School and pupils regarding item 8, Hoon Hay Park - Te Kōmanawa Rowley School - Place Cadet Nature Play Project - Gather Foundation and the co-design project with Te Kōmanawa Rowley School.

5.2 Eileen Whiteside - Christchurch Yacht Club - Application for Building and Site Development

Eileen Whiteside, local resident will speak regarding item 9, Christchurch Yacht Club - Application for Building and Site Development.

5.3 Tony Page - Christchurch Yacht Club - Application for Building and Site Development

Tony Page, local resident will speak regarding item 9, Christchurch Yacht Club - Application for Building and Site Development.

5.4 Kathy Page - Christchurch Yacht Club - Application for Building and Site Development

Kathy Page, local resident will speak regarding item 9, Christchurch Yacht Club - Application for Building and Site Development.

5.5 Abby Moore - Christchurch Yacht Club - Application for Building and Site Development

Abby Moore, local resident will speak on item 9, Christchurch Yacht Club - Application for Building and Site Development.

5.6 Richmond Hill Residents' Association - Richmond Hill Road Proposed Parking Changes and Pedestrian Improvements

Alice Shannon will speak on behalf of Richmond Hill Residents' Association in relation to item 10, Richmond Hill Road Proposed Parking Changes and Pedestrian Improvements.

6. Presentation of Petitions Ngā Pākikitanga

There were no petitions received at the time the agenda was prepared.

To present to the Community Board, refer to the [Participating in decision-making](#) webpage or contact the meeting advisor listed on the front of this agenda.

Waihoru
Spreydon-Cashmere-Heathcote Community Board
OPEN MINUTES

Date: Thursday 28 August 2025
Time: 4.02 pm
Venue: Linwood Boardroom,
Gate B, 180 Smith Street,
Woolston

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

Principal Advisor
Emma Pavey
Community Governance Manager
Tel: 941 6231
emma.pavey@ccc.govt.nz

Meeting Advisor
Jonathon Jones
Community Board Advisor
Tel: 941 5563
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- Part A** **Matters Requiring a Council Decision**
Part B **Reports for Information**
Part C **Decisions Under Delegation**
-

Karakia Tīmatanga

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

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

Community Board Resolved SCBCC/2025/00078

That the apology for absence from Sara Templeton be accepted.

Callum Ward/Tim Scandrett

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

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

Part C

Community Board Resolved SCBCC/2025/00079

That the minutes of the Waihoru Spreydon-Cashmere-Heathcote Community Board meeting held on Thursday, 14 August 2025 be confirmed.

Callum Ward/Tim Lindley

Carried

4. Public Forum Te Huinga Whānui

Part B

There were no public forum presentations.

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

5.2 Strickland Street/Somerfield Street safety improvements

The following presenters spoke regarding item 8 - Spreydon, Somerfield, Waltham, Beckenham CRAF - Strickland Street/Somerfield Street safety improvements.

Item number	Name	Organisation
5.2.1	Danny Rood	Local resident
5.2.2	Lindsay Sanford	Tillmans Fine Furniture

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

Attachments

A Item 5.2.1 - Danny Rood - presentation to the Board

8. Spreydon, Somerfield, Waltham, Beckenham CRAF - Strickland Street/Somerfield Street safety improvements

Community Board Resolved SCBCC/2025/00080 Original Officer Recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Spreydon, Somerfield, Waltham, Beckenham CRAF - Strickland Street/Somerfield Street safety improvements Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the small number of affected residents and businesses, the low impact the proposed changes would have on residents and businesses and that the project is CRAF funded.
3. Makes the following recommendations required for the implementation of the project, including any traffic controls and /or stopping restrictions, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.
4. Revokes any previous resolutions pertaining to traffic controls or parking and stopping restrictions made pursuant to any bylaw to the extent that they are in conflict with the traffic controls or parking and stopping restrictions described in recommendations 5 – 10 below.
5. Approves all kerb alignments, traffic calming devices, road surface treatments, signage and road markings on Somerfield Street, commencing at its intersection with Strickland Street and extending in a south-westerly direction for a distance of 20 metres as detailed on plan TP365001, dated 07.08.2025, and attached to the agenda report as **Attachment A**.
6. Approves all kerb alignments, traffic calming devices, road surface treatments, signage and road markings on Strickland Street, commencing at its intersection with Colombo Street and

extending in a north-westerly direction for a distance of 60 metres as detailed on plan TP365001, dated 07.08.2025, and attached to the agenda report as **Attachment A**.

7. Approves that, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the stopping of vehicles be prohibited at all times on the south-western side of Strickland Street commencing at its intersection with Somerfield Street and extending in a north-westerly direction for a distance of 26 metres as detailed on plan TP365001, dated 07.08.2025, and attached to the agenda report as **Attachment A**.
8. Approves that, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the stopping of vehicles be prohibited at all times on the south-eastern side of Somerfield Street, commencing at its intersection with Strickland Street and extending in a south-westerly direction for a distance of 20 metres as detailed on plan TP365001, dated 07.08.2025, and attached to the agenda report as **Attachment A**.
9. Approves that, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the stopping of vehicles be prohibited at all times on the north-western side of Somerfield Street commencing at its intersection with Strickland Street and extending in a south-westerly direction for a distance of 20 metres as detailed on plan TP365001, dated 07.08.2025, and attached to the agenda report as **Attachment A**.
10. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the Somerfield Street approach to its intersection with Strickland Street be controlled by a Give Way.
11. Approve that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Tim Scandrett/Melanie Coker

Carried

Community Board Decided SCBCC/2025/00081 Original Officer Recommendations accepted without change

Part A

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

12. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of northwest bound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the south west side of Strickland Street, commencing at its intersection with Colombo Street and extending in a north westerly direction for a distance of 60 metres as detailed on plan TP TP365001, dated 07.08.2025, and attached to the agenda report as **Attachment A**.
13. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of southwest bound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the southeast side of Somerfield Street, commencing at a point 5 metres southwest of its intersection with Strickland Street, and extending in an south westerly direction for a distance of 15 metres as detailed on plan TP TP365001, dated 07.08.2025, and attached to the agenda report as **Attachment A**.

Tim Scandrett/Melanie Coker

Carried

Secretarial note: The Board returned to item 5.1 deputations for Cave Rock Lighting.

The meeting adjourned at 5.27 pm after item 5.1.11 and reconvened at 5.34 pm before item 5.1.14.

5.1 Cave Rock Lighting

Deputation item 5.1.1 Alastair Maitland was not present and did not present.

Deputation item 5.1.4 Carmen Hammond withdrew her request.

Deputation item 5.1.6 Andrew Docking withdrew his request.

The following presenters spoke regarding item 7 - Cave Rock lighting.

Item number	Name	Organisation
5.1.2	Brian Johnston	Local resident
5.1.3	Lesley Murdoch	Local resident
5.1.12	Dave Diggs	Local resident
5.1.13	David Lynch	Momentus Public Relations Ltd
5.1.7	Paul Corwin	Local resident
5.1.8	Alisdair Hutchison	Local resident
5.1.9	Sigrid Campbell	Local resident
5.1.10	Angela Woodward	Local resident
5.1.5	Andrea Davis	Sumner Community Residents Association
5.1.11	Toni Pengelly and Monique Bond	Local residents
5.1.14	Rev Mike Hawke	St John Woolston Church

Two written deputations were distributed to the Board regarding item 7 - Cave Rock lighting.

5.1.15	Paul Baddeley	Local resident
5.1.16	Bruce Whitfield	Local resident

Attachments

- A Item 5.1.9 - Sigrid Campbell - photos presented to the Board
- B Item 5.1.9 - Sigrid Campbell - speaking notes presented to the Board
- C Item 5.1.11 - Toni Pengelly and Monique Bond - tabled document to the Board
- D Item 5.1.15 - Written deputation - Paul Baddeley - distributed to the Board
- E Item 5.1.16 - Written deputation - Bruce Whitfield - distributed to the Board

Secretarial note: Due to technical difficulties, the livestream/recording stopped during item 7. The meeting was adjourned, and the livestream/recording continued. The video recording is therefore in two parts.

The meeting adjourned at 5.52 pm and reconvened at 5.58 pm.

7. Cave Rock Lighting

Community Board Comment

Council officers Maria Adamski, Senior Parks Asset Planner, Swantje Babritzki, Senior Engagement Advisor, and Ron Lemm, Manager Legal Service Delivery, presented the information in the staff report.

After questions from staff, Tim Scandrett moved a motion seconded by Tim Lindley that aligned with officer recommendations but removed the hours of operation and added to explore ecologically friendly types of lights as part of further negotiations with the Deed Holder; the motion also added a timeframe of six months for the report back to the Board.

The motion was put to the vote and carried.

Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receive the information in the Cave Rock Lighting Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy 2019. The level of significance was determined by the heritage significance of the site, the level of local community interest and concern, and possible costs and risks to Council.
3. Resolves that staff enter into further negotiations with the Deed Holder to vary the 'Deed of Accessibility in Respect of LED Lighting Installation at Tuawera – Cave Rock, Sumner,' (the Deed) to include the following:
 - a. Amending the hours of operation to 5pm to 9pm (June to August) and 8pm to 11pm (September to May) in the following year.
 - b. Turn the lights off during the week prior to and including the date of the Matariki public holiday each year.
 - c. Extend or reduce the lights to emphasise the form of the maritime mast.
4. Staff to report back to the Community Board with the outcome of negotiations with the Deed Holder for a final decision on the hours of operation and configuration of the lights.

Community Board Resolved SCBCC/2025/00082

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receive the information in the Cave Rock Lighting Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy 2019. The level of significance was determined by the heritage significance of the site, the level of local community interest and concern, and possible costs and risks to Council.
3. Resolves that staff enter into further negotiations with the Deed Holder to vary the 'Deed of Accessibility in Respect of LED Lighting Installation at Tuawera – Cave Rock, Sumner,' (the Deed) to include the following:

- a. Turn the lights off during the week prior to and including the date of the Matariki public holiday each year.
- b. Explore ecologically friendly types of lights.
- c. Extend or reduce the lights to emphasise the form of the maritime mast.
4. Staff to report back to the Community Board with the outcome of negotiations with the Deed Holder for a final decision on the hours of operation and configuration of the lights in six months from 28 August 2025.

Tim Scandrett/Tim Lindley

Carried

The meeting adjourned at 6.37 pm and reconvened at 6.39 pm.

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

Part B

There was no elected members' exchange.

Karakia Whakakapi

Meeting concluded at 6.40 pm.

CONFIRMED THIS 11 DAY OF SEPTEMBER 2025

**CALLUM WARD
CHAIRPERSON**

7. Correspondence

Reference Te Tohutoro: 25/1779471
Responsible Officer(s) Te Pou Matua: Jonathon Jones, Community Board Advisor
Accountable ELT Member Pouwhakarae: Andrew Rutledge, General Manager Citizens and Community

1. Purpose of Report Te Pūtake Pūrongo

Correspondence has been received from:

Name	Subject
Tracey Paterson	Traffic hazard - Moncks Spur Road and Glenstrae Road
Prue Parsons	Tree hazard on Rose Street
Sean Eustace	Cycleway safety on Collins Street in Addington
Reuben Hunt	Christchurch Yacht Club application for Building and Site Development

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the correspondence report dated 11 September 2025 from Tracey Paterson via Tim Lindley in relation to Traffic hazard - Moncks Spur Road and Glenstrae Road and refers the issue to staff for investigation and report back to the Board.
2. Receives the information in the correspondence report dated 11 September 2025 from Prue Parsons via Melanie Coker in relation to a tree hazard on Rose Street and refers the issue to staff for investigation and report back to the Board.
3. Receives the information in the correspondence report dated 11 September 2025 from Sean Eustace via Melanie Coker in relation to cycleway safety on Collins Street in Addington and refers the issue to staff for investigation and report back to the Board.
4. Receives the information in the correspondence report dated 11 September 2025 from Reuben Hunt in relation to item 9, Christchurch Yacht Club - Application for Building and Site Development.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Correspondence - Tracey Paterson - Traffic hazard - Moncks Spur Road and Glenstrae Road	25/1779482	16
B 	Correspondence - Prue Parsons - Tree hazard on Rose Street	25/1797379	20
C 	Correspondence - Sean Eustace - Cycleway safety on Collins Street	25/1800373	21
D 	Correspondence - Reuben Hunt - Christchurch Yacht Club application for Building and Site Development	25/1800453	23

From: Tracey Paterson <[REDACTED]>
Sent: Tuesday, August 19, 2025 5:43 PM
To: Lindley, Tim <Tim.Lindley@ccc.govt.nz>
Subject: Traffic hazard

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Dr Lindley,

I am concerned about periodic parking of vehicles, at this moment a narrow glider trailer, on the T intersection of Moncks Spur Rd and Glenstrae Rd. This is right at the brow of the hill and traffic can have to cross into the oncoming lane to pass, with no visibility to oncoming traffic travelling up Moncks Spur Rd from below the brow.

There is ample, safer parking 20-50 metres down Glenstrae Rd with full visibility for all drivers, which these vehicles choose not to use. Given that all traffic gives way to uphill vehicles from Moncks Spur Rd, then this oncoming traffic can travel at speed.

Would you be able to put this problem forward for discussion and find a solution or maybe suggest yellow no parking lines to avoid a potential traffic accident. It appears the parkers don't consider or are oblivious of the risk to passing vehicles.

I have attached the photos of the present situation. However I do not have photos of the previous parked vehicles which are sometimes there for days or a week or two.

Thank you.

Regards,
Tracey Paterson







On Thu, 7 Aug 2025, 12:57 pm Coker, Melanie, <Melanie.Coker@ccc.govt.nz> wrote:

[REDACTED]

[REDACTED]

“Hi Melanie, Sophie Bond gave me a card as I live in a back section at [REDACTED], and I'm concerned about a tree that is a third way across the driveway, making it difficult to enter from Barrington St. I put my left indicator on and have to go over the center line to be able to access the driveway, so I, and the other person up the same drive, are finding that some cars will try to pass us on the inside... The road is relatively narrow, and developers are planning to build more units straight across the road, next to 5 units built where there was 1 house a year ago.

Although I love trees, this one is increasingly a safety hazard. I would really appreciate your input.

Sincerely, Prue Govan”

Melanie

From: Sean Eustace <[REDACTED]>
Sent: Wednesday, 6 August 2025 9:08 pm
To: Coker, Melanie <Melanie.Coker@ccc.govt.nz>
Subject: Collins Street Cycleway Safety Concerns

You don't often get email from [REDACTED] [Learn why this is important](#)

Kia ora Melanie,

About a month ago I submitted a suggestion through CCC's online feedback portal and despite a follow up email I haven't been able to get a response yet. I'm hopeful that you may be able to help?

I use the cycleway along Collins Street in Addington each day and have found that over the past year or so it has been getting increasingly busier with more people riding to work as well as kids and parents riding to Addington Primary School. This is really great to see, however the intersections of Collins Street / Macaulay Street, Collins Street / Emerson Street, and the small access lane off Collins Street / Church Square (see map attached) are currently a bit of a safety hazard and I've seen quite a few near misses between vehicles and people on bikes and scooters.

At the moment there are give way signs and markings on the cycleway at these three intersections, which go against conventional give way rules where, at a T intersection, people exiting from a side street give way to those travelling straight through (I've attached an image of the current layout at Collins Street / Macaulay Street). These markings are rather unintuitive and seem to largely get ignored by both drivers and cyclists, with the majority of drivers turning onto Collins Street from these side streets stopping to give way to people travelling straight through on the cycleway. At best, this results in an awkward moment where both people stop and gesture at one another politely to carry on, but at worst neither direction stops and a collision is narrowly avoided. I'm thankful not to have seen anyone get hit yet, but I'm worried it's only a matter of time. This is particularly concerning given the proximity to Addington Primary and the number of kids that bike along here who are likely to suffer much worse injuries if hit by a car, even at relatively slow speeds.

I'm hoping it would be possible to alter these three intersections to give the cycleway travelling straight through priority and ensuring that drivers turning into / out from these side streets give way, in line with normal give way rules. Essentially, changing the markings and signage to reflect how the majority of people are actually using these intersections. Ideally the green paint would extend across the intersection, the give way markings and signage on the cycleway would be removed, and these side streets would have a stop or give way line before the cycleway. The intersection of Centennial Ave and Huia Street in Riccarton shows a good example of how this has been done elsewhere in the city (see attached image). I'm hopeful this isn't something that would involve a large amount of cost.

With the Brougham Street overbridge now going ahead again and the Simeon Street cycleway confirmed in the Annual Plan, this cycle route is only going to get busier over time and this seems like it could be a relatively quick and easy win that would make the route safer and easier for everyone.

Thanks in advance for any help you might be able to provide. I look forward to hearing from you.

Ngā mihi,

Sean

<image001.jpg>

<image002.jpg>

<image003.jpg>

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The views expressed in this message are those of the individual sender and may not necessarily reflect the views of the Christchurch City Council.

If you are not the correct recipient of this email please advise the sender and delete the email.



Jones, Jonathon

From: Reuben Hunt <[REDACTED]>
Sent: Wednesday, 3 September 2025 7:54 pm
To: Jones, Jonathon
Subject: Re: Agenda - Waihoru Spreydon-Cashmere-Heathcote Community Board Meeting
Thursday 10 April 2025, 4pm

Hi Jonathon

I can't make it but my point is simple. Perhaps you can read out.

Before the Christchurch Yacht Club do anything for themselves it is time they did something for the Community - the locals and the huge number of visitors. They should not be allowed to do one improvement on their Yacht Club - not even lift a hammer - until they restore the width of the cycle walkway on their wee promenade - as per photo.

It is a blot on the landscape and spoils an otherwise amazing cycle/walkway. People have mentioned this to me. It is dangerous, especially on the busy weekends, suddenly crowding everyone into a narrow passage. If that was on the road, it would be fixed immediately. They can use all the excuses they like (insurance) but there is nothing stopping them moving the barricades back so the promenade is still blocked off, but the cycle/walk way is restored to its full width. The Council has spent millions on this feature. Surely they Yacht club can spend hundreds or a few thousand on this simple gesture for the community. If they truly care for the community they will. If they refuse, then as an ex-community member I would vote against any proposals they have. Until this eye-sore and Health and Safety hazard is fixed. This way we will flush out where their true interests lie. All the best, Reuben



8. Hoon Hay Park - Te Kōmanawa Rowley School - Place Cadet Nature Play Project

Reference Te Tohutoro: 25/951965

Responsible Officer(s) Te Pou Matua: Megan Carpenter, Team Leader Parks Recreation & Planning

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 for the Waihoru Spreydon-Cashmere-Heathcote Community Board to approve the concept plan for a nature play space proposed for Hoon Hay Park by tamariki at Te Kōmanawa Rowley School.
- 1.2 The report is in response to a Place Cadet nature play project that a class at Te Kōmanawa Rowley School have been completing for Terms 2, 3 & 4 at school in 2025.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Hoon Hay Park - Te Kōmanawa Rowley School - Place Cadet Nature Play Project 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. Approve the concept plan for the construction of nature play at Hoon Hay Park as per attachment A.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The report recommends Community Board approval for a nature play space at Hoon Hay Park.
- 3.2 A classroom of 10-year-old tamariki at Te Kōmanawa Rowley School have been participating in a Place Cadet programme led by the Gather Foundation.
- 3.3 They have developed a concept plan for a nature play area adjacent to the existing playground on Mathers Road at Hoon Hay Park.

4. Background/Context Te Horopaki

- 4.1 Hoon Hay Park is located at 75 Mathers Road, Hoon Hay. It is a large sports park that has a skate park, full basketball court, and two playgrounds.
- 4.2 A class of students at Te Kōmanawa Rowley School are participating in a Place Cadet project led by the Gather Foundation. The Gather Foundation offer curriculum-aligned, co-design programmes, focused on creating outdoor structure and environments at no cost for schools. *"When children have opportunities to take part in the design of their outdoor spaces, they feel*

valued and develop a sense of belonging, manaakitanga and kaitiakitanga for their local environments.” (source - ([Gather Foundation](#))).

- 4.3 This is the first project that the Gather Foundation has completed on a park, the programme is usually led within the school grounds. However, in this case the school participated in this programme in 2023 and were keen to move outside the school grounds to their local park.
- 4.4 The programme started in June 2025, and the tamariki have been to a site visit on the park, been mapping locations, and completing sketches and models. They have been learning about the local wetlands, ecology, and their place within these spaces, they have been getting creative and sharing ideas so they can make the park even better for the whole community.
- 4.5 Theme of the tamariki’s brief for the landscape plan;
- **Challenge and Discovery** – Fun ways to test your body and brain
 - **Hang out spot** – places to chill, laugh, and chat together
 - **Comfy Hideaways** – shelter from the wind, rain, and sun
 - **Fun for Everyone** – something for all ages and interest
 - **‘Our Place’** – welcoming and full of local stories
 - **Safe to explore** – adventure without feeling worried



Te Kōmanawa Rowley School tamariki creating early play models.

Image source: Photographer - Petra Mingneau

- 4.6 Parks staff attended a workshop with the tamariki in August to discuss possible locations for the nature play area and other design considerations. The tamariki were discussing landscape features and moulding these out of clay and paper.
- 4.7 The attached concept plan is an indicative design, as the tamariki are still working through the details of each feature. Staff will share more information to the Community Board via memo once the details are confirmed, prior to any works onsite.
- 4.8 The following related information session/workshops have taken place for the members of the meeting:

Date	Subject
17 April 2025	Gather Foundation – Hoon Hay Place Cadet Project Proposal - Minutes of Waihoru Spreydon-Cashmere-Heathcote Community Board Information Session/Workshop - Thursday, 17 April 2025

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.9 The following reasonably practicable options were considered and are assessed in this report:
- 4.9.1 Approve the concept plan for the construction of a nature play space at Hoon Hay Park.
 - 4.9.2 Do not approve the concept plan and request that Gather Foundation consider an alternative concept plan.
- 4.10 The following options were considered but ruled out:
- 4.10.1 Do nothing (status quo). This was ruled out due to the process that the tamariki have been involved in and the amount of time involved.

Options Descriptions Ngā Kōwhiringa

- 4.11 **Preferred Option:** Approve the concept plan for the construction of a nature play space at Hoon Hay Park.
- 4.11.1 **Option Description:** Approve the concept plan for the construction of a nature play space at Hoon Hay Park.
 - 4.11.2 Option Advantages
 - Support a project that gives local tamariki an opportunity to develop manaakitanga (process of showing respect, generosity, and care for others) and kaitiakitanga (guardianship and protection) for their local park.
 - A small portion of the playground at Hoon Hay Park receives an upgrade and refresh at no substantial cost to the ratepayer.
 - The tamariki are developing a stronger connection to their local park and participating in Council processes e.g. engagement, Community Board approval, construction and ongoing care of park.
 - 4.11.3 Option Disadvantages
 - None noted.
- 4.12 Do not approve the concept plan and request that Gather Foundation consider an alternative concept plan.
- 4.12.1 **Option Description:** Do not approve the concept plan and request that Gather Foundation consider an alternative concept plan.
 - 4.12.2 Option Advantages
 - Can give the Community Board more time to consider a concept plan that has more information and details.
 - 4.12.3 Option Disadvantages
 - The project timeframe is within the school calendar year. This group of school kids would not be able to develop an alternative plan and gain Community Board approval prior to the end of the school year.
 - Adding additional costs to a project that had limited budget.

Analysis Criteria Ngā Paearu Wetekina

- 4.13 The options were assessed considering the time the tamarki have spent on the project to date and the wider impact on the park.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Request alternative
Cost to Implement	n/a – Gather Foundation are funding. CCC parks may contribute plants and trees to support project out of existing budgets	Additional cost to Gather Foundation to work with the children and consider an alternative design.
Maintenance/Ongoing Costs	Covered within existing Parks OPEX and support from volunteers.	Covered within existing Parks OPEX and support from volunteers.
Funding Source	External budgets	External budgets
Funding Availability	n/a	n/a
Impact on Rates	n/a	n/a

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 The risk around the project not being delivered is low, due to the Gather Foundation having funding to deliver the project and support from the wider community to build and implement the concept plan.

Legal Considerations Ngā Hīraunga ā-Ture

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

- 6.2.1 As per the Christchurch City Council's Delegation Register dated 25 March 2025, the Community Board has the delegation:

- *Approve and adopt any new landscape development plans for parks and reserves provided the design is within the policy and budget set by the Council (Community Board Delegations Register pg.96 Part D – Sub Part 1 – Community Boards.)*

- 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 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 number of people effected by the proposal and the impacts on the wider reserve.

- 6.4.3 Is consistent with Council's Plans and Policies.

- Physical Recreation and Sports Strategy 2002
- Te Haumako; Te Whitingia Strengthening Communities Together Strategy 2022-2032

- 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 - $\geq 70\%$

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 The tamariki at Hoon Hay School and the Gather Foundation have been leading the consultation for this project. At this stage there has not been any wider formal engagement led by the Council.

6.8 There have been three community drop-in sessions based on advice from the school as the best way to connect to the community.

6.8.1 One was at a community hāngi at the school, attended by several hundred people. Many tamariki outside the project group came to the project table and shared their ideas directly with many different ages attending.

6.8.2 Another took place in Hoon Hay Park during a busy sports evening.

6.8.3 The third was held at the school during afternoon pickups.

6.9 Other engagement opportunities include

- Input from preschool and kindergarten – the team have talked with both groups at the hāngi and met separately because they wanted to give more detailed feedback.
- Three Year 8 students, who were involved in the previous project, have offered to be mentors for this one and have been attending sessions where possible.
- Project updates are posted on the school's Facebook page and discussed in classrooms, encouraging tamariki to talk with their families and peers.
- Home updates - we know children regularly discuss the work at home, which broadens whānau awareness and involvement.

6.10 All community input is being mapped and will be compiled for review and shared with the Council at the end of the project.

6.11 The concept plan has been shared with the Council's Sport Liaison Officer to ensure that the proposal does not impact on sports allocation within Hoon Hay Park.

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

6.12.1 Waihoru Spreydon-Cashmere-Heathcote

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.13 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.

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

6.15 There is no change of any significance to the existing use of the park.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

- 6.17 The proposal to approve the concept plan for a nature play space does not have an impact on climate change. The development will involve the use of additional resources, but this is not regarded as significant and is reasonable in the circumstances as the proposal encourages local community involvement generally and in that sense the carbon associated with travel is low.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 The tamariki will continue to develop models as their detailed design if the concept plan is approved by the Community Board. The detailed design will be shared with the Community Board via memo.
- 7.2 A scaled prototype of the nature play space will be created in October with the aim to construct the space in November 2025. The construction will be a team effort by the tamariki with support from their whanau and qualified tradespeople.
- 7.3 The Parks Unit will manage the works onsite via a Temporary Access Permit and will involve our Parks Partnership Rangers.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Hoon Hay Park - Nature Play Indicative Concept Plan - August 2025	25/1706492	31
B 	Hoon Hay Park - 2025 Place Cadets Calendar - Final	25/1696084	32

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Megan Carpenter - Team Leader Parks & Recreation Planning
Approved By	Kelly Hansen - Manager Parks Planning & Asset Management Al Hardy - Manager Community Parks Rupert Bool - Head of Parks



Proposed project location at Hoon Hay Park.

Notes

New play features integrated with existing playground, to create a continuous loop of climbing, balancing and jumping in an obstacle-course style experience (approximate locations indicated).

Small scale shelters providing play opportunities and cosy spaces for 2-3 children to gather, incorporating culturally responsive motifs and colours.

Native planting - shrubs and trees to soften playground edges, provide shade and enhance biodiversity. Planting to be carried out with tamariki in April 2026, timed to align with seasonal conditions.

Playground extension with bark mulch surfacing, integrating new structures and planting while ensuring easy mower maintenance.

Refresh existing play equipment with new paint and detailing to match new structures.

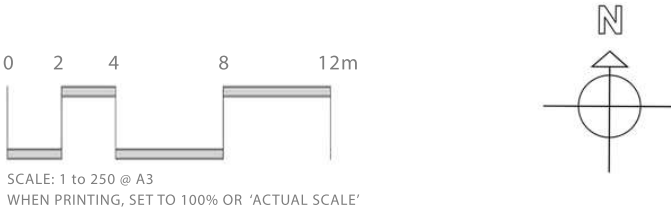
Compliance - all new play features to comply with NZS 5828:2015 *Playground Equipment and Surfacing*.

Hoon Hay Park Design Themes - Community & Tamariki

- Challenge and Discovery** - fun ways to test our body and brain.
- 'Hang-out Spots'** - places to chill, chat and laugh together.
- Comfy Hideaways** - shelter from the wind, rain or sun.
- Fun for Everyone** - something for all ages and interests.
- 'Our Place'** - welcoming and full of local stories.
- Safe to Explore** - adventure without feeling worried.

Key

-  Fibreglass and timber play features to be co-designed with tamariki (approx. area)
-  Low planted mound with drought tolerant native plants
-  Timber deck extension (prune existing shrubs)
-  Proposed trees surround elevated play feature (ensure sightlines to/from structure and playground)
-  Natural obstacles (e.g. log hops and timber planks)



Gather.
Landscape
Architecture

Place Cadets at Hoon Hay Park | Mathers Road, Hoon Hay, Ōtautahi

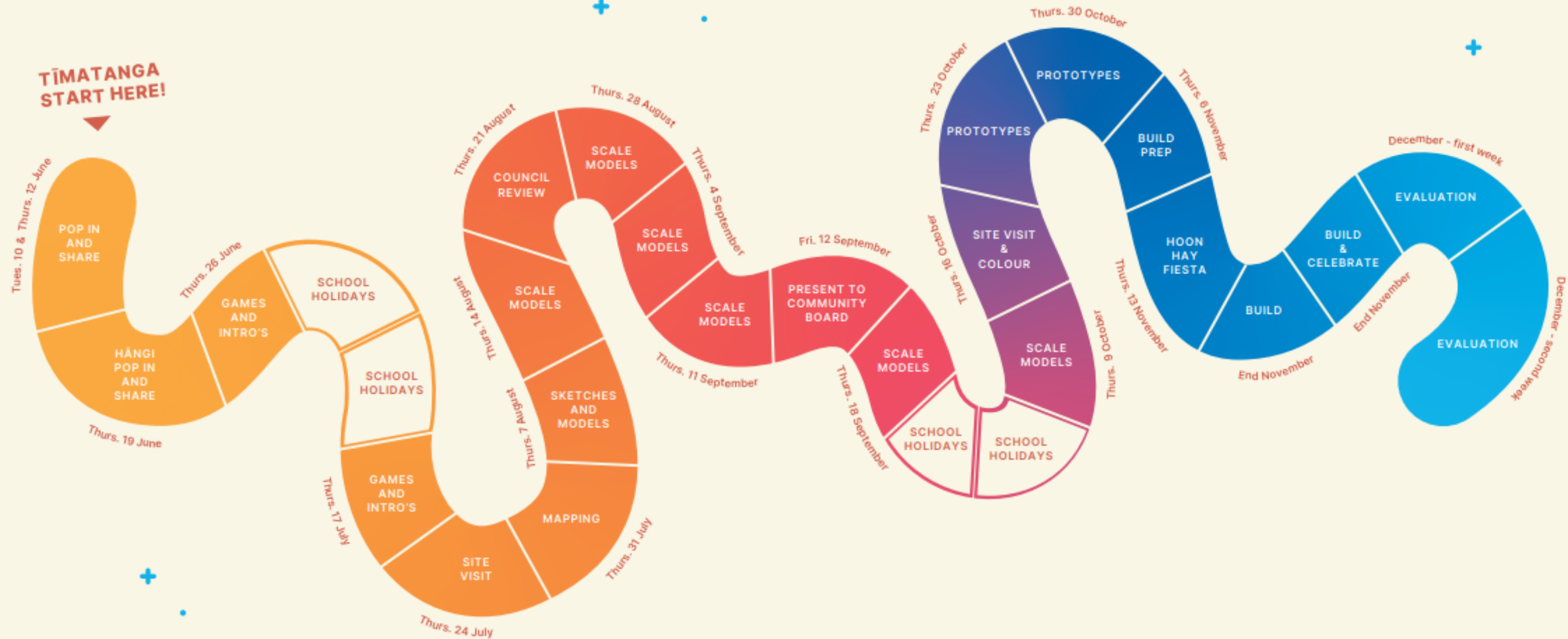


Indicative Concept Design

August 2025 | Sheet 1 of 1

TE TUKANGA HOAHOA WHAKAARO EXPLORING DESIGN THINKING

PLACE CADETS @ HOON HAY PARK



9. Christchurch Yacht Club - Application for Building and Site Development

Reference Te Tohutoro: 25/1521186

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

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to consider the application by the Christchurch Yacht Club (the Club) for the construction and use of a new storage building, concourse extension, boat ramp extension, and additional fencing at Yacht Club Reserve, 239 Main Road, Moncks Bay.
- 1.2 The report is staff initiated to address the request from the Club.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Christchurch Yacht Club - Application for Building and Site Development Report.
2. Approve the construction and use of a new storage building, concourse extension, boat ramp extension, and additional fencing at the west side of Yacht Club Reserve, 239 Main Road, Moncks Bay, in accordance with the plans shown in **Attachment A** of the agenda report.
3. Notes that:
 - a. approval is subject to the Christchurch Yacht Club meeting all regulatory requirements including the Building Act 2004 and the Resource Management Act 1991. This includes, but is not limited to, gaining resource consent approval from the Christchurch City Council and the Canterbury Regional Council.
 - b. the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
 - c. appropriate consultation has been undertaken.
4. Requests that the Manager Property Consultancy does 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 updated licence.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Christchurch Yacht Club (the Club) have been in continuous occupation of the site at 239 Main Road, Moncks Bay for the purpose of a yacht club since 1891 and continue to operate as a functioning club with a proud history of producing top class sailors.
- 3.2 The Club's facilities are run down and have not been repaired since the earthquakes. For the Club to continue, repairs and improvements are required to the building facilities, ramp and

concourse wharf areas. The Club have historically left the licence area open to the public but in recent years have experienced consistent difficulties managing public swimming from their pontoon and have looked at fencing options to help manage the issue.

- 3.3 Under the terms of the Licence, the Licensee is required to ask for Landlord approval for any building or fencing improvements. The Landlord is required to give reasonable consideration to such requests and cannot unreasonably withhold consent.
- 3.4 The Club have been in correspondence with the Council since 2023 regarding their plans to develop the site to enable the Club to continue to function into the future with particular emphasis on providing a facility to enable development of young sailors.
- 3.5 There have been several consultations to determine community views, and the Club have made design changes in response to the submissions. The key changes are reduction of the rescue boat shed size to a minimum and dropping the proposal to fence the eastern boundary.
- 3.6 The resulting plans proposed for approval include:
 - Extending the existing pier/concourse to the northwest of the existing clubhouse
 - Installing new concrete slipway for launching boats on the western boundary
 - Construction of a new rescue boat storage building on the southwestern boundary
 - Fencing the western side of the property at the boundary around the new development
- 3.7 The building work will remain within the footprint of their licensed site. Planning and building consent will be required separate to this process and will need to be advanced by the Club.
- 3.8 Building costs would be covered by the Club, and not the Council.
- 3.9 The Parks Unit supports the new design and rebuild on the basis that:
 - the existing wharf/ramp needs replacement to enable the Club to continue as a functioning yacht club into the future
 - the new boatshed is a reasonable proposal and is required to enable the Club to continue as a functioning yacht club into the future
 - the proposed west fence between the club house and proposed storage shed is a reasonable proposal and necessary to assist the Club in management of the site
 - approval will lower the risk of challenge from the Club to the exercise of the Council's obligations under the exclusive licence.
- 3.10 Staff consider that the recommended option represents a balance between the needs and rights of the Club and the impact and effects on neighbours and the community.

4. Background/Context Te Horopaki

The Property

- 4.1 The Club is located at 239 Main Road, Moncks Bay (Lot 1 DP 4704) on the Council owned 'Yacht Club Reserve', which is shown in red below and is treated as park under the Local Government Act 2002.
- 4.2 The Club site adjoins the Avon-Heathcote Estuary / Ihutai to the north, Main Road and the Coastal Pathway to the south, and the Council owned public car park and boat ramp to the east.



Figure 1 - Yacht Club Reserve

- 4.3 The park was originally owned by the Club but in 1971 after subsidence problems with the carpark area the Club and the Council entered into an agreement whereby the Council took ownership of the carpark and public access ramp. The Club received a licence in perpetuity for its improvements: the clubhouse, ramps and wharf/concourse, shown in yellow above.
- 4.4 The area is popular with walkers, cyclists, swimmers, fishermen, kayakers, and other recreational craft users. The public gain water access through the carpark and ramp to the east but have also traditionally made use of the Club wharf facilities which have been left open by the Club for public use.

Rowing Club Site

- 4.5 It should also be noted that the Club have rights over the former rowing club site situated to the east and shown in yellow below. This is not a Christchurch City Council owned or managed reserve/land holding and not the subject of this report.

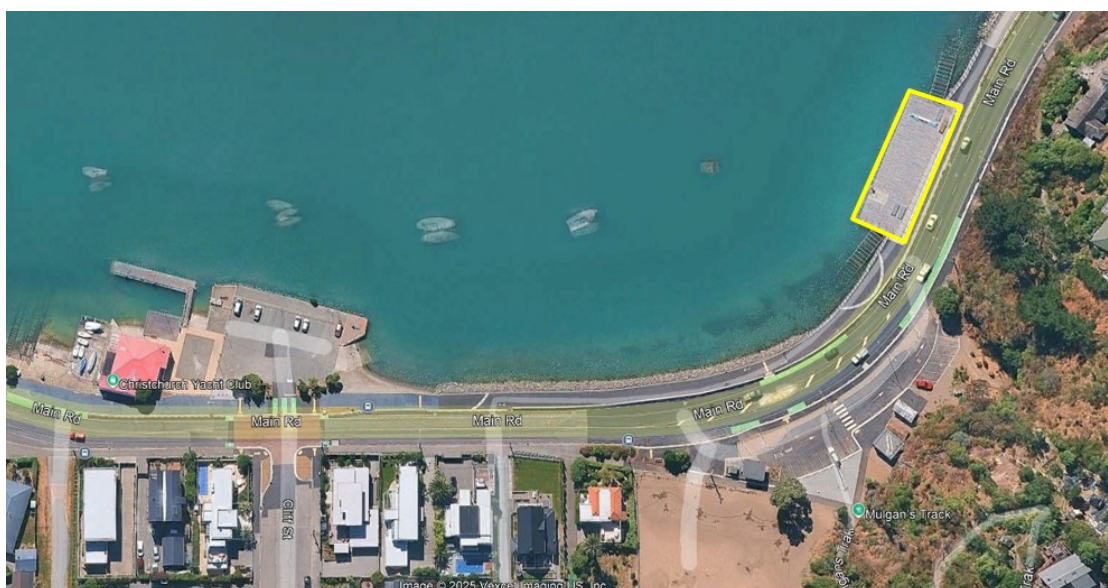


Figure 2 - Former Rowing Club Site

- 4.6 The redevelopment of the site has been on-going for a number of years but on hold until recently with issues around piling construction. The outstanding issues have since been resolved and the Club are currently progressing the completion of the jetty, and boatshed

which is used purely by adult sailors as the strong tidal flow makes it unsuitable for juniors and rescue craft.

- 4.7 The Council considered and came to the resolution on the 20 June 2017 as part of the 2017/2018 Annual Report, to grant the Club \$239,713 as a contribution to repairs on the facility in conjunction with work undertaken on the Coastal Pathway. This money has been ring fenced and will be applied to the construction of the new ramps and reinstatement of the jetty and boatshed on that site. The funding was conditional on the following:
- There is enduring public access in perpetuity to the Coastal Pathway, and adjoining deck area and ramps providing access to the beach area below.
 - The design and specifications of the replacement base are consistent with the developed design for the Coastal Pathway.

Christchurch Yacht Club

- 4.8 The Christchurch Yacht Club was established in 1891 in Monck's Bay (originally known as 'Christchurch Sailing Club') and has been an active sailing club every year since. The Club has produced several Olympic sailors and continues as a well-functioning club with a current focus on its junior programme.
- 4.9 Membership numbers for the Club have fluctuated over the last seven years, with a drop in 2021 – 2023 primarily due to Covid 19 although membership has stabilised at around 95. The Club membership numbers are listed below:
- 2017-2018 season 100
 - 2018-2019 season 125
 - 2019-2020 season 123
 - 2021-2021 season 99
 - 2022-2023 season 94
 - 2023-2024 season 95



Figure 3 - Christchurch Yacht Club



Figure 4 - Club Site and Car Park during a Regatta

- 4.10 The Club operates from a central two-storey building consisting of the club house on the top floor and storage at ground floor. A winch is operated from the downstairs storage for the purpose of rescue boat haul out. A rigging area and boat ramp is located to the east of the main building which is fenced by means of low posts and rope. To the west of the building is an existing wooden concourse/wharf being used as temporary yacht storage. It is run down and in need of replacement. There is also an additional boat ramp and dry dock next to the wharf that is run down and in need of repair. Past use of the site for antifouling is no longer appropriate.
- 4.11 The Club has built and own the floating pontoon in front of the club house. This structure extends beyond the licence area, into the Estuary/Ihutai.
- 4.12 The current facilities are dated and in need of repair or replacement to enable the Club to maintain existing membership levels and continue to operate long term. The Club has prepared a staged development plan, with stage one being the subject of this report for Council consideration and approval.
- 4.13 Stage one contains three key elements: a repaired wharf/concourse with small extension and re-siting of the ramp further west to link with a new patrol boat shed. The west area will be fenced. This is stage one and will be undertaken in conjunction with work on the Rowing Club.
- 4.14 Stage two will involve either repair or replacement of the existing clubhouse and will require a further decision of the Council. A staged approach enables the Club to continue operating during reconstruction work.

Key Operational Issues - Why the Club has Proposed this Development

- 4.15 *Overcrowding-wharf and concourse*
- Existing flat space for rigging is limited largely to the east side due to the damaged concourse/wharf on the west. This results in overcrowding in the rigging area on the east side of the clubhouse with yachts frequently spilling over into the car park.
 - Modern yacht clubs require the operation of IRB patrol boats with four being a minimum for a club of this size. These are currently tightly stored under the clubhouse and launched by way of a power-driven winch from inside the building down a steep ramp. This splits the use of the two rigging areas and creates health and safety issues at time of launching with strict safety protocols required on the ramp and potential conflict with swimmers on the pontoon. Launching is difficult from this location and not well suited for emergency access. Moving the main launching ramp away from the pontoon

will help to alleviate the issues. Storage of boat fuel under the wooden clubhouse is also a significant risk.

A larger rigging space keeping yachts within the license area is required to free up the car park for public use. Moving the rescue boats to dedicated storage and a separate launching facility is also preferred to enable effective use of the rigging space and launching away from people walking past. It will also function in a safer/quicker manner for launching rescue boats particularly in the case of emergencies.

4.16 Public use of the pontoon for swimming

The Club wharf has always been popular for public swimming. Since the introduction of the pontoon, popularity has continued to increase, and the Club consistently experiences problems with launching of yachts and patrol boats on club days. This has even escalated to threats of violence to club members from swimmers and is causing increasing health and safety concerns for the club. Signage and a gate in front of the pontoon have proved unsuccessful to-date in effectively managing this issue. The Club has reluctantly conceded that to manage this issue increased fencing to control access may be required.



Figure 5 - Conflict between swimmers and powerboats at the club owned pontoon

Club Development Proposals

- 4.17 In June 2023, in response to issues with the public on the pontoon, the Club requested Council consent to the installation of fencing on both the east and west side of the licence area. The proposal included lockable boat access gates on the east side together with a pedestrian gate.
- 4.18 Consultation with the neighbours and local community generated a number of objections including concern about aesthetic impact, restriction of public access and questioning the need generally. The proposal was parked.
- 4.19 In November 2023 the Club submitted an initial development proposal that addressed the storage and ramp issues. A fence on the west side was included but a fence on the east side was not re-visited at that stage.
- 4.20 The key elements of the design included:
- Extending the existing pier/concourse to the northwest of the existing clubhouse and removing existing ramp
 - Installing a new concrete ramp for launching boats on the western boundary
 - Construction of a new rescue boat and junior yachts storage building on the southwestern boundary

- Fencing the western side of the property at the boundary

4.21 The initial proposal was intended to provide increased rigging area, storage for rescue boats and junior dinghies, and a re-located launching ramp for rescue boats and yachts. The building design was of a low sloping roof with local stone cladding. It was intended to minimise visual intrusion through being of the lowest feasible height and clad with the same stone used on the walls along the Coastal Pathway. The contentious fence and lockable gates on the east side were not included. The design is shown below:

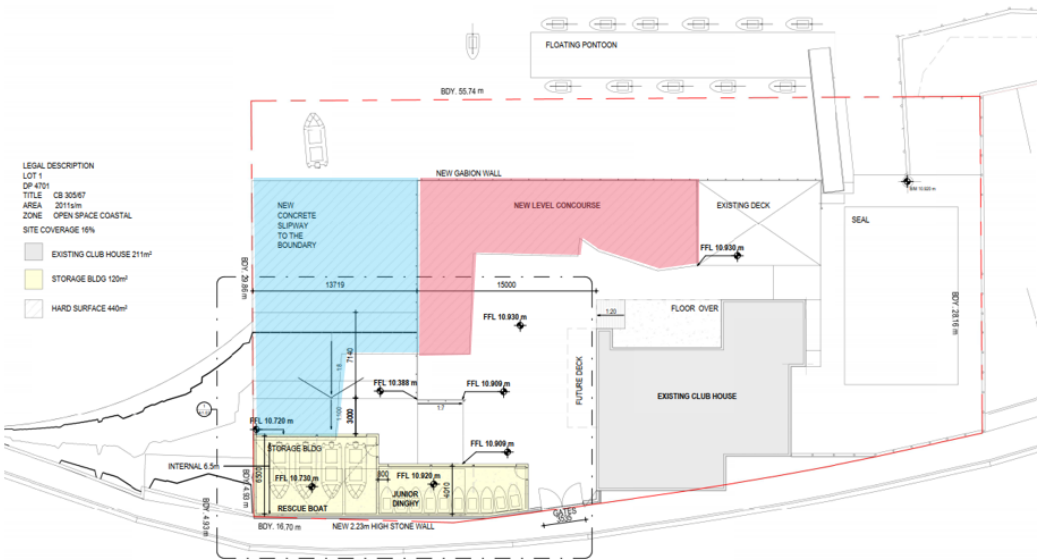


Figure 6 - Original Proposal (Site Plan)



Figure 7 - Original Proposal (Artist Impressions)

Community Engagement

4.24 Following consultation on the initial design above, the Club undertook a redesign of the development to attempt to alleviate some of the concerns raised by submitters. The main changes included:

- Reduced length of the storage building by 9.42m or 41.1% to minimise visual intrusion.
- Reduced total area of building from approximately 128.6m² to 93.1m² being a 27.6% reduction.
- Modified cladding
- Change in building style from the flat roof, rock wall style, to a more architectural boat shed style.
- Fencing on the east and west side

[illegible]

Item No.: 9



Figure 9 - Redesigned Proposal (Artist Impression)

4.26 **Revised design comment**

Wharf/concourse

- 4.27 This configuration has remained consistent in both designs. It addresses the Club's issue of limited rigging space and ramp issues in front of the Club. It has been generally supported although with some concern over increased intrusion into the estuary, amenity and effect on ecology. These are discussed in paragraph 6.25.

Boat Shed Building

- 4.28 The revised design was produced as a response to criticism around the bland linear nature and size of the first design. The size has been reduced to the minimum required for rescue boat storage leaving a view shaft between the club house and proposed boat shed. Dinghy storage has been removed.
- 4.29 The design style was modified to produce a more classical boat club look with traditional cladding and pitched roof. Staff acknowledge neighbours' concerns over visual intrusion but note that the Club has reduced the size to the minimum required to continue to operate and that the revised design generally received a more favourable public response than the first option.

Fences

- 4.30 Fencing on the *west side* of the club house is continued and considered necessary to secure the site and the new developments from the road (see Fig.9).
- 4.31 Due to the length of the process for approval and risk that in the future a further fence request would be required, the Club chose to re-introduce the fencing proposal at the *eastern side* of their licence area as part of this redesign.
- 4.32 Taking on board criticisms of the first fence consultation the Club made changes including: brand-new fence instead of second-hand option, open style, relatively low (1.4m) pool style fence to reduce impact on sightlines, light grey colour to minimise visual impact, and as per the original design, providing a pedestrian gate to allow public access during daytime and non-event days. The proposed fence is shown below.



Figure 10 - East Side Fence Proposed (removed)

- 4.33 The above revised design was circulated to original submitters in March 2025 for further comment.
- 4.34 This feedback was reported to the Community Board by way of an Information Session on the 29 May 2025.
- 4.35 A final round of wider community engagement seeking comment on the final proposed plans was undertaken in July 2025. Refer para 6.25 for detailed discussion summarising issues and staff comment.
- 4.36 The Club has made a late change and agreed to withdraw the proposed east fence from the design in response to community concerns.
- 4.37 **Council Process Summary**

Proposal	Process	Date	Comment
Request for new fence	Local consultation	September 2023	Objections to style of fence and perceived loss of public access despite undertaking to leave gate unlocked
Original Development Proposal - Information Sharing	Initial Information Session with Community Board	26 September 2024	Inform the Community Board of the new development proposal, the process moving forward, and the previous objections to fencing.
Initial design- re-build concourse, /jetty, new build of boat shed- fence only on west side boundary	General consultation through 'have your say' page and direct contact with neighbours and key stakeholders	1 November – 3 December 2024	No major objections to concourse and ramp proposal other than concerns about ecology Objections to size/scale, visual intrusion and style of building
Revised design- re-build concourse, /jetty, new build of boat shed (revised), includes fence on east side boundary as well	Targeted consultation to those who submitted on initial design	9 April 2025 - 12 May 2025	Similar response to above on concourse/ramps Less objections to style and size of building, still some objections to visual intrusion arising from the building itself, and objection to fencing proposal
Revised Development Proposal - Information Sharing	Second Community Board Information Session	29 May 2025	Presentation of public submissions, Presentation of revised proposal from the Club, Community Board discussion of revised design and key issues

Design without change from above	General consultation through 'have your say' page and direct contact with neighbours and key stakeholders	18 July - 3 August 2025	Similar response to above for revised design, and additional support received from users/club members.
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4.38 Additional Matters

Funding

- 4.39 External funding will be required for this project. The Club cannot gain public funding until they have approval and fully consented drawings for the project, followed by establishing the estimated costs of the project. Only at this stage there will be a presentable project for a marketing presentation.

Resource Consents

- 4.40 The proposal requires Resource Consent from the Christchurch City Council under the District Plan and Canterbury Regional Council under the Regional Plan.
- 4.41 The Resource Consent under the Christchurch City District Plan will consider the environmental effects of the proposal in relation to the District Plan Rules, and amongst other matters, will look at the impact of the club building on neighbours, any earthworks and impacts on the coastline.
- 4.42 Resource Consent is also required from the Regional Council under the Regional Plan for the proposal, in particular building in a waterbody. The Regional Council will consider the environmental effects and ecological impacts the development may have, and if these can be avoided, remedied, and/or mitigated. The Club have indicated that they are confident in gaining approval on the basis of previous adjoining consents, including the Club's Pontoon installation, and the Christchurch City Council consent approval for the Coastal Pathway Project.
- 4.43 If the Community Board are to approve the proposal as the Licensor, the proposal will still need to gain both resource consents before construction can commence.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.44 The following reasonably practicable options were considered and are assessed in this report:
- 4.44.1 **Preferred option:** Approve the proposed building, concourse/wharf, slipway extension and fencing on west side only.
 - 4.44.2 **Option 2** Approve the proposed building, concourse/wharf, slipway extension and fencing on west and east side.
 - 4.44.3 **Option 3:** Approve the concourse/slipway extension. Decline the building development and/or fencing.
 - 4.44.4 **Option 4:** Decline the proposed building, concourse/slipway extension, and fencing.
- 4.45 The following options were considered but ruled out:
- Do nothing: The Club requires certainty to enable it to plan future use. To do nothing would significantly impact the long-term viability of the Club

- Relocation: not favoured, the Club has historical links to the site, and it remains a unique location for a yacht club in terms of low tide sailing opportunity.
- Repair existing clubhouse and jetty and continue with existing ramp: The Club need to ensure the site can function effectively and safely and moving the ramp to the west boundary will achieve that. The jetty is at 'end of life' and not large enough to service the clubs need for rigging space. Therefore, repairing the jetty and ramp in their current form was not considered as a suitable option.
- Operate rescue boats from rowing club location: not favoured as site is not suitable due to high tidal flow in this location.
- Further reduction of boatshed area: not favoured, the Club have advised that the storage shed is the minimum required to enable this service and storage of its rescue boats.
- Further consideration of boatshed design not favoured. The Club responded to criticism of initial design with a revised design that was generally supported. It is acknowledged that some visual intrusion will occur. The question as to whether the pitch could be lowered or design is unsuitable generally will be left to be considered by urban design experts at resource consent stage.

Fencing

- Lower fence on west side not supported by the Club as it will not provide a sufficient sense of security. The proposed fence matches existing fences on Coastal Pathway.
- The use of a temporary fence on club days was suggested by some submitters. This was not supported by the Club as creating an unnecessary workload for volunteers with difficulty managing the use.
- A variation in licence to guarantee public pedestrian access has been considered. This would require agreement by the Club who have been unwilling to agree to such a change.

Options Descriptions Ngā Kōwhiringa

4.46 **Preferred Option:** Approve the proposed building, concourse/wharf, slipway extension and fencing on west side.

4.46.1 **Option Description:** Construction of boatshed on west side, replace and extend concourse removing existing ramp and rebuilding the ramp on the west boundary. Fence the west side development on the road boundary with a design consistent with Coastal Pathway. Public access retained when not in use by the Club subject to management of health and safety and other risks.

4.46.2 **Option Advantages**

- Provides the Club and its members certainty to move forward with the redevelopment and improvement of their site that will enable maintenance of membership with proper provision of space for rescue craft and rigging area.
- Positions the Club for potential future redevelopment of the main clubhouse through the ability to continue to operate when the clubhouse is redeveloped or refurbished.
- Provides a much safer launching area for rescue boats emergency access and yachts.

- Proposed roadside fence will secure new development area.
- Proposed roadside fence design will be consistent with the Coastal Pathway fencing.
- Not fencing the east side maintains the status quo to a large degree in regard to public access to the site for swimming when not in use by the Club, (subject to club assessment of reasonable management of Health and Safety and other risks).
- The area is run down, and this option will see it revitalised improving public amenity of the area generally.
- Takes account to some degree of the Club's rights under the exclusive licence.
- Likely removes the risk of challenge from the Club to the exercise of the Council's obligations under the licence.

4.46.3 **Option Disadvantages**

- Storage shed and proposed fence will create additional intrusion on the site detracting from its open vista and partially blocking or obscuring some view shafts from opposite neighbours and public generally.
- The ramp and concourse construction may have an impact on the ecology of the area. This is likely to be relatively minor given the construction is predominantly over existing concrete ramps. It will be considered in detail in the resource consent with the Canterbury Regional Council.

4.47 **Option 2:** Approve the proposed building, concourse/wharf, slipway extension and fencing on both the west and east side.

4.47.1 **Option Description:** Construction of boatshed on west side, replace and extend concourse removing existing ramp and rebuilding the ramp on the west boundary. Fence the west side development on the road boundary with a design consistent with Coastal Pathway. Fence the east side boundary. Public access retained when not in use by the Club subject to management of health and safety and other risks.

4.47.2 **Option Advantages**

- Provides the Club and its members certainty to move forward with the redevelopment and improvement of their site that will enable maintenance of membership with proper provision of space for rescue craft and rigging area.
- Positions the Club for potential future redevelopment of the main clubhouse through the ability to continue to operate when the clubhouse is redeveloped or refurbished.
- Provides a much safer launching area for rescue boats and yachts.
- The fence on the east side will provide a clear and enforceable boundary during club days to assist in management of public swimming from the Club's pontoon. It also provides a sense of club security for the site generally when not in use despite being open to the public. It should lead to reduced conflict.
- Proposed roadside fence design will be consistent with the Coastal Pathway fencing.
- Maintains public access to the site when not in use by the Club, (subject to club assessment of reasonable management of Health and Safety and other risks).

- The area is run down, and this option will see it revitalised improving public amenity of the area generally.
- Takes account of the Club's rights under the exclusive licence.
- Likely removes the risk of challenge from the Club to the exercise of Council's obligations under the Licence.

4.47.3 **Option Disadvantages**

- Storage shed and proposed fence will create additional intrusion on the site detracting from its open vista and partially blocking or obscuring some view shafts from opposite neighbours and public generally.
- Some members of the public perceive this area as public space, and the east side fence is seen as a restriction on this.
- The ramp and concourse construction may have an impact on the ecology of the area. This is likely to be relatively minor given the construction is predominantly over existing concrete ramps. It will be considered in detail in the resource consent with the Canterbury Regional Council.

4.48 **Option 3:** Approve the concourse and ramp extension. Decline the building development and/or fencing.

4.48.1 **Option Description:** Some submitters are opposed to the visual impact of the building and fence, as well as opposing any physical restriction to public access. This option provides an opportunity to minimise the concerns in part or whole by declining either the boatshed or the fence or both. As a minimum the Club would have some extended space for rigging and an improved ramp.

4.48.2 **Option Advantages**

- Will be supported by some submitters/neighbours.
- Provides the Club and its members some level of certainty to move forward with part of the redevelopment.
- The expansion of the concourse will improve ability to better accommodate activities within the licence area.
- Improved ramp enables easier access to water with boats.
- Maintains public access to the Club site and this section of estuary edge (noting the Club has exclusive rights).

4.48.3 **Option Disadvantages**

Building

- Does not resolve the issue of insufficient storage area for the Club's rescue boats, and associated risks of storing petrol engines and equipment underneath their wooden club house.
- Makes patrol and rescue boat launching more difficult and time consuming especially in times of emergency.
- Limits the Club's ability to provide a proper level of rescue and patrol services.
- Does not resolve safety issues around existing winch retrieval of boats in the middle of the club site.

Fence

- Limits the Club's ability to manage its health and safety obligations in terms of public swimming from the site.
- Doesn't address safety concerns raised by the Club in terms of public use of the pontoon.

General

- Provides uncertainty for the Club's future if they cannot develop their site to allow it to function for its licenced purpose, potentially will fail to maintain existing or attract new membership.
- Doesn't take account of the Club's rights under the exclusive licence.
- Could be challenged as an unreasonable decision by the Landlord under the terms of the licence.

4.49 **Option 4:** Decline the proposed building, concourse and ramp extension, and fencing.

4.49.1 **Option Description:** Do not provide approval for any changes or improvements to the site.

4.49.2 **Option Advantages**

- Will be supported by some submitters/neighbours.
- No loss of current view shafts.
- No change to existing estuary ecology/ environmental effects.
- No physical barrier preventing public access, (noting however that the Club has exclusive use rights).

4.49.3 **Option Disadvantages**

- The site and infrastructure will continue to deteriorate impacting on site usability and amenity.
- Does not enable the Club to effectively and safely operate from a site to which they have rights in perpetuity.
- Likely to prevent the Club from maintaining members and attracting new members.
- Doesn't take account of the Club's rights under the exclusive licence.
- Could be challenged as an unreasonable decision by the Landlord under the terms of the licence.

Analysis Criteria Ngā Paearu Wetekina

4.50 The options in terms of the design proposal were assessed taking into account the Club needs to be able to continue to function, as against the impact of a new build on the amenity values of neighbours and the public generally. Assessment included consideration of current Licensee investment on site and the need for certainty for the Club to move forward.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option –	Option 2 – Approval of development with	Option 3 – Partial Approval	Option 4– Decline
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	Approval of development with fencing on west side	fencing of all boundaries		
Cost to Implement	Development of the new building, concourse and fencing is a club cost – Council cost of approximately \$4,000 to fence the boundary of Coastal Pathway with matching fencing	Development of the new building, concourse and fencing is a club cost – Council cost of approximately \$9,000 to fence the boundary of Coastal Pathway with matching fencing	Development of the new building, concourse is a club cost – no cost to council	Nil
Maintenance/ Ongoing Costs	Maintenance undertaken by tenant – no cost to Council	Maintenance undertaken by tenant – no cost to Council	Maintenance undertaken by tenant – no cost to Council	Increased maintenance cost to the Club as asset degrades further
Funding Source	Club Funded/ Fundraised	Club Funded/ Fundraised	Club Funded/ Fundraised	Nil
Funding Availability	Club Funded (to be fundraised), except for the Coastal Pathway Fence Portion - Funded through Council existing budgets (CPMS # 61817)	Club Funded (to be fundraised), except for the Coastal Pathway Fence Portion - Funded through Council existing budgets (CPMS # 61817)	Club Funded (to be fundraised)	N/A
Impact on Rates	Minimal	Minimal	Nil	Nil

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

Funding Shortfall

- 6.1 There is a risk of the licensee failing to raise sufficient funds to complete the build. The likelihood of this is considered medium given the current financial climate, although it is noted that the project has the support of the Canterbury Yachting Association. The consequences are considered medium. If funding is not gained the project will not progress and the site will continue to deteriorate.

Resource Consent Uncertainty

- 6.2 There is a risk that even if the Club obtains landowner approval to proceed with the development, resource consent from either the Regional Council or the City Council may be declined, or substantial changes to the plans may be required.
- 6.3 This presents a "chicken and egg" scenario, as the Club requires multiple approvals under different Acts. In this case, the Club has chosen to seek landowner approval first, as it incurs lower cost to the applicant. In contrast, the resource consent process is often expensive and time-consuming, and could result in wasted expenditure if landowner approval is not granted.
- 6.4 If significant changes to the plans arise during the resource consent process, and Council officers determine these changes to be fundamentally different from the plans approved

under landowner consent, then the plans will need to be reapproved and potentially re-engaged with stakeholders.

- 6.5 If either of the required resource consents is not granted, the application will not proceed. A standard condition to this effect is included in the decision.

6.6 **Legal Objection**

- 6.7 There is a risk that not approving the request for development will be challenged by the Club as unreasonable in terms of the Council's obligations under the Licence. The overall risk is considered medium. Without a reasonable opportunity to develop the Club will struggle to continue its operations. The consequences of the challenge would be staff costs associated with defending it in court as well as public exposure.

Legal Considerations Ngā Hiraunga ā-Ture

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

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

- 6.9 Other Legal Implications:

6.9.1 Local Government Act 2002-Licence entered into pursuant to Local Government Act 2002.

6.9.2 Local Government Act 2002-Decision Making including consideration of community views. Staff consider that the consultation undertaken meets the statutory requirement for seeking and considering community views of those having an interest in the proposal.

The Licence

6.9.3 The Club occupies the site pursuant to a perpetual year to year Licence to occupy for exclusive use (refer to **Attachments B-C**)

6.9.4 Under the terms of the Licence, the Licensee is required to ask for Landlord approval for any building or fencing improvements. The Landlord is required to give reasonable consideration to such requests and cannot unreasonably withhold consent.

6.9.5 Staff have received legal advice that it would be legally difficult to refuse a request to erect a fence.

6.9.6 Equally a reasonable request to build a boat shed would also be legally difficult to refuse.

6.9.7 Note that the licence was entered into by agreement with the Council for part of the land previously owned by the Club to be transferred to the Council in exchange for an exclusive Licence to the Club for the remainder. This was a practical response to the Club difficulties in managing erosion on the carpark site. The Club would argue it was its clear intention to maintain rights at least resembling its previous freehold. The perpetual nature of the Licence reflects this and any consideration of requests for Landlord approval should take this into account when considering requests for improvements.

Health and Safety

- 6.9.8 Staff have received legal advice that Health and Safety obligations around the site use, (in particular swimming) fall largely on the Club. Given that fact and the risks associated with some of the behaviours of swimmers it would be unreasonable to deny the Club the right to attempt to manage the risks. The withdrawal of the east side fence by the Club due to public opposition will make management of these issues by the Club more difficult.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.10 The required decision:

- 6.10.1 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.
- 6.10.2 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 approving the proposal.

- 6.10.3 Is consistent with Council's Plans and Policies:

- Open Space Strategy
- Physical Recreation and Sports Strategy
- Christchurch District Plan – in particular, Open Space Coastal Zone (the underlying zone) Policy 18.2.2.1(g)iii which states:

This zone protects the natural environment of the sandy beaches and rocky shorelines of the Christchurch City coast from Waimakariri River to Taylors Mistake, while providing for:

*(iii) "existing surf lifesaving, **yacht club** and coastguard facilities that contribute to the social and cultural wellbeing and health and safety of the community."*

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

- 6.12 Parks, Heritage and Coastal Environment

- 6.12.1 Activity: Parks and Foreshore

- 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%

- 6.13 Citizens and communities

- 6.13.1 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

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.14 Consultation on the initial fencing proposal was undertaken in September 2023 and was not supported by the surrounding residents.

- 6.15 Consultation for the original development proposal started on 11 November 2024 and ran until 15 December 2024. Submissions were received from 52 individuals. All submissions are available in [Kōrero mai webpage](#).
- 6.16 Most submitters (36, 65%) opposed the proposal or did not express support. 18 of those opposing submitters reside directly opposite the club.
- 6.17 Between 9 April and 12 May 2025, submitters on the previous (2024) plans for Christchurch Yacht Club (the Club) were offered an opportunity to submit on a revised plan.
- 6.18 Consultation on the revised plan re-opened to the wider community on 18 July and ran until 3 August 2025.
- 6.19 Consultation details including links to the project information shared on the [Kōrero mai | Let's Talk webpage](#) were advertised via:
- 6.19.1 An email sent to 51 previous submitters to notify them the plans were open for further feedback.
 - 6.19.2 Leaflet maildrop delivered to 45 Moncks Bay residents.
 - 6.19.3 Four A3 laminated signs established near the Christchurch Yacht Club clubhouse.
 - 6.19.4 Emails to 16 stakeholders including Redcliffs Residents Association to notify them the consultation was open.
- 6.20 The [Kōrero mai | Let's Talk page](#) had 290 views throughout the consultation period.

Summary of Submissions Ngā Tāpaetanga

- 6.21 One organisation and 48 individuals made further submissions. These have been combined with the April/May feedback received on the revised proposal.
- 6.22 Over both rounds, submissions were made by two recognised organisations and 56 individuals. All submissions are available on the [Kōrero mai webpage](#).
- **Spokes Canterbury** supported the plan, and that the gap between the buildings improved visibility for pedestrians and cyclists.
 - **Redcliffs Residents Association** had no objection to the boat storage shed but opposed the fencing due to aesthetics and a need to maintain public access. They suggested using temporary fencing instead during rigging and sailing events.
 - **The Avon-Heathcote Estuary Ihutai Trust** – who expressed their opposition to the proposal and were concerned about the development's impacts on the natural ecosystem of the area. They felt that the plans lack clarity regarding the specific area of reclamation needed for the new slipway and gabion, and the extent of estuary likely impacted by other structures. They would therefore expect the Club to submit a resource consent application to Environment Canterbury, which will provide an opportunity for public input and more thorough assessment of the environmental impact. They were also concerned about the visual disruption which could be caused by erecting a new boat shed between the Coastal Pathway and the area.
- 6.23 Overall, 50% of submitters supported the plans, 38% opposed the plans, and 12% could not be determined.
- 6.24 Most (73%) of those who opposed the proposal were local residents (16). Around half of those who supported the plans (15) were current or past members of the Club, or family of members.
- 6.25 Submitters supported the plan for the following reasons:

- 6.25.1 It will improve the appearance of the area (11).
- 6.25.2 It will improve safety for sailors and the public (11).
- 6.25.3 It will bring benefits for the community, not just the club (9). Comments included that it represents growth and will be an asset for the community.
- 6.26 Submitters opposed the plan for the following reasons:
 - 6.26.1 It obstructs the views of the estuary from properties, devaluing homes (14)
 - 6.26.2 The fencing:
 - Restricts public access (16).
 - Was already strongly opposed during a consultation in 2023 (7).
 - 6.26.3 It will have adverse ecological/environmental impacts (11).
 - 6.26.4 It will negatively impact the coastal pathway (7).
 - 6.26.5 It does not fit in with the natural landscape of the area (8).
 - 6.26.6 It is inconsistent with the Public Open Space Strategy and Estuary management Plan (5).
 - 6.26.7 It will benefit only a small number of people (5).

Submitters requested:

- 6.27 That the Club progress the 'old rowing club' platform (11), and the rebuild or remediation of the clubhouse building (6) before progressing further work.
- 6.28 That the Club use temporary fencing when it is needed, instead of permanent (6).
- 6.29 **Key Issues and Submissions in Support - Officers' Assessment:**

Issue Raised	Staff Comment
Rebuild and extend existing wharf/concourse, rebuild west ramp-Related Issues	
Impacts on the natural habitat – Environmental effects on the estuary have been cited as a concern by submitters.	Based on the landowner approval request, the applicant has not yet provided expert advice or evidence regarding the potential environmental effects of the proposal. However, the proposal cannot proceed without these effects being properly considered, assessed, and approved through the Resource Consent process. Should landowner approval be granted, a condition will be included to ensure that the development may only proceed if the Club demonstrates that the environmental effects are minor and obtains the necessary consents. It is also noted the development is occurring almost exclusively over an existing modified area (i.e. over an existing concrete boat ramp area).
Building Related Issues	
Concerns about design and aesthetics – The revised building design, featuring three narrow and high-pitched roofs, is criticized for resembling "cheaply built multi-unit residential units" and having a "prison	The Club has carefully considered the initial feedback received regarding the first iteration of the building's design. One of the key concerns raised was regarding the proposed rock wall, which initially was intended to

fencing look" with the continued vertical bar fence and gates.	screen the boat shed and visually align with the existing rock wall along the adjacent road and pathway. In response, the Club engaged their architect to revise the plans significantly. These changes included reducing the overall scale of the building and reimagining its form to better reflect the character of a traditional boat shed, rather than concealing it behind a wall. Additionally, a large opening was introduced between the new shed and the existing clubhouse to provide views of the estuary and surrounding environment. While aesthetic preferences will always vary, the Club has made a genuine effort to acknowledge and incorporate the concerns of submitters. The revised design reflects thoughtful input from a qualified architect and demonstrates a sincere attempt to address the issues raised. In addition, the amenity effects of the proposal will be further evaluated in detail through the Resource Consent process with Christchurch City Council, should the project proceed to that stage.
Objection to location and impact of the building development on views – A primary concern is the placement of the new building on the coastal pathway, with residents emphasising the obstruction of scenic estuary and sea views, which they believe will negatively impact their property values and diminish the public's enjoyment of the area.	As previously outlined, the Club responded to initial feedback regarding the impact on views by reducing the overall length of the building's façade by 41%. In addition, the originally proposed rock wall was removed and replaced with open-style fencing, significantly improving visual permeability through the site. It is acknowledged that the building and fencing will alter the outlook for some residents and pathway users. However, this change must be considered alongside the Club's legitimate need to provide secure storage within the site constraints, such as access to flat land above the high tide line.
Noise impact – concerns about potential noise increase from the construction and reflection of traffic sound from the new building.	It is acknowledged that the proposed building may alter the way road traffic noise is experienced on surrounding sites. However, given the location's proximity to a busy thoroughfare, traffic noise is an inherent and unavoidable characteristic of the area. As such, potential changes in noise dynamics are not considered a reasonable reason to oppose development on this site. It is also noted that the Christchurch District Plan does not treat road traffic noise as a breach of its noise standards, since those standards apply to noise generated by activities on a site, not ambient environmental noise like traffic.
Fencing Related Issues	
Impact on public access and use – Residents highlight the importance of the Moncks Bay estuary as a multi-use public space and fear that the new construction and fencing will restrict access for non-yacht club users, effectively privatising a public asset. Not happy that the fence was consulted on in 2023 with	The Club, on selling the site to the Council in the 1980's, secured a right in perpetuity to occupy the site in exclusivity (i.e. essentially privatising the site). Regardless of the Club's rights, it is proposing to maintain public access (via an open gate) subject to their discretion and conditions of use. The key times public access may be denied to the public are during

community opposition and the updated proposal contradicts this community feedback.	events/regattas, after daylight hours, and if there is ongoing vandalism to the site. Suggestion received that the fence should be left open when the club is not operating. Note: the considerations above are no longer strictly relevant following the Club's late decision to withdraw request for fencing on the east side.
Visual impact and unsightly – Concerns regarding fencing having a visual impact, and that the fencing style and colour not in keeping with the area.	The Club have changed the fencing proposed initially, and are proposing a new, open style 1.4m fence of a light grey appearance to blend in with the environment. Although it is a change from the existing rope style barrier, it is this officer's opinion that it is not overly obstructive or unsightly, and fencing of a similar nature is common along this stretch of waterfront (namely the fencing along the new Coastal Pathway). The Parks Unit have offered to contribute as neighbour to a share of the costs for fencing to match other fencing on the Coastal Pathway. Note: the considerations above are no longer strictly relevant following the Club's late decision to withdraw request for fencing on the east side.
Suggestion that the fence should be left open when the club is not operating	No longer relevant following the Club's late decision to withdraw request for fencing on the east side.
Temporary fencing and/or lower fencing – Options of lower fencing styles and suggestion of the Club putting up temporary fencing for event days were proposed by some submitters.	These submissions refer to the east side fencing and are no longer relevant following the Club's decision to withdraw request for fencing on that boundary. Note that the Club may explore further the option of temporary fencing as a management tool.
General Issues	
Safety concerns with pathway – regarding the building and fencing design and interface with the coastal pathway.	The plans have been revised to include an open-style fence, significantly improving visibility to the adjacent pathway. This represents a substantial improvement over the originally proposed high stone wall, which would have created a more enclosed and obstructive frontage. To further enhance safety, the gate is now proposed to swing inward, reducing potential risks to pathway users. The Club has confirmed that this entrance will be used only for emergency access or limited entry during events and maintenance. It is not intended to serve as the primary access point to the site; the main entrance will continue to be via the car park. This secondary entrance will be subject to further assessment as part of the City Council's resource consent process.
Addressing existing issues – there's a call to address unresolved issues with existing incomplete yacht club facilities (eg. earthquake repairs) before considering new developments. I.e. they should prioritise other projects.	While the opinion is acknowledged, it is important to note that this matter falls outside the scope of Council's discretion. Decisions regarding investment priorities and development sequencing are the responsibility of the Club itself. That said, the Club has provided clear and reasonable justification for its decision to invest in the wider site

	prior to undertaking redevelopment of the existing clubhouse. These considerations include: • The current clubroom remains functional and fit for purpose. • Budget constraints necessitate a staged approach to development. • Operational functionality and safety require the broader site to be established before focusing on the more complex and costly clubhouse redevelopment. • Progress is already underway on the adjacent rowing club site. • Improvements have been made to the existing clubhouse, including a recent re-roofing. • Establishing the boatshed, infrastructure, and rigging area first will allow the Club to continue operating effectively during any future redevelopment or repair of the clubhouse. In light of this rationale, the Club's approach is supported, and it is not considered that this matter is grounds to decline their request.
Loss of access to the estuary and facilities – the site currently is unfenced and there is free and open access to both the estuary and the Club infrastructure including the boat ramp and pontoon.	It is noted that the Club has held exclusive rights to the site since the original licence was granted in the 1970s. The infrastructure on the site is owned, managed, and maintained by the Club. It is not a public asset, although the Club has historically allowed public use. Technically, the proposal does not alter the legal status of the site, which remains under exclusive licence. However, it is acknowledged that the perception of ownership may shift as a result of the proposed changes. To mitigate this, the Club has proposed to provide public access via a gated entry. Given the clear and legally binding licence the Club holds over the site, it is considered that the Club has the right to control public access to this small stretch of the estuary in order to carry out its activities. Notably, the Club has also proposed to maintain a level of public access that exceeds its legal obligations.
Impact on property values – Concerns from residents that the development will devalue their properties.	While the concern about property values is appreciated, it's worth noting that the impact of development is rarely one-dimensional. Many factors contribute to property valuation, and well-executed projects often bring long-term benefits. Improved infrastructure, new amenities, and increased community engagement could enhance the appeal of an area. The Club retains development rights under its licence to meet the needs of its users, and it is important that these rights are considered thoughtfully alongside the legitimate concerns of neighbouring residents.

Inconsistent with the Council's Policies – namely the Public Open Space Strategy 2010-2040 and the Estuary Management Plan 2020-2030.	Open Space Strategy Comment: Supporting Recreation: The Open Space Strategy emphasizes enhancing recreational opportunities and access to coastal areas. A sailing club offering better facilities for water-based recreation aligns with this goal. Community Use: Although the Club holds an exclusive license, it has historically allowed public access and proposes to maintain a level of access even after redevelopment. Design Sensitivity: The Club has revised its plans to reduce visual impact and improve sight lines, which supports the Strategy's emphasis on preserving open space character. It is considered, on balance, and given the existing licence and the nature of the proposal and intended use, the application is generally consistent with this strategy. Estuary Management Plan (Not a CCC Document) It is noted firstly that technically the area of the proposal is positioned in a separate title that does not fall into the Common Marine and Coastal Area (CMCA) and the corresponding Act. Support for Safe Recreation: The Estuary Management Plan promotes safe and inclusive recreational use of Te Ihutai. The Club's role in facilitating sailing and water-based activities contributes to this goal, especially if public access is maintained or enhanced. Stewardship and Infrastructure: The Club has historically maintained its infrastructure and allowed public use. Its revised plans—including a reduced building footprint and improved sight lines—show responsiveness to community feedback and landscape values. Environmental Responsibility: The Plan emphasizes clean water, healthy ecosystems, and reduced environmental impact. While the Club has not yet provided expert environmental assessments, these will be required through the Resource Consent process, ensuring alignment with the Plan's ecological standards. In summary, the Club's redevelopment is not inherently inconsistent with the Estuary Management Plan. The formal assessment of such environmental concerns will be considered in the resource consent process.
Questioning the benefit versus impact – question whether the benefits for the yacht club outweigh the significant negative impacts on the wider community's access, amenity, and property values.	Environmental impact and the balance of effects is a matter that will be considered in detail as part of the Resource Consent process. The project will not proceed unless it passes this gateway.

Call for iwi consultation – The need for proper consultation with mana whenua regarding the cultural significance of the estuary is emphasized.	Consultation with Mana Whenua has been undertaken and described in Section 6.31-6.34 below.
Impacts on the principal of Te Tiriti o Waitangi along with the Marine and Coastal Areas Act	Engagement has taken place with the relevant Treaty Settlement entities, and their interests have been acknowledged as part of the process. While it is recognised that the site lies partially within the vicinity of the Mean High-Water Springs (MHWS) and the estuarine environment, the proposal does not seek to alter the boundaries of the title or the associated licence. Rather, it involves the installation of infrastructure within an area of exclusive freehold title, designed to meet the operational needs of the sailing club. The proposal does not extend beyond the boundaries of the title into the Common Marine and Coastal Area (CMCA). In accordance with the Resource Management Act (RMA), the principles of Te Tiriti o Waitangi will be considered as part of the assessment of environmental effects. This ensures that any potential impacts on tangata whenua values are appropriately addressed. Section 6.29 of the Marine and Coastal Area (Takutai Moana) Act 2011 defines the CMCA as the area between the MHWS and the outer limits of the territorial sea, excluding land held in freehold title or other specified ownership. As the proposed development is entirely contained within land held in freehold title by Christchurch City Council, it falls outside the scope of this Act.
Submissions items in Support	
Support for the Yacht Club's Progress – feedback in support for the yacht club's updated proposal mention that the club is a valuable community asset.	Noted.
Support for the improvements to the visual appearance of the area – feedback was received that the upgrades would improve the outlook for the area that is generally run down.	It is noted that much of the area and infrastructure is nearing end of life and is starting to look degraded.
Improved Safety Outcome – comments that the fence will help mitigate existing safety issues between club users and the public during events.	It has been identified that there have been witnessed public altercation during events with club users and pontoon. The luCb has also provided photos of this issue. It is agreed that a fence and additional signage will likely improve the management of this issue. It is also noted the Club's right to exclusive use of the area and its assets (including the club built and funded pontoon).
Submissions in support highlighted the importance of the Yacht Club in the community	Noted.

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

6.34.1 Waihoru Spreydon-Cashmere-Heathcote Community Board

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.35 The decision does involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does specifically impact Mana Whenua, their culture, and traditions.
- 6.36 The decision does involve a matter of interest to Mana Whenua and will impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.37 The proposal was forwarded to the Treaty Partnership Team and considered by Whitiara on behalf of the Tuahuriri hapu. Issues were identified and have been addressed by staff. Whitiara have indicated that there are no further issues at this stage, noting that the proposal will require consideration at resource consent phase which they will be a party to.
- 6.38 Whitiara support was subject to written support from the Ihutai MR900 Trust. This has been provided verbally at the time of writing this report and will be confirmed in writing and provided at the meeting.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.39 The proposal in this report is unlikely to contribute significantly to adaption to the impacts of climate change or emissions reductions.
- 6.40 The development proposed will involve use of new resources. The build will involve use of sustainable materials with re-use and recycling where possible.
- 6.41 Matters of adaptation will also be considered in detail as part of the subsequent Resource Consent process. It is noted that Sailing Clubs require to be adjoining the coast to operate, and this is recognised in the Policy direction of the Christchurch City District Plan, specifically Policy 18.2.2.1(g)iii.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, Parks staff to liaise with the Club on final designs and approve final designs, Property staff to amend licence when work is complete.
- 7.2 If approved, the Club will need to undertake the preparation and lodgement of Resource Consent to both the Christchurch City Council and Canterbury Regional Council, both of which will need to be granted if the proposal is to proceed.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Christchurch Yacht Club - Updated Plans August 2025	25/1741438	60
B 	BE1396-LA4817-Christchurch Yacht Club (Inc)	10/535166	69
C 	BE1396-LA4817-CYC Licence variation 2008	23/569589	75

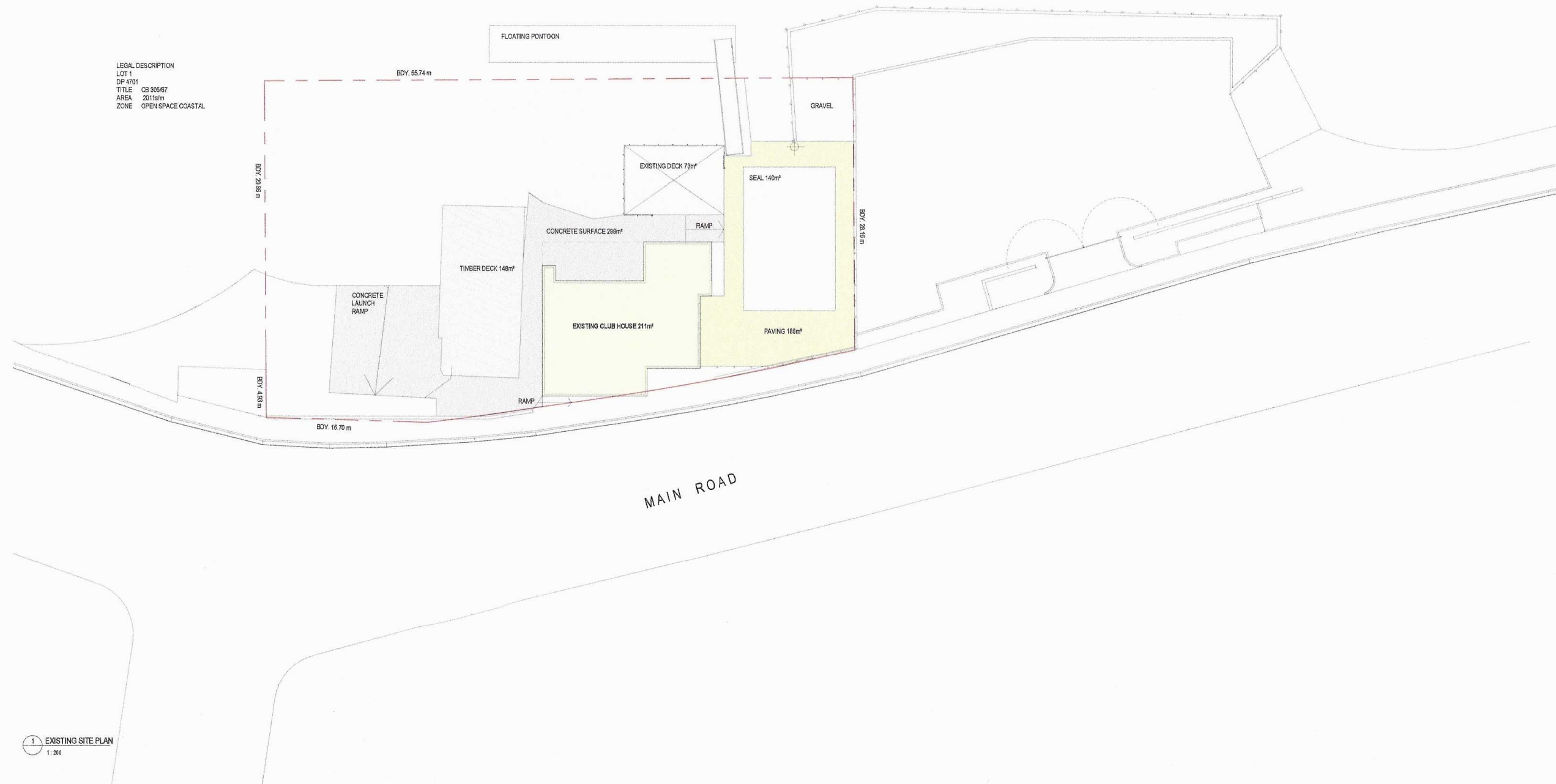
In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Minutes of Waihoru Spreydon-Cashmere-Heathcote Community Board Information Session/Workshop - Thursday, 29 May 2025

Signatories Ngā Kaiwaitohu

Authors	Jason Tickner - Parks & Recreation Planner Felix Dawson - Leasing Consultant Paris Porter - Engagement Advisor
Approved By	Kathy Jarden - Team Leader Leasing Consultancy Kelly Hansen - Manager Parks Planning & Asset Management Al Hardy - Manager Community Parks Rupert Bool - Head of Parks

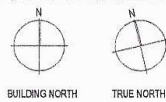
Item 9



WAYNE FLEMING LTD
ARCHITECTURAL DESIGNER
P 03 321 8177
M 027 244 8158
E wayne@flaming.co.nz
45 Shady Brook
Glenfield 7610

APNZ
Professional
Member

PROJECT TITLE:
CHRISTCHURCH YACHT CLUB
LOCATION:
239 MAIN ROAD MONCKS BAY, CHRISTCHURCH



Drawing Title
EXISTING SITE PLAN

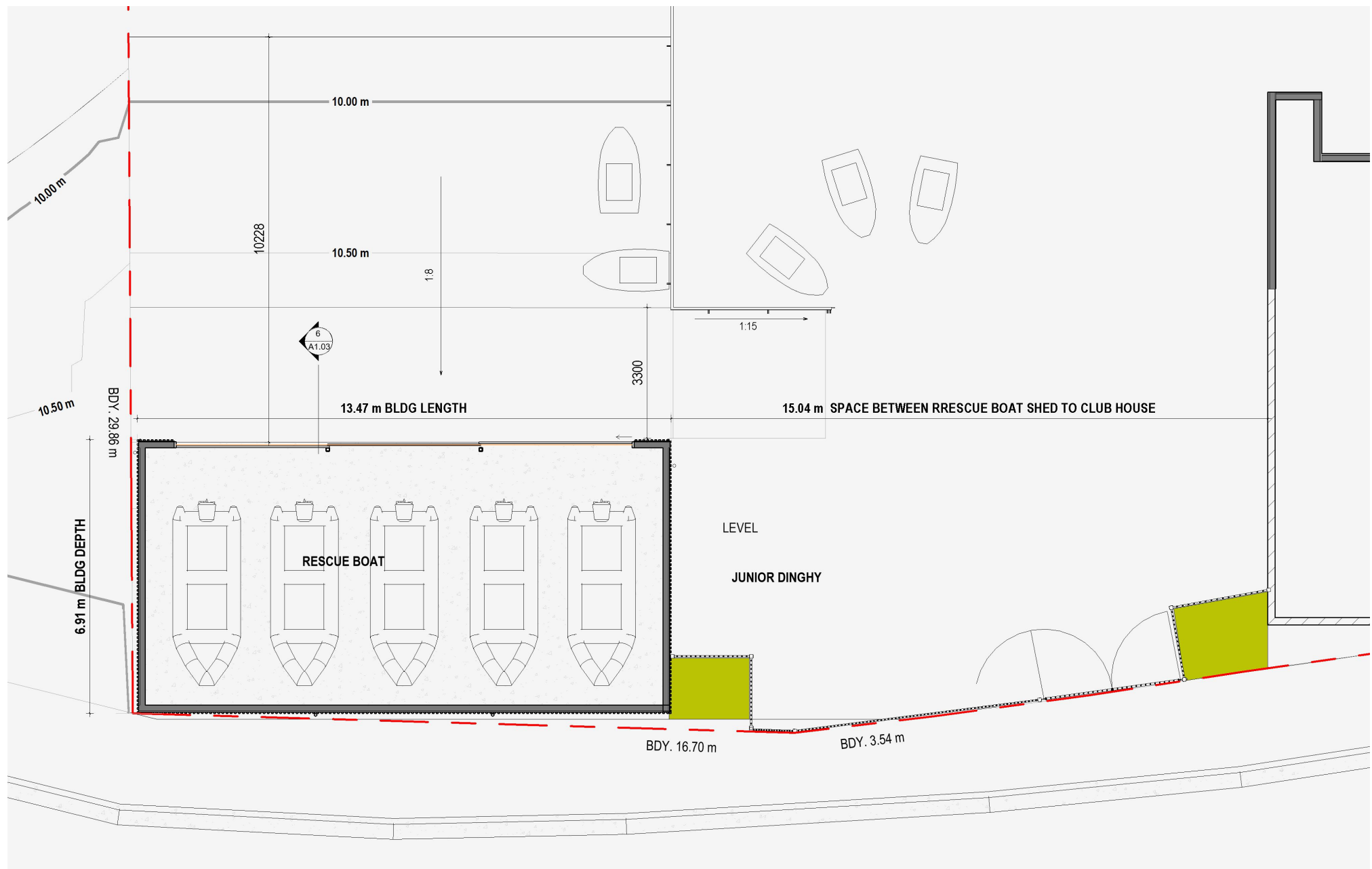
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Drawn WF
Checked WF

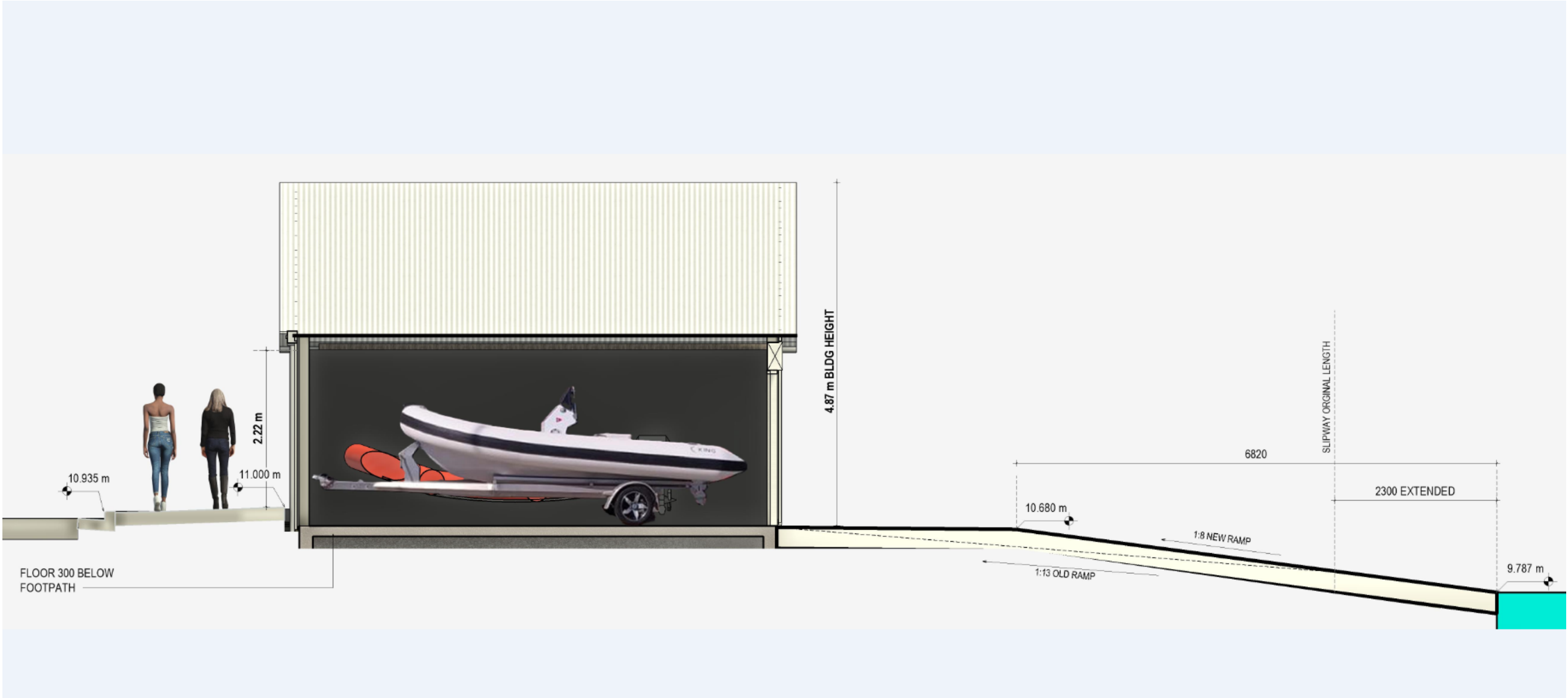
Consultants

Revisions
1 27.09.22 PIM Application
2 12/03/24 RC Revision

Drawing Status
PLANNING
Drawing No A0.02
Revision 2









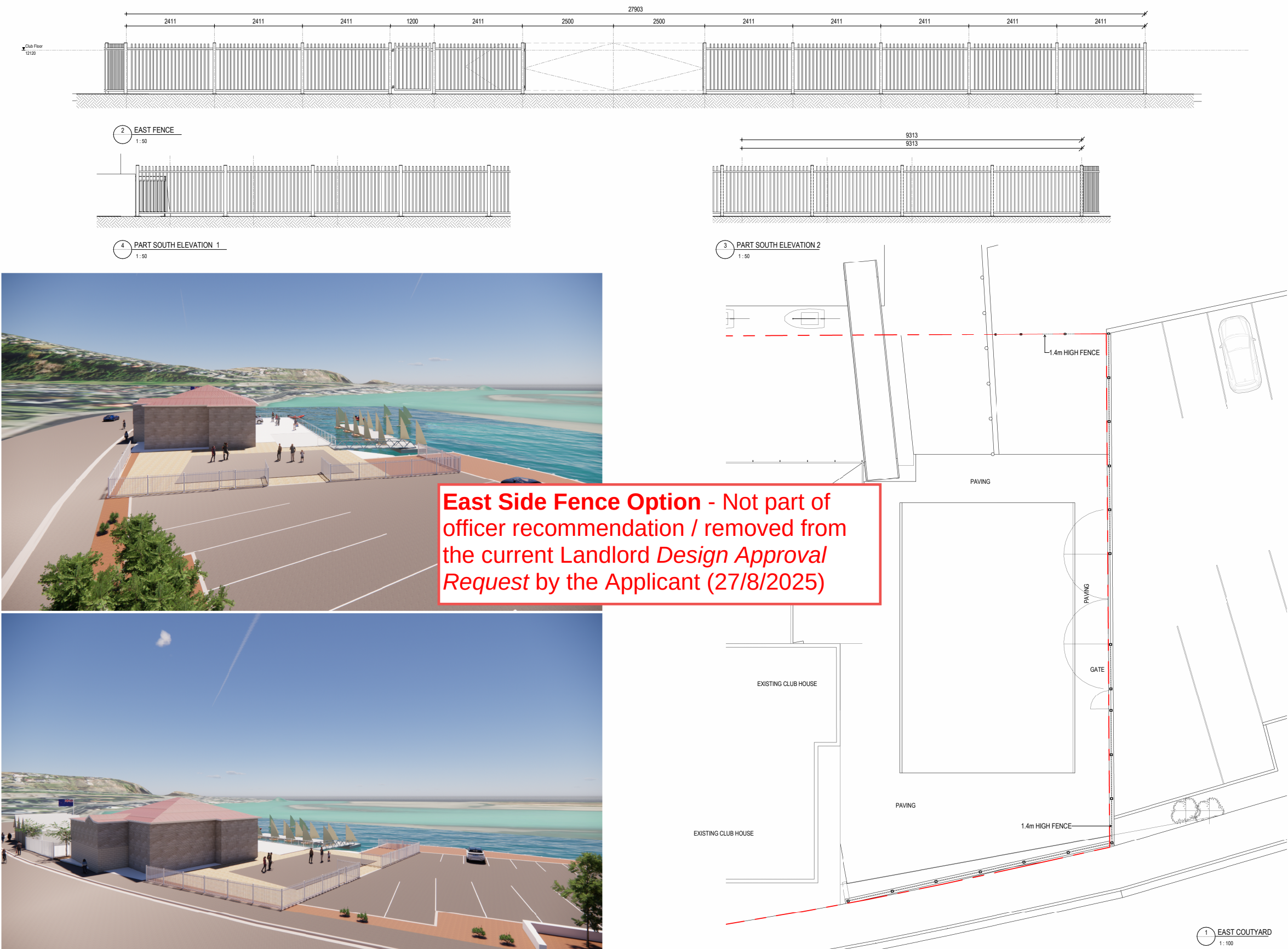


West Side Fence - Note this will be of a consistent design to Coastal Pathway Fence.



West Side Fence - Note this will be of a consistent design to Coastal Pathway Fence.

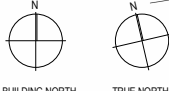




WAYNE FLEMING LTD
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45 Shelly Drive
CHRISTCHURCH 8052

APNZ
Professional
Member

PROJECT TITLE:
CHRISTCHURCH YACHT CLUB
LOCATION:
239 MAIN ROAD MONCKS BAY, CHRISTCHURCH



Drawing Title
EAST FENCE

Drawing Details
Scale As indicated @ A1
Date 24.03.25
Job No 1005
Drawn WF
Checked Checker

Consultants

Revisions

Drawing Status
PLANNING
Drawing No A1.04
Revision

33/5

WESTON WARD & LASCELLES BARRISTERS & SOLICITORS
123 WORCESTER STREET CHRISTCHURCH 1. NEW ZEALAND

WILLIAM ROSS LASCELLES
GEORGE CROWLEY WESTON, NOTARY PUBLIC
JOHN GORDON LEGGAT
MICHAEL GEORGE WESTON
GERALD ROSS LASCELLES
KENNETH JOHN BROOKMAN
DAVID JOHN STOCK
STEPHEN GEORGE ERBER

P.O. BOX 322 TELEPHONE 65-859

PLEASE ASK FOR MR A. R. Tate

11th May, 1971

The Town Clerk,
Christchurch City Council,
Manchester Street,
CHRISTCHURCH.

Dear Sir,

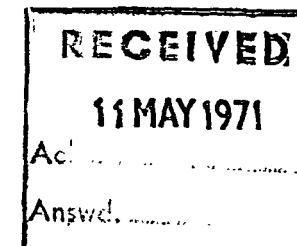
re: CHRISTCHURCH YACHT CLUB

Please find enclosed your copy of the Deed of Licence
duly stamped.

Yours truly,
WESTON WARD & LASCELLES

Enc.

Per: *Rate.*



PAO
MA 11.5.71
mini wharf

Attachment B
Item 9

23/5
THIS DEED made this 20th day of April

1971
1970

BETWEEN THE MAYOR COUNCILLORS AND CITIZENS OF THE CITY OF CHRISTCHURCH (hereinafter called "the Corporation") of the one part AND THE CHRISTCHURCH YACHT CLUB (INCORPORATED) a duly incorporated society having its registered office at Christchurch (hereinafter called "the Club") of the other part.

WITNESSETH that in pursuance of Section 305 (2) (d) of the Municipal Corporations Act 1954 and in consideration of the annual licence fee hereinafter reserved and the covenants and conditions herein contained on the part of the Club to be respectively paid performed and observed the Corporation DOETH HEREBY LICENCE AND AUTHORISE the Club to have the exclusive use and occupation of that part of the land known as Reserve 4001 containing 1 rood 39 perches or thereabouts being all of Lot 1 Deposited Plan 4704 and all of Certificate of Title 305/67 (Canterbury Registry) as the same is shown outlined in red on the diagram attached hereto (hereinafter called "the Licensed property") for a term of one year from and including the 1st day of April 1970 and thereafter from year to year unless sooner determined under the provisions herein contained subject to the following covenants and conditions and the Club doth hereby covenant with the Corporation as follows:-

1. THAT the Club will pay for the use of the licensed property an annual fee of \$25.00 payable always in advance on the 1st day of the Month of April in each and every year so long as these presents remain in force the first of such payments to be made on the 1st day of April 1971 subject however to review by the Corporation in accordance with charges fixed by it from time to time in respect of properties under its control held for similar purposes.
2. THAT no buildings or other improvements shall be erected upon or made to the licensed property without the prior written consent of the Corporation.
3. THAT the licensed property and all buildings and improvements thereon shall be kept at all times in a clean and tidy condition free of litter and rubbish and in good repair to the satisfaction of the Corporation.
4. THAT the licensed property shall be for the exclusive use of the Club its members invitees and licensees in accordance with its duly authorised purposes and the Club will not assign sub-let or part with possession of the same or any part thereof nor use the same or any part thereof for

-7-V-7L 06053

Mr. Simon Tait

PA
D. Res
039

2.

the purposes of trade or any commercial undertaking for profit.

5. THAT the Club will be responsible for the erection maintenance and repair of any fences made necessary by virtue of its use of the licensed property.

6. THAT the Club will at all times maintain order and decency amongst its members invitees and licensees on or about the licensed property and will not permit nor suffer any nuisance to any adjoining user or occupier or to the Public.

7. THAT ~~the Club will~~ permit the Corporation by means of its officers workmen or duly authorised agents to enter upon the licensed property at all reasonable hours to inspect and view the state and conditions of the same and will forthwith carry out any work required by the Corporation in accordance with the Club's obligations under Clause 3 hereof.

8. THAT ~~the Club shall at all times during the term of these presents fully indemnify the Corporation against all suits proceedings claims costs and demands for damage arising from the activities of the club suffered by any person upon the licensed property.~~

9. THAT no representation or warranty on the part of the Corporation shall be implied herein as to the use to which the licensed property may be put under the provisions of the Town and Country Planning Act or any rules regulations or ordinances thereunder.

10. THAT in case the Club shall :-

- (a) Fail to comply with the terms of this licence or any part of it or failure to make any payment due hereunder and if any such failure shall continue for a space of three months after notice thereof has been given by the Corporation, or,
- (b) Cease to use the licensed property for a period of six months or more or,
- (c) Be in any way wound up or dissolved,

THEN and in any such case this licence and every right power and privilege hereunder may be immediately revoked by the Corporation by notice in writing served upon the Club by registered letter addressed at its last known address or affixed upon the licensed property or any building thereon.

11. THAT upon the termination of this licence and provided there shall not be any payment in arrear or any unsatisfied stipulation or condition hereunder the Club shall within

3.

six months of such termination remove all buildings and improvements placed by it upon the licensed property leaving the same in a clean and tidy condition to the satisfaction of the Corporation.

12. THAT the Club will pay the Corporation's costs of preparation and completion of these presents and the stamp duty payable hereon,

IN WITNESS whereof these presents have been executed the day and year first before written.

THE COMMON SEAL of THE CHRISTCHURCH
YACHT CLUB (INCORPORATED) was hereto
affixed by and in the presence of :-

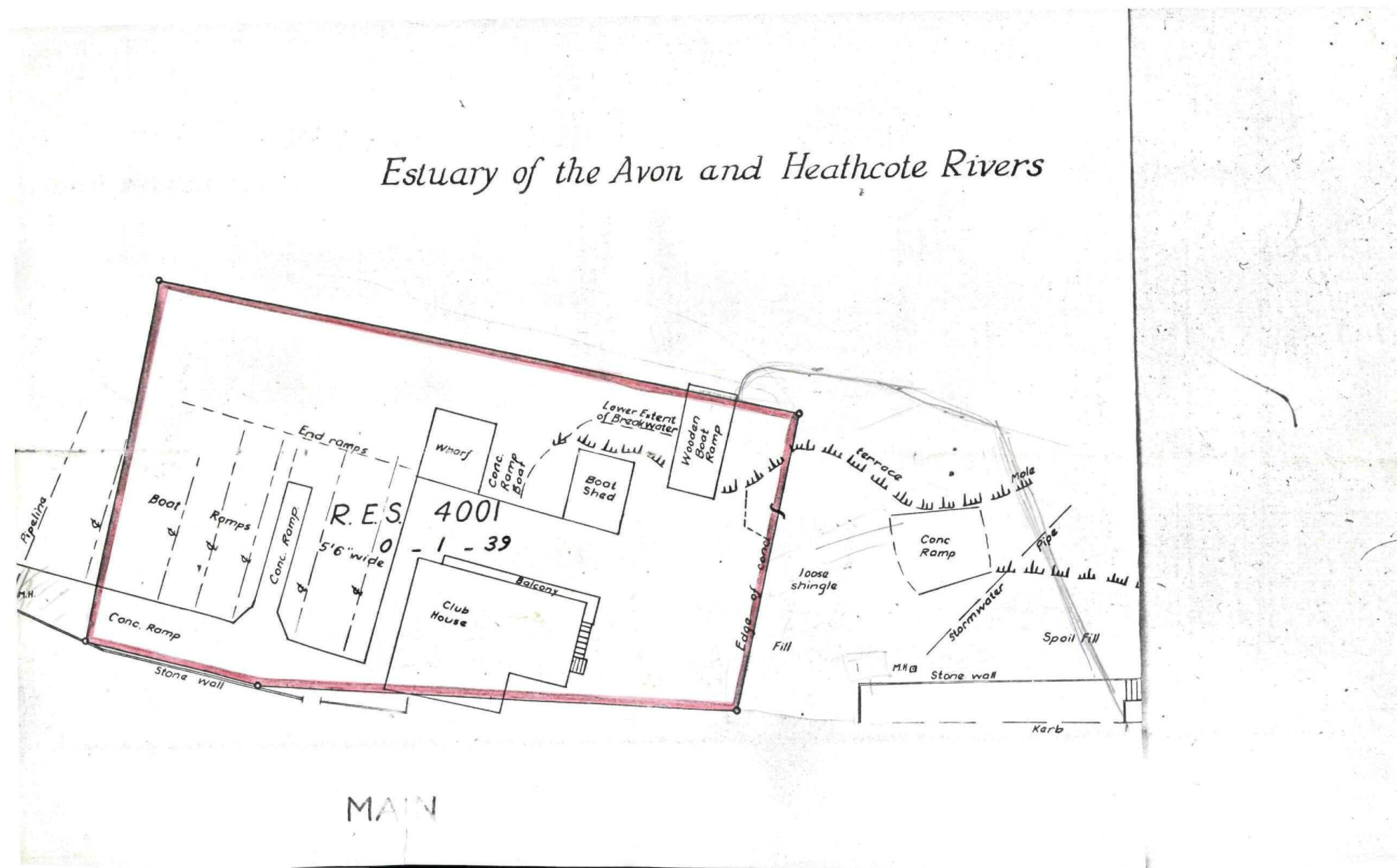


[Signature] Commodore
[Signature] Hon Secretary
[Signature] Hon Treasurer

THE COMMON SEAL of THE MAYOR
COUNCILLORS AND CITIZENS OF THE
CITY OF CHRISTCHURCH was hereto
affixed by and in the presence of :-

[Signature] Mayor
[Signature] Deputy Town Clerk

Item 9
Attachment B



DATED 20th April 1971
1970

BETWEEN

THE MAYOR COUNCILLORS AND CITIZENS
OF THE CITY OF CHRISTCHURCH

AND

THE CHRISTCHURCH YACHT CLUB
(INCORPORATED)

LICENCE TO OCCUPY

WESTON, WA

Solicitors

Christchurch

Expired	☐	Yes
Date Expired	/ /	
Old Lease No.	1396999	
File No.	CA-001-000-1	
Name	Christchurch Yacht Club	
Corporate Property Management System	Lease No.	
BE 1396 RA 4817		

559

Dated 4 September 2008

DEED OF VARIATION OF LICENCE

Licensor

CHRISTCHURCH CITY COUNCIL

Licensee

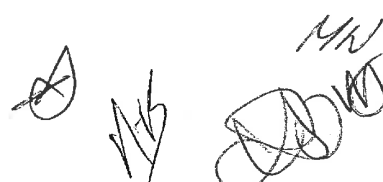
CHRISTCHURCH YACHT CLUB INCORPORATED



CIVIC OFFICES • 163-173 TUAM STREET • PO BOX 237 • CHRISTCHURCH
NEW ZEALAND • TELEPHONE (03) 941-8999 • FAX (03) 941-6441

MLP1413





Item 9

Attachment C

THIS DEED dated the 4 day of September

2008

PARTIES

- (1) CHRISTCHURCH CITY COUNCIL at Christchurch ("Licensor")
- (2) CHRISTCHURCH YACHT CLUB INCORPORATED at Christchurch ("Licensee")

BACKGROUND

- A By Deed of Licence dated 20 April 1971 ("Licence") the Licensor granted a licence to the Licensee of the Premises legally described as Lot 1 Deposited Plan 4704 comprised in Certificate of Title 305/67 ("Premises") upon the provisions contained in the Licence.
- B The parties wish to vary certain provisions of the Licence.
- C The Licence is varied in accordance with the provisions of this Deed.

WITNESSES AS FOLLOWS:

1 INTERPRETATION

In this Deed unless the context otherwise requires:

1.1 Definitions:

"Goods and Services Tax" and "GST" means tax levied under the provisions of the Goods and Services Tax Act 1985 and includes any tax levied in substitution for such tax;

"Licensee" means The Christchurch Yacht Club (Incorporated) and includes its successors and permitted assigns;

"Licensor" means the Christchurch City Council and includes its successors and permitted assigns;

- 1.2 **Persons:** references to persons shall be deemed to include references to individuals, companies, partnerships, associations, trusts, government departments and local authorities in each case whether or not having separate legal personality;
- 1.3 **Defined Expressions:** expressions defined in the main body of this deed have the defined meaning in the whole of this deed including the background;
- 1.4 **Headings:** clause and other headings are for ease of reference only and do not form any part of the context or affect the interpretation of this deed;
- 1.5 **Plural and Singular:** words importing the singular number shall include the plural and vice versa; and



Handwritten signatures and initials, including 'MN' and several scribbled marks.

- 1.6 **Joint and Several Obligations:** the covenants, agreements and other obligations of the Lessee and the Covenantor shall bind and be deemed to have been given or assumed by each of them severally and by both of them jointly and severally.

2 VARIATION

From and including the date of this Deed the Licence is varied by deleting clause 4 and replacing it with the following:

4. The Licensed property shall, subject to the proviso to this clause 4, be used exclusively by the Club and its members, invitees or licensees in accordance with the Club's rules PROVIDED THAT:
- (a) The Club may, in addition to its own use, hire the Licensed property to any person for the purposes of occasional:
 - (i) community, cultural, church or business meetings; or
 - (ii) family related activities or functions (excluding birthday or other parties for persons aged between the years of 13 and 21 inclusive); or
 - (iii) business activities conducted by sponsors of the Club; or
 - (iv) community or cultural events.
 - (b) Nothing in this clause 4 shall permit the Club to conduct, permit or allow any activity or function on the Licensed property (whether as the result of a hiring or not) which shall include the performance by a live band or music group or amplified music or sound during the night (as is defined in clause 4(c)).
 - (c) For the purposes of clause 4(b) "night" shall mean:
 - (i) on any Sunday to Thursday inclusive, the period between 10 pm on one day and 7 am on the next day; and
 - (ii) on any Friday and Saturday, the period between 11 pm on one day and 7 am on the next day.
 - (d) The Club shall at all times comply with the provisions of all statutes, ordinances, regulations, by-laws and the city Plan relating to the use of the Licensed property by the Club or any other person and will also comply with the provisions of all licenses, requisitions and notices issued by any competent authority in respect of the Licensed property and/or the Building or their use by the Club or any other person.
 - (e) If there shall be any breaches of the provisions of clause 4(a), (b) or (c) or if any noise complaint shall be received by the Corporation, the Corporation may (in its absolute discretion) revoke the Club's rights under clause 4(a). In the event of such revocation, compensation shall not be payable to the Club.
 - (f) Before applying for a liquor licence under the Sale of Liquor Act 1989 the Club shall first apply to the Corporation (as owner of the Licensed property) for the consent of the Corporation (which consent may be granted or withheld at the Corporation's sole discretion and on such conditions as the Corporation sees fit) to the liquor licence application.
 - (g) Without limiting the generality of clause 4(f) above, where the Club is granted a licence under the Sale of Liquor Act 1989 authorising the sale or supply of liquor in any building on the Licensed property, the Club will ensure:



Handwritten signatures and initials, including 'MK' and 'AP', are visible next to the seal.

- (i) that any such licence is restricted to authorise the sale or supply of liquor only during the hours as may from time to time be approved in writing by the Corporation (as owner of the Licensed property); and
- (ii) that a host responsibility policy is in place which requires the provision of non-alcoholic drinks and food whenever liquor is sold or supplied in any building on the Licensed property."

3 CONTINUANCE

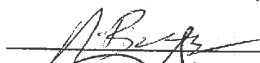
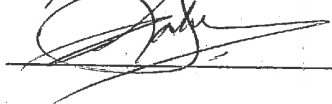
Except as expressly modified or varied by this deed the covenants contained or implied in the Licence shall continue to be fully effective.

4 COSTS

The Licensee shall pay the costs of preparation and execution of this deed.

In witness of which this Deed has been executed

THE COMMON SEAL of the
CHRISTCHURCH CITY COUNCIL
was hereto affixed in the presence of:

Mayor/Councillor

Authorised Officer

THE COMMON SEAL of the
CHRISTCHURCH YACHT CLUB
INCORPORATED
was hereto affixed in the presence of:






Signature of Witness:



Full name of witness:

Michael James Timings

Occupation of witness:

Solicitor
Christchurch

Address of witness:





DATED

20th April

1971
1970

BETWEEN

THE MAYOR COUNCILLORS AND CITIZENS
OF THE CITY OF CHRISTCHURCH

AND

THE CHRISTCHURCH YACHT CLUB
(INCORPORATED)

LICENCE TO OCCUPY

Copied from original 24/6/05

WESTON, WARD & LASCELLES,
Solicitors,
Christchurch.

2

THIS DEED made this 20th day of April 1971
1970

BETWEEN THE MAYOR COUNCILLORS AND CITIZENS OF THE CITY OF
CHRISTCHURCH (hereinafter called "the Corporation") of the
one part AND THE CHRISTCHURCH YACHT CLUB (INCORPORATED) a
duly incorporated society having its registered office at
Christchurch (hereinafter called "the Club") of the other
part.

WITNESSETH that in pursuance of Section 305 (2) (d) of the
Municipal Corporations Act 1954 and in consideration of the
annual licence fee hereinafter reserved and the covenants
and conditions herein contained on the part of the Club to
be respectively paid performed and observed the Corporation
DOETH HEREBY LICENCE AND AUTHORISE the Club to have the
exclusive use and occupation of that part of the land known
as Reserve 4001 containing 1 rood 39 perches or thereabouts
being all of Lot 1 Deposited Plan 4704 and all of Certificate
of Title 305/67 (Canterbury Registry) as the same is shown
outlined in red on the diagram attached hereto (hereinafter
called "the Licensed property") for a term of one year from
and including the 1st day of April 1970 and thereafter from
year to year unless sooner determined under the provisions
herein contained subject to the following covenants and
conditions and the Club doth hereby covenant with the
Corporation as follows:-

1. THAT the Club will pay for the use of the licensed
property an annual fee of \$25.00 payable always in advance
on the 1st day of the Month of April in each and every year
so long as these presents remain in force the first of such
payments to be made on the 1st day of April 1971 subject
however to review by the Corporation in accordance with
charges fixed by it from time to time in respect of properties
under its control held for similar purposes.

2. THAT no buildings or other improvements shall be
erected upon or made to the licensed property without the
prior written consent of the Corporation.

3. THAT the licensed property and all buildings and
improvements thereon shall be kept at all times in a clean
and tidy condition free of litter and rubbish and in good
repair to the satisfaction of the Corporation.

4. THAT the licensed property shall be for the exclusive
use of the Club its members invitees and licensees in accor-
dance with its duly authorised purposes and the Club will
not assign sub-let or part with possession of the same or
any part thereof nor use the same or any part thereof for

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Attachment C
Item 9

the purposes of trade or any commercial undertaking for profit.

5. THAT the Club will be responsible for the erection maintenance and repair of any fences made necessary by virtue of its use of the licensed property.

6. THAT the Club will at all times maintain order and decency amongst its members invitees and licensees on or about the licensed property and will not permit nor suffer any nuisance to any adjoining user or occupier or to the Public.

7. THAT the Club will permit the Corporation by means of its officers workmen or duly authorised agents to enter upon the licensed property at all reasonable hours to inspect and view the state and conditions of the same and will forthwith carry out any work required by the Corporation in accordance with the Club's obligations under Clause 3 hereof.

8. THAT the Club shall at all times during the term of these presents fully indemnify the Corporation against all suits proceedings claims costs and demands for damage arising from the activities of the club suffered by any person upon the licensed property.

9. THAT no representation or warranty on the part of the Corporation shall be implied herein as to the use to which the licensed property may be put under the provisions of the Town and Country Planning Act or any rules regulations or ordinances thereunder.

10. THAT in case the Club shall :-

- (a) Fail to comply with the terms of this licence or any part of it or failure to make any payment due hereunder and if any such failure shall continue for a space of three months after notice thereof has been given by the Corporation, or,
- (b) Cease to use the licensed property for a period of six months or more or,
- (c) Be in any way wound up or dissolved,

THEN and in any such case this licence and every right power and privilege hereunder may be immediately revoked by the Corporation by notice in writing served upon the Club by registered letter addressed at its last known address or affixed upon the licensed property or any building thereon.

11. THAT upon the termination of this licence and provided there shall not be any payment in arrear or any unsatisfied stipulation or condition hereunder the Club shall within

3.

six months of such termination remove all buildings and improvements placed by it upon the licensed property leaving the same in a clean and tidy condition to the satisfaction of the Corporation.

12. THAT the Club will pay the Corporation's costs of preparation and completion of these presents and the stamp duty payable hereon.

IN WITNESS whereof these presents have been executed the day and year first before written.

THE COMMON SEAL of THE CHRISTCHURCH)
YACHT CLUB (INCORPORATED) was hereto)
affixed by and in the presence of :-)



R. J. Harris Commodore
G. L. Penner Hon Secretary
Clayton H. Beauland Hon Treasurer

THE COMMON SEAL of THE MAYOR)
COUNCILLORS AND CITIZENS OF THE)
CITY OF CHRISTCHURCH was hereto)
affixed by and in the presence of :-)

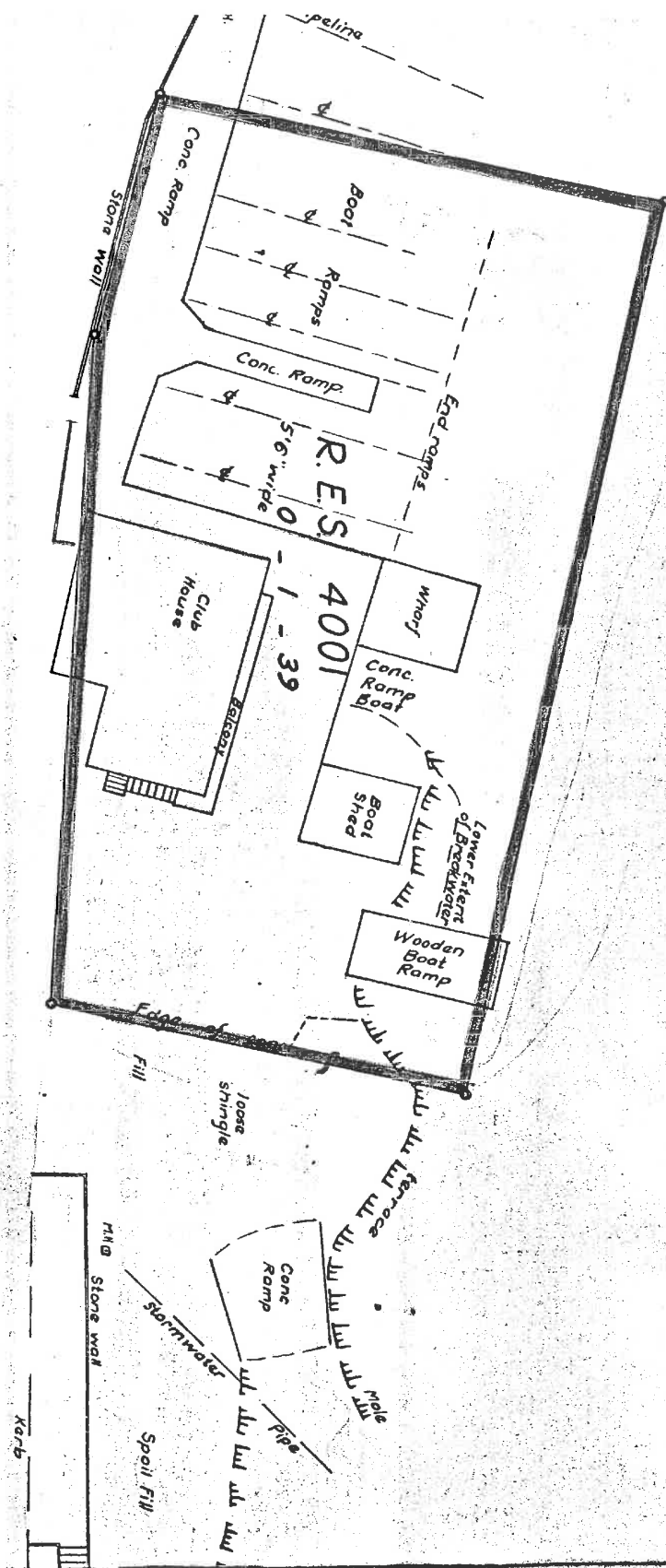
[Signature] Mayor
[Signature] Deputy Town Clerk

Item 9

Attachment C

Estuary of the Avon and Heathcote Rivers

N



10. Richmond Hill Road - Proposed Parking Changes and Pedestrian Improvements

Reference Te Tohutoro: 25/1455587

Responsible Officer(s) Te Toni Dakers, Traffic Engineer

Pou Matua: Krystle Anderson, Engagement Advisor

Accountable ELT

Member Pouwhakarae: Brent Smith, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waihoru Spreydon-Cashmere-Heathcote Community Board to make a decision on proposed parking changes on Richmond Hill Road to improve access and safety for pedestrians.
- 1.2 This report has been written in response to a request from a member of the public, and concerns raised in the past about poor connectivity for pedestrians between the two hairpin bends adjacent to 54 and 70 Richmond Hill Road.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Richmond Hill Road - Proposed Parking Changes and Pedestrian Improvements Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic control or parking and stopping restrictions described in resolutions 4-7 below.
4. Approves the road layout, on the section of Richmond Hill Road between 54 and 70 Richmond Hill Road, as detailed on **Attachment A** to this report (Drawings 3338711-CA-202 Rev A and 3338711-CA-201 Rev B, dated 02/09/2025).
5. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northwest side of Richmond Hill Road, as detailed on **Attachment A** to this report (Drawings 3338711-CA-202 Rev A and 3338711-CA-201 Rev B, dated 02/09/2025).
6. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southeast side of Richmond Hill Road, as detailed on **Attachment A** to this report (Drawings 3338711-CA-202 Rev A and 3338711-CA-201 Rev B, dated 02/09/2025).
7. Approves, in accordance with Section 319(1)(f), 331 and 334 of the Local Government Act 1974, that the path on the northwest side of Richmond Hill Road, between the two hair pin bends and as identified on Attachment A to this report (Drawings 3338711-CA-202 Rev A and 3338711-CA-201 Rev B, dated 02/09/2025) be resolved as a footpath. This path is for the use of pedestrians only, as defined in 1.6 of the Land Transport (Road User) Rule: 2004.

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

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Concerns have been raised about the safety of pedestrians walking on the section of Richmond Hill Road between the two hair-pin bends. The footpath is poorly defined along this section of road as the kerb is largely flush with the road.
- 3.2 Due to the narrow road width, drivers park across the kerb to leave space for through traffic. At times these vehicles fully obstruct access for pedestrians who are then required to walk on the carriageway to manoeuvre around them.
- 3.3 The recommended option is to mark dedicated parking bays for up to 13 vehicles, and no stopping restrictions in accordance with Attachment A. This option was developed in response to feedback from the Community Board at the decision meeting in November 2024 ([Agenda, Item 10](#)).
- 3.4 This option takes into account the site constraints and seeks to find a balance between providing for pedestrians and addressing concerns raised through consultation about the loss of parking and associated risks of increased speeds.

4. Background/Context Te Horopaki

Background

- 4.1 Staff presented a proposal for improvements on Richmond Hill Road to the Waihoru Spreydon-Cashmere-Heathcote Community Board at their meeting held on 14 November 2024 ([Agenda, Item 10](#)). At this meeting the Board resolved for Staff to explore an alternate option that provides for a defined footpath and defined car parking areas ([Minutes, Item 10](#)).
- 4.2 Following this, an initial concept plan was presented at a Community Board workshop in May 2025 ([Agenda, Item 3](#)). This option incorporated various elements (give way controls, marked bays, signage) for the purpose of discussion, and has since been developed further to reflect the current operation of the road and ongoing feedback.
- 4.3 Richmond Hill Road has a carriageway width of around five to six metres on the section between the two hairpin bends. In addition, there is a sealed path over the majority of this length which is around one metre wide and separated by low mountable kerb.
- 4.4 The path is programmed for a surfacing renewal this financial year as part of Councils resurfacing programme. Maintenance works are also planned which includes battering where required to support the path edge and maximise the usable space for pedestrians.
- 4.5 Due to the site constraints, any option that provides for both parking and pedestrian access will have some compromises between the amount of parking that can be retained and the clear width that can be allocated for pedestrians.

Traffic Environment

- 4.6 Richmond Hill Road is a no-exit local road providing access to residential properties. It has a 40km/h posted speed limit. Under the current Setting of Speed Limits Rule 2024, there is no requirement to reverse this speed limit, nor is there an allowance to reduce this further.
- 4.7 Tube count surveys were undertaken in February 2024 outside 62 Richmond Hill Road, and further uphill on the straight near 102 Richmond Hill Road.

- 4.8 A summary of the key speed survey data is included in the table below.

Survey Location	Average Speed(km/h)		85 th percentile Speed (km/h)	
	Uphill	Downhill	Uphill	Downhill
62 Richmond Hill Rd	30.1	29.0	35.5	34.6
102 Richmond Hill Rd	39.7	42.4	47.3	50.0

Table 1: Speed survey summary

- 4.9 Both the average speed and 85th percentile speed recorded outside 62 Richmond Hill Road are well below the posted speed limit of 40km/h. The speeds increase outside 102 Richmond Hill Road on the straight section of road further uphill around the bend, where the road widens.
- 4.10 A search of the NZ Transport Agency Crash Analysis System has been undertaken. There have been no crashes reported on Richmond Hill Road within the last five years. Richmond Hill Road is classified as low risk under Council's risk mapping system.
- 4.11 A pedestrian walkway is located between 62 and 64 Richmond Hill Road which connects to the lower part of Richmond Hill Road. This is steep and narrow in places so is not suitable for all pedestrians.
- 4.12 The narrow road width requires drivers to slow to give way to oncoming traffic before manoeuvring around parked vehicles. Parking demands on this section of Richmond Hill Road are variable. Up to 12 vehicles were observed by staff during initial site visits. During ongoing investigations up to 14 parked vehicles have been observed on this section of road. However, feedback from residents is that 15 or 16 vehicles are present at times.
- 4.13 These vehicles are parked on the northwest side of the road, with the majority parking on the section of road downhill of the walkway entrance (located between 62 and 64 Richmond Hill Road).
- 4.14 If approved, the recommendations will be implemented within the current financial year, following the planned resurfacing of the path.
- 4.15 The following related briefings/workshops have taken place for the members of the meeting:

Date	Subject
29/05/2025	Workshop with Community Board to discuss concept plan https://christchurch.infocouncil.biz/Open/2025/05/ISWS_20250529_AGN_10075_AT.PDF
14/11/2024	November 2024 Community Board meeting – Staff report presenting initial options (item 10) https://christchurch.infocouncil.biz/Open/2024/11/SCBCC_20241114_AGN_9351_AT.PDF
25/07/2024	Community Board Briefing to provide a background to the proposal and advise the Board that staff were intending to consult on the original Consultation Plan https://christchurch.infocouncil.biz/Open/2024/07/ISWS_20240725_AGN_10058_AT.PDF

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.16 The following reasonably practicable options were considered and are assessed in this report:
- 4.16.1 **Option 1 - Recommended Option:** Mark no stopping restrictions and defined parking bays in accordance with Attachment A. This option will retain parking for 13 vehicles. Red surfacing is proposed in addition to minor signage improvements.
- 4.16.2 **Option 2 – Revised 2024 Report Plan:** Mark no stopping restrictions and pedestrian markings between the pedestrian walkway and footpath to the northeast/uphill. Three parking spaces will be retained in the section uphill of the walkway; one more compared to the previous 2024 version of this plan. No change is proposed to the lower section where most of the parking demand is observed (Attachment B).

- 4.16.3 **Option 3 – Original Consultation Plan:** Mark no stopping restrictions over the full section of road, retaining five parking spaces only, in accordance with the original consultation plan (Attachment C).
- 4.16.4 **Option 4 – Do Minimum:** Do minimum. Red surfacing and minor warning signage changes only.
- 4.17 All options have focused on low cost signage and line marking changes only. There is no funding available for any physical works such as road widening, new kerbs or relocating power poles. However as noted above, in addition to these options, maintenance works are planned to maximise the usable space for pedestrians.
- 4.18 Any work to widen the road/footpath or construct any additional pedestrian walkways or infrastructure will need to be funded through the Councils Long Term Plan. A thorough options assessment including geotechnical/structural investigation would need to be undertaken as part of that process.

Options Descriptions Ngā Kōwhiringa

4.19 The **Advantages** of these options are summarised in Table 2 below:

Option 1 Recommended Option	Option 2 Revised 2024 Plan	Option 3 Original Consultation Plan	Option 4 Do Minimum
Parking			
Retains parking for up to 13 vehicles. Specifies exactly where vehicles are permitted to park, clearly defining the space for both pedestrians and drivers.	No change to the current parking provision on the section of road downhill of #62 (the walkway entrance). Retains three parks uphill of the walkway.	None identified.	No changes to current parking provision.
Pedestrian Access			
Maintains a minimum of 600mm between the fence line and parked vehicles to ensure vehicles won't completely block access for pedestrians walking on the path. For those requiring more space, the proposed yellow lines and marked bays will reduce the length (and time) pedestrians will be required to walk on the road to manoeuvre around parked vehicles, compared to the existing operation. Yellow lines marked adjacent to power poles to allow pedestrians to manoeuvre around them. Provides a clearly defined pedestrian space.	Provides some improvement for pedestrians compared to the existing arrangement by providing a more defined space for pedestrians to connect between the existing walkway and formed footpath uphill of #70.	Ensures the full section of path will be clear of parked vehicles. Yellow lines marked adjacent to power poles to allow pedestrians space to manoeuvre around them.	Red surfacing and minor changes to pedestrian warning signage will advise drivers of the presence of pedestrians in this area and the change in road environment.

Option 1 Recommended Option	Option 2 Revised 2024 Plan	Option 3 Original Consultation Plan	Option 4 Do Minimum
Speed			
Road markings and parked vehicles will visually narrow down the space. This is expected to have a positive effect on speed management. Drivers are required to slow vehicle speeds to manoeuvre around parked vehicles and give way to oncoming traffic to assist with managing speeds.	Since the majority of parking is being retained, this option is not expected to result in increased speeds through this section of road. Drivers will still be required to slow to manoeuvre around parked vehicles and give way to oncoming traffic which will assist with managing speeds.	None identified.	No changes to current speed patterns. Speed surveys were undertaken in February 2024 with an average speed of 29.5 km/hr recorded over the 7-day survey period. However, the speed of drivers through this section remains a concern for adjacent properties.
Through Traffic			
Space is provided between the parking bays (by marked yellow lines) to provide space for conflicting vehicles to give way to approaching traffic.	The marking of yellow lines uphill of #62 will provide some improvement for through traffic – parking will be permitted in three specific locations on the wider section of road.	This option will result in fewer obstructions for through traffic with only five parking spaces retained. With less parking on street there will be improved access and visibility for through traffic.	None identified.
General			
This option provides the best balance by retaining parking to meet most of the observed parking demand but also allocates specific pedestrian space.	This option was developed in response to the original consultation feedback; it aimed to provide some improvement for pedestrians but minimise the loss of parking and associated risks of increased speeds compared to the consultation option.	In response to concerns raised though the original consultation process, this option was not presented as the recommended option in the November report.	Lowest cost to implement - some road marking improvements such as red surfacing and upgrades to warning signage would still be undertaken with this option.

Table 2: Summary of option advantages

4.20 The **disadvantages** of these options are summarised in Table 3 below:

Option 1 Recommended Option	Option 2 Revised 2024 Plan	Option 3 Original Consultation Plan	Option 4 Do Minimum
Parking			
Removes the ability for drivers to choose to park in other locations that may be more convenient for them. While the proposal retains parking for 13 vehicles, this may not meet the full demand for parking at times.	Three parking spaces will be retained uphill of the walkway. This won't fully meet the observed parking demands during busier periods where up to four vehicles have been observed on this section. During these times any overflow parking will move to other parts of Richmond Hill Road.	This option retains around five car parks in locations where the road is wide enough to accommodate them. Parking provision is notably less than the current residential parking demands (staff have observed between 12-14 vehicles however residents have reported 15-16 at times) This would therefore not be sufficient to meet the current	None identified.

		on street parking demands in this immediate area and will move these vehicles to other locations, either further uphill or downhill of this location.	
Pedestrian Access			
On the narrowest section of road, a minimum clearance of 600mm will be provided between the fence line and edge of the marked parking bays. This will provide space for pedestrians to walk, but will be insufficient for some, including those with prams. However as noted above, the proposed yellow lines and marked bays will provide an improvement on the existing operation by reducing the length (and time) these pedestrians will be required to walk on the road to manoeuvre around parked vehicles. No changes are proposed to the location of power poles or other physical obstructions.	The width proposed for pedestrians on the upper section is defined by the existing kerbline. In places this is less than the desirable minimum of 1.5 metres for a footpath. The section downhill of the walkway will remain unchanged. This option does not fully address the original concerns raised about parked vehicles obstructing access for pedestrians. Therefore, at times pedestrians will still be required to walk on the carriageway to navigate around parked vehicles. No changes are proposed to the location of power poles or other physical obstructions.	The path width is defined by the existing kerbline, which in places is less than the desirable minimum of 1.5 metres for a footpath. Due to the flush kerb, there were concerns raised through consultation that through traffic will encroach into the path of pedestrians. The proposed road marking and other physical constraints such as the power poles will provide clear delineation for through traffic to reduce this risk. No changes are proposed to the location of power poles or other physical obstructions.	Parked vehicles will continue to impede access for pedestrians over the full section of road.
Speed			
None identified.	None identified.	Parked vehicles assist with managing speeds so there is a risk that the speed of through traffic will increase with this option. However, it is noted that this is still a narrow road and opposing drivers will still be required to slow and give way to approaching traffic.	None identified.
Through Traffic			
The available width for through traffic will be more constrained compared to the existing layout. Providing clearance for pedestrians will result in vehicles being parked slightly further out. The plan provides a minimum 3.2m wide traffic lane which is sufficient to accommodate one lane of traffic. This will	With the potential for more vehicles to be parked on the lower section of road during busy times, space for vehicles to stop to give way to oncoming traffic will be more constrained, this is particularly an issue when larger vehicles are travelling on the road. There are however existing no stopping restrictions already marked in critical locations such as on the bends to	None identified.	There will be no change to the current operation of the road. The road will continue to operate with essentially one way traffic with limited defined space for opposing vehicles to give way.

operate in the same way as the existing layout where drivers will need to yield to oncoming traffic.	improve visibility and clearance for through traffic.		
General			
With the very constrained carriageway width available, drivers will be required to park accurately to ensure they do not encroach into the pedestrian space or obstruct through traffic.	As above, this option does not fully address the issues raised about pedestrian safety on the lower section of road. It was intended to provide some improvement compared to the existing but also consider concerns raised through consultation feedback.	The majority of public submissions during the original consultation process were opposed to this option (79%).	This option does not address any of the issues raised around pedestrian access and safety. This option (along with signage upgrades) was the preferred option through consultation.

Table 3: Summary of option disadvantages

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2	Option 3	Do Minimum*
Cost to Implement - Capital	\$10,250 for new markings and signage	\$2,200 for new markings and signage	\$5,050 for new markings and signage	\$6,400 (red surfacing and signage)
Maintenance/Ongoing Costs	Will be added to and covered by the area maintenance contract			
Funding Source	Traffic Operations Team Traffic Signs and Markings budget			
Funding Availability	Funding available			
Impact on Rates	Negligible	Negligible	Negligible	Negligible

*The estimated cost for the Do Minimum is higher than those for Option 2 and Option 3 as it includes red surfacing.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 The constraints of the site will mean that any pedestrian space will be less than the recommended minimum width of 1.5m for a footpath. The recommended option will continue to support a slower speed environment by the retention of on-street parking and associated road marking to manage this risk.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.2.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.
 - 6.2.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Delegations Register. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.
 - 6.2.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 6.3 Other Legal Implications:

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

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.4 The required decision:
 - 6.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#).
 - 6.4.2 The recommendations in this report are consistent with the Christchurch Suburban Parking Policy.
 - 6.4.3 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 6.5 The community engagement and consultation outlined in this report reflect the assessment.
- 6.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.7 Transport
 - 6.7.1 Activity: Transport
 - Level of Service: 10.0.6.2 Reduce the number of death and serious injury crashes on the local road network - Five year rolling average <95 crashes per year

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.8 The original consultation plan for Richmond Hill Road (Option 3) was consulted on between 2 August and 8 September 2024. Submissions were made by four organisations and 61 individuals. The majority (49, 79%) did not support this plan.
- 6.9 Following the 14 November 2024 Community Board meeting, staff returned to the Community Board for a workshop on 29 May 2025 and presented a new option with marked parking bays (Option 1).
- 6.10 A site visit was then organised with staff, Community Board Members and the affected residents. The residents expressed concerns about ongoing maintenance of the road and longer-term solutions, but many indicated they were comfortable with Option 1 (shown at the Community Board workshop) as a short-term solution.
- 6.11 Option 1 was updated with minor changes and sent to residents on 15 August 2025 inviting questions or feedback by 28 August 2025.
- 6.12 Staff received feedback or questions from five residents:
 - One resident on the lower section of affected part of Richmond Hill Road was disappointed with the removal of parking and felt this would result in vehicles travelling faster. They felt the walking track should be used for people to walk to the bottom of the hill.
 - One resident provided positive feedback on the plan and said they felt Council had thought hard about meeting the needs of everyone.
 - One resident asked why the speed limit wasn't being reduced. Staff responded with information about how we can set speeds under the [Setting of Speed Limits Rule](#).

- One resident asked whether a power pole could be moved. Staff responded explaining why it couldn't be moved as part of this project.
- Staff had not heard from the Richmond Hill Residents Group at the close of the feedback period. Staff phoned the main coordinator to ask if they wanted to provide feedback. They said they would provide written feedback but outlined that they didn't like Option 1 and would prefer the Board choose a 'do nothing' option but add signage. They felt a better, longer-term option needed to be explored. Staff had not received any written feedback from this group before this report was due.

6.13 The Team Leader Parking Compliance supports the preferred option.

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

6.14.1 Heathcote Ward.

6.14.2 Waihoru Spreydon-Cashmere-Heathcote Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, staff will arrange for the new markings to be installed. This will be programmed to align with the planned path renewal.

Attachments Ngā Tāpirihanga

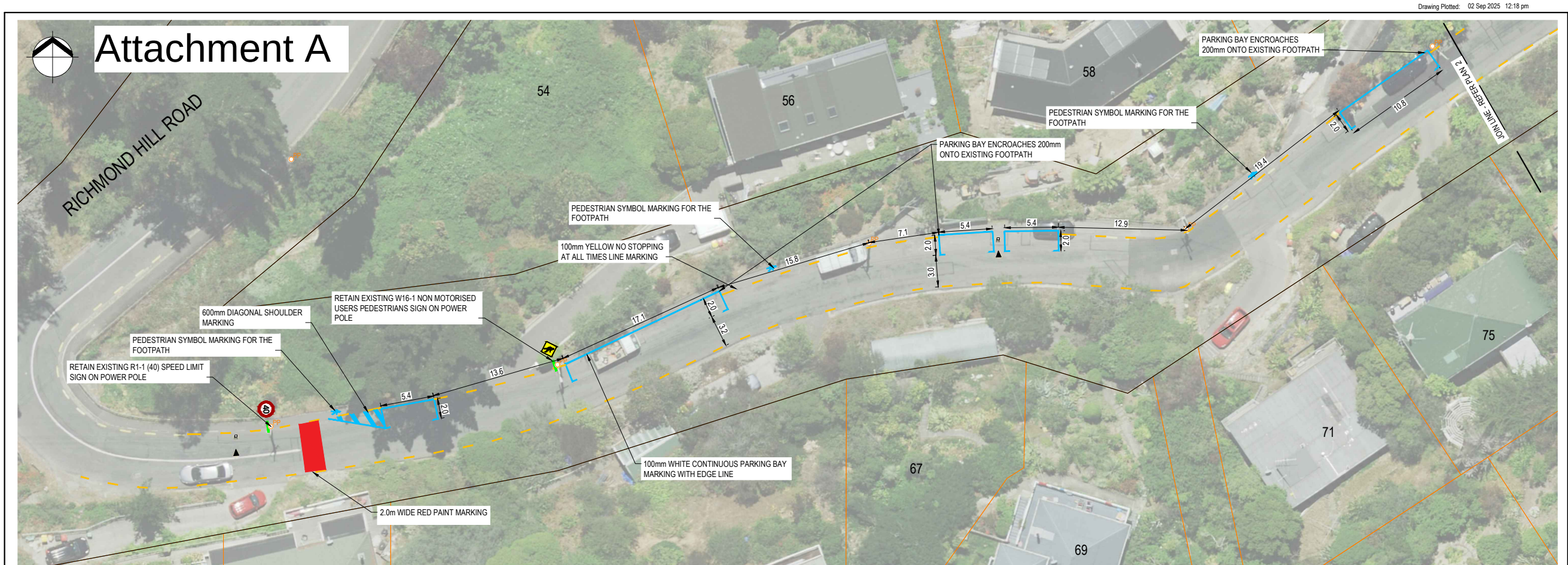
No.	Title	Reference	Page
A 	Option 1 - Recommended Option	25/1777328	95
B 	Option 2 - Revised 2024 Option	25/1761555	97
C 	Option 3 - Original Consultation Plan (2024)	25/1778168	98

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

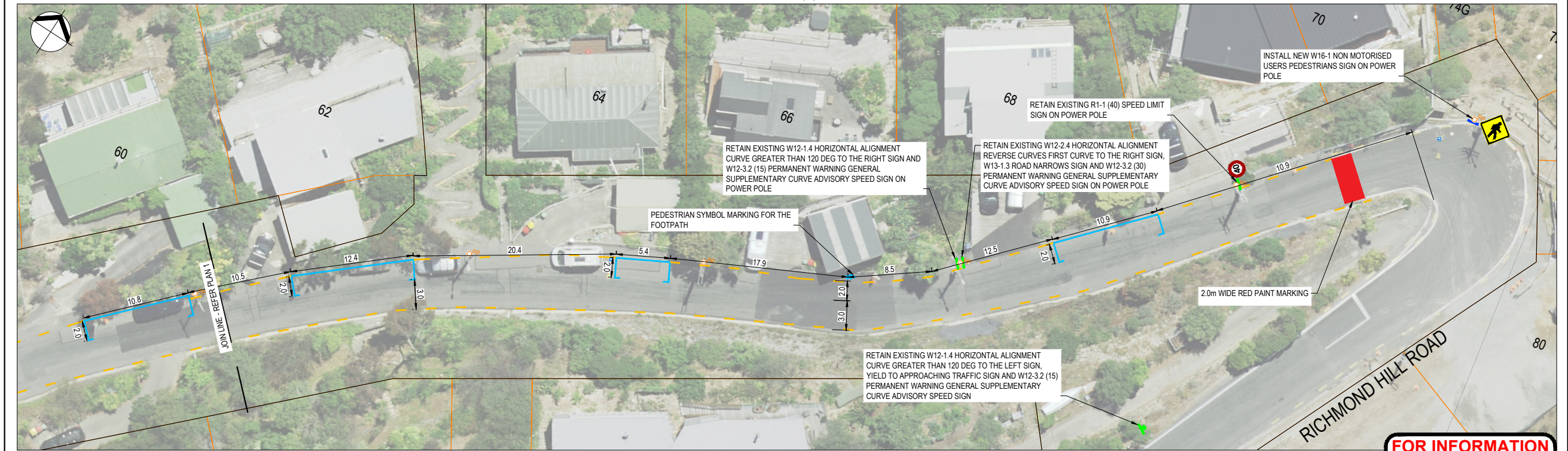
Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Toni Dakers - Traffic Engineer Krystle Anderson - Senior Engagement Advisor
Approved By	Kathy Graham - Acting Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)



PLAN 1
SCALE 1:200 (A1)



PLAN 2
SCALE 1:200 (A1)

Drawing Originator:				Original Scale (A1) 1:200				Design: NC 02.09.25				Approved For Construction: -			
Beca				Drawn: NC 02.09.25				Design Check: DS 02.09.25				Date: -			
				Reduced Scale (A3) 1:400				* Refer to Revision 1 for Original Signature							
Client:				Christchurch City Council				Project:				RICHMOND HILL ROAD			
Title:				PEDESTRIAN SAFETY IMPROVEMENTS PLAN				Discipline:				CIVIL ENGINEERING			
Drawing No:				3338711-CA-202				Rev:				A			
Revision:				By: NC				Date: 02.09.25							
				By: DS				Date: 02.09.25							
				By: MB				Date: 02.09.25							
				By: Appd				Date: 02.09.25							

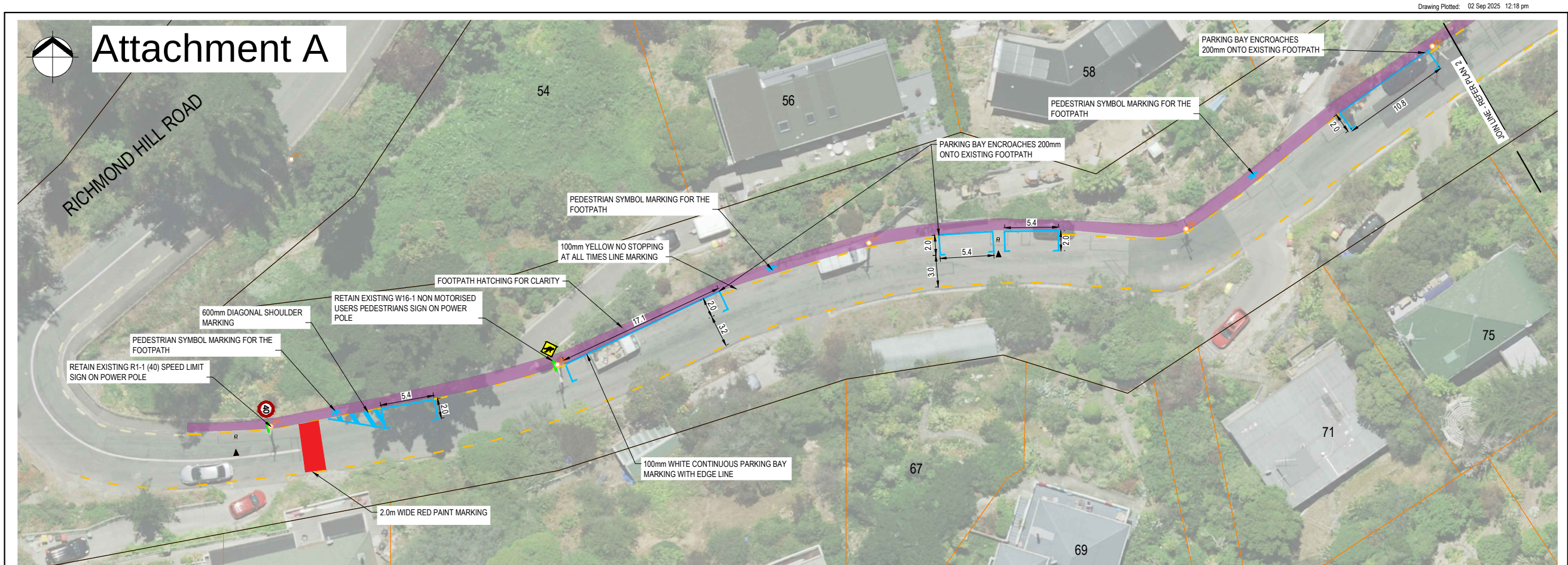
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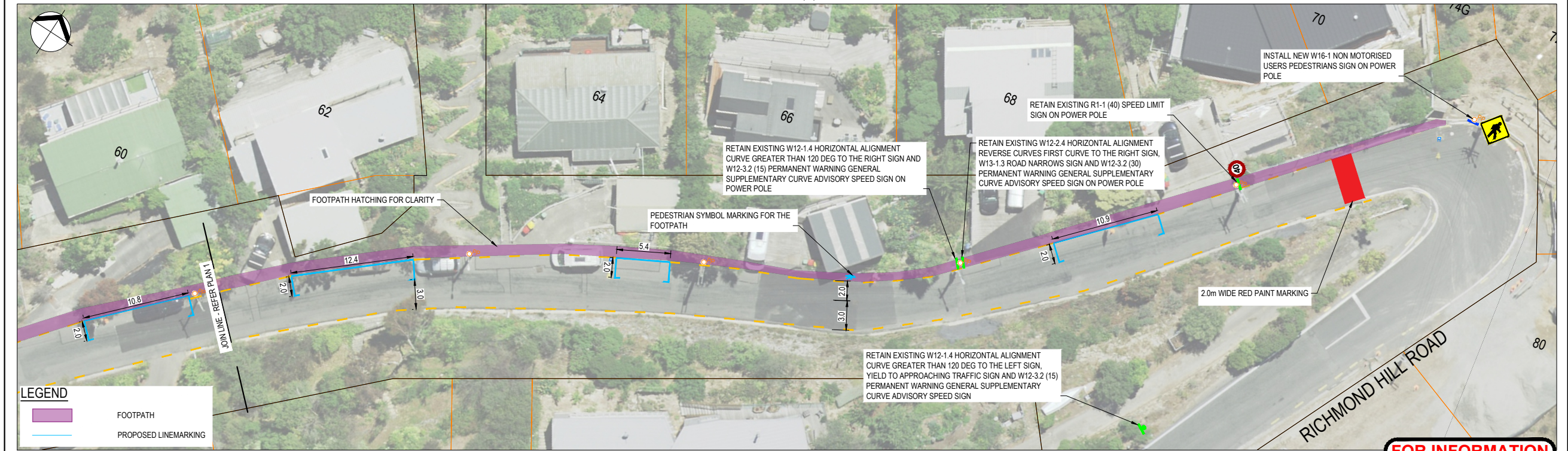
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IF IN DOUBT ASK.



PLAN 1
SCALE 1:200 (A1)



PLAN 2
SCALE 1:200 (A1)

									Drawing Originator:				Beca				Original Scale (A1) 1:200				Design		NC	02.09.25	Approved For Construction*		Client:				Christchurch City Council				Project:				Title:				Discipline:				CIVIL ENGINEERING														
B FOR INFORMATION					NC	DS	DS	02.09.25									Reduced Scale (A3) 1:400				Drawn		NC	02.09.25	-														Drawing No.				3338711-CA-201				Rev.				B										
A PRELIMINARY					NC	DS	MB	11.08.25													Day Checker		DS	02.09.25	Date -																																				
No. Revision					By	Chk	Appd	Date																																																					



Christchurch
City Council

Richmond Hill Road
Proposed Pedestrian Improvements and No Stopping
Revised 2024 Option

Attachment B

Option 2

Original Plan Size: A4
Drawn: VMI Issue 1 29/08/2025
Drawing: TG148328
Project:



Christchurch
City Council

Richmond Hill Road
Proposed Pedestrian Improvements and No Stopping
Consultation Plan

Attachment C

Original Plan Size: A4
Drawn: VMI Issue 1 01/08/2024
Drawing: TG148328
Project:

11. 429 Selwyn Street - Proposed No Stopping Restrictions

Reference Te Tohutoro: 25/1648592

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

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waihoru Spreydon-Cashmere-Heathcote Community Board to approve the installation of no stopping restrictions at the access to Tunnel Wash on Selwyn Street.
- 1.2 This report has been written in response to a request from the Operations Manager of Tunnel Wash.
- 1.3 The recommended option is to install no stopping restrictions in accordance with Attachment A.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the 429 Selwyn Street - Proposed No Stopping Restrictions Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolution 4 below.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the west side of Selwyn Street, commencing at a point 61 metres north of its intersection with Harman Street and extending in a northerly direction for a distance of 11 metres, as detailed on Attachment A.
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Safety concerns have been raised about parked vehicles restricting visibility for drivers exiting the Tunnel Wash business onto Selwyn Street. This is a high-volume driveway with around 300 vehicles per day visiting this site for car wash services.
- 3.2 Implementing the noted recommendations will lead to a reduction in the risk of a crash by improving sightlines to oncoming traffic and cyclists in the nearside traffic lane on Selwyn Street.
- 3.3 The recommended option is to install no stopping restrictions in accordance with Attachment A.

4. Background/Context Te Horopaki

- 4.1 Selwyn Street (along the site frontage) is classified as a Collector Road with traffic volumes of approximately 10,000 vehicles/day.
- 4.2 There is a high parking demand in the area associated with the surrounding business activity and commuter parking. A consistent parking demand is observed around the access, which essentially acts as a permanent obstruction to view approaching traffic.
- 4.3 This is a high-volume driveway with around 300 vehicles per day visiting the site.
- 4.4 Two minor injury crashes have been reported within 30 metres of this access within the last five years. Neither were associated with drivers exiting this property, however the request for parking restrictions was generated in response to ongoing reports of near misses, including with northbound cyclists.
- 4.5 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.6 The following reasonably practicable options were considered and are assessed in this report:
 - 4.6.1 Mark no stopping restrictions in accordance with Attachment A.
 - 4.6.2 Do Nothing.
- 4.7 The following options were considered but ruled out:
 - 4.7.1 Mark no stopping restrictions to achieve the Safe Intersection Sight Distance guidance of 90 metres – this would require all parking to be removed on the west side of the road through to Harman Street (up to eight spaces) to provide an unobstructed view between an approaching vehicle and one waiting to turn. This option was not progressed due to the extent of parking that would be removed, there is no reported crash history associated with drivers exiting this property, and it is inconsistent with the original request to remove one to two parking spaces only.

Options Descriptions Ngā Kōwhiringa

- 4.8 **Preferred Option:** Mark no stopping restrictions in accordance with Attachment A
 - 4.8.1 **Option Advantages**
 - Improves safety by increasing visibility for exiting vehicles
 - Addresses the safety concerns raised by the business
 - 4.8.2 **Option Disadvantages**
 - Removal of up to two on street parking spaces
 - Cost to implement
- 4.9 **Alternative Option** – Do Nothing
 - The advantages and disadvantages of this option are the opposite to those described for the preferred options above.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Do Nothing
Cost to Implement: Capital: Operational:	- Approximately \$70 for line marking - \$750 for staff time (reporting and investigation)	n/a - \$750 for staff time (reporting and investigation)
Maintenance/Ongoing Costs	Will be added to and covered by the area maintenance contract	n/a
Funding Source	Traffic Operations Team Operational budget	n/a
Funding Availability	Funding available	n/a
Impact on Rates	Negligible	n/a

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 None identified.

Legal Considerations Ngā Hīraunga ā-Ture

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

6.2.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.

6.2.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Delegations Register. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.

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

6.3 Other Legal Implications:

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

6.3.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in this report.

Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decision:

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

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

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

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

- 6.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.7 Transport
 - 6.7.1 Activity: Transport
 - Level of Service: 10.0.6.2 Reduce the number of death and serious injury crashes on the local road network - Five year rolling average <95 crashes per year

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.8 The Operations Manager of Tunnel Wash confirmed their support for the proposal.
- 6.9 No further consultation was undertaken. The proposal affects the short section of road immediately adjacent to the Tunnel Wash access and is wholly along their property frontage.
- 6.10 The Team Leader Parking Compliance supports the preferred option.
- 6.11 The decision affects the following wards/Community Board areas:
 - 6.11.1 Spreydon Ward
 - 6.11.2 Waihoru Spreydon-Cashmere-Heathcote Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

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

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, staff will arrange for the no stopping restrictions to be installed.

Attachments Ngā Tāpirihanga

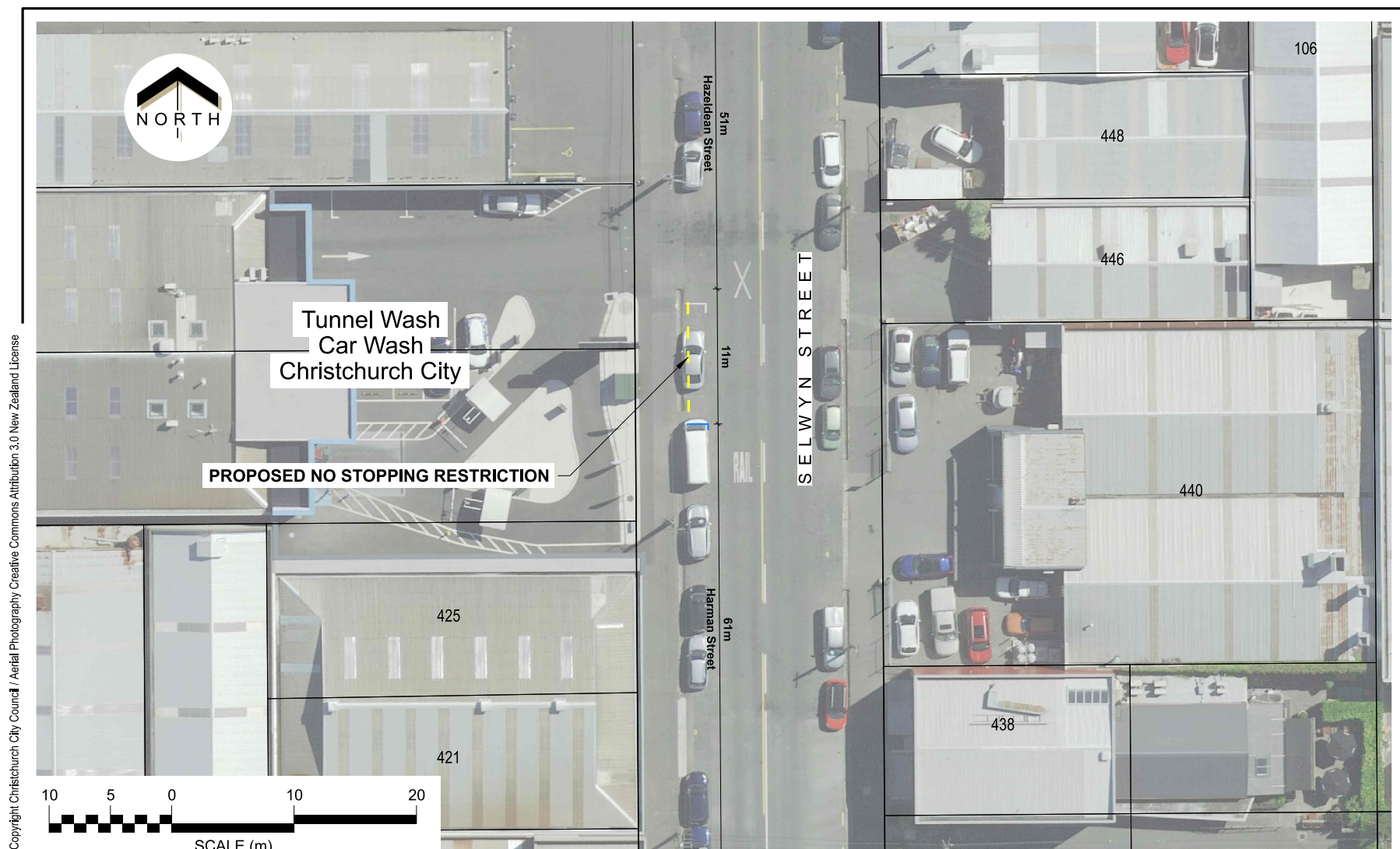
No.	Title	Reference	Page
A 	Site Plan - 429 Selwyn Street Proposed No Stopping Restrictions	25/1665855	104

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

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



Christchurch
City Council

429 Selwyn St
Proposed No Stopping Restrictions
For Community Board Approval

Original Plan Size: A4
Drawn: MJR Issue 1 18/08/2025
Designed: TD Drawing: TG151644
Approved: LB Project:

12. Charlesworth Street / Olds Place Intersection - Proposed No Stopping Restrictions

Reference Te Tohutoro: 25/1671083

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

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waihoru Spreydon-Cashmere-Heathcote Community Board to approve the installation of no stopping restrictions at the Charlesworth Street / Olds Place intersection.
- 1.2 This report has been written in response to concerns raised by a member of the public about parked vehicles obstructing access and visibility at the intersection, specifically for emergency service vehicles accessing the Woolston Fire Station and Woolston Fire Training Centre on Olds Place.
- 1.3 The recommended option is to install no stopping restrictions in accordance with Attachment A.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Charlesworth Street / Olds Place Intersection - Proposed No Stopping Restrictions Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4-6 below.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northwest side of Charlesworth Street, commencing at a point 90 metres northeast of its intersection with Ferry Road, and extending in a northeast direction for a distance of 29 metres, as detailed on Attachment A (TG150186, dated 20/8/2025).
5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Olds Place, commencing at its intersection with Charlesworth Street, and extending in a southeast direction for a distance of 13 metres, as detailed on Attachment A (TG150186, dated 20/8/2025).
6. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Olds Place, commencing at its intersection with Charlesworth Street, and extending in a southeast direction for a distance of 10 metres, as detailed on Attachment A (TG150186, dated 20/8/2025).

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

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Safety concerns have been raised by a nearby resident about parked vehicles restricting visibility and access at the intersection of Charlesworth Street and Olds Place.
- 3.2 This is particularly an issue for fire engines and other large vehicles turning at the intersection to access the Woolston Fire Station and Woolston Fire Training Centre, located at the southern end of Olds Place.
- 3.3 The recommended option is to install no stopping restrictions in accordance with Attachment A.

4. Background/Context Te Horopaki

- 4.1 Charlesworth Street and Olds Place form an uncontrolled T intersection, with priority given to Charlesworth Street.
- 4.2 The Woolston Fire Station and Woolston Fire Training Centre are located at the end of Olds Place. The main access to the Woolston Fire Station is provided via Ferry Road, however the rear entrance via Olds Place is also used for emergency response.
- 4.3 Charlesworth Street is on the Russley / Mt Pleasant metro bus route (Route 140).
- 4.4 There is a moderate parking demand near the intersection associated with adjacent residential properties.
- 4.5 Charlesworth Street narrows at the intersection to 7 metres wide. No stopping restrictions are already provided on the southeast side, however this is insufficient to ensure unimpeded access for emergency vehicles. The length of the proposed no stopping restrictions is based on a tracking assessment for a fire engine.
- 4.6 The proposal will result in the removal of up to five on street parking spaces.
- 4.7 There have been no crashes reported at the Charlesworth Street / Olds Place intersection within the last five years. The intersection is classified as low risk under Council's risk mapping system.
- 4.8 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

Options Descriptions Ngā Kōwhiringa

- 4.10 **Preferred Option:** Mark no stopping restrictions in accordance with Attachment A.

4.10.1 Option Advantages

- Prevents parked vehicles from impeding access for drivers manoeuvring at the intersection, including emergency service vehicles.
- Reduces the risk of conflict between opposing traffic at the intersection.

- Ensures the crossing points on Olds Place are kept clear.
- Improves access for through traffic on Charlesworth Street, including metro buses.

4.10.2 Option Disadvantages

- Removal of up to five on-street parking spaces.
- Cost to implement

4.11 Alternative Option – Do nothing

4.11.1 Option Advantages and Disadvantages

- The advantages and disadvantages of this option are the opposite to those described for the preferred option above.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Do Nothing
Cost to Implement: Capital: Operational:	- Approximately \$320 for line marking - \$750 for staff time (reporting and investigation)	n/a - \$750 for staff time (reporting and investigation)
Maintenance/Ongoing Costs	Will be added to and covered by the area maintenance contract	n/a
Funding Source	Traffic Operations Team Operational budget	n/a
Funding Availability	Funding available	n/a
Impact on Rates	Negligible	n/a

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 None identified.

Legal Considerations Ngā Hīraunga ā-Ture

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

- 6.2.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.
- 6.2.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Delegations Register. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.
- 6.2.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

6.3 Other Legal Implications:

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

Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decision:

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

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

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

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

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

6.7 Transport

6.7.1 Activity: Transport

- Level of Service: 10.0.6.2 Reduce the number of death and serious injury crashes on the local road network - Five year rolling average <95 crashes per year

Community Impacts and Views Ngā Mariu ā-Hāpori

6.8 Affected property owners and residents were advised of the recommended option by letter drop and post. 12 letters were delivered.

6.9 One submission was received; this was from the resident who raised the original concern and was supportive of the proposal. They have observed ongoing issues with parked vehicles impeding access for larger vehicles manoeuvring to/from Olds Place (including emergency service vehicles, delivery trucks and rubbish trucks), as well as through traffic on Charlesworth Street.

6.10 As part of the submission, they also raised concerns with speeds on Charlesworth Street and suggested speed humps be installed to address this. There are no current plans to install speed humps on this street however a speed survey has been ordered to confirm current traffic patterns. Any relevant information will be sent to Police to assist with enforcement (if they have available resource).

6.11 Staff also contacted the Woolston Fire Station as part of the investigation. They agree with the concern raised about access being impeded at times and confirmed their support for the proposal.

6.12 The Team Leader Parking Compliance supports the preferred option.

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

6.13.1 Heathcote Ward

6.13.2 Waihoru Spreydon-Cashmere-Heathcote Community Board

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

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

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

7. Next Steps Ngā Mahinga ā-muri

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

Attachments Ngā Tāpirihanga

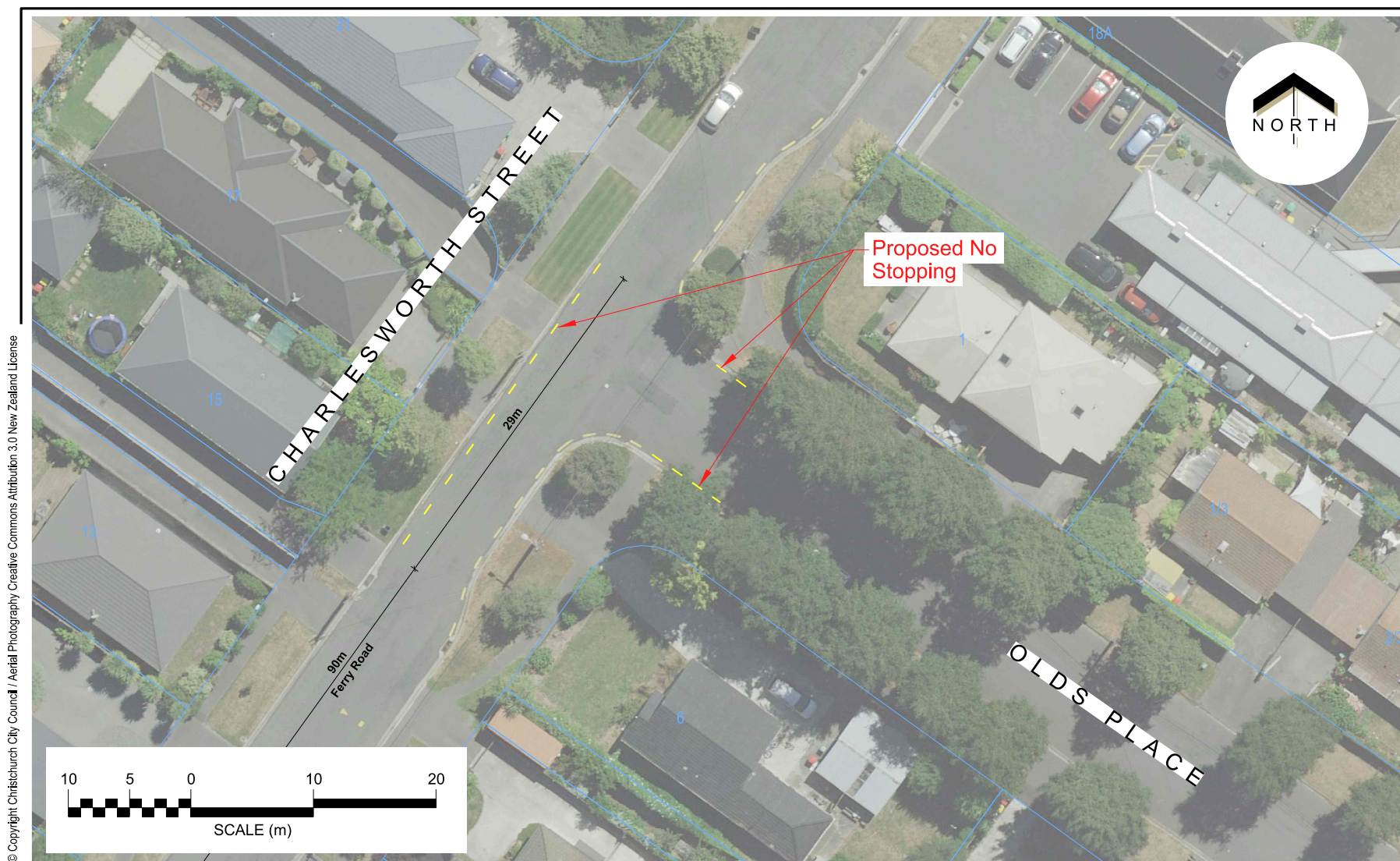
No.	Title	Reference	Page
A 	Site Plan - Charlesworth Street / Olds Place Proposed No Stopping Restrictions	25/1673685	110

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

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



Christchurch
City Council

Charlesworth Street - Olds Place
Proposed Parking Restrictions
For Community Board Approval

Attachment A

Original Plan Size: A4
Drawn: MJR Issue 1 20/08/2025
Designed: TD Drawing: TG150186
Approved: LB Project: RPS845

13. Westmorland West Valley Reserve - Landscape Plan

Reference Te Tohutoro: 25/633613

Responsible Officer(s) Te Pou Matua: Katelyn Elley, Parks and Recreation Planner and Megan Carpenter - Team Leader Parks & Recreation Planning

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 a decision from the Waihoru Spreydon-Cashmere-Heathcote Community Board for the approval of the Westmorland West Valley Reserve landscape plan.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Westmorland West Valley Reserve - Landscape Plan 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. Approve the landscape plan as shown in **Attachment A**.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 This landscape plan aims to ensure there is a forward plan to inform planting in the valley, establishment of fire management controls, and location of an additional recreational link to support broader recreational connectivity to surrounding areas.
- 3.2 Regional Parks staff have worked closely with the South West Baptist Church (SWBC) to develop a six-year community planting programme and ensure alignment to other requirements of the reserve.

4. Background/Context Te Horopaki

- 4.1 Staff have prepared a landscape plan for Westmorland West Valley Reserve. The purpose of this plan is to align future planting, fire management controls, and track development in the reserve.
- 4.2 West Valley Reserve is a Regional Park. The terrain of the reserve is steep with rock fall hazards in some locations.
- 4.3 The reserve is currently not open to the public and the area is managed by contract grazing. The base of the reserve is a stormwater basin managed by Three Waters. Community planting funded by Three Waters is set to begin in this area this year.

Planting

- 4.4 There has been interest from the Southwest Baptist Church (SWBC) to undertake planting in the reserve. Regional Park rangers have engaged with this group and have developed a six-

year staged planting programme. Staff have signed a volunteer agreement with SWBC to undertake this work starting in 2026.

- 4.5 The planting will include a variety of fire resilient and drought tolerant species. These will include a mix of trees, shrubs, and groundcover. The known maximum height of the tallest trees is 25m for kowhai and 25 – 30m for totara and matai, however, it will take many years for these to reach this height. The taller tree species will be planted further below residential boundaries, therefore should not impact on existing residential views. See **Attachment A** for proposed planting stages and plant types.

Fire Management

- 4.6 Following fires in recent years in the Port Hills there has been an increasing need for fire management. The plan includes a proposed 20-meter-wide fire buffer zone around the edge of the valley to be fenced and grazed. A stock yard is proposed in the plan to facilitate the grazing of these areas. Fire resilient species will be planted throughout the valley to further mitigate fire risk.
- 4.7 Fencing is planned to be installed once approval is granted.

Track and Carpark

- 4.8 The plan includes a shared used track from Penruddock Rise to Cashmere Road to provide linkage between adjacent valleys. The establishment of this track will allow mountain bike and walking access all the way from the Adventure Park, through Westmorland East and West Valley Reserves to Te Kuru and other areas of Halswell.
- 4.9 Given the harsh terrain and rock hazard areas this is an indicative track, subject to detailed design and consent. Staff will monitor the area over various seasons to determine the safest and most practicable alignment.
- 4.10 A proposed carpark and accessway off Cashmere Road will allow the public to access the reserve. It is intended that once developed, the reserve will be opened to the public.

Funding

- 4.11 The proposed planting programme, stock yard, and fencing will be funded by the Three Waters project ID #69218 SW Port Hills Revegetation and Sediment Control Stage 1 and planted by volunteers.
- 4.12 All other elements are to be covered under the following Regional Parks capital budgets.
- 4.12.1 Shared use track -If approved, staff will use Regional Parks Operational budget (staff time) to undertake further investigations/ detailed design of the track. Funding of \$50,000 will be prioritised within the next five years in project ID 65873 Regional Parks Development for Port Hills & Banks Peninsula Delivery Package.
- 4.12.2 Accessway / Carpark – An expanded gravel carpark with post and cable fencing will be developed for \$10,000 in Project ID 65873 Regional Parks Development for Port Hills & Banks Peninsula Delivery Package. It is expected that this will be prioritised within the next two years.

Westmorland East Valley Reserve

- 4.13 When preparing the landscape plan for Westmorland West Valley Reserve, a plan was also developed for the East Valley, including Ravensdale Park. This was shared for consultation with Westmorland Residents Association (WRA), Westmorland Ecology Group, and residents surrounding Ravensdale Park. Feedback revealed clear opposition to the proposed toilet

block, perimeter path, and trees in Ravensdale Park. In response, staff will re-develop the plans considering the feedback received along with prior community requests, such as shelter from the wind around the existing playground.

- 4.14 Once a revised landscape plan is prepared, staff will undertake broader engagement with the Westmorland community before seeking Community Board approval. Staff expect community engagement to occur towards the end of 2025, before seeking Community Board approval in early 2026.
- 4.15 The following related memos/information were circulated to the meeting members.

Date	Subject
14 July 2025	Westmorland West and East Valley Reserve – Upcoming Community Engagement on Landscape Plan – refer attachment B

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.16 The following reasonably practicable options were considered and are assessed in this report:
- 4.16.1 Approve the landscape plan for Westmorland West Valley Reserve that includes planting, fire management control, and a shared use track.
- 4.16.2 Do nothing.

Options Descriptions Ngā Kōwhiringa

- 4.17 **Preferred Option:** Approve landscape plan for Westmorland West Valley Reserve.

4.17.1 **Option Description:** Approve the landscape plan for the reserve that includes planting, fire management control, and a shared use track.

4.17.2 Option Advantages

- Fire mitigation – The proposed fire buffer zone and planting low-flammability native species will improve fire resilience and support community safety.
- Planting – The proposed planting will support biodiversity and ecological resilience and aligns directly with the goals of Christchurch's Biodiversity Strategy.
- A new shared track will connect the reserve into the wider valley network encouraging active travel, social access, and lifestyle benefits, and aligning with Christchurch's Public Open Space Strategy to deliver a diverse and equitable green infrastructure network.
- Integrating planting, fire-management, access design, and track location into a single staged plan avoids future conflicting works, streamlines maintenance and reduces long-term operational costs.

4.17.3 Option Disadvantages

- Due to the harsh and steep terrain an exact alignment for the shared use track cannot be determined at this stage and will be subject to further detailed design and consent.

- 4.18 **Option 2 -Do nothing – Status Quo**

4.18.1 **Option Description:** Status Quo.

4.18.2 Option Advantages

- No upfront capital cost.

4.18.3 Option Disadvantages

- Missed opportunity to develop improved fire resilience.
- Missed opportunity for biodiversity and ecological outcomes if community planting cannot be undertaken.
- A gap in connectivity in the wider track network will remain.
- Without a landscape plan that integrates all elements, there is a risk of future conflicts between activities, leading to inefficiencies and potential ecological or operational issues.

5. Financial Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 -Do nothing
Cost to Implement	• Plants and material – Total cost estimated at \$192,000. Based on an estimated \$25,000 per year +10% added each year. • Track- Estimated at \$50,000* *Subject to increase if resource consent required • Fencing / Stock Yard - \$30,000 • Carpark/ accessway -\$10,000	N/A
Maintenance/Ongoing Costs	Covered by Regional Parks operational budgets	Covered by Regional Parks operational budgets – status quo
Funding Source	• Regional Parks Capital Budget ID 65873 Regional Parks Development for Port Hills & Banks Peninsula Delivery Package • Three Waters Capital Budget ID 69218 SW Port Hills Revegetation and Sediment Control Stage 1	N/A
Funding Availability	Yes	N/A
Impact on Rates	N/A	N/A

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There is a risk that during further investigations/ detailed design that the proposed shared use track is deemed unfeasible. However, relevant staff have been on site and inspected the proposed location, received preliminary planning advice and have determined that this outcome is unlikely. However, the final alignment may slightly differ to what is proposed in this plan.

- 6.1.1 During consultation stakeholders and the community were made aware of this risk to manage community expectations.
- 6.1.2 Staff support including the proposed track in the landscape plan. Doing so enables progression for further investigations and detailed design, while ensuring that planned activities, such as the planting programme do not conflict and avoid the need for additional consultation or approvals later.

Legal Considerations Ngā Hiraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.3 As per the Christchurch City Council's Delegation Register, 20th February 2025, the Community Board has the delegation to;

"Approve and adopt any new landscape development plans for parks and reserves provided the design is within the policy and budget set by the Council."

(Part D – Sub Part 1 - Community Boards, pg. 96)

- 6.4 Other Legal Implications:

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

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.5 The required decision:
 - 6.5.1 Align with the [Christchurch City Council's Strategic Framework](#).
 - 6.5.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by minimal impact on the community.
 - 6.5.3 Is consistent with Council's Plans and Policies.
 - Climate Resilience Strategy 2021
 - Biodiversity Strategy 2008 - 2035
 - Public Open Space Strategy 2010 – 2040
 - Ōtautahi Christchurch Future Transport Plan 2024–54
- 6.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.7 Parks, Heritage and Coastal Environment
 - 6.7.1 Activity: Parks and Foreshore
 - Level of Service: 6.3.5 Customer satisfaction with the recreational opportunities and ecological experiences provided by the City's Regional Parks - >=80%

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.8 Engagement started on 23 July until 11 August 2025.
- 6.9 Engagement involved:
 - 6.9.1 Staff met with SWBC and WRA.
 - 6.9.2 WRA shared the landscape plan with the community and held a public meeting on 30 and 31 July. Staff were present to discuss and receive feedback.

- 6.9.3 SWBC held a public meeting on 4 August to discuss the proposed landscape plan and allow the community to provide feedback.

Summary of Feedback

- 6.10 SWBC and WRA are overall supportive of the landscape plan.
- 6.11 Staff received four email submissions; all were overall supportive of the landscape plan.
- 6.12 Key feedback via email submission and during public/ stakeholder meetings including the following:
- Support for revegetation planting.
 - Support for the fire buffer zone, many noting that this is essential given climate change and the risk posed to nearby residents.
 - One individual was opposed to the fire buffer zone noting that they did not see the need and requested that planting is extended to the reserve boundary, however, were overall supportive of the plan.
 - Support for the proposed track, many noting it would be a great addition to the network of tracks in the area.
 - Some feedback noted that future planning should consider a safe link from the proposed track across Cashmere Road to Te Kuru.
- 6.13 The decision affects the following wards/Community Board areas:
- 6.13.1 Waihoru Spreydon-Cashmere-Heathcote Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.16 The decisions in this report are likely to:
- 6.16.1 Contribute positively to adaptation to the impacts of climate change.
- 6.16.2 Contribute positively to emissions reductions.
- 6.17 The establishment of a fire buffer zone will help mitigate the heightened fire risk posed by climate change.
- 6.18 The proposed planting programme will reduce emissions by absorbing carbon dioxide in the atmosphere.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If the proposed landscape plan is approved, the Regional Parks team will order plants for the 2026 planting season.
- 7.2 Further investigation and detailed design of the shared use track will be undertaken.
- 7.3 All other elements will be implemented when relevant funding is available.

Attachments Ngā Tāpirihanga

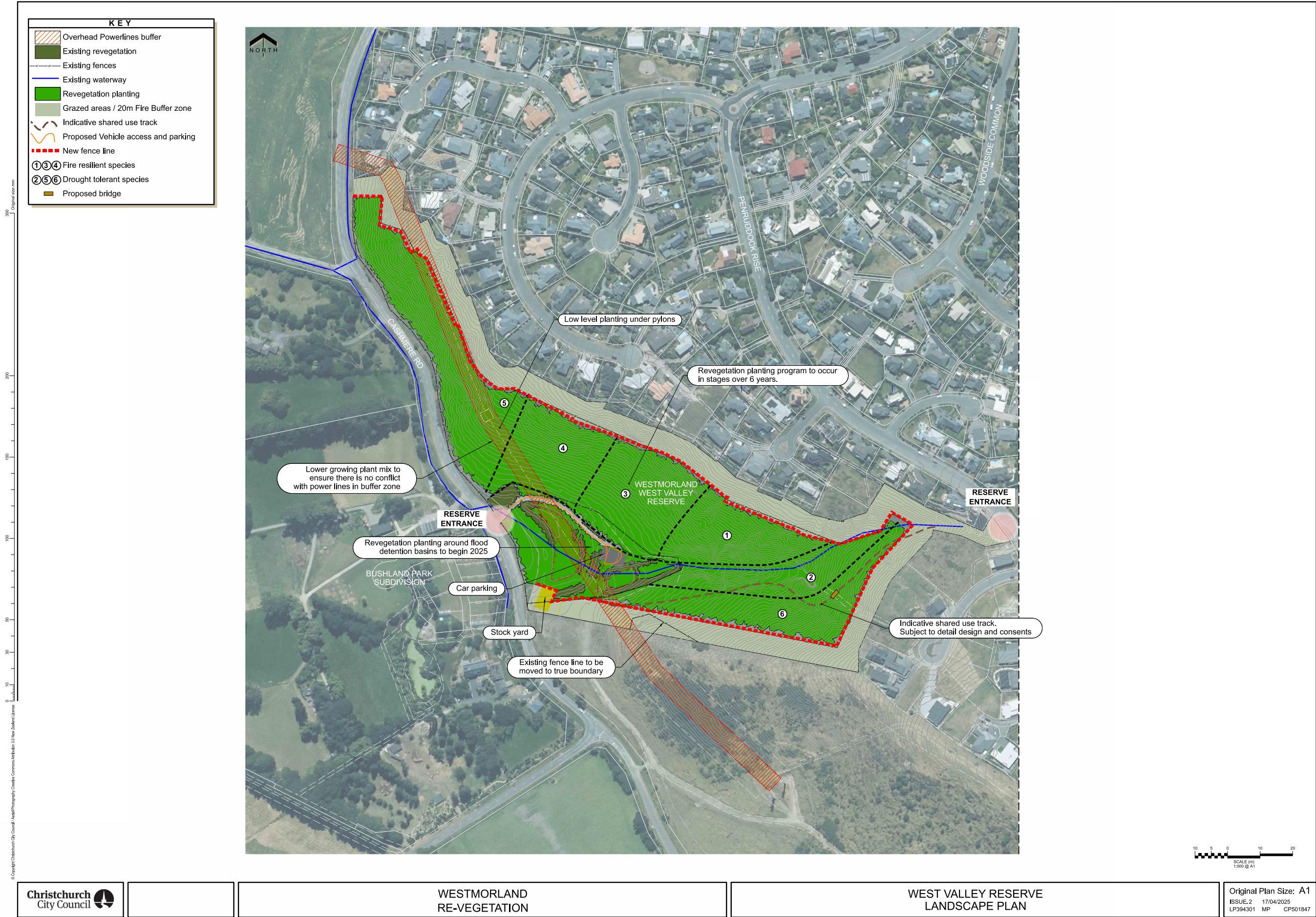
No.	Title	Reference	Page
A  	Westmorland West Valley Reserve Landscape Plan	25/1608797	118
B  	Memo to Communtiy Board - Westmorland West and East Valley Reserve - Upcoming Community Engagement on Landscape Plan	25/1685993	119

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Katelyn Elley - Parks and Recreation Planner Megan Carpenter - Team Leader Parks & Recreation Planning
Approved By	Kelly Hansen - Manager Parks Planning & Asset Management Paul Devlin - Manager Regional Parks Rupert Bool - Head of Parks



Memos



Memo

Date: 14 July 2025
From: Katelyn Elley, Parks and Recreation Planner and Krystle Anderson, Senior Engagement Advisor
To: Waihoru Spreydon – Cashmere – Heathcote Community Board
Cc: Andrew Hensley, Traffic Engineer. Kevin Williams, Project Manager
Stormwater and Waterways Delivery
Reference: 25/599934

Westmorland West and East Valley Reserve - Upcoming Community Engagement on Landscape Plan

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this memo is to advise Waihoru Spreydon–Cashmere–Heathcote Community Board of upcoming community engagement for the Westmorland West and East Valley Reserve landscape plan.
- 1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

- 2.1 Staff have prepared a draft landscape plan for Westmorland West and East Valley Reserves. This plan aims to ensure that there is a forward plan to inform planting programs and other activities that are undertaken in the reserves and ensure that future activities are not conflicting.
- 2.2 West Valley is a Regional Park whereas East Valley is a Community Park. The terrain of both reserves is relatively steep with rock fall hazards. West Valley has limited vegetation whereas the East valley has existing thick vegetation.

Westmorland West Valley Reserve

- 2.3 Westmorland West Valley Reserve is currently not open to the public and the area is used by contract grazing. The base of the reserve is a stormwater basin managed by Three Waters. Community planting funded by Three Waters is set to begin in this area this year.
- 2.4 It is intended that once the proposed track and car park area shown in the plans are developed, the reserve will be opened to the public.
- 2.5 There is interest from several community groups, including Southwest Baptist Church (SWPC) and Westmorland Residents Association, to undertake future planting in the reserve. Regional Park rangers have been engaging with these local community groups to develop a planting programme. Staff have signed a volunteer agreement with SWPC to undertake a six-year staged planting programme starting in 2026. See **Attachment A** for proposed planting stages and plant types.
- 2.6 Following fires in recent years in the Port Hills there has been an increasing need for fire management. This is even more prevalent in the west valley with residents directly

Memos



surrounding the reserve. The plan includes a proposed 20-meter wide fire buffer zone around the edge of the valley to be fenced and grazed. A stock yard is proposed in the plan to facilitate the grazing of these areas.

- 2.7 Fire resilient species will be planted throughout the valley to further mitigate fire risk.
- 2.8 The plan also includes a shared path from Penruddock Rise to Cashmere Road to provide linkage between adjacent valleys. Given the harsh terrain and rock hazard areas this is an indicative track and is subject to detailed design and consent.

Funding

- 2.9 The proposed planting program is to be funded by the Three Waters unit.
- 2.10 All other elements to be covered under Regional Parks capital budgets.

Westmorland East Valley Reserve

- 2.11 Westmorland East Valley Reserve is primarily used by the community for walking and biking, with Ravensdale Park playground at the top of the reserve.
- 2.12 There is a current open action **Community Board Resolved SCBCC/2024/00016**, in relation to several large, fast growing wilding pines now well established on the western flank of the reserve which are becoming of increasing concern to residents in the area. Residents raised their concerns about the increasing hazards and effects of these trees to the community board on 14 March 2024. The community board requested staff to investigate and report back to the board.
- 2.13 The establishing native vegetation surrounding the pines have matured to the point that the benefits of removing the pines outweigh the benefits the pines provide. While removal of these trees will return their stored carbon to the atmosphere in the short term, replacement with permanent native species will sequester more carbon over time (in addition to the biodiversity benefits that such planting offers). There is no budget allocated for their removal; due to the terrain it will be expensive to remove the trees. If the Community Board wanted to progress their removal, additional funding will be required to facilitate this.
- 2.14 Staff have been made aware recently that 12-15 mature pine trees among the western flank pines adjacent to 5 and 6 Foxfield Lane have been poisoned. There are drill holes visible at the base of these trees. As there are no formal tracks or properties within fall distance of these trees it is recommended these trees are left standing to degrade naturally overtime.
- 2.15 There have been past requests from the community for additional trees at the top of the Reserve in Ravensdale Park to add shade and wind shelter. This plan includes additional planting of trees as part of the Urban Forest Plan.
- 2.16 In the east of the reserve youth have been developing bike jump tracks. As these tracks have become more established, staff plan to set up a volunteer agreement between the Council and a community group to maintain the tracks and to undertake the activity in the reserve.

Funding

- 2.17 Tree planting will be funded as part of the Urban Forest Plan budgets.
- 2.18 \$15,000 is available in FY26 in ID 61803 Community Parks Development of New Assets for the proposed seat and perimeter path.
- 2.19 The toilet will be funded in the 10-year Long Term Plan as a new development.

Engagement

- 2.20 During July 2025, staff will share the draft plan and collect additional feedback from:

Memos



- 2.20.1 Southwest Baptist Church
- 2.20.2 Westmorland Residents Association
- 2.20.3 Properties bordering Ravensdale Park

3. Conclusion Whakakapinga

- 3.1 Once community engagement has been completed, staff will assess the feedback received and update the landscape plans as required before reporting to the board for approval of the plans.

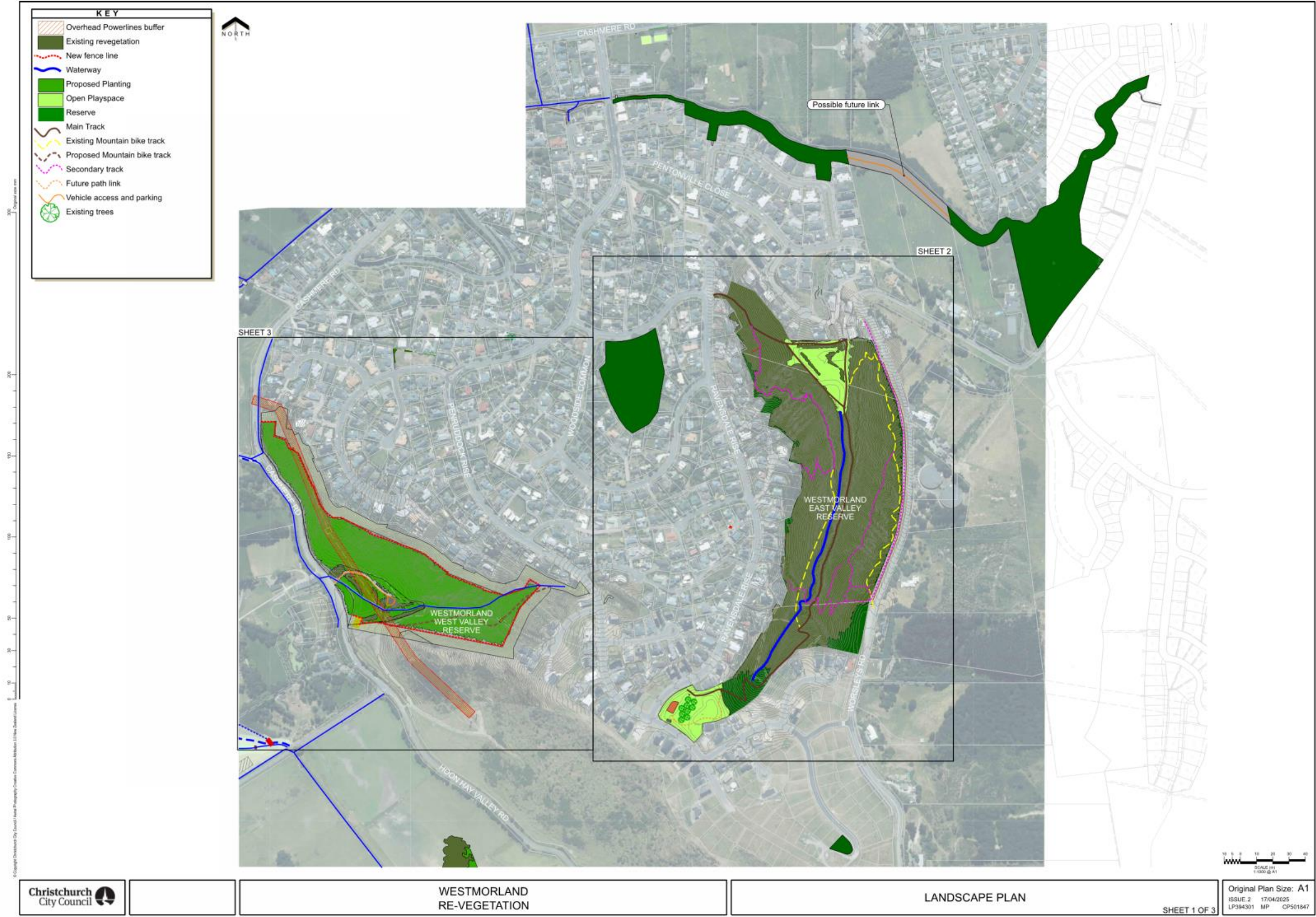
Attachments Ngā Tāpirihanga

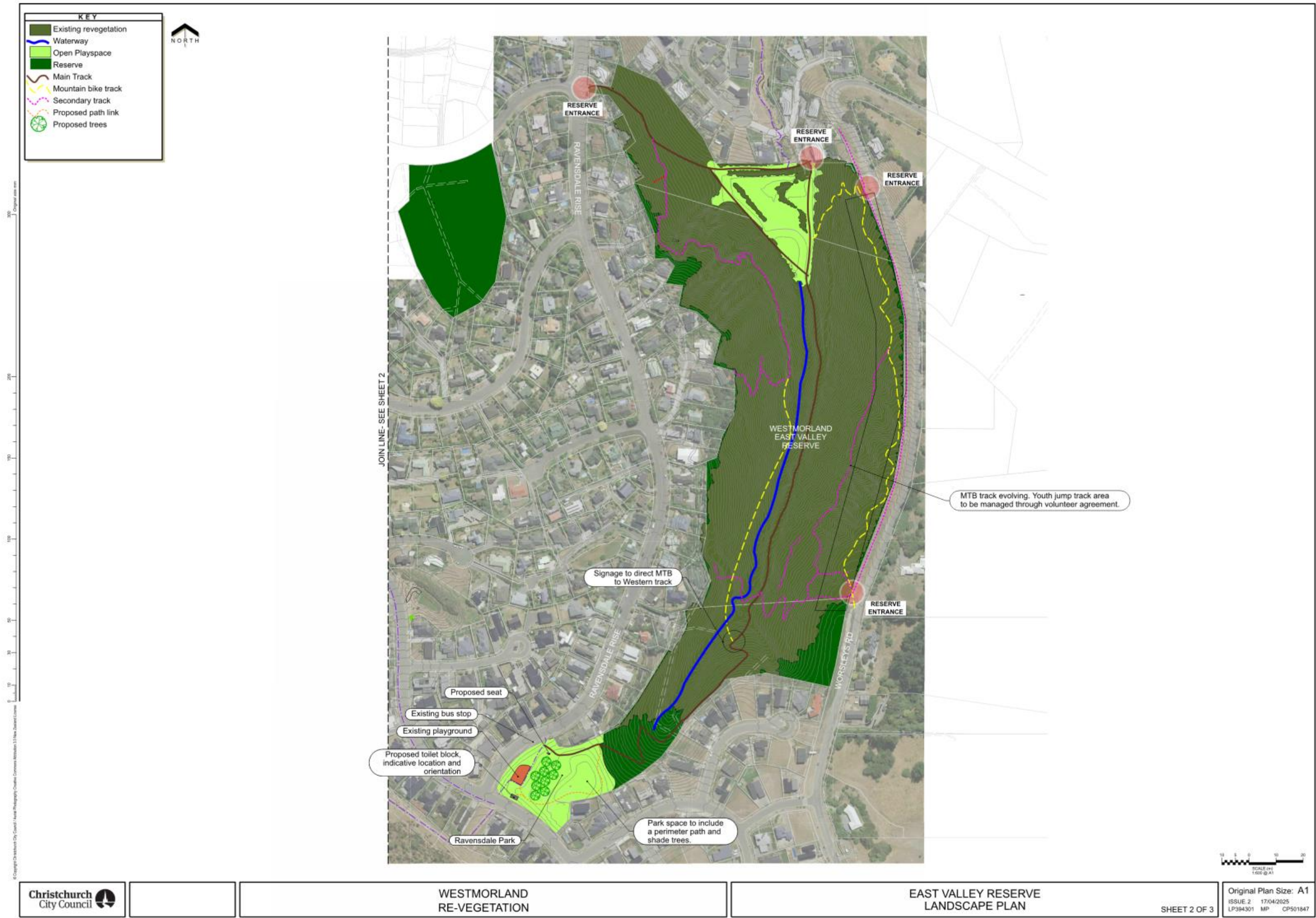
No.	Title	Reference
A	Westmorland West and East Valley Reserves Landscape Plan	25/1394355

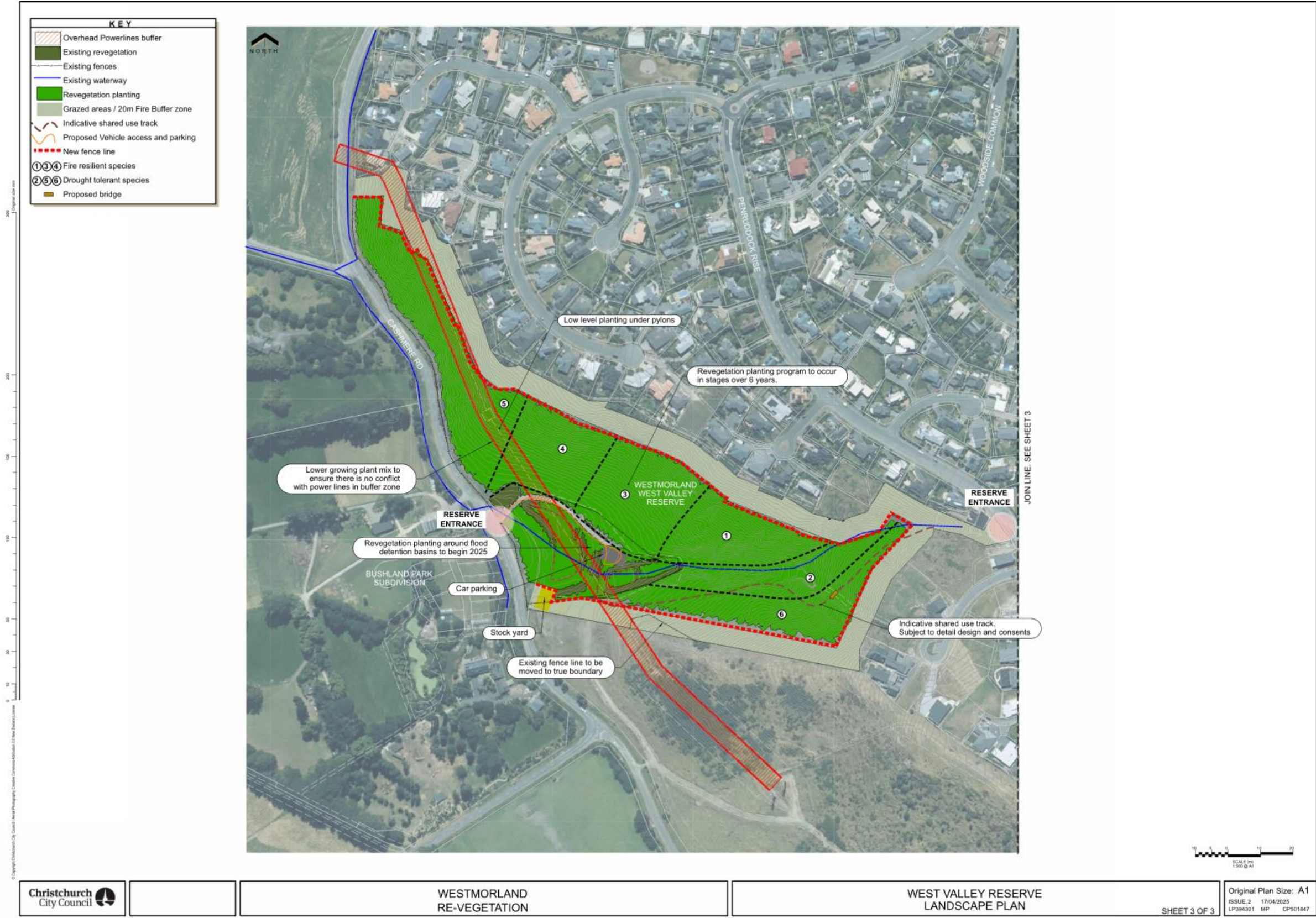
Signatories Ngā Kaiwaitohu

Authors	Katelyn Elley - Parks and Recreation Planner Krystle Anderson - Senior Engagement Advisor James McDuff - Arborist
Approved By	Kelly Hansen - Manager Parks Planning & Asset Management Toby Chapman - Manager Urban Forest Paul Devlin - Manager Regional Parks Al Hardy - Manager Community Parks Rupert Bool - Head of Parks

Memos







14. Kordia Licence at Sugarloaf and Thomson Scenic Reserves

Reference Te Tohutoro: 25/1265500

Responsible Officer(s) Te Pou Matua: Kathy Jarden, Team Leader Leasing Consultancy

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 the Community Board's approval to grant a new long-term licence to Kordia Limited for the telecommunication site which straddles Sugarloaf Scenic Reserve and Thomson Scenic Reserve.
- 1.2 The licenced area involves land which is situated in two Christchurch City Council wards. A separate report was considered by Te Pātaka o Rākaihautū Banks Peninsula Community Board on 8 September 2025.
- 1.3 Officers will provide an update of the Banks Peninsula Community Board's decision, as the meeting had not taken place prior to the report deadline. Approval by both Community Boards is required for the new licence to be granted.
- 1.4 The report is staff-generated at the request of Kordia, whose current lease expires on 31 August 2026.
- 1.5 Kordia Limited has requested a new licence to ensure continuity of services and ongoing investment in critical national infrastructure.

2. Officer Recommendations Ngā Tūtohu

That Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Kordia Licence at Sugarloaf and Thomson Scenic Reserves 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. Notes that the licenced area covers two Christchurch City Council wards being Banks Peninsula and Cashmere.
4. Notes the decision-making powers requested in this report relate to the licenced area within the Cashmere Ward. Dual consent is required by Waihoru Spreydon-Cashmere-Heathcote Community Board and Te Pātaka o Rākaihautū Banks Peninsula Community Board to approve the granting of a new licence agreement; that report was considered on 8 September 2025.
5. Subject to the approval (8 September 2025) of Te Pātaka o Rākaihautū Banks Peninsula Community Board, Waihoru Spreydon-Cashmere-Heathcote Community Board, approves the granting of a new licence to Kordia Limited for a term of 33 years commencing 1 September 2026 at an agreed rental of \$77,000 per annum plus GST plus property rates recovery over that part of the land described as Res 4259 Sugarloaf Scenic Reserve and PT Res 4170 Thomson Scenic Reserve and shown in Attachment A to this report in accordance with Section 48A of the Reserves Act 1977.

6. 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 completing negotiations for and administering the terms and conditions of the new licence.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Kordia operates a key telecommunications hub from the Sugarloaf and Thomson Scenic Reserves.
- 3.2 The lease, initially established in 1963 and expiring in 2026, supports services including emergency communications, cellular coverage, digital TV and FM broadcasting.
- 3.3 The new licence is essential for continuity of these services.

4. Background/Context Te Horopaki

The Land

- 4.1 The Kordia site is located within the Sugarloaf and Thomson Scenic Reserves which is managed under the Reserves Act 1977.
- 4.2 The land is described as Res 4259 Sugarloaf Scenic Reserve and PT Res 4170 Thomson Scenic Reserve. The Land is owned by the Crown and the Council has been appointed to control and manage the land.
- 4.3 The licence area, as shown in the **Attachment A**, consists of buildings, structures and land (area C) and an access road (area D).
- 4.4 The licence area covers two Christchurch City Council wards, namely the Cashmere Ward and the Banks Peninsula Ward as marked on **Attachment A**.
- 4.5 The current use as a telecommunications facility is longstanding and does not involve further expansion or intensification.
- 4.6 Continued use is deemed consistent with the reserve's purpose under the current legislation, provided environmental effects remain managed and contained.

Strategic Importance and National Significance

- 4.7 The Sugarloaf site plays a critical role in the national telecommunications network.
- 4.8 It supports digital television, FM radio, cellular services, emergency communications, and microwave data transmission throughout Christchurch and the wider Canterbury region.
- 4.9 The site's elevation and infrastructure make it uniquely suited for high-frequency transmission, and there are no practical alternative locations with equivalent coverage or connectivity.

Continuity of Essential Services

- 4.10 The site is used by emergency services including NZ Police, Fire and Emergency New Zealand, and Civil Defence for critical communications.
- 4.11 Disruption or loss of this site would have immediate and wide-ranging effects on public safety and communications resilience.

- 4.12 A long-term licence provides Kordia with the stability needed to ensure continuous operation and planned infrastructure maintenance.

Infrastructure Investment and Maintenance

- 4.13 Kordia has a long-standing presence on the site since 1963 and has invested significantly in maintaining the 120-metre telecommunications tower and associated buildings.
- 4.14 The company has committed to ongoing maintenance, including reroofing the facility during the next licence term.
- 4.15 Kordia is responsible for maintenance of the access road and land contained in the licence.
- 4.16 A secure licence is necessary for Kordia to justify continued investment in nationally significant infrastructure.

Licence Term and Rental

- 4.17 The proposed licence term is 33 years which is the maximum term permitted under the Reserves Act.
- 4.18 The annual rental was assessed by an independent valuer and both parties have agreed to a net rental of \$77,000 plus GST and recovery of the proportionate Rates levy.
- 4.19 Market rent reviews will be completed every 11 years, with CPI rent adjustments made three-yearly.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.20 The following reasonably practicable options were considered and are assessed in this report:
- 4.20.1 Option 1 (Preferred): Grant a new licence to Kordia.
- 4.20.2 Option 2: Short-term licence (e.g 10-15 years).
- 4.20.3 Option 3: Decline the licence request and decommission site.
- 4.21 The following options were considered but ruled out:
- 4.21.1 Option to relocate facility – deemed impractical due to infrastructure, terrain, and national integration requirements.

Options Descriptions Ngā Kōwhiringa

- 4.22 **Preferred Option:** Grant Long-term Licence.
- 4.22.1 **Option Description:** 33-year licence commencing 1 September 2026.
- 4.22.2 Option Advantages
- Ensures continuity of emergency and broadcast services
 - Supports long-term national infrastructure planning
 - Enables Kordia to undertake planned maintenance.
- 4.22.3 Option Disadvantages
- Long licence term reduces flexibility for future land use changes.
- 4.23 Option 2 - Short-Term Licence.
- 4.23.1 **Option Description:** 10- or 15-year term.
- 4.23.2 Option Advantages
- Retains more flexibility over land use.

- 4.23.3 Option Disadvantages
 - Undermines certainty for infrastructure investment.
 - May jeopardise national telecommunications service continuity.
- 4.24 Option 3 – Decline the licence request.
 - 4.24.1 **Option Description:** Terminate licence at expiry.
 - 4.24.2 Option Advantages
 - Future flexibility for land use – Council could explore alternative uses of the site potentially aligning with updated strategic, environmental or recreational priorities for the scenic reserve.
 - 4.24.3 Option Disadvantages
 - Reputational risk to the Council
 - Loss of the site could result in major outages or services
 - May jeopardise national telecommunications service continuity.

Analysis Criteria Ngā Paearu Wetekina

The proposal to grant a new licence to Kordia was assessed against the following key criteria:

- 4.25 **Strategic and Operational Importance**
The Sugarloaf site is essential to national and regional telecommunications, emergency services, and public broadcasting. Maintaining Kordia's long-term presence ensures continuity of these critical services.
- 4.26 **Environmental and Land Use Compatibility**
The licence involves no new development or intensification, aligns with current use of the scenic reserve, and does not adversely affect the environment or recreational values of the site.
- 4.27 **Policy and Legal Alignment**
The proposal supports the Council's Long Term Plan objectives, complies with the Reserves Act 1977 (subject to public notification), and ensures responsible stewardship of public land without financial cost to ratepayers.

5. Financial Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option 33 year Licence	Option 2 - Short Term Licence	Option 3 – Decline Licence
Cost to Implement	No capital cost to Council	No capital cost to Council	No cost to Council
Maintenance/Ongoing Costs	Ongoing maintenance remains with Kordia	Ongoing maintenance remains with Kordia	Grounds maintenance costs not yet quantified
Funding Source	N/A (tenant-funded)	N/A (tenant-funded)	Maintenance to come from Parks opex budgets
Funding Availability	N/A	N/A	Unknown
Impact on Rates	Nil	Nil	Unknown

- 5.1 Operational Expenses incurred included the rental valuation, preparation of licence plan and staff administration costs in preparing the licence document. These costs are recovered through operational budgets. The rental valuation costs were split between both parties.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Risk of service disruption if the licence is not renewed; mitigated by granting a long-term licence.
- 6.2 Risk that there may be some community concern around leasing part of a scenic reserve to a corporate entity. Clear communication that this is a longstanding essential utility use with no change in the footprint or public access impacts and the fact that the licence supports critical infrastructure should mitigate that risk.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.3 Statutory and/or delegated authority to undertake proposals in the report:
- 6.3.1 The land is owned by the Crown and Council has been appointed to control and manage the land.
 - 6.3.2 Licences of Crown owned land must be approved by the Minister of Conservation. Delegated authority was granted to the Chief Executive in 2013 to make certain decisions that previously had to be referred to the Department of Conservation for the approval of the Minister of Conservation or their delegate. Chief Executive approval will be sought prior to execution of the licence ensuring that due process has been followed.
 - 6.3.3 The reserves are subject to the Reserves Act 1977. Council must ensure continued compliance with permitted use under the Act.
 - 6.3.4 The previous lease was issued prior to the Reserves Act 1977 and any occupation must now be by way of a licence.
 - 6.3.5 The Sugarloaf site is on scenic reserves, and the applicable licencing provision is Section 48A - use of reserve for communication stations. Section 48A licences do not automatically exempt Council from public notification unless:
 - The activity is already detailed in an approved management plan, or
 - The reserve is not likely to be materially altered or permanently damaged; and the rights of the public in respect of the reserve are not likely to be permanently affected.
 - 6.3.6 In this instance, the Cashmere Spur and Bowenvale Valley Reserves Management Plan approved July 1991 contemplates the lease on Thomson Park/Sugarloaf Scenic Reserves for telecommunication purposes and therefore, public notification is not required.
 - 6.3.7 Summit Road (Canterbury) Protection Act 2001 (the "Act") – The Sugarloaf and Thomson Scenic Reserves fall within the area protected by the Act. The proposed licence to Kordia Limited relates to the continued use of an existing telecommunications facility with no new development or structural modifications proposed. As such, the proposal does not trigger notification or referral requirements under the Act. The Summit Road Protection Authority, including the Summit Road Protection Society, does not need to be consulted in this instance. The

Society has however been notified by way of an email on 12 August 2025 from the Executive Secretary of the Authority of the intention to grant a new licence.

6.4 Other Legal Implications:

- 6.4.1 Relevant Christchurch City Council policies including the Leasing Council Property policy.
- 6.4.2 The granting of a new licence complies with this policy as there is only one logical tenant for use of the public property where there are buildings on parks and reserves.

Strategy and Policy Considerations Te Whai Kaupapa here

6.5 The required decision:

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

- Resilient Infrastructure – the Sugarloaf telecommunications facility is a core component of Christchurch's critical infrastructure, supporting emergency response, public broadcasting, and mobile/data services.
- Renewing the licence enables long-term continuity of these services, which is consistent with the Council's commitment to building and maintaining resilient infrastructure networks.

6.5.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the following considerations:

- Limited Public Impact – the licence affects a very small number of people directly and maintains the status quo of an existing facility. There is minimal potential for widespread community concern or disruption.
- No impact on strategic assets or Mana Whenua – the decision does not involve the sale or change in control of any strategic Council assets, and there is no identified impact on Māori land, culture, or traditions.
- High reversibility and low risk – the licence is fully within Council's statutory powers under the Reserves Act, poses no financial risk, and can be controlled through standard licence conditions and review clauses.

6.5.3 Is consistent with Council's Plans and Policies. The 2024-2034 LTP emphasises resilient infrastructure, continuity of essential services, and cost-effective stewardship of Council-managed assets.

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

6.7 The proposal meets the intent and direction of Council's governing documents. It supports infrastructure continuity, prudent asset management, environmental care, and long-term planning – making the licence consistent with Council's Plans and Policies.

Community Impacts and Views Ngā Mariu ā-Hāpori

6.8 There is a positive impact with the continuation of essential communications.

6.9 The continued operation of the facility directly contributes to the Council's community outcomes, particularly:

- 6.9.1 Strong sense of community – enabling connection and access to emergency services.
- 6.9.2 A well-connected and accessible city – through high-quality telecommunications.

- 6.9.3 A safe and healthy city – through uninterrupted emergency and public service communications.
- 6.10 The decision affects the following wards/Community Board areas:
 - 6.10.1 Cashmere Ward and Banks Peninsula Ward with benefits to the greater Christchurch area.
- 6.11 The Waihoru Spreydon-Cashmere-Heathcote Community Board view has not been canvassed directly; supporting the decision ensures infrastructure continuity and minimal site changes and supports Council's long-term vision as a resilient, well-connected and sustainable city.

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.
- 6.14 The decision relates to operational continuity of nationally significant infrastructure and involves no changes to land use, expansion or new development.
- 6.15 The granting of a new licence supports the status quo and has no material impact on the relationship of Mana Whenua to the land, nor on their culture, traditions, or partnership arrangements with the Council.
- 6.16 Te Hapū o Ngāti Wheke have been contacted directly and have no concerns with a further licence.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.15 The proposals in this report are unlikely to contribute negatively to adaptation to the impacts of climate change or emissions reductions as there are minimal emissions or adaptation impact due to the existing infrastructure and no expansion is planned to the built infrastructure.
- 6.16 Reusing existing infrastructure rather than developing a new site reduces emissions and avoids additional environmental impacts.
- 6.17 This is consistent with Council's climate mitigation and adaptation principles, especially those encouraging efficient land use and low-impact infrastructure solutions.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Finalise licence documents and execute agreement effective 1 September 2026.

Attachments Ngā Tāpirihanga

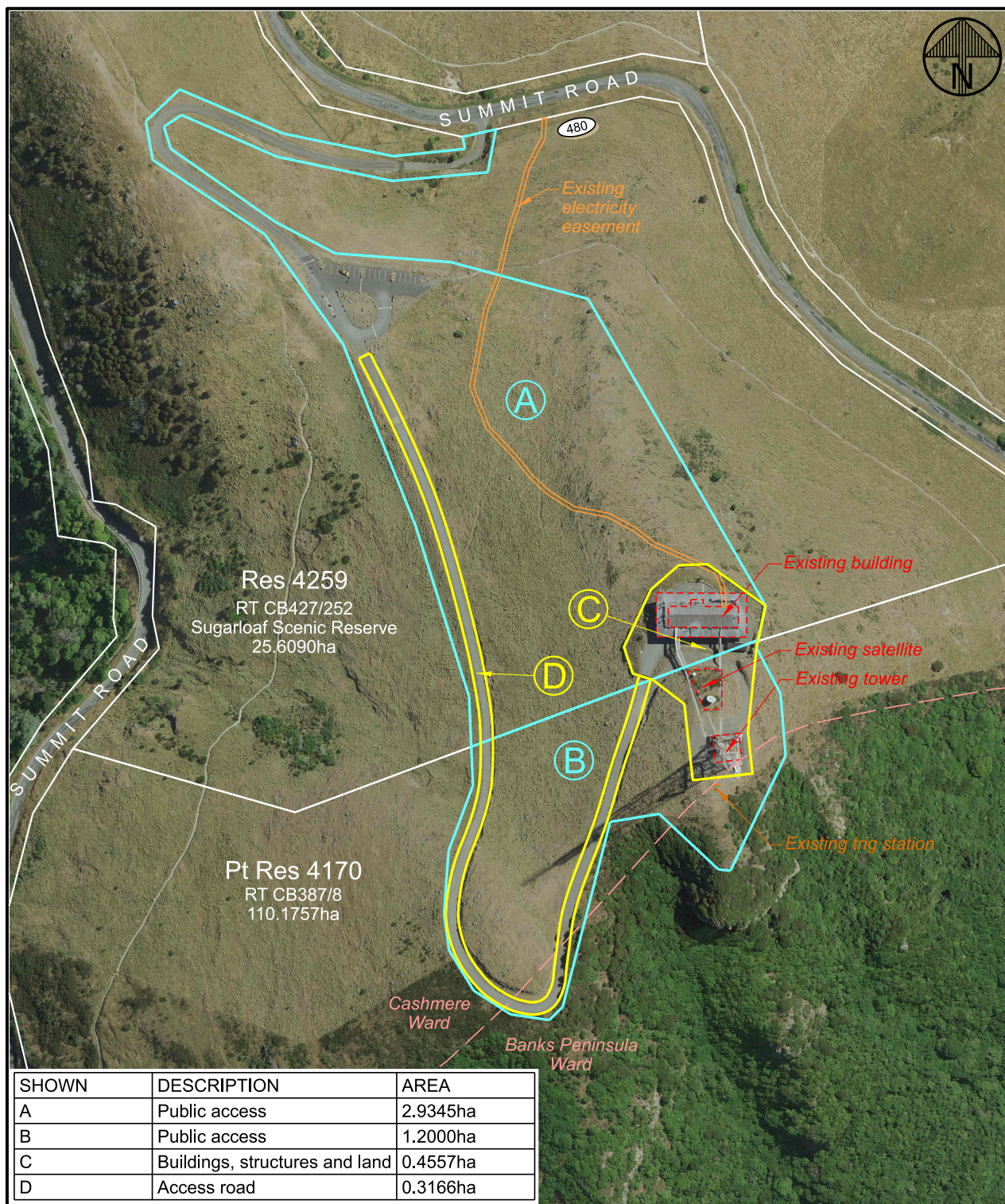
No.	Title	Reference	Page
A  	Kordia Limited - Sugarloaf Areas	25/1246264	133

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Kathy Jarden - Team Leader Leasing Consultancy
Approved By	Angus Smith - Manager Property Consultancy Paul Devlin - Manager Regional Parks Rupert Bool - Head of Parks



Areas and Dimensions Subject to Survey
Boundary Locations Subject to Cadastral Survey

A			
ISSUE	AMENDMENT	SIGNED	DATE

LEASE AREAS

Christchurch
City Council

TECHNICAL SERVICES & DESIGN

SURVEYED	
DRAWN	JA
DATE	06/2025

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DRAWING NUMBER
SM221602

WBS
304/6836

PROJECT NUMBER
RPS1726

ORIGINAL
SHEET
SIZE
A4

SCALES
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SHEET
1 OF 1

15. Barnett Park - Regional Park Landscape Plan

Reference Te Tohutoro: 25/1081568

Responsible Officer(s) Te Pou Matua: Jason Tickner – Parks and 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 seek approval for the Barnett Park Conservation Landscape Plan.
- 1.2 The report is staff initiated to address a community request for a plan and direct community planting efforts in a strategic manner.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Barnett Park - Regional Park Landscape Plan Report.
2. Approves the *Barnett Park Conservation Landscape Plan* in **Attachment A**, and the supporting information in **Attachment B**.
3. Notes that 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 low number of people affected, the low level of impact this plan would have on future social, economic, environmental, and cultural wellbeing of the area, and the low risks to the Council, ratepayers, and wider community of carrying out this landscape plan.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The purpose of this proposed landscape plan is to help outline and implement prioritised community and council projects in the Barnett Park conservation area, as well as assisting the Council to direct current funds and allocate future budgets.
- 3.2 A request for a plan for the Barnett Park Valley was received from the Redcliffs Residents Association (the RRA) who are planting the valley and working alongside the Council.
- 3.3 Engagement was undertaken with specific stakeholders and the wider community in late 2024. Feedback was generally positive, and a number of suggestions were received and were included in the plan.
- 3.4 The proposed Barnett Park Conservation Landscape Plan and supporting information have been included in the Attachments for approval.

4. Background/Context Te Horopaki

- 4.1 Barnett Park Conservation is a well-used regional park that serves many user groups (walkers, climbers, etc). Among these are the RRA, who have been working with Council Park Rangers to regenerate the area.

- 4.2 The park is bounded by the Barnett Park Sports Grounds to the north, Greenwood Park to the south and east, and private farmland to the west, with John Britten Reserve beyond this property to the west. The reserve is shown below:



Figure 1 - Barnett Park Conservation

- 4.3 The RRA approached the Council to get guidance on the appropriate planting areas and potential projects in the park. As a result, Council officers, in collaboration with the RRA, have developed a landscape plan to guide planting efforts and future improvements.
- 4.4 The landscape plan, **Attachment A**, proposes designated planting zones and recommended species to guide both the community and the Council with restoration efforts. It also sets out future improvements which include new track connections, interpretive signage, waterway improvements, and upgrades to park entrances.
- 4.5 The plan also includes projects that extend into adjoining parks, these being:
- A connection pathway is proposed through the adjoining sports park portion of Barnett Park Sports Grounds.
 - Planting and track extension further up the valley into Greenwood Park.
 - Investigate entrance and car park improvements at the Summit Road entrance of Greenwood Park.
- 4.6 In addition to the Plan is a *Supporting Information* document, **Attachment B**, that outlines the site, purpose of the plan, vision and objectives, as well as identifying:
- Ecological Context
 - Catchment Pests
 - Catchment Flora and Forna
 - Planting List (including flammability categories)
- 4.7 The plan excludes the Sports Park portion of Barnett Park (with the exception of a pathway connection). A separate detailed landscape plan will be prepared for this section of the park in 2025/2026 to address the programmed playground improvements and urban forest plan projects in this area.

Stream Naming Request

- 4.8 A recent request was received from Martin Ward of the RRA regarding the naming of the Rifle Range Drain. Substantial efforts have been made by Mr Ward to track down the historical and/or cultural naming of the waterway at the base of the valley. Mr Ward has received feedback from Ngāti Wheke on the matter, with their representative identifying ‘support for the name Te Awa Kura being applied to the stream’.
- 4.9 Renaming a watercourse is managed by the New Zealand Geographic Board Ngā Pou Taunaha o Aotearoa (NZGB) under the New Zealand Geographic Board Act 2008 and would require consultation with other Hapū including Ngāi Tūāhuriri.
- 4.10 Council staff will investigate this further and cannot include the suggested name into the proposed plan at this point of time given the need to follow the mandated process and requirement to undertake wider engagement.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.11 The following reasonably practicable options were considered and are assessed in this report:
 - 4.11.1 Approve the Barnett Park Conservation Landscape Plan.
 - 4.11.2 Request changes to the Barnett Park Conservation Landscape Plan.
 - 4.11.3 Decline the Barnett Park Conservation Landscape Plan.
- 4.12 The following options were considered but ruled out:
 - 4.12.1 Detailed Plan Developed – this valley is of a scale and nature that a detailed landscaping plan is not necessary nor cost effective. However, future detailed landscaping plans are intended for some of the specific capital projects identified.
 - 4.12.2 Including the entirety of Barnett Park in the Plan – The park comprises two distinctly different areas with separate functions: a Sports Park located on the valley floor, and a Regional Park conservation area situated further up the valley. To avoid confusion and ensure clarity of purpose, it was considered that these areas are planned for separately rather than combining them under a single, multi-purpose plan.

Options Descriptions Ngā Kōwhiringa

- 4.13 **Preferred Option 1:** Approve the Barnett Park Conservation Landscape Plan
 - 4.13.1 **Option Description:** Approve the landscape plan to allow the community groups and council officers to continue the restoration of the valley in a strategic manner, and progress with the project identified.
 - 4.13.2 **Option Advantages**
 - Provides certainty and direction to the Regional Park Rangers, the RRA, and the wider community regarding future planting and projects planned for the conservation park.
 - The plan outlines clear mitigation strategies for several known risks and management challenges, including fire hazards along site boundaries and planting beneath transmission lines.
 - The proposed restoration will enhance tree cover and create habitat for a diverse range of native flora and fauna.
 - The initiative will contribute positively to climate change mitigation and help reduce the impacts of stormwater runoff.

- Improves our community's enjoyment of the park through improvement of facilities and connection with the natural environment.
- 4.13.3 Option Disadvantages
 - As with any restoration and park development, there are costs associated.
- 4.14 **Other Option 2:** Request changes to the Barnett Park Conservation Landscape plan
 - 4.14.1 **Option Description:** Undertake another round of engagement and make changes to the plan based on any additional feedback and community board direction.
 - 4.14.2 Option Advantages
 - Gives the community a second chance to provide feedback on the proposal.
 - Opportunity to add additional options or projects for consideration.
 - 4.14.3 Option Disadvantages
 - It will delay the plan approval, and the subsequent projects already indicated and requested.
 - Additional costs involved undertaking engagement and plan redesign.
- 4.15 **Other Option3:** Decline the Barnett Park Conservation Landscape Plan
 - 4.15.1 **Option Description:** Decline the plan and continue with status quo
 - 4.15.2 Option Advantages
 - No further costs to the Council.
 - 4.15.3 Option Disadvantages
 - No clear direction and no agreement of projects and priorities.
 - May result in planting of inappropriate species in inappropriate locations (for example the planting of Kahikatea trees under the transmission lines).
 - Would not provide the direction needed to support the RRA in the mahi they do.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Revise Plan	Option3 – Decline
Cost to Implement	Volunteer Planting – Donation of time and plants from volunteers. Total costs unknown. Council Cost to Implement Projects Estimated: \$633,600	Unknown	Nil
Maintenance/ Ongoing Costs	Planting Community Lead (no cost to Council)	Planting Community Lead (no cost to Council)	Community Lead (no cost to Council)
Funding Source	Native Planting	Unknown dependent on	NA

	Principle planting efforts beyond 2025/2026 will be RRA lead and funded. \$20,000 estimated Regional Parks planting budgets provided for planting in 2025/26. #65873 Regional Parks Development for Port Hills & Banks Peninsula Delivery Package \$20,000 estimated Specimen planting of the valley floor will be funded from the Urban Forest Budget. CPMS Project #73097 Urban Forest Implementation Track Improvements \$50,000 Regional Parks Maintenance and Renewal Budget Stream Improvements \$400,000 approx. CPMS Project #69218 Port Hills Revegetation and Sediment Control Interpretive signage \$5,000 approx. #61747 Regional Parks Planned Displays, Visitor information & Signage Renewals	what changes/additional projects are added to the plan	
	Parks Planning Opex Budget to undertake further engagement and redesign. Funding Source for Projects would have to be confirmed based on changes made to the plan and new projects introduce. Pathway Connection via Sportsgrounds \$138,600 approx. Proposed to be funded from CPMS 61781 Community Parks Access & Carpark Development		
Funding Availability	Yes	Unknown	NA
Impact on Rates	Nil – within existing budgets	Unknown	Nil

- 5.1 The intended lifespan of the *Barnett Park Conservation Landscape Plan* is 10 to 15 years. Projects such as the stream improvements, interpretive signage, and pathway connection via the sportsgrounds are budgeted to be undertaken in the next 1-3 years, while the completion of the planting/revegetation of the valley is more likely to take the full 10-15 year.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

Fire Risk

- 6.1 The fire risk is addressed through a combination of strategies outlined in the plan and supporting documentation. These include:
- Establishment of fire breaks to reduce the spread of potential fires.
 - Implementation of a regular maintenance schedule to manage vegetation and fuel loads.
 - Careful selection of plant species with lower flammability and appropriate spacing to reduce fire hazards.

Impact on Transmission Lines

- 6.2 There is a risk that the Council or community groups may inadvertently plant large tree species beneath transmission lines, potentially leading to future safety, access, and compliance issues. To mitigate this:
- The plan designates specific low-planting zones beneath transmission corridors.
 - Only low-growing, non-invasive species are permitted in these zones.
 - Council rangers will actively monitor planting activities to ensure compliance and prevent the establishment of inappropriate vegetation.

Impact on Sites of Significance to Māori

- 6.3 The project area includes land of cultural and historical significance to Māori. Any inappropriate development within this area carries the risk of impacting sacred sites and damaging the relationship between mana whenua and the Council. To mitigate this:
- The restoration plan has been shared with mana whenua, with the intent to restore the mana of the whenua through the re-introduction of the native flora to the valley.
 - As individual projects progress to detailed design stage, further engagement and input will be sought from local hapū to ensure alignment with tikanga and values.
 - The Council will adhere to its statutory obligations to consult with iwi and hapū, particularly for any works involving waterways or areas of known cultural significance (eg. the cave/s).

Legal Considerations Ngā Hīraunga ā-Ture

- 6.4 As per the Christchurch City Council's Delegation Register, 21st July 2025, the Community Board has the delegation to;

"Approve and adopt any new landscape development plans for parks and reserves provided the design is within the policy and budget set by the Council."

(Part D – Sub Part 1 - Community Boards, pg. 96)

- 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](#).
- 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 low number

of people affected, the low level of impact this plan would have on future social, economic, environmental, and cultural wellbeing of the area, and the low risks to the Council, ratepayers, and wider community of implementing this landscape plan

6.6.3 Is consistent with Council's Plans and Policies:

- Urban Forest Strategy
- Tree Policy
- Public Open Space Strategy

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: 6.3.5 Customer satisfaction with the recreational opportunities and ecological experiences provided by the City's Regional Parks - $\geq 80\%$
- 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

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.9 Early engagement with the RRA took place on 11 August 2024. Staff met with the association and discussed the draft landscape plan. Several suggestions were made including revising the pest species on the proposed plant register, improving public amenity areas, and exploring land gifting opportunities with neighbouring landowners. These suggestions were taken into consideration.
- 6.10 Consultation started on 21 August and ran until 19 September 2024. An email was sent to 29 key stakeholders, including the RRA, local school, local sports clubs, and environmental advocacy groups.
- 6.11 The consultation was hosted on [Kōrero mai | Let's Talk](#) which had 592 views throughout the consultation period.
- 6.12 A range of marketing tactics was used to promote consultation to the community including social media, letter drops to residents neighbouring Barnett Park, and physical signs at the entrances to the park. The consultation was shared to three local community group pages. The local library was provided with leaflets with information about the consultation and instructions on how to make a submission.

Summary of Submissions Ngā Tāpaetanga

- 6.13 Submissions were made by one recognised organisation and 31 individuals. [All submissions are available on the Kōrero Mai | Let's Talk webpage.](#)
- 6.14 The Disabled Persons Assembly submitted in support of the draft landscape plan with suggestions to improve existing tracks and trails and ensure any new tracks are fully accessible for those living with disabilities.
- 6.15 Submitters made the following requests:
- Improve amenities in the area e.g. bins, BBQs, fences, gates (7)

- Improve dog control in the park (5)
 - Create new walkways and revise old ones (4)
 - Address issues with invasive species e.g. Gorse (2)
- 6.16 The RRA submitted a list of suggestions and requests which were responded to by staff. This response was given to a representative of the residents' association to provide to the other members.
- 6.17 The staff responses to submitter questions and requests are available on the [Kōrero Mai | Let's Talk webpage](#).

Supplementary information

- 6.18 A quick poll was conducted on the Let's Talk webpage to reduce barriers to participate. People were asked "How much do you like or dislike the Draft Barnett Park Landscape Development Plan?". The following ratings were submitted, out of 25 responses.
- 18 5-star ratings
 - 7 4-star ratings
- 6.19 The decision affects the following wards/Community Board areas:
- 6.19.1 Waihoru Spreydon-Cashmere-Heathcote Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.20 The decision involves a site of interest to Mana Whenua and could impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.21 Initially we sought direction from Mahaanui Kurataiao Ltd. The Kaitiaki advice was to pass this through to Whitiara as agents for Ngāi Tūāhuriri Rūnanga. Whitiara identified at the time that they did not wish to provide any further comment to the landscape development plan.
- 6.22 We also approached Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga and provided copies on the plan. We have been working closely with a representative from the Hapū, however have recently received direction from our Treaty Partnership team to work unilaterally with Whitiara in this location.
- 6.23 The Council also commissioned Mahaanui Kurataiao Ltd in 2021 to provide a "Statement of Mana Whenua cultural values for earthworks to be performed at the Council's and community planting project, Barnett Park (Te Awakura)" to inform and accompany the Archaeological Authority application
- 6.24 There will be further works and engagement with Mana Whenua as we progress the second stage of works to stabilize the Rifle Range Drain, which is one of the projects identified in the Barnett Park Conservation Landscape Plan.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.25 The decisions in this report are likely to:
- 6.25.1 Contribute positively to adaptation to the impacts of climate change
 - 6.25.2 Contribute positively to emissions reductions.
- 6.26 The large-scale planting restoration will sequester carbon and have a positive impact on emissions and reduce the impact of climate change. The proposal will also provide habitat for native flora and fauna and help reduce stormwater runoff issues.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Council rangers will continue to collaborate with the RRA to implement the restoration planting outlined in this plan, and to carry out ongoing pest control and maintenance.
- 7.2 Council planning and project staff will advance the current funded projects and prepare detailed plans for targeted engagement and approval. The next step is to develop a detailed landscape plan for the Valley Floor area (Regional Park), integrating the following funded initiatives:
 - Second Stage of the Rifle Range Stream naturalisation and stabilisation
 - Improvements to the Bay View Road entrance to the park
 - Specimen planting on the valley floor under the Urban Forest Plan

Attachments Ngā Tāpirihanga

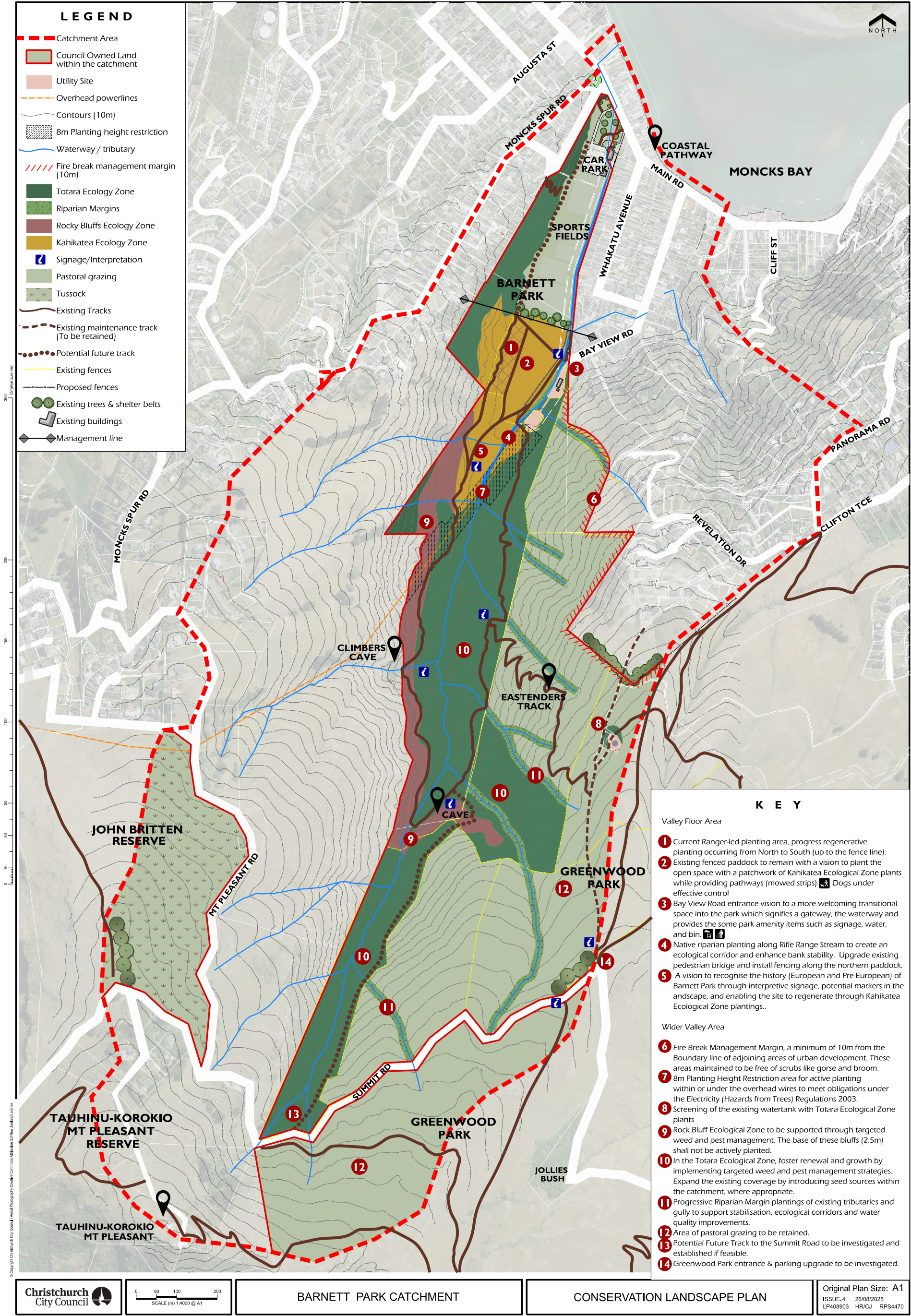
No.	Title	Reference	Page
A 	Barnett Park Conservation Landscape Plan	25/1724196	144
B 	Barnett Park Conservation Landscape Plan Supporting Information	25/1724197	145

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

Document Name – Location / File Link
Rifle Range Stream Stabilisation Project – Barnett Park – Community Board Decision Minutes of Waihoru Spreydon-Cashmere-Heathcote Community Board - Thursday, 13 March 2025

Signatories Ngā Kaiwaitohu

Authors	Jason Tickner - Parks & Recreation Planner Kiran Skelton - Engagement Advisor
Approved By	Kelly Hansen - Manager Parks Planning & Asset Management Paul Devlin - Manager Regional Parks Rupert Bool - Head of Parks



BARNETT PARK **CONSERVATION LANDSCAPE PLAN**

—
Supporting Information
2025

ccc.govt.nz



Purpose of the Conservation Landscape Plan

The Site

The Barnett Park catchment lies in a northern valley that slopes down from Tauhinu-Korokio / Mt Pleasant, with Greenwood Park located on the eastern side and John Britten Reserve on the western side.

Barnett Park is largely managed as a Regional Park and is recognised in the District Plan as an Outstanding Natural Landscape. The general area is locally known as an area of ancestral occupation and was linked, via ara tawhito (traditional travel routes), to adjacent settlements and nohoanga (seasonal occupation sites). The various cave and rock shelters were utilised over generations. The sports fields and play space at the catchment’s lowest and most northern end are managed as a Community Park.

The Purpose of this Plan

The proposal is to complete a Conservation Landscape Plan for Barnett Park to help guide a clear and cohesive ecological vision to help direct current and future Council and community initiatives.

Vision

To support a robust, self-sustaining ecological core at the heart of this catchment, promoting enduring renewal and expansion in the relevant Ecological Zone.

Objectives

- Plant Council land in line with relevant ecological zones.
- Enhance ecological values, including zones of vegetation, and opportunities for ecological connections, facilitating the spread of native seeds, invertebrates, and birds.
- Encourage the establishment, retention, and maintenance of appropriate plantings. Establish riparian vegetation within gullies of water tributaries.
- Manage weeds and pests that restrict the growth of young native plants.

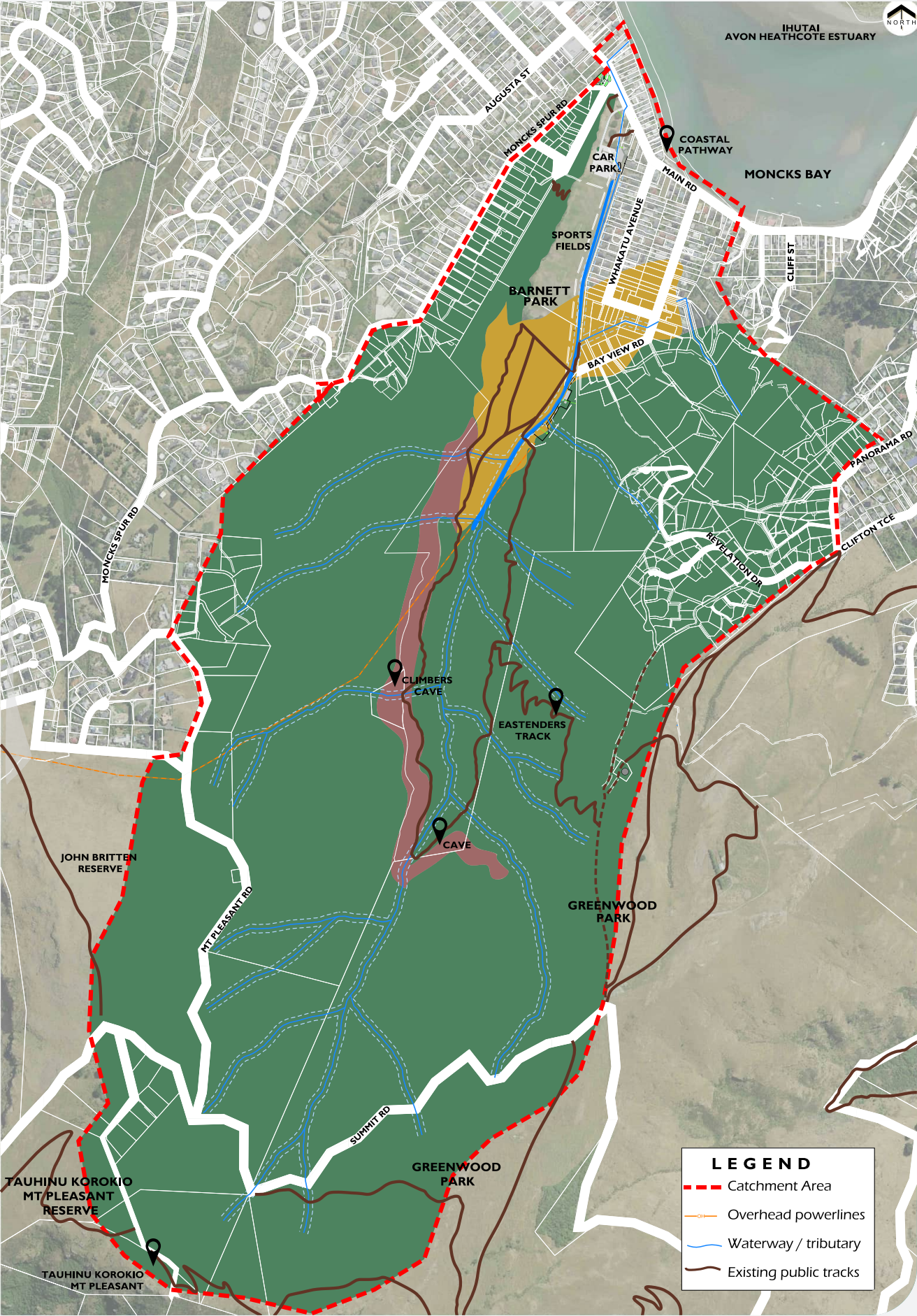
Catchment Ecological Context

This ecology plan is for informational purposes only. It has helped identify the historic ecological zones of this catchment, and where these overlap with Council-owned land, it informs the planting list. The plan is based on the 2017 Land Environments of New Zealand (LENZ) classification, mapped by Landcare Research. It has been refined for this purpose through input from Council ecologists, soil type information, and aspect analysis.

Three key ecological zones were identified within the catchment which intersects Council land.

Ecological Zones

- TOTARA ZONE**
A forest type that historically would have covered much of the Port Hills. This ecosystem can support an abundance of native birds and invertebrates.
- KAHIKATEA ZONE**
This ecosystem is located on the valley floor of the catchment and makes use of alluvial floodplains. Twiggy shrubs with interlacing branches are common in the under story of this system.
- ROCKY BLUFFS ZONE**
A predominant feature of Barnett Park, these volcanic bluffs are classified as originally rare ecosystems. They are often of great importance for indigenous biodiversity, providing habitat for specialist species.
- RIPARIAN MARGINS**
Riparian margins provide shade to waterways and help stabilise soils. They also serve as ecological corridors for a variety of insects, fish, and birds. Waterways in this catchment are ephemeral, forming temporary flow paths to the valley floor. Small pools within the channels provide refuge for fauna during dry periods.



Catchment Pests

In addition to planting, controlling certain weed and animal pests will be necessary for the successful establishment of the ecological zones. The [Canterbury Regional Pest Management Plan 2018-2035](#) identifies 44 species as pests and a further 58 species are listed as organisms of interest.

By managing key weeds and pests alongside enhancement planting, conditions can be improved to support the natural regeneration of native forest in Barnett Park. This work also support the Summit Road Society’s [Predator Free Port Hills](#) initiative.

KEY	Regional Pest Management Plan classification:	
	Declared Pest	Organism of Interest

Key Pest Fauna



Oryctolagus cuniculus
Feral rabbit

Pest historically recorded as abundant within the valley.



Rattus spp.
Rat

The varied omnivore diet of rats makes them competitors with native wildlife for food sources.



Trichosurus vulpecula
Possum

A prevalent animal pest in the reserve, poses a threat to young trees that they browse, necessitating effective possum control measures

Key Pest Flora



Aeonium haworthii
Pinwheel aeonium

A species of succulent that inhabits the rocky bluff ecological zone.



Chrysanthemoides monilifera
Boneseed

Low spreading shrub that hinders the establishment of native seedlings.



Clematis vitalba
Old man's beard

Climbing weed historically recorded to be present within the valley.



Cotyledon obiculata
Pig's ear / Round-leaved navel-wort

A species of succulent that inhabits the rocky bluff ecological zone.



Cytisus scoparis
Broom

Common and often abundant weeds they can have a useful role in assisting native regeneration. These should be actively cleared from the fire break margins.



Foeniculum vulgare
Fennel

An erect biennial or rarely annual herb. Inhabiting the valley floor and recently revegetated areas.



Helichrysum petiolare
Liquorice plant

A vigorous shrub with aromatic foliage and soft hairy roundish leaves.



Passiflora spp.
banana passion-fruit / blue passion flower

Recommended targeted species by CCC Ecologist. Climbing weeds should be actively managed as they smother and hinder the growth of young trees.



Ulex europaeus
Gorse

Common and often abundant weeds they can have a useful role in assisting native regeneration. These should be actively cleared from the fire break margins.

Catchment Flora and Fauna

Key flora and fauna that could be found within these established ecological zones.

Totara Forest



Podocarpus totara
Totara



Lophomyrtus obcordata
Rohutui - NZ Myrtle



Hemiphaga novaeseelandiae
Kererū



Pseudopanax crassifolius
Horoeke - Lancewood



Gerygone igata
Riroriro - Grey Warbler



Microlaena polynoda
Bamboo grass



Anthornis melanura
Korimako - Bellbird

Kahikatea Forest



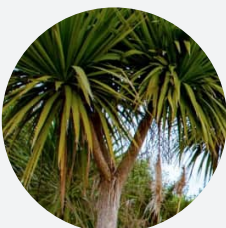
Dacrycarpus dacrydioides
Kahikatea



Elaeocarpus hookerianus
Pokaka



Plagianthus regius
Mānatu - Lowland Ribbonwood



Cordyline australis
tī kōuka - Cabbage Tree



Prothemadera novaeseelandiae
Tūi



Rhipidura fuliginosa
Pīwakawaka - Fantail



Todiramphus sanctus
Kōtare - kingfisher

Rocky Bluffs



Disphyma australe
Horokaka - Native Ice-Plant



Sophora prostrata
Prostrate Kōwhai



Olearia paniculata
Akiraho - Golden Akeake



Hebe (Veronica) salicifolia
Koromiko - Willow-leaf Hebe



Asplenium oblongifolium
Huruhuruwhenua - Shining Spleenwort



Lycaena salustius complex **Pepe para riki - Copper Butterfly**



Oligosoma aff. polychroma, Clade 4
Southern Grass Skink



Hemideina spp.
Tree Weta

Riparian Margins



Phormium tenax
Harakeke - Flax



Libertia ixioides
Mikoikoi - NZ Iris



Leptospermum scoparium
Manuka - Tea Tree



Austroderia richardii
South Island Toetoe



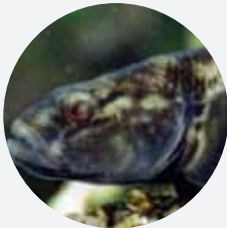
Juncus sarophorus
Tussock Rush



Common galaxias
Inanga



Anguilla australis
Shortfin Eel



Gobiomorphus cotidianus
Toitoi - Common Bully

Planting List

This plant list is informed by the ecological zones. It has been compiled to support the establishment of a self-sustaining ecological core. All species are not intended to be used in every situation.

KEY	Plant Typically Present in:			
	T	Totara Ecology Zone	K	Kahikatea Ecology Zone
	Dry slope: Species can be tolerant of dry exposed areas			
	Flammability Category (where tested)			
	vL	Very low	L	Low
	M	Medium	H	High
	Height: Plant height at maturity (metres)			
	L	Low plants less then 3m in height		
	C	Climber		

ZONE				NOTES		
T	K	Botanical Name	Te Reo - Common Name	Flammability	Dry slope	Height
		<i>Anemanthele lessoniana</i>	hunangamoho, bamboo/ wind grass		y	L
		<i>Aristotelia serrata</i>	makomako - wineberry	L		10
		<i>Astelia fragrans</i>	kakaha - bush flax		y	L
		<i>Astelia grandis</i>	kakaha - swamp flax		y	L
		<i>Austroderia richardii</i>	South Island toetoe	M-H	y	L
		<i>Carex lambertiana</i>	forest sedge		y	L
		<i>Carex secta</i>	pukio			L
		<i>Carex virgata</i>	pukio - swamp sedge			L
		<i>Carpodetus serratus</i>	putaputaweta - Marble Leaf	L		10
		<i>Clematis feotida/ paniculata</i>	clematis			L
		<i>Coprosma areolata</i>	thin/net-leaved coprosma			5
		<i>Coprosma linariifolia</i>	linear-leaved coprosma			8
		<i>Coprosma lucida</i>	Karamū - shining karamū	vL		6
		<i>Coprosma propinqua</i>	mingimingi	L	y	6
		<i>Coprosma rhamnoides</i>	red-fruited mikimiki	L-M		L
		<i>Coprosma robusta</i>	karamū - glossy karamū	L	y	6
		<i>Coprosma rotundifolia</i>	mikimiki - coprosma	L-M		6
		<i>Coprosma rubra</i>	coprosma			5

ZONE				NOTES		
T	K	Botanical Name	Te Reo - Common Name	Flammability	Dry slope	Height
		<i>Cordyline australis</i>	tī kōuka - cabbage tree	L-M	y	12
		<i>Cyperus ustulatus</i>	upoko tangata-tangata			L
		<i>Dacrycarpus dacrydioides</i>	kahikatea	M		50
		<i>Dodonea viscosa</i>	akeake	M-H	y	12
		<i>Elaeocarpus dentatus</i>	hinau			20
		<i>Elaeocarpus hookerianus</i>	pokaka			15
		<i>Fuchsia excorticata</i>	kōtukutuku - tree fuchsia	L		c
		<i>Fuchsia perscandens</i>	scrambling fuchsia	L-M		15
		<i>Griselinia littoralis</i>	kāpuka - broadleaf	L		15
		<i>Hebe salicifolia</i>	koromiko - willow-leaf hebe	L-M	y	L
		<i>Hedycaria arborea</i>	porokaiwhiri - pigeonwood			12
		<i>Hoheria angustifolia</i>	narrow-leaved houhere - narrow-leaved lacebark	L-M	y	18
		<i>Kunzea robusta</i>	kānuka	H		14
		<i>Leptospermum scoparium</i>	manuka - tea tree	M-H		10
		<i>Melicope simplex</i>	poataniwha	L-M		3
		<i>Melicytus ramiflorus</i>	māhoe - whitey wood	L	y	15
		<i>Myoporum laetum</i>	ngaio	L-M	y	10
		<i>Myrsine australis</i>	māpau - red mapou	L		8
		<i>Myrsine divaricata</i>	weeping mapou	L		7
		<i>Parsonsia capsuaris</i>	kaiwhiria - NZ jasmine			C
		<i>Parsonsia heterophylla</i>	NZ jasmine			C
		<i>Pennantia corymbosa</i>	kaikomako - ducksfeet	L		10
		<i>Phormium tenax</i>	harakeke - flax	M-H		L
		<i>Pittosporum eugenioides</i>	tarata - lemonwood	L-M	y	12
		<i>Pittosporum tenuifolium</i>	kōhūhū - black matipo	L-M	y	11
		<i>Plagianthus regius</i>	mānatu - lowland ribbonwood	L	y	15
		<i>Podocarpus totara</i>	tōtara	M	y	18

ZONE				NOTES		
T	K	Botanical Name	Te Reo - Common Name	Flammability	Dry slope	Height
		<i>Prumnopitys taxifolia</i>	mataī - black pine			18
		<i>Pseudopanax arboreus</i>	whauwhaupuku - fivefinger	L	y	8
		<i>Pseudopanax crassifolius</i>	horoeke - lancewood	vL	y	15
		<i>Schefflera digitata</i>	patete - seven-finger	vL		8
		<i>Sophora microphylla</i>	kōwhai- small-leaved kōwhai	L	y	15
		<i>Streblus heterophyllus</i>	turepo - small-leaved milk tree	L		12

Supporting plants for established areas

	<i>Acaena novae-zelandiae</i>	red bidibidi			L
	<i>Alectryon excelsus</i>	titoki			18
	<i>Asplenium flaccidum</i>				L
	<i>Asplenium terrestre</i>	ground spleenwort			L
	<i>Blechnum discolor</i>	piupiu - crown fern			L
	<i>Blechnum fluviatile</i>	kiwakiwa - creek fern			L
	<i>Blechnum penna marina</i>	kiokio - little hard fern	L		L
	<i>Cyathea dealbata</i>	ponga - silver (tree) fern			12
	<i>Cyathea smithii</i>	katote - soft tree fern			5
	<i>Dicksonia squarrosa</i>	wheki - rough tree fern	H		6
	<i>Leucopogon fasciculatus</i>	mingimingi			5
	<i>Melicytus micranthus</i>	manakur - shrubby mahoe			5
	<i>Microsorium pustulatum</i>	kowaowao, paraharaha - hound's tongue			L
	<i>Pellaea rotundifolia</i>	tarawera - round-leaved fern			L
	<i>Polystichum zelandica/ richardii</i>	pikopiko/tutoke - shield fern			L
	<i>Pratia angulata</i>	panakeneke - creeping pratia			L
	<i>Rubus squarrosus</i>	leafless lawyer			L



16. Waihoru Spreydon-Cashmere-Heathcote Community Board Summer with your Neighbours 2025-26

Reference Te Tohutoro: 25/1438893

Responsible Officer(s) Te Pou Matua: Shanelle Temaru-Ilalio, Community Development Advisor
Heather Davies, Community Development Advisor
Nime Ah Kam-Sherlock, Community Recreation Advisor

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 for the Waihoru Spreydon-Cashmere-Heathcote Community Board to consider the allocation of funding for reimbursement from its 2025-26 Summer with your neighbours fund from the applicants listed below.
- 1.2 The Board allocated \$4,000 to this fund at its meeting held on Thursday 14 August 2025.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Waihoru Spreydon-Cashmere-Heathcote Community Board Summer with your Neighbours 2025-26 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. Allocates its 2025-26 Summer with your Neighbours fund as follows:

Applicant	Activity	No. attending	Recommendation
Leonne Watson (Hillsborough)	BBQ	20	\$50
Louise van Tongeren (Beckenham)	Street BBQ	50	\$75
Shelley Washington (St Martins)	BBQ	20	\$50
Evelyn Kenneally (Rowley Community Centre)	'Open Day' for Rowley Community Centre	100	\$150
Sonia Pollard (Somerfield)	Halloween Street Celebration	70	\$105
Fleur Hart (Huntsbury)	BBQ	30	\$50
Kathy Duncan (Richmond Hill)	Neighbourhood BBQ	50	\$75
Sarah A Suckling (Cashmere)	Street BBQ	60	\$90

<i>Katrina Cowie</i> <i>(Cashmere)</i>	<i>Street BBQ</i>	<i>25</i>	<i>\$50</i>
<i>Kristy Hogsden</i> <i>(Castle Way Residents Association)</i>	<i>Summer afternoon picnic</i>	<i>30</i>	<i>\$50</i>
<i>David George Drayton</i> <i>(Huntsbury)</i>	<i>Gathering of neighbours</i>	<i>25</i>	<i>\$50</i>
<i>Karen Loveday</i> <i>(Cashmere)</i>	<i>BBQ</i>	<i>35</i>	<i>\$52.50</i>
<i>Margaret Jenkin</i> <i>(Heathcote Valley)</i>	<i>BBQ</i>	<i>30</i>	<i>\$50</i>
<i>Iliffe Kirsten</i> <i>(Redcliffs)</i>	<i>Christmas Party</i>	<i>40</i>	<i>\$60</i>
<i>Jen Saunders</i> <i>(Heathcote Valley)</i>	<i>Street BBQ</i>	<i>45</i>	<i>\$67.50</i>
<i>Tejada Stark</i> <i>(Horotane Valley Road)</i>	<i>Neighbourhood picnic</i>	<i>50</i>	<i>\$75</i>
<i>Timothy Greer</i> <i>(Heathcote Valley)</i>	<i>BBQ</i>	<i>15</i>	<i>\$50</i>
<i>Mhairi Flett</i> <i>(Huntsbury)</i>	<i>Summer BBQ</i>	<i>20</i>	<i>\$50</i>
<i>Dave Mitchell</i> <i>(Spreydon)</i>	<i>Street Party</i>	<i>30</i>	<i>\$50</i>
<i>Jill & Grant Borland Ritchie</i> <i>(Hoon Hay)</i>	<i>Mavin Road Street Party</i>	<i>50</i>	<i>\$75</i>
<i>Dennis Sloane</i> <i>(Addington)</i>	<i>Morning Tea / BBQ</i>	<i>25</i>	<i>\$50</i>
<i>Sue Kingham</i> <i>(Beckenham)</i>	<i>BBQ</i>	<i>85</i>	<i>\$127.50</i>
<i>Kylie Ehrich</i> <i>(Mokihi Community Garden)</i>	<i>Neighbourhood BBQ</i>	<i>40</i>	<i>\$60</i>
<i>Tanya Jephson</i> <i>(Sumner)</i>	<i>Bi-annual neighbourhood gathering</i>	<i>30</i>	<i>\$50</i>
<i>Lisi Reid</i> <i>(Huntsbury)</i>	<i>Street BBQ</i>	<i>40</i>	<i>\$60</i>
<i>Aine Elliott</i> <i>(Cracroft)</i>	<i>Street BBQ</i>	<i>40</i>	<i>\$60</i>
<i>Ange Ritchie</i> <i>(Opawa)</i>	<i>Street BBQ</i>	<i>50</i>	<i>\$75</i>
<i>Finn Jackson</i>	<i>Somerfield End of Year Community Picnic</i>	<i>200</i>	<i>\$200</i>

<i>(Somerfield Residents Association)</i>			
<i>Katie Brazil (Westmorland)</i>	<i>BBQ and axe throwing</i>	<i>30</i>	<i>\$50</i>
<i>Fiona Miller (Beachville Road Neighbourhood Support)</i>	<i>Afternoon tea and bowls</i>	<i>70</i>	<i>\$105</i>
<i>Sirena Blair (Beckenham School Parent Teacher Association)</i>	<i>School and wider community planting and working bee morning</i>	<i>130</i>	<i>\$195</i>
<i>Bridget Kinnersley (Hilmorton)</i>	<i>Summer get-together</i>	<i>100</i>	<i>\$150</i>
<i>Zella Askew (Heathcote Community Sports Club Incorporated)</i>	<i>Heathcote Community Sports Club Open Day</i>	<i>60</i>	<i>\$90</i>
<i>Grace Le Heux (Addington)</i>	<i>Parlane Street party</i>	<i>40</i>	<i>\$60</i>
<i>Wendy Dudson (Beckenham)</i>	<i>BBQ</i>	<i>60</i>	<i>\$90</i>
<i>Emmy Nicol (Spreydon)</i>	<i>Neighbourhood Gathering</i>	<i>40</i>	<i>\$60</i>
<i>Kristin Hoskin (Cashmere)</i>	<i>Driveway BBQ and working bee</i>	<i>25</i>	<i>\$50</i>
<i>Allison Love (Cashmere)</i>	<i>Neighbours' Night Out</i>	<i>350</i>	<i>\$200</i>
<i>Helena Parsons (Sumner)</i>	<i>Lower Sumnervale community picnic</i>	<i>60</i>	<i>\$90</i>
<i>Catherine Cox (Cashmere)</i>	<i>Community Christmas BBQ</i>	<i>60</i>	<i>\$90</i>
<i>Liam Carroll (Beckenham Neighbourhood Association)</i>	<i>Summer neighbourhood BBQ</i>	<i>200</i>	<i>\$200</i>
<i>Michael Graveston (St Marys the Virgin)</i>	<i>Addington Community Carols</i>	<i>80</i>	<i>\$120</i>
<i>Matthew Sinclair (Cracroft Residents Association)</i>	<i>Community Summer BBQ</i>	<i>75</i>	<i>\$112.50</i>
<i>Ruth Wilkins (Cracroft)</i>	<i>BBQ in Addington Bush</i>	<i>40</i>	<i>\$60</i>
<i>Derek McCullough (Mt Pleasant)</i>	<i>Neighbours BBQ</i>	<i>40</i>	<i>\$60</i>
		Total	\$3,790.00

4. Declines the applications received from: Aine Elliott to paint a four-square court on a private lane and Finn Jackson from Somerfield Residents Association for a Halloween event.
5. Notes that the granted funds are to be used towards food items, non-alcoholic drinks, or invitation/advertising costs only.
6. That any unspent 2025-26 Summer with your Neighbours funding is returned to the 2025-26 Waihoru Spreydon-Cashmere-Heathcote Discretionary Response Fund.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendations above are aligned with the Council's Strategic Framework and in particular the strategic priority of Strengthening Communities. It will provide a strong sense of community, active participation in civic life, safe and healthy communities, celebration of our identity through arts, culture, heritage and sport, valuing the voices of children and young people.

Decision Making Authority Te Mana Whakatau

- 3.2 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community.
 - 3.2.1 Allocations must be consistent with any Council-adopted policies, standards or criteria.
 - 3.2.2 The Fund does not cover:
 - Legal or environmental court challenges against the Council, Council Controlled Organisations, or Community Board decisions.
 - Projects or initiatives that change the scope of a Council project or lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

- 3.3 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
- 3.4 The significance level was determined by the number of people affected and/or with an interest.
- 3.5 Due to the assessment of low significance, no further community engagement and consultation is required.

Discussion Kōrerorero

- 3.6 At its meeting on 14 August 2025, the Waihoru Spreydon-Cashmere-Heathcote Community Board resolved to allocate \$4,000 from its 2025-26 Discretionary Response Fund towards Summer with your Neighbours 2025-26.
- 3.7 Summer with your Neighbours is about bringing people closer together and celebrating the unique and diverse mix of each neighbourhood. It invites residents to consider if they have ever wanted to organise a neighbourhood gathering, or to get to know the people who live close to them. This popular event has grown from year to year and is promoted by the Council.
- 3.8 Posters were placed in and around the Board area, including libraries. Previous applicants were sent information inviting them to apply for the Summer with your Neighbours funding. Staff also promoted the fund through the Board webpage, social media and other networks.

- 3.9 Summer with your Neighbours will run from 25 October 2025 to 30 March 2026. Applications for funding opened on 12 July 2025 and closed on 10 August 2025.
- 3.10 In total 48 applications had been received, with 46 applications to be considered by the Board due to:
- Two applications have been declined due to applying for funding twice.
- Staff have assessed the applications to ensure that they meet the Summer with your Neighbours guidelines and recommended an amount to be allocated to all of the applications.
- 3.11 Staff recommendations were based on the following, in order to maintain consistency over the allocation of recommendations:
- A city-wide formula of \$2.50 per person has been applied as a consistent approach to applications. When the requested amount is less than the \$2.50 per head formula, the requested amount is what has been recommended; however, due to the increased Summer with Your Neighbours applications in the Waihoru Spreydon-Cashmere-Heathcote area for 2025/2026, a formula of \$1.50 per person has been applied.
 - A maximum of \$200 and a minimum of \$50 per event have been applied to all applicants.
 - Where two approximate attendee numbers have been noted, recommendations are based on the lower approximate figure.
- 3.12 A matrix outlining the applications and staff recommendations is attached (refer **Attachment A**), along with the Summer with your Neighbours Guidelines (refer **Attachment B**).

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Summer with your Neighbours 2025-26 Matrix	25/1811318	156
B 	Summer with your Neighbours 2025-26 Guidelines	25/1438894	159

Signatories Ngā Kaiwaitohu

Authors	Jane Walders - Support Officer Hannah Martin - Community Support & Events Coordinator
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central

Summer with your Neighbours 2025-26 Matrix

Total amount available	\$4,000
Total staff recommendations	\$3,790
Amount remaining if staff recommendations are accepted	\$210

No.	Name Group Organisation	Type of Activity	Location of Activity	Location of Event - Suburb	Event Date	Event Time	Who is the Activity for?	Expected number attending	Event Costs	Granted funding in the last 2 years	Total Cost of Activity	Amount Requested	Staff Recommendation
1	Leonne Watson	BBQ	Hillsborough	Hillsborough	9/11/2025	16:30	Murray Aynsley Neighbourhood	20	Sausages - \$70	No	\$70	\$70	\$50.00
2	Louise van Tongeren	Street BBQ	Martin Ave	Beckenham	16/12/2025	17:00	Eastern-end of Martin Avenue	50	Food - \$150 Games for children - \$50	No	\$300	\$200	\$75.00
3	Shelley Washington	BBQ	40 st martins road	St Martins	30/11/2025	16:00	Neighbours and family	20	Food - \$200	No	\$400	\$200	\$50.00
4	Evelyn Kenneally	Open Day' for Rowley Community Centre	89 Rowley Ave	Hoon Hay	4/02/2026	9:00	Community event	100	Sausages - \$100 Food - \$40 Activities/LPG - \$60	Yes	\$200	\$100	\$150.00
5	Sonia Pollard	Halloween Street Celebration	Roberta Drive	Somerfield	31/10/2025	16:00	Roberta Drive residents	70	Food - \$200 Soft drink / Sweets - \$100 Decorations / Games - \$200	Yes	\$500	\$250	\$105.00
6	Fleur Hart	BBQ	Sunhaven Place	Huntsbury	9/11/2025	15:00	Sunhaven Place and Whaka Terrace residents	30	Food - \$100	Yes	\$300	\$100	\$50.00
7	Kathy Duncan	Neighbourhood BBQ	Sandscrip Reserve	Richmond Hill	23/11/2025	13:00	Residents of Richmond Hill	60	Food - \$70 Printing/signage - \$50	No	\$120	\$120	\$75.00
8	Sarah A Suckling	Street BBQ	keyhole end of Glamis Place	Cashmere	2/11/2025	16:30	Residents of Glamis Place	60	Food and drink - \$200	Yes	\$200	\$100	\$90.00
9	Katrina Cowie	Street BBQ	5 Bradford Avenue	Cashmere	29/01/2026	17:30	Bradford Avenue residents	28	Food - \$150 Juices - \$20 Disposable plates/cups - \$20	Yes	\$190	\$100	\$50.00
10	Kristy Hogsden	Summer afternoon picnic	3 Castle Way	Beckenham	7/12/2025	16:00	Castle Way residents	30	Food and drink - \$600	Yes	\$600	\$75	\$50.00
11	David George Drayton	Gathering of neighbours	102 Huntsbury Ave	Huntsbury	30/11/2025	15:00	Local residents	30	Food and drink - \$120	Yes	\$120	\$60	\$50.00
12	Karen Loveday	BBQ	15 Herbs Place	Cashmere	30/11/2025	16:00	Herbs Place residents	35	Meat - \$80 Food - \$50	Yes	\$130	\$120	\$52.50
13	Margaret Jenkin	BBQ	6 Highlight Lane	Heathcote Valley	25/01/2026	17:00	Highlight Lane and surrounding neighbours	30	Meat - \$70 Salads - \$50 Food etc. - \$75	Yes	\$195	\$95	\$50.00
14	Iliffe Kirsten	Christmas Party	Challenger Lane	Redcliffs	7/12/2025	15:00	Challenger Lane residents	40	Food and drink - \$250	No	\$250	\$250	\$60.00
15	Jen Saunders	Street BBQ	Hamlet Lane	Heathcote Valley	7/02/2026	16:00	Hamlet Lane residents	50	Food - \$300	Yes	\$300	\$150	\$67.50
16	Tejada Stark	Neighbourhood picnic	Horotane Valley Road	Horotane Valley Road	21/02/2026	14:00	Horotane Valley residents	50	Food and drink - \$400 Activities - \$350 Trestle table/seat hire - \$300 Miscellaneous - \$200	No	\$1,250	\$1,250	\$75.00
18	Timothy Greer	BBQ	Warner Place	Heathcote Valley	31/10/2025	18:00	Residents of Warner Place	15	Food - \$200 Drink - \$30	No	\$230	\$130	\$50.00

19	Mhairi Flett	Summer BBQ	219 Major Hornbrook Road	Huntsbury	31/01/2026	15:00	Immediate neighbours	20	Food - \$300	No	\$300	\$300	\$50.00
20	Dave Mitchell	Street Party	Ruskin Reserve	Spreydon	14/12/2025	16:00	Residents of Burke Street	30	Food - \$100 Flyers - \$30	Yes	\$130	\$130	\$50.00
21	Jill & Grant Barland Ritchie	Mavin Road Street Party	32 Mavin Road	Hoon Hay	25/01/2026	15:00	Mavin Road residents	50	Food - \$400 Plates, napkins, name tags - \$60 Softdrinks - \$30	No	\$490	\$490	\$75.00
22	Dennis Sloane	Morning Tea / BBQ	Cardigan Bay Reserve	Addington	1/11/2025	10:30	Residents old and new	20	Food - \$80 Miscellaneous - \$40	Yes	\$120	\$80	\$50.00
23	Sue Kingham	BBQ	92 Fisher Ave	Beckenham	28/02/2026	16:30	West Fisher Avenue residents	90	Sausages - \$120 Meat patties - \$80 Salads, breads, drinks - \$100	Yes	\$300	\$200	\$127.50
24	Kylie Ehrich	Neighbourhood BBQ	7-9 Mokih Gardens Lindon Grove	Hillmorton	8/02/2026	14:00	Mokih Community Garden and neighbours	40	Food - \$90 Drink - \$25 Paper plates, etc. - \$10	Yes	\$175	\$125	\$60.00
25	Tanya Jephson	Bi-annual neighbourhood gathering	Red Zone, Ocean View Terrace	Sumner	7/12/2025	10:00	New and existing residents	30	Food - \$300 Drink - \$150 LPG - \$25	No	\$475	\$475	\$50.00
26	Lisi Reid	Street BBQ	Cul de Sac View Te	Huntsbury	28/02/2026	16:30	Residents of View Tee and Huntsbury Ave	40	Food - \$200 Activities - \$100	Yes	\$300	\$100	\$60.00
27	Aine Elliott	Street BBQ	12 Caro Lane	Cracroft	8/11/2025	17:00	Residents of Caro Lane	40	Meat - \$400 Straw bales - \$100 Bread - \$75 Ice - \$40	No	\$615	\$615	\$60.00
28	Ange Ritchie	Street BBQ	Ensors Road, near Healthcare Riverside	Opawa	26/10/2025	12:30	Residents of Ensors Road	50	Food - \$200 Drink, sunscreen, ice blocks - \$100	No	\$300	\$220	\$75.00
29	Finn Jackson	Somerfield End of year community picnic	Somerfield Park	Sydenham	13/12/2025	17:00	Somerfield Residents Assn volunteers and local residents	200	Food - \$200 Drinks - \$50 Napkins, cups - \$50	Yes	\$300	\$200	\$200.00
30	Katie Brazil	BBQ and axe throwing	411 Cashmere Road	Westmorland	25/01/2026	13:00	Local residents	30	Food - \$400 Materials for target - \$150 BBQ and gas - \$50	No	\$600	\$200	\$50.00
31	Fiona Miller	Afternoon tea and bowls	Redcliffs Club - Bowling Club	Redcliffs Club	1/02/2026	16:00	Beachville Rd and Celia St residents	70	Venue hire - \$70 Hire of bowls - \$60 Printing, misc. - \$100 Food and drink - \$90	Yes	\$320	\$160	\$105.00
32	Sirena Blair	School and wider community planting and working bee morning	Beckenham School	Beckenham	1/11/2025	9:00	School community and neighbourhood	130	Food and drinks - \$345	Yes	\$345	\$345	\$195.00
33	Bridget Kinnersley	Summer get-together	West Watson Park	Hillmorton	7/02/2026	13:00	Neighbours from Warren Crescent and surrounding streets	100	Food and drinks - \$100	Yes	\$100	\$100	\$150.00
34	Zella Askew	Heathcote Community Sports Club Open Day	Heathcote Domain	Heathcote Valley	9/11/2025	10:00	Residents of Malt Works Village and Heathcote Valley	60	Food - \$120 Drinks - \$30	Yes	\$150	\$120	\$90.00
35	Grace Le Heux	Parlane Street party	31 Parlane Street	Addington	9/11/2025	17:00	Parlane Street residents	40	Food - \$200 Drink - \$40 Flyers - \$10	No	\$250	\$200	\$60.00
36	Wendy Dudson	BBQ	Berm of Fisher Ave between Eastern Tee	Beckenham	9/11/2025	16:30	Residents of the east-	66	Food - \$120 Flyers and LPG - \$15	Yes	\$135	\$135	\$90.00

			and Norwood St				end of Fisher Avenue		Salads and sweets - shared plates				
37	Emmy Nicol	Neighbourhood Gathering	3 Willis Place Spreydon	Spreydon	22/11/2025	16:00	Willis Place residents	40	Food and drink - \$350 Compostable serveware - \$50 Face painter - \$100	No	\$500	\$500	\$60.00
38	Kristin Hoskin	Driveway BBQ and working bee	driveway of 35-57 Holliss Ave	Cashmere	18/11/2025	11:00	Residents of 35-57 Hollis Avenue	25	Food - \$216 Trailer hire - \$55 Green waste Eco fee - \$35	No	\$306	\$216	\$50.00
39	Allison Love	Neighbours' Night Out	Cashmere Playground, 73 Cashmere Road	Cashmere	31/01/2026	17:00	Residents from Cashmere and Somerfield	350	Live musician - \$1,000 Food - \$1,078 Event costs - \$2,852	No	\$4,930	\$3,122	\$200.00
40	Helena Parsons	Lower Sumnervale community picnic	Sumnervale Park	Summer	1/02/2026	15:00	Local residents	60	Food - \$250	Yes	\$250	\$250	\$90.00
41	Catherine Cox	Community Christmas BBQ	Crichton Terrace	Cashmere	7/12/2025	16:00	Neighbours from Cashmere Valley	60	Prizes and lolly scramble - \$50 Food - \$100 Plates, serviettes - \$20	No	\$170	\$170	\$90.00
42	Liam Carroll	Summer neighbourhood BBQ	71 Sandwich Road	Cashmere	11/12/2025	17:00	Beckenham residents	200	Food - \$450	Yes	\$450	\$300	\$200.00
43	Michael Graveston	Addington Community Carols	21 Church Square	Addington	19/12/2025	19:00	Neighbourhood families	80	Christmas cake, chocolates, booklets, flyers - \$125	Yes	\$125	\$95	\$120.00
44	Matthew Sinclair	Community Summer BBQ	Old Stone House, 30 Shalamar Drive	Cracraft	14/02/2026	16:00	Residents of Cracraft Area	75	Food - \$450 Venue hire - \$50	Yes	\$500	\$150	\$112.50
45	Ruth Wilkins	BBQ in Addington Bush	Addington Bush	Spreydon	Feb-26	11am	Neighbours	40	BBQ Food - \$150 Non- Alcoholic Drinks \$50 Printing invites \$10	No	\$210	\$100	\$60.00
46	Derek McCullough	Neighbours BBQ	Turning Circle, Brigid Place	Mt Pleasant	Jan-26	16:00	Neighbours	40	Food - \$275 Drinks \$20 Utensils - \$15	Yes	\$290	\$150	\$60.00
											\$18,491	\$12,618	\$3,790.00

Summer with your neighbours



2025 guidelines for your information

Summer with your neighbours is back again for 2025. Events can be held from 25 October 2025 to 30 March 2026. Small subsidies are available to help cover costs and support Summer with your neighbours events. Please be aware that allocation of funding towards the project is subject to Community Board approval.

The following criteria applies:

- Funding is not available for alcohol or fireworks.
- Some Community Boards may not give priority to funding items other than food. Please contact neighbourhoodweek@ccc.govt.nz if you have any queries around this.
- Funding is seen as a small contribution towards holding a gathering. Because it is intended to 'bring neighbours together', applications from individuals getting together and holding a local gathering will take priority over those held by organisations.
- Funding should not be seen as a way for individuals or organisations to hold a gathering that they would hold at other times of the year.
- It is expected that those holding the gathering will contribute in some way towards the gathering, even if it is through supplying some of the materials.
- All gatherings need to take place within designated dates – 25 October 2025 to 30 March 2026.
- Where two gatherings are to be held in a close locality (i.e. same street or park), we will encourage you to combine these gatherings.
- Where two or more people apply separately for the same gathering, these applications will be considered together.
- Residents' Associations can apply unless they have received funding for a Summer with your neighbours (Neighbourhood Week) gathering from another Council fund.

Health and safety

The individual(s) organising your gathering must ensure that appropriate standards of health, safety, security and environment practice are maintained at every Summer with your neighbours gathering.

If, for the purpose of the gathering, the individual(s) is/are a person conducting a business or undertaking within the meaning of the Health and Safety at Work Act 2015, they must comply with their various duties under that Act.

If the proposed location of the gathering is on Council property or to be held at a Council venue, the Council will provide information to the organiser of your gathering to advise of its health and safety policy in relation to that property or venue at the time of your booking.

All events must comply with events and gathering guidelines or rules set by the government in relation to Covid-19 restrictions.

Reimbursement

If you have been notified in writing that your application was approved, hold your gathering first, then provide receipts and attach them to the Subsidy Reimbursement Form. This form will be emailed or posted to you.

The process

Once you have decided to participate in Summer with your neighbours, here are the steps to take:

1. Get your neighbours together for a pre-gathering chat to gather ideas.
2. Complete the application form online or collect a hard copy from your local service centre. Submit it via email, post to Papanui Service Centre, 35 Langdons Road, Christchurch 8053, or drop it off at your local service centre prior to the deadline of Sunday 10 August 2025 at 5pm.
3. Once applications have closed these will be presented to the Community Boards for consideration.
Note: Because you are applying for public funding, your name and gathering details will be part of the public record of the Community Board's allocation meeting. You will be notified of the decision made by your Community Board. Please be aware that allocation of funding towards the project is subject to Community Board approval.
4. Hold your gathering. Take lots of photos and have a great time!
5. Complete the Subsidy Reimbursement form, include your receipts, and return.
6. If your application was successful in being allocated funding, your allocated subsidy will be reimbursed.
Note: This could take up to four weeks.
7. Get going!

If you have any questions throughout the process, please get in touch. If you are able to, please email in the first instance: neighbourhoodweek@ccc.govt.nz

If email is not an option, please call Hannah Martin on 03 941 8999 (please be aware we may forward your inquiry to another staff member if your question relates to a specific Community Board area).

17. Waihoru Spreydon-Cashmere-Heathcote Community Board Area Report - September 2025

Reference Te Tohutoro: 25/1440305

Responsible Officer(s) Te Pou Matua: Emma Pavey, Acting Community Governance Manager

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

1. Purpose of Origin of the Report Te Pūtake Pūrongo

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

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

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

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
2025 Community Service Awards	The Community Board has resolved to discontinue the separate Community Service Awards and will instead present the awards later in the year.	Ongoing	Strengthening Communities Together Strategy.
2025/26 Summer with Your Neighbours	Applications to Summer with your neighbours opened on 12 July at 9 am and closed at 5 pm on 10 August 2025. The Board will consider the applications at its final meeting on 11 September 2025.	25 October 2025 – 30 March 2026	Strengthening Communities Together Strategy.
Emergency Preparedness	Communities have been supported to undertake preparedness planning for natural disasters. Sumner Residents Association, Redcliffs Residents Association, Cashmere Residents Emergency Support Team, and Somerfield Community Emergency Response Team have the capacity to set up an emergency hub in their neighbourhood when required.	Ongoing	Strengthening Communities Together Strategy. Community Board Plan Priority
Heathcote River Raft	The event is scheduled for Sunday, 8 March at 1 pm. Staff are supporting the coordinator and committee with planning, permit applications, and connections with key stakeholders.	Ongoing	Strengthening Communities Together Strategy.
Ferrymead Pump Track	Staff have been assisting the project team with funding initiatives, with an application currently pending	Ongoing	Strengthening Communities

	consideration at the Council decision meeting scheduled for Wednesday, 3 September.		Together Strategy.
	Current location  New Location 		

3.2 Community Funding Summary

3.2.1 Community Board Discretionary Response Fund 2025/26 – as of 22 August 2025:

- Discretionary Response Fund balance for 2025/26 is \$120,339 (including carryforwards).
- Youth Achievement and Development Fund balance is \$10,000.
- The Off the Ground Fund balance is \$3,000.

The 2025/26 Discretionary Response Fund Spreadsheet as of 22 August 2025 is **attached** for record purposes.

3.2.2 Report back to the Community Board:

Name Event Photos
Rachel Baker, Junior World Orienteering Championships, Italy The highlights of the event were having some success in the forest races and making friends and connections with people from all over the world! I came 21st in the long distance and 39th in the Middle distance (out of 150 people), so I was very happy with my results. The training week prior to the competition week was a great learning experience to learn which skills work best in the different terrain, and to get valuable coaching from our NZ team coaches. Next year, I aim to make the top 10 in a forest race at the junior world champs. I am also hoping to coach at the NZ junior orienteering camp in December. I am currently organising an introduction to Orienteering event for the University club this term on Mount Vernon. Competing at the junior world champs has inspired me and continues to inspire me to share my love for the sport and coaching with others.



3.3 Participation in and Contribution to Decision Making

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

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

3.3.2 Council Engagement and Consultation.

- On 29 July 2025, the Board gave feedback to Council officers on options for Coastal Hazards Adaptation planning. The Board was briefed on the options at its Information Session/Workshop on 26 June 2025. The Board indicated its support for the Woolston to Taylors Mistake (Option 3) option as the next area for adaptation planning, noting that:
 - It is an area of high risk (second-highest level of risk)
 - There is a high level of community engagement and willingness to engage
 - There are fire hazards (Port Hills) in the area, which are impacted by climate change.
- The Sumner community asked for consultation on the operation of the mast lights on Tuawera Cave Rock. The consultation was open from 12 May to 28 May 2025. The Board will consider the feedback and staff recommendation at its meeting on 28 August 2025.
- A proposal for safety improvements at the Somerfield Street and Strickland Street intersection was open for consultation from 11 July to 3 August 2025. This followed community feedback sought in May 2024 on transport issues in this area. Staff updated the Board on the project at the Board's Information Session/Workshop on 26 June 2025, amongst other Christchurch Regeneration Acceleration Facility (CRAF) projects. The Board is scheduled to receive a decision report at its meeting on 28 August 2025.
- A proposal to make it safer for pedestrians on Richmond Hill Road was open for feedback from 2 August to 8 September 2024. At their meeting on 14 November 2024, the Board requested a workshop to explore an alternate option that provides for a defined footpath and defined car parking areas. Staff investigated this and presented options to the Board at their Information Session/Workshop on 29 May

2025. This was followed by a site meeting on Richmond Hill Road with elected members, residents, and staff. A decision report is scheduled for the Board's meeting on 11 September 2025.

- The Christchurch Yacht Club's proposed redevelopment of their club facilities was reopened for further consultation from 18 July to 3 August 2025. This follows earlier consultation in late 2024, in response, the club updated its plans and in April Council contacted those who had previously provided feedback. The Club has requested to proceed for a Community Board decision based on the plans used in the previous consultation. A decision report is scheduled at the Board's meeting on 11 September 2025.
- A proposal to lower the speed on Cashmere Road, Sutherlands Road, and Hoon Hay Valley Road to make it safer for people walking was reconsulted, following initial consultation in 2023 and the new Setting of Speed Limit 2024 Rule that came into effect in September 2024. The roads are in the Waipuna Halswell-Hornby-Riccarton Community Board area, but they border with Waihoru Community Board area. Feedback opened on 4 July and closed on 18 August 2025, and a decision on this matter is expected to be made by Council in February 2026.

3.4 Governance Advice

3.4.1 **Public Forum** – The Board received the following public forum presentations at its 14 August 2025 meeting:

- Local residents spoke regarding parking safety issues on Beechworth Avenue.
- A local resident spoke regarding parking issues on Opawa Road.

3.4.2 **Deputations** – The Board received the following deputations at its 28 August 2025 meeting:

- Local residents, Momentum Public Relations, Sumner Community Residents Association and the Vicar of St John's Woolston spoke in relation to Item 7, Cave Rock Lighting.
- A resident and the Owner of Tillmans Fine Furniture spoke in relation to Item 8, Spreydon, Somerfield, Waltham, Beckenham CRAF – Strickland Street/Somerfield Street safety improvements.

3.4.3 **Correspondence** – The Board received the following correspondence at its 14 August meeting:

- State of the paths in Barrington Park.
- Traffic accidents at the intersections of Stanley/ Durham Street South and The Colombo/ Durham Street South.
- Illegal parking on Sumner Street.

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

- Community Parks Rolling Renewal Programme FY26-FY29

3.5 Community Development

3.5.1 **Kia ora Addington:** Kia Ora Addington continues with the community connection through skill-sharing nights scheduled monthly at Manuka Cottage. These nights

provide an opportunity for local people to lead and share their amazing skills with the local community, providing an opportunity for connection and collaboration.

This month(August) is traditional Ukrainian Borscht making, knife and gardening tool sharpening, and hair braiding.

- 3.5.2 **What's Up Waltham:** What's up Waltham, with community input are looking at ways to activate Waltham Park with the potential of a Car Boot Sale in the coming months.

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

4.1 Closed Information Requests from Community Open Forums – July 2025.

Ticket	Involved Business Units	Original Request	Officer Advice
Open Forum 29 May 2025 Request - Norfolk pines on the Coastal Pathway	CIPA Parks (CCC Unit/Team)	Concerns relating to Norfolk Pines on Coastal Pathway	The Christchurch Coastal Pathway Group and Christchurch City Council signed a Memorandum of Understanding in November 2013 to jointly deliver the Coastal Pathway project and a developed design plan in October 2014. A Landscape Plan for the Coastal Pathway project, including this area was completed in 2018 and the plant species aligned with the recommendations and plant description in the developed design, was agreed with the Christchurch Coastal Pathway Group. The (former) Waikura/Linwood-Central Heathcote Community Board approved the Landscape Plan on 15 August 2018 (refer to minutes, Item 11), at paragraph 5.12 the planting schedule is set out, including the Norfolk Pines. The report notes at paragraph 4.4. "Extensive consultation occurred during the development of the Main Road Master Plan, which included the Coastal Pathway" (refer Main Road Masterplan, which summaries Community Workshops held on 28 May and 4 June 2013. The Landscape Plan proposed the planting of eight Norfolk Island Pines in the swale area between the car park and shared path. The Christchurch Coastal Pathway documentation does not outline why Norfolk Island pines were specifically included in the Landscape Plan, however staff advise that some likely reasons could be: 1. Coastal Resilience: Tolerant to harsh coastal conditions: Norfolk Island pines (<i>Araucaria heterophylla</i>) are known for their strong tolerance to salt spray, wind, and exposed coastal sites—making them ideal for seaside planting 2. Aesthetic and Historical Appeal: Iconic and ornamental: With their distinctive symmetrical shape and towering presence, Norfolk pines have long been favoured for planting along the coastline and

			promenades (e.g., Napier’s Marine Parade). They offer both visual appeal and a sense of place. Cultural familiarity: New Zealand residents often associate these trees with the coastal landscape, creating a sense of continuity and charm. 3. Structural and Shade Qualities: Shade and visibility: Their horizontal branching canopy structure provides shade without obstructing views—an ideal combination for shared pathways where visibility and comfort are both important <u>Damage to Coastal Pathway</u> There is currently no visible damage to the Coastal Pathway because of the newly planted Norfolk Island Pines. The tree pits were designed to prevent future infrastructure damage by allowing the tree roots adequate below ground space and installing root barriers to redirect root growth away from hard surfaces (e.g., footpaths, pipes, foundations). As part of the Open Forum presentation to the Board on 19 May 2025 a photo was presented showing existing footpath damage near the Esplanade entrance, which is likely to be caused by the mature Norfolk Island Pines (which have an estimated to be 100+ years old). This damage will be passed onto the Council’s Pavement Maintenance Engineer for further assessment.
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4.2 **Customer Service Request Report** – Report on open and completed tickets (requests for service) in July 2025 is **attached**.

4.3 **Graffiti Snapshot Report** – The monthly report for July 2025 is **attached**.

4.4 **Attached Memos include:**

- Memo - NZTA Funding - LCLR Targeted Fund (2024-27)
- Memo - Simeon Street Cycleway - Milton Street Crossing Update
- Memo New Footpaths Programme

4.5 On 1 August 2025 the Board received advice that Orion have agreed for Council to utilise their power pole to install a new light on Koromiko street.

4.6 At the Board’s meeting on 15 May 2025 the Board received correspondence from Rex and Jan Raistrick in relation to parking issues on Lyttelton Street. The Board referred the issue to staff for investigation. The Board received staff advice on 1 August 2025:

We understand that high parking demands are observed at times which may make access more challenging. However, no stopping restrictions are typically only considered for residential driveways when there is a site-specific safety concern that poses an increased risk to drivers exiting the property, and it is demonstrably different from others in the immediate area. Factors that are considered include the location, topography, presence of street furniture, or whether the driveway serves a high volume of traffic (typically more than 250 vehicles per day).

In this case the driveway is clearly defined and no different to any other driveway along this section of road. It is around 5 metres wide which already provides some increased clearance for exiting vehicles when compared to a standard residential driveway.

A search of the NZTA Crash Analysis System has been undertaken to confirm if there is any history or pattern of reported crashes associated with driveway access or manoeuvring along this section of road to indicate an inherent safety issue. No crashes relating to driveway access have been reported on this section of Lyttelton Street within the five-year search period.

Based on the above, parking restrictions are not supported at this time however we can continue to monitor it. If parked vehicles are blocking access or parked within 1 metre of the driveway, we encourage residents to report this to Councils enforcement team to investigate. They can be contacted via the Council Call Centre on 941 8999.

- 4.7 The Board received two items of correspondence relating to the height of no parking signs on Beachville road at the Board's meeting on 15 May 2025. The Board received advised on 20 August 2025 confirming the signs have been lowered.
- 4.8 The Board received correspondence at its meeting on 10 April 2025 from a resident in relation to traffic concerns on Cheviot Street in Spreydon. The Board received staff advice on 22 August 2025 that staff have been monitoring Cheviot Street in response to the parking and access concerns raised by the resident and have also received several similar concerns from other nearby residents in recent months. A proposal for no stopping restrictions will be developed for consultation with affected residents.
- 4.9 **Ōmōkihi South Library and Customer Service Hub update**

Cook Brothers Construction has completed the first concrete pour on the Ōmōkihi South Library and Customer Service Hub. The team trucked in more than 300 cubic metres of concrete, which comes to 52 truckloads. The second half will be poured in early September. Once the concrete is cured, the next step is for the structural steel to be erected.
- 4.10 On 21 August 2025, Board members were taken on a site visit of the construction and saw first-hand the progress at the site.
- 4.11 The recent demolition of the old building has seen more than 20 tons of material reused and repurposed. The team working on Ōmōkihi has managed to divert approximately 69% of material, which puts this project at the upper end of industry performance. That material includes joinery, furniture, and carpet tiles for use in the local community.





Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Waihoru Spreydon-Cashmere-Heathcote - Discretionary Response Fund 2025/26	25/1684555	170
B  	Waihoru Community Board Plan Monitoring Report - August 2025	25/1748947	171
C  	Waihoru Customer Service Request Report - July 2025	25/1690859	180
D  	Waihoru Graffiti Snapshot Report - July 2025	25/1690860	183
E  	Memo - NZTA Funding - LCLR Targeted Fund (2024-27)	25/1690872	185
F  	Memo - Simeon Street Cycleway - Milton Street Crossing Update	25/1690873	189
G  	Memo New Footpaths Programme	25/1690874	191

Signatories Ngā Kaiwaitohu

Authors	Nime Ah Kam-Sherlock - Community Recreation Advisor Heather Davies - Community Development Advisor Jonathon Jones - Community Board Advisor Shanelle Temaru-Ilalio - Community Development Advisor Jacqui Jeffrey - Community Funding Advisor Jane Walders - Support Officer Hannah Martin - Community Support & Events Coordinator
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Item 17

	Allocation 2025-26	
Waihoru Spreydon-Cashmere-Heathcote Discretionary Response Fund	Amounts	Board Approval
Carry forward unspent 2024/25 Discretionary Response Fund	\$44,847.00	
2025/26 Discretionary Response Fund established from 2025/26 SCF	\$77,741.00	14/08/25
TOTAL 2025/26 DISCRETIONARY RESPONSE FUND	\$122,588.00	
Waltham Community Event(s) 2025/26	\$4,500.00	
Summer with Your Neighbours 2025/26	\$4,000.00	
Hoon Hay Fiesta 2025	\$8,000.00	
Community Awards 2025-26	\$3,000.00	
Youth Development Fund 2025/26	\$10,000.00	
Communicating with the Community	\$2,500.00	
Off the Ground Fund	\$3,000.00	
Cashmere High School Board of Trustees, National Readers Cup Challenge 2025	\$500.00	14/08/25
Discretionary Response Fund Balance	\$87,088.00	

Youth Development Fund	\$10,000.00	Approved
Youth Development Fund Balance - Available for allocation	\$10,000.00	

Off The Ground Fund	\$3,000.00	Approved
Off The Ground Fund Balance - Available for allocation	\$3,000.00	

Waihoru Spreydon-Cashmere-Heathcote Community Board Plan 2023 – 2025
Monitoring Report – AUGUST 2025

PRIORITY 1: REBUILD OF THE SOUTH LIBRARY

Why this matters: The South Library and Service Centre is a significant local hub in South Christchurch, which was badly damaged in the earthquakes and needs to be replaced. The Facility functions as a library, a learning and service centre, a community bumping space, a seat of local democracy and the home of the iconic South Christchurch Farmers' Market. With the rebuild, there is an opportunity to respond to the changing demographics and community needs of the area.			
What the Board will do	Measures of Success	Progress to date/actions taken	Status
Advocate for a 'fit for purpose' rebuild of the South Library, to be carried out with sufficient budget to meet its estimated build cost and completed on time by Quarter 3 2026.	The 'fit for purpose' rebuild of the South Library is allocated sufficient budget in the LTP (LTP) and completed on time.	The Community Board has successfully advocated for a Council decision to rebuild a fit for purpose-built facility on the site of the South Library building. Advocacy has included: - Updates at monthly Community Board presentations to Council; and - Advocacy to the 2023-24 Annual Plan and 2024-2034 LTP preparation, submission and hearings. The Board's ensured its contributions in briefings and meetings assisted the project to proceed smoothly, focussing on ensuring budget considerations would provide for a fit for purpose outcome. Council agreed to its LTP 2024-34, allocating \$29 million to development of the new facility, Ōmōkihi, which includes \$9 million of Better-Off funding from the Government over the first two years.	● On track: Monitor build cost and delivery times
Advocate for the community to be involved with the design of rebuild.	The community is involved with the design of the former South Library.	The Board has encouraged community participation in the Annual Plan and Building design processes through attendance at community forums such as the South Christchurch Farmers market and during sessions held by the project group. Community Board member, Lee Sampson, has represented Community Board in the working group for the concept design. The project has now reached 100% completion of the detailed design of the new facility. Libraries engaged and consulted with the youth in our ward (Youth Audit) on the internal design of the library, ensuring it was fit for purpose. The Community Board was delighted to receive the name for the new facility, Ōmōkihi, from Ngai Tūāhuriri. The name is consistent with the traditional practice of whakahaumanu te papatupu restoring the customary title to the land beneath the building.	● Completed
Advocate for the rebuild of the South Library to be sustainable, and connected with the surrounding area, including a new pump track and basketball court at Hunter Terrace, the Ōpāwaho Heathcote River and the Farmers' Market.	The rebuild is connected with the surrounding area.	Design for the new facility now incorporates both the building and its surroundings. The Board is in agreement with a delay in completing the pump track and basketball part of the project, so that it can be integrated in the design and is safe in accordance with CPTED principles. The Board has also advocated for securing a larger full court space on Hunter Terrace. The detailed design was presented to the Community Board and the detailed design is available for public view on the CCC website. Procurement will shortly go to market for the tender to build.	● On track: Pump track and basketball development on hold until new facility is further developed.

PRIORITY 2: GROWING NEIGHBOURHOODS: A LOCAL RESPONSE TO INTENSIFICATION IN SPREYDON AS A PILOT PROJECT

Why this matters: Our neighbourhoods are experiencing housing intensification, which reduces private greenspace and increases congestion on local roads. Ensuring access to fit-for-purpose greenspace and canopy cover will provide space for social connection, recreation and having adventures. Whilst changes to urban density planning rules are out of the Council's hands, a holistic, coherent response which genuinely engages with affected people is not. This pilot project aims to bring local people in Spreydon along on the journey of retrofitting their neighbourhoods to be places they belong and feel safe in.			
What the Board will do	Measures of Success	Progress to date/actions taken	Status
Advocate for a staff resource to develop a coordinated local plan to reduce the impact of intensification in Spreydon as a pilot	A local plan is developed, alongside local people, which coordinates work currently planned and reduces the impact of	The Community Board advocated for resource for this project at LTP development meetings throughout the year. University of Canterbury students in the 2024 Resilient Cities class (GEOG402) carried out a research project in Spreydon with the purpose of providing evidence that assists the Board to better understand the issues facing children in	● Some risks: not included in the LTP

project, including:	intensification in Spreydon.	Spreydon, living in a rapidly intensifying environment. The University of Canterbury students presented outcomes and a report on this project to the board on 11/07/2024.	
Advocating for the planned CRAF transport programme to be completed on time in Spreydon.	The CRAF transport programme is completed on time in Spreydon.	In progress, underway. Funding has been allocated in the LTP, 25/26 FY, for project planning and funding to improve the levels of service.	 On track: Board has been engaged with development of projects
Advocating for the planned Slow Speed Neighbourhood programme to be completed on time in Spreydon.	The Slow Speed Neighbourhood programme is completed on time in Spreydon.	Completed.	 Completed
Advocating for the planned Selwyn Street Master Plan to be completed on time.	The Selwyn Street Master Plan is completed on time.	The finalised LTP includes \$146,000 for the Selwyn Street Master Plan.	 On track: funding made available, Board to monitor delivery
Advocating for more greenspace and for more trees to be planted on Council land in Spreydon, including streets.	More trees are planted on Council land in Spreydon.	The Board has identified the Urban Forest Plan as a good means by which to achieve this goal. Fruit trees have been planted in Simeon Park.	 On track: to be delivered through Urban Forest Plan
Advocating for funding to implement the Selwyn Street Innovating Streets project.	Implementation of the Selwyn Street Innovating Streets project is budgeted in the LTP.	The Board advocated for this in the LTP. Government funding for the Innovating Streets Project was removed by central government. There is now an opportunity to apply innovation via the CRAF programme.	 Some issues: Government funding removed. Opportunity to implement through CRAF

PRIORITY 3: KI UTA KI TAI – FROM THE HILLS TO THE SEA

Why this matters: Urban Christchurch sits on a ‘green foundation’ created by the geography of the Port Hills (Te Poho o Tamatea), the Ōpāwaho Heathcote River and the Ihutai Estuary, the great majority of which lie in the Board area. The appreciation, protection and enhancement of this taonga is paramount to us. It is important to the Board that there is a holistic, whole catchment approach to our environment. This will mitigate unforeseen consequences from interventions (upstream or downstream) into the wider environment, which is a single ecosystem.			
What the Board will do	Measures of Success	Progress to date/actions taken	Status
Work alongside the Ōpāwaho Heathcote River Network to develop an implementation plan for the Ōpāwaho Lower Heathcote Guidance Plan.	An implementation plan for the Ōpāwaho Lower Heathcote Guidance Plan is developed.	The Community Board has met with the OHRN in briefings over the term. There is a proposal for a Weed Management Project for the Ōpāwaho Heathcote River, which will be funded by Community Board Better Off Funds. The Board granted \$102,000 Better of Funding towards to Ōpāwaho Heathcote River Network towards the Integrated Pest Plant Management Project. This partnership initiative aims to bring together the community and cross-council staff to better manage and where possible eradicate pest plants that threaten the water quality of the Ōpāwaho River, and its surrounding environment. This partnership project is being co-designed between community, council staff and Community Board members, and will complement the work currently being done by CCC and ECAN. The steering group similarly draws from the groups in the partnership.	 On track: being delivered

		The Council has allocated, as part of the LTP, \$5 million (CAPEX of \$500,000 per year) over 10 years to provide necessary expertise to develop the Lower Ōpāwaho /Heathcote River Guidance Plan into an implementation plan with prioritised projects, and to commence implementation of the Ōpāwaho Lower Heathcote River Guidance Plan.	
Advocate for the Council to implement the Ōpāwaho Lower Heathcote Guidance Plan.	Priority items in the Ōpāwaho Lower Heathcote Guidance Plan are budgeted in the LTP	As the Community Board has met with community groups and/or been briefed by staff the Board has ensured that any work being done is consistent with the principles of the guidance plan. A notable example is with the Ferrymead Development Plan. The Council has allocated, as part of the LTP, \$5 million (CAPEX of \$500,000 per year) over 10 years to provide necessary expertise to develop the Lower Ōpāwaho /Heathcote River Guidance Plan into an implementation plan with prioritised projects, and to commence implementation of the Ōpāwaho Lower Heathcote River Guidance Plan.	 On track: funding secured in LTP
Alongside community groups, advocate for better protection of estuary wildlife from disturbance by dogs in recognition of this area's status as part of the Asia / Australasia migratory bird flyway.	Estuary wildlife is better protected from disturbance by dogs.	The Board has been briefed by staff and keeps a watchful eye on this matter looking to influence policy change in the area. The dog bylaw and policy will go out for public feedback late 2024 with final adoption to be considered by the Council in 2025.	 Some issues: ongoing effort required.
Support Pest Management measures.	Pest management initiatives are supported and implemented.	The Community Board prioritised this activity in its Community Board funding and submission to LTP. The Council allocated \$1.7 million in the first three years of the LTP for the habitat restoration/pest control programmes for Coastal and Plains and Port Hills and Banks Peninsula.	 On track: funding secured through LTP, monitor implementation
- Advocate for the development of an overarching Port Hills Management Plan that includes: - Protection and enhancement - Recreational amenity - Speed management and parking.	Development of the Port Hills Management Plan is budgeted in the LTP.	The Board has met with interested community groups about the proposed plan and held a workshop to get some shared understanding about their aspirations for the plan, which enable them to more clearly advocate when planning processes begin. A number of groups have expressed interest to the Community Board to be involved in the process when it begins. A report will come to the Board in December 2024 to introduce the project to create a vision document for the publicly accessible land on the Port Hills / Ngā Kohatu Whakarakaraka o Tamatea Pōkai Whenua. The vision document for the Port Hills will be a collaborative effort, developed in partnership with mana whenua and in consultation with relevant and willing landowners and managers, with its key purpose to establish a shared vision that coordinates the development, use, and management of publicly accessible areas on the Port Hills. Funding for the Port Hills Management Plan is within Council's operational budget and no further funding is required. The Board granted \$56,534 of better off funding to the Summit Road Society towards Port Hills Planting, increasing biodiversity and sedimentation prevention. Sedimentation is a key issue affecting the water quality of the Ōpāwaho Heathcote River, as sediment from the hills washes off the hills and down the tributaries following major rain events. It is exacerbated by fire on the hills which removes plant cover. Planting of locally sourced native flora on the hills not only assist to prevent erosion and sedimentation in the waterways, it also restores the biodiversity of the environment making it more resilient to climate change. This grant is intended to assist the Summit Road Society in their planting work in the Community Board Area.	 Some issues: Board still awaiting to be presented with the Plan from staff.
Support at least two community initiatives along the mid-Heathcote Ōpāwaho River.	Two community initiatives along the mid-Heathcote Ōpāwaho River are in place.	This will commence once implementation of the Ōpāwaho Lower Heathcote River Guidance Plan is operational.	 Not progressing not delivered.

Advocate for the implementation of the Mid-Heathcote River Masterplan to fit with the surrounding area through a coherent approach to projects surrounding the former South Library.	Completed projects from the Mid-Heathcote Masterplan fit with the surrounding area, including a new pump track and basketball court on Hunter Terrace, the rebuild of the former South Library and the South Christchurch Farmers' Market.	Design for the new facility now incorporates both the building and its surroundings. The Board is in agreement with a delay in completing the pump track and basketball part of the project, so that it can be integrated in the design and is safe in accordance with CPTED principles. The Board has also advocated for securing a larger full court space on Hunter Terrace. The council has allocated \$67,456 in the 2024/25 LTP to the renewal and replacement of the bicycle pump track at Hunter Terrace. The Council has allocated \$130,410 in the LTP over the next three years to the Mid Heathcote Masterplan Implementation, targeted to restoration and protection of the mid-section of the Heathcote River and its margins.	On track: design incorporates surroundings, Board to monitor build.
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PRIORITY 4: FOCUSING IN ON SAFE TRANSPORT CHOICES

Why this matters: Climate change and increasing urban intensification drive the need for safe, active transport options in urban areas, including for children getting to/from school. Links into main cycle routes are a key part of a well-connected transport network.			
What the Board will do	Measures of Success	Progress to date/actions taken	% Completed
Advocate for the planned new cycleway linking Westmorland to the Nor-West Arc Major Cycleway to be completed on time	A new cycleway linking Westmorland to the Nor-West Arc Major Cycleway is completed on time.	In November and December 2023, the Te Ara Ihutai Christchurch Coastal Pathway and Puari ki Kahuhura Heathcote Expressway were opened. These routes play key roles in improving safety for cyclists and other road users. Safe and active Transport options were in the top five priorities for Spreydon-Cashmere-Heathcote community members in Council's 'What Matters Most' pre-LTP engagement and have been high in the Board's LTP advocacy list. Throughout the term Board members have consciously advocated for how this priority can be integrated into all transport initiatives undertaken in the Board area. To this end, the Board met with transport staff to discuss and seek advice about maximising opportunities for cycleway connections and links. Tight budget for the LTP, will mean that the Board will continue to monitor this priority carefully. In the Board's submission to the LTP, the Board strongly encouraged Council to prioritise projects that enable residents to use safe active transport means and reminded Council of the importance of active transport to meet Council's emission targets. Subsequently, funding for cycleways was pulled by central government. Safe Speed Plans are currently on hold, pending the outcome of the Government's 'Setting of Speed Limits 2024' consultation. The final LTP includes money for cycleways, including \$3.770 million for the Southern Lights and \$11.497 million for the Opawaho River Route. Funding for the Simeon Street cycleway will be revisited once the Government has confirmed its National Land Transport Programme. In October 2024, the Board were briefed on the progress and engagement themes and options for Spreydon, Somerfield, Waltham and Beckenham CRAF project options. The Board were also briefed on design options for the Southern Lights Major Cycleway for feedback, noting the project will be on hold until further budget becomes available in FY29 and FY30.	Some risks: Board will continue to monitor this priority carefully
Advocate for the planned Slow Speed Neighbourhood programme to be completed on time.	The Slow Speed Neighbourhood programme is completed on time.		
Advocate for the planned CRAF transport programme to be completed on time	The CRAF transport programme is completed on time.		
Advocate for new links into major cycleways, including new cycleways to Barrington Mall and from Hendersons Road to Sparks Road	New links from Barrington Mall and Hendersons Road to major cycleways are budgeted in the LTP.		
Advocate for more effective wayfinding on cycleways	Wayfinding on cycleways is improved, including signposts on beginnings/endings.		
Advocate for improved pedestrian safety along Hoon Hay Road.	Pedestrian safety measures are on Hoon Hay Road are planned and budgeted for.		
Advocate for safer cycling routes through Waltham.	Cycling routes in Waltham are improved.		
Advocate for improved transport safety for all road users on Cashmere/Centaurus Roads (from Opawa Road to Westmorland)	The Cashmere Road public transport route is implemented.		
Advocate for planned bus shelters and seats to be completed on time	Planned bus shelters and seats are completed on time.		
Advocate to Environment Canterbury for more bus routes, including to Cashmere	We advocated for Environment Canterbury to implement more bus		

Green, Somerfield Road, Bowenvale and through the Beckenham Loop.	routes.		
Communicate with our community about why safe and active transport matters.	We communicated with our community about why safe and active transport matters.		

PRIORITY 5: NEIGHBOURHOOD BUILDING

Why this matters: As the shape and composition of local neighbourhoods change, so too does the approach to connect people with each other. This project aims to encourage community-led approaches to neighbourhood building in Addington and Waltham as a priority, and other neighbourhoods over time.			
What the Board will do	Measures of Success	Progress to date/actions taken	% Completed
Support community development in Waltham and Addington.	Community-led development initiatives are underway in Waltham and Addington.	Neighbours Aotearoa Community Building A partnership with Neighbours Aotearoa has been developed to work alongside members of the Addington community in a participatory project. This project was launched with support from Better Off Funding (\$70,000) over three years. This project is progressing well, with interim reports being presented to the Board in December 2023 and March 2024. There is growing participation in a range of activities in Addington, and significantly more cohesion between the various groups that already operate in the neighbourhood, and they become aware of the opportunities that arise from working together. Planning for the project is transitioning into Waltham (from late 2024) whilst continuing to support the work in Addington. Neighbourhood Building Project – Kia Ora Addington has ended its first year of operation and evaluation will be forthcoming. Last year the group has been quite active with a number of things happening in the local community such as The Big Addington Clean Up, St Mary's Square Clean Up, Skill sharing nights, as well as the 1-year celebration of Kia Ora Addington and Community Hui (details in the area report). Discussions have begun to commence re: Waltham and how we look to move and connect in this area. The Board subsequently approved a Better Off Funding grant of \$140,000 to Neighbours Aotearoa Charitable Trust towards the Neighbourhood Building Project, years 2 and 3. In late 2024 engagement in the local Waltham community commenced with the Community Weaver beginning to spend more time in Waltham to understand the community and their needs. In 2025 Neighbours Aotearoa have employed a Waltham Community Weaver who has been working alongside the Addington Community Weaver and local community. "What's up Waltham" a group mixed with both local people and local organisations has been formed with regular meetings established, discussions around the community, the needs and how to develop a participation culture. Thoughts have moved towards Waltham Park being a particular place of interest and activation. Half Basketball Court The Board granted \$75,000 of better off funding towards the Community Half Basketball Court project in Addington. In 2023 Manuka rangatahi, residents and whānau from Addington attended a community board meeting to present their request for a community half court to be built on Cornelius O'Connor Reserve, 66-70 Harman Street, Addington. The rangatahi had identified that there was a great opportunity to build a court that would easily be accessible. As the nearest basketball courts are at a considerable walking distance, requiring the crossing of Morehouse Avenue (4 lanes) or Brougham Street (State Highway 76). The newly-completed half court will benefit local families and rangatahi, being easily accessible and providing positive opportunities for skills development, friendship, and fun. The court was completed in November 2024 and officially opened on 15 February 2025. Addington School	 On track: strong community building underway

		The Board granted Better off Funding to Cross Over Trust, for the organisation to install equipment at Addington School, to enable the distribution of fresh food boxes across the local community. This connects to improved neighbourhood participation and increased food resilience, leading to safer communities. Addington Safety Hui A community safety Hui was held on 19 September 2024 between local Addington residents and staff from NZ Corrections. The Hui enabled the community to engage directly with Corrections in a respectful and sensitive manner that responded to concerns raised by the community. Corrections led the substantive part of the meeting providing an informative response to questions provided prior to the hui by the community. The questions posed by community were seeking understanding of changes implemented from the 2023 Independent review of Ara Poutam's (Corrections) Community Notification and Engagement Process by Dr Gwenda M Willis. Overall attendees commented that the hui was helpful and responded to concerns they had raised. Corrections staff commented that it was one of the best facilitated, and most constructive community engagements they had been involved with. Addington Park Community Garden With a view to create an accessible garden for local people, Addington Farm were successful in obtaining a lease for the changing building at Addington Park with part of the park to be transformed into a garden which will be utilised to grow produce and provide space for belonging and community connection. The vision is to encourage local community to be proud of their local community spaces, opportunity to connect and feel a sense of belonging and pride.	
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PRIORITY 6: EMERGENCY PREPAREDNESS

Why this matters: Extreme rain, drought and wildfire risk are expected to increase in many places around Aotearoa New Zealand, and rising sea levels will make coastal communities and infrastructure vulnerable to floods, tsunamis and other natural disasters. The geography of the Board area places risk on our local communities for some or all of the above, and we are keen to encourage neighbourhoods to be prepared.			
What the Board will do	Measures of Success	Progress to date/actions taken	Status
Support communities to undertake preparedness planning for flooding, fires, natural disasters and coastal hazards.	Communities undertook preparedness planning for flooding, fires, natural disasters and coastal hazards.	Two work workshops were held in October and November 2023, supported by the Community Board, for residents of the Port Hills, to provide information about preparing for the fire season. These were promoted by residents' associations and led by FENZ with the assistance of police and civil defence. Local staff are working alongside CDEM staff and community groups to support preparedness planning. Local groups have held workshops in March and on 30 May 2024 Somerfield Community Emergency Response Team (SCERT) held a Fires, Floods and Quakes Emergency Response Event. FENZ and CDEM attended. The Community Board gave grant funding to Cashmere Residents Emergency Support (CREST) to run a St Johns 3 Steps for Life Community Education Session and a Neighbourhood Support and Community Patrol Information Session. Community Board gave grant funding to Sumner Community Residents Association & Hub for their Sumner Community Emergency Response Plan Development Project. Stage 1 is completed, and they are now focussing on developing their Emergency Response Hub. The Governance Team staff have all undergone foundation level civil defence training, and some are training to be welfare and intelligence officers. As part of the LTP, Council approved \$14,678 in this financial year to implement the Regional Parks component of the 'Port Hills Fires Recovery Plan'. This includes fencing, replanting, vegetation removal, tree removal and water storage development.	 On track: emergency preparedness activities ongoing.
Facilitate a community education programme about fire prevention in the Port Hills.	A community education programme is in place for fire prevention in the Port Hills.		
Promote Civil Defence and Emergency Management's (CDEM) activities, such as information meetings with residents' associations.	We promoted CDEM's activities.		

PRIORITY 7: COMMUNITY FACILITIES

Why this matters: Local facilities are important for the wellbeing of our neighbourhoods and communities. They grow social cohesion by providing opportunities for people to meet deliberately and also simply bump into each other.
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What the Board will do	Measures of Success	Progress to date/actions taken	Status
Support Suburbs Rugby Club with the renovation and management of Coronation Hall.	We supported Suburbs Rugby Club with the renovation and management of Coronation Hall.	Suburbs has taken up a lease and now occupies Coronation Hall. This project is now completed.	Completed
Decide on the future use of the top floor of Matuku Takotako: Sumner Centre.	We decided on the future use of the top floor of Matuku Takotako: Sumner Centre.	Staff have been working alongside the Shoreline Trust to find a new base for Youth Activities within Matuku Takotako. Initially the Fuse Youth took a long-term booking to run their programme in a shared space in the facility. More recently Fuse have taken up residence in a room that accesses the stairs and outside space in the facility and held a blessing for their new venue. This process has involved discussion and agreement with Council staff and community groups who also use the building. A further conversation about how Shoreline might manage the community space is ongoing. Shoreline Youth Trust are not wanting to take on the responsibility for managing and activating the community areas at Matuku Takotako. Staff will continue to work alongside groups using the space.	Some risks: conversations about how Shoreline might manage the community space is ongoing.
Advocate for planned renovations to the Hoon Hay Community Centre to be completed on time.	Hoon Hay Community Centre's renovations are completed on time.	The opening of the newly renovated Hoon Hay community centre was celebrated on 12 August 2023. The Board granted \$8,500 of better off funding to provide shade sails for the Community Centre, which will make the outdoor space more user friendly. This project is now completed.	Completed
Advocate for the planned pump track and basketball court at Hunter Terrace to be completed on time.	A pump track and basketball court at Hunter Terrace are completed on time.	This project is now integrated in the wider landscape of the rebuild of the South Library. The pump track and basketball court aspects of the project will be delayed to ensure it is CPTED compliant, and to allow for fundraising by the community for a shortfall in funding. This will mean that the overall project will meet the aspirations of the community. The Board has advocated for extra space to facilitate the installation of a full, rather than a half- basketball court; and is assured by staff that this request has been taken into account.	On track: Board to monitor delivery of pump track and basketball court.
Support community-led initiatives to increase occupancy of community facilities.	Occupancy of community facilities is increased.	The Addington Neighbourhood Building project has this outcome in mind, as does the work at Matuku Takotako. Through the Addington Neighbourhood Building project, Mānuka Cottage has become the hub for community. The Cottage is now used for skill sharing nights, movie nights, local hui and more. The Neighbourhood Building project has increased participation culture in the Addington community with local people sharing and teaching their skills in workshops, such as dumpling making, braiding, knife sharpening etc. Mānuka Cottage is also the home to a local rangatahi group, who have attended Waihoru Board meetings to advocate for a basketball court at Cornelius O'Connor Reserve, activated games nights, a local mural project, and more. The local rangatahi group and the neighbourhood building engagement has broadened and diversified the Cottage's reach with hours of use now in evenings and weekends more frequently. The Somerfield Hall has received a much-needed overhaul, and the Board granted \$15,000 of Better Off Funding to provide new furniture to match the upgraded facility, completed in September. Governance staff continue to work alongside the volunteer management committee to support them to manage the facility. Celebrate Somerfield took place on 28 September 2024 at the newly renovated hall.	On track: funding of projects has been achieved.

PRIORITY 8: PARKS FACILITIES

Why this matters: The Board is keen to see the facilities on our city parks be fit for purpose because neighbourhoods facing urban intensification are increasingly dependent on this greenspace for recreational purposes. As the range of people using parks changes, it is also important that the facilities are updated to be relevant to modern life.			
What the Board will do	Measures of Success	Progress to date/actions taken	% Completed

Advocate for new toilets on Rapaki Track.	New toilets on Rapaki Track are budgeted in the LTP.	The Board advocated for this in their LTP submission. Will advocate in the annual plan submission.	 Some risks: Board to continue advocating.
Develop, in conjunction with staff, an engagement and decision-making process that includes mana whenua and the community for use of the Boulder Bay, Taylors Mistake and Hobsons Bay bach licence fees.	An engagement and decision-making process is in place for use of the Boulder Bay, Taylors Mistake and Hobsons Bay bach licence fees.	A process for engaging with the local community in Boulder Bay, Taylors Mistake and Hobsons Bay has been agreed with the Community Board. The Board received a request for assistance from the Taylors Mistake Bach Owners group who hold a piece of land behind the bay and have asked for advice about the potential for rates rebates, and for some of the funds to assist with costs of maintenance.	 Some risks: community engagement ongoing.
Work with families and survivors to acknowledge the unmarked graves at Sydenham Cemetery.	Unmarked graves at Sydenham Cemetery are acknowledged.	The Board was briefed on this in November 2023, and acknowledgement of the unmarked graves was advocated for in the LTP. The Board also advocated to the central government and to Council for action. The Government has announced a fund to help families find unmarked graves and potentially establish a wider project to help councils put memorials in place at cemeteries where former patients were buried. Council has a working party looking into this, the fund is open until mid-2026. It is anticipated that design options will be presented to the community board in the coming months.	 Some risks: awaiting information session from working group.
Advocate for the planned Hoon Hay Sports Pavilion project to be completed on time.	The Hoon Hay Sports Pavilion project is completed on time.	The Board advocated for funding to remain in the LTP for completion of this project. The toilet facilities in Hoon Hay Sports Pavilion were included to be upgraded in the overall parks programme in the LTP. The Council has allocated a total of \$853,049 in funding from the LTP for the removal of the existing earthquake prone pavilion and will replace with a new Pavilion and toilets. This is due to be completed at the end of the 2026 financial year.	 On track: funding secured in LTP, Board to monitor delivery.
Advocate for parks to include multi-age, multi-ability, multi-use and accessible equipment.	Parks include multi-age, multi-ability, multi-use and accessible equipment.	The Board advocated that parks include multi-age, multi-ability, multi-use and accessible equipment as appropriate each community, in their playground renewal programme, in the LTP. A group of Mānuka Rangatahi presented a public forum to the Waihoru Spreydon-Cashmere-Heathcote Community Board on 15 June 2023 to request a basketball half-court at Cornelius O'Connor Reserve in Addington. Council staff engaged an engineer and the process began to develop the proposal. A landscape plan was developed, and community consultation completed in the proceeding months. The Board approved the landscape plan for the installation of a new basketball half-court, tree relocation, and drinking fountain foundation at Cornelius O'Connor Reserve, which has now been completed. The Board supported community engagement and provided feedback on the Play Spaces Network Plan, ensuring residents of the ward are getting fair access to play spaces that meet their needs.	 On track: Board has and continues to advocate.
Advocate for toilets to be fit-for-purpose, including at Somerfield and Addington Parks.	Renewal of toilets at Somerfield and Addington Parks are budgeted in the LTP.	The Board has sought advice, especially after multiple requests from the community, and advocated for the provision of fit-for-purpose toilets at Somerfield and Addington Parks in the LTP. Toilet facilities in Barrington Park, Vernon Terrace and the old stone toilets in Victoria Park will be upgraded as part of the LTPs overall park programme. Toilet facilities at Addington Park have been included in the Annual Plan for refurbishment by the end of the 2025/26 financial year.	 Some risks: not all toilets have been upgraded

PRIORITY 9: PARTICIPATORY DEMOCRACY

Why this matters: Local government is being delivered in an environment of increasingly complex social issues, a decreased trust in government, both locally and centrally, increased disengagement and polarisation. We are keen to explore ways of connecting and engaging with a wider range of people through the projects they support, and the approaches used for these.			
What the Board will do	Measures of Success	Progress to date/actions taken	% Completed

Make community board briefings more accessible to the community.	Briefings are made more accessible to the community, including sharing content when possible.	Briefings have been open for a number of relevant topics. From 1 April 2024 all Information Session/Workshops have been open and livestreamed.	 On track: meetings now live-streamed
Investigate establishing a youth council as a pilot programme.	A pilot youth programme is established.	An initial Youth Hui was held on 7 November 2024 to explore how the Board can better engage with young people in the Board's area. To explore how the youth voice can be heard by the board, feed into consultations, and for the Board to understand their needs.	 Some issues: Board is exploring ways to engage young people.
Bring issues raised by our community to meetings and briefings to request staff advice.	We brought issues raised by our community to meetings and briefings to request staff advice.	Public attendance at Community Board meetings is encouraged by the Board and is regular. As formal meetings are now held monthly, a Public Participation session is held on the alternative fortnight prior to Community Board information sessions. This has been attended at every session across the year except for the very first, where people were not aware of the possibility. Elected members also raise Customer Service Requests and Hybris requests on behalf of the community.	 On track: Board regularly seeks staff advice for community concerns
Engage with our communities through a range of channels, including in-person and social media.	We engaged with our communities in-person and via social media.	The new Community Board website was launched, it provides a platform for better engagement with the Community. It is a great resource to showcase what's happening for our board and our local area. The update of the Board webpage is managed by the governance team.	 On track: Board has launched its website, and it is kept updated.
Investigate and implement additional ways to enable participatory democracy.	Additional ways to enable participatory democracy are put in place.	Opportunities for additional ways to improve participatory democracy include: - Revised brief for Age Friendly Spreydon Cashmere Heathcote (AFSCH), focussing on the Community Board Plan - A fun process for Community Board members to engage with the community at the Waltham Fair - A more intentional process for Community Board attendance at community functions - The FENZ workshops Planning for further activity is underway. AFSCH update: - Submission to Draft Ōtautahi Christchurch Future Transport - a 30-year strategy for getting around. - May 2024 workshop held to identify issues affecting the lives of older adults, using the World Health Organisations Eight Domains. - Age Friendly Cities and Communities Questionnaire, to gather broader community input. - Community Board advocated on behalf of the group for improved accessibility and shelter at Christchurch Hospital.	 On track: Board has pursued additional ways to support participatory democracy.

Ticket Report

01 07 2025 - 31 07 2025

Filter by Ward

Spreydon-Cashmere-Heathcote

Filter by month

2025 (Year) + July (Month)

3667

Reported Tickets last month

85.00%

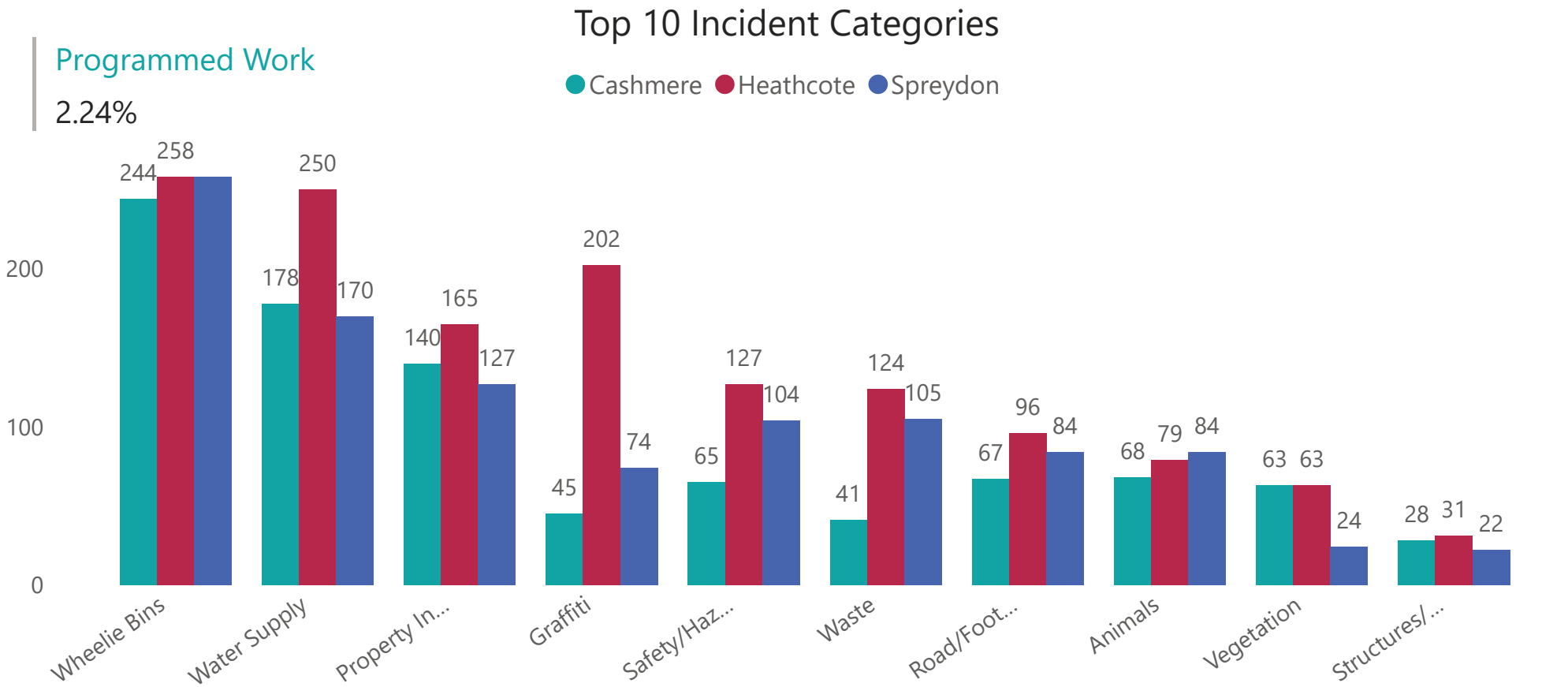
Resolved within SLA

Channels

Channel	Tickets	Percentage
Phone/Email/Walk-in	1729	47%
Website	997	27%
Snap, Send, Solve	941	26%

Status as of Report Date

- Closed/Resolved: 86.28%
- Open: 11.48%
- Programmed Work: 2.24%



Top 10 Object Categories

# Tickets	ObjectCategory	+/- Previous Month
344	Water Leak	154
284	Damaged Bin	-7
240	Bin Not Collected	31
237	Litter	-28
215	Graffiti - Fence, building or structure	4
174	Residential Property Files	-3
109	Residential LIM	10
101	Missing Bin	7
94	Water Supply	6
87	Meter box	18

Report date:
21 Aug 2025

Ticket Report

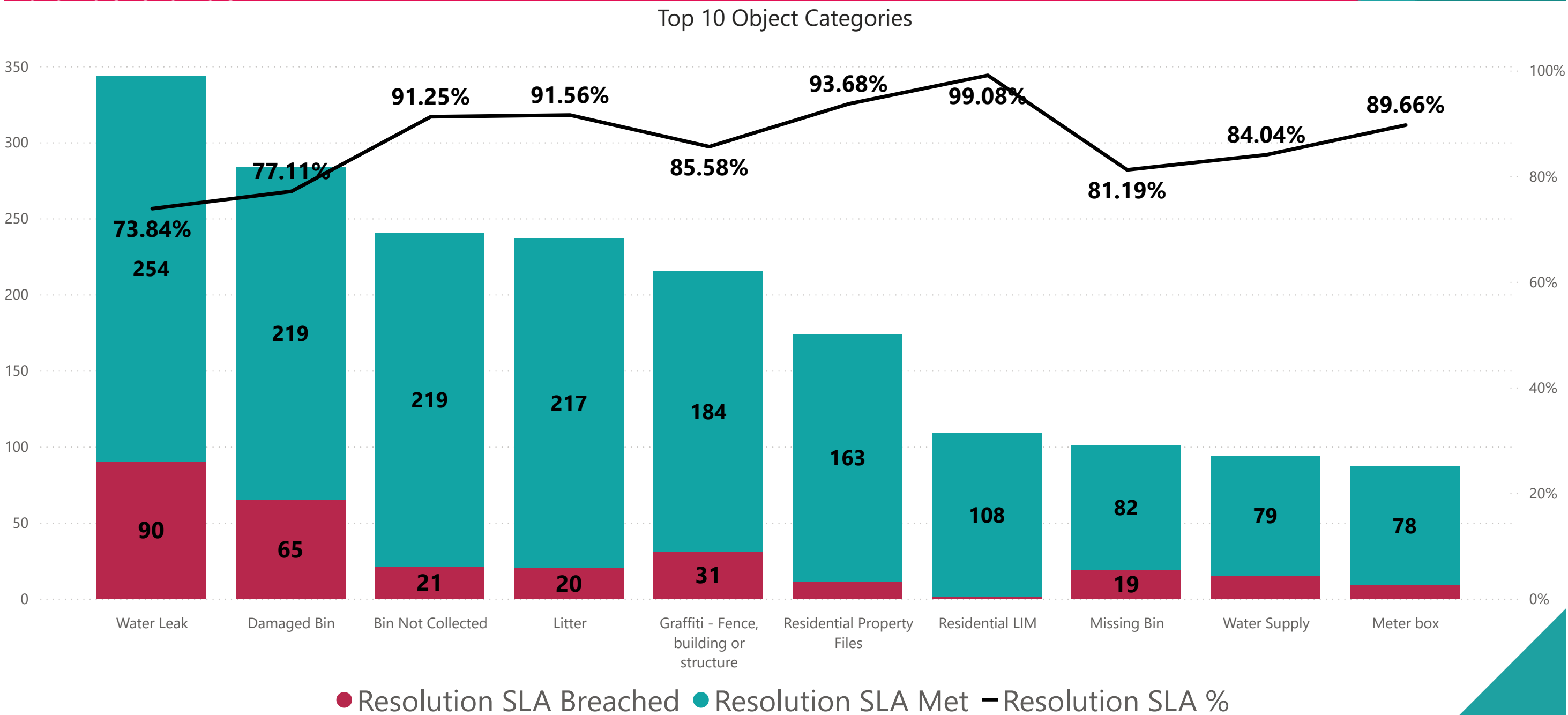
01 07 2025 - 31 07 2025

Filter by Ward

Spreydon-Cashmere-Heathcote

Filter by month

2025 (Year) + July (Month)



Report date:
21 Aug 2025

Ticket Report

01 08 2024 - 28 02 2025

Filter by Ward

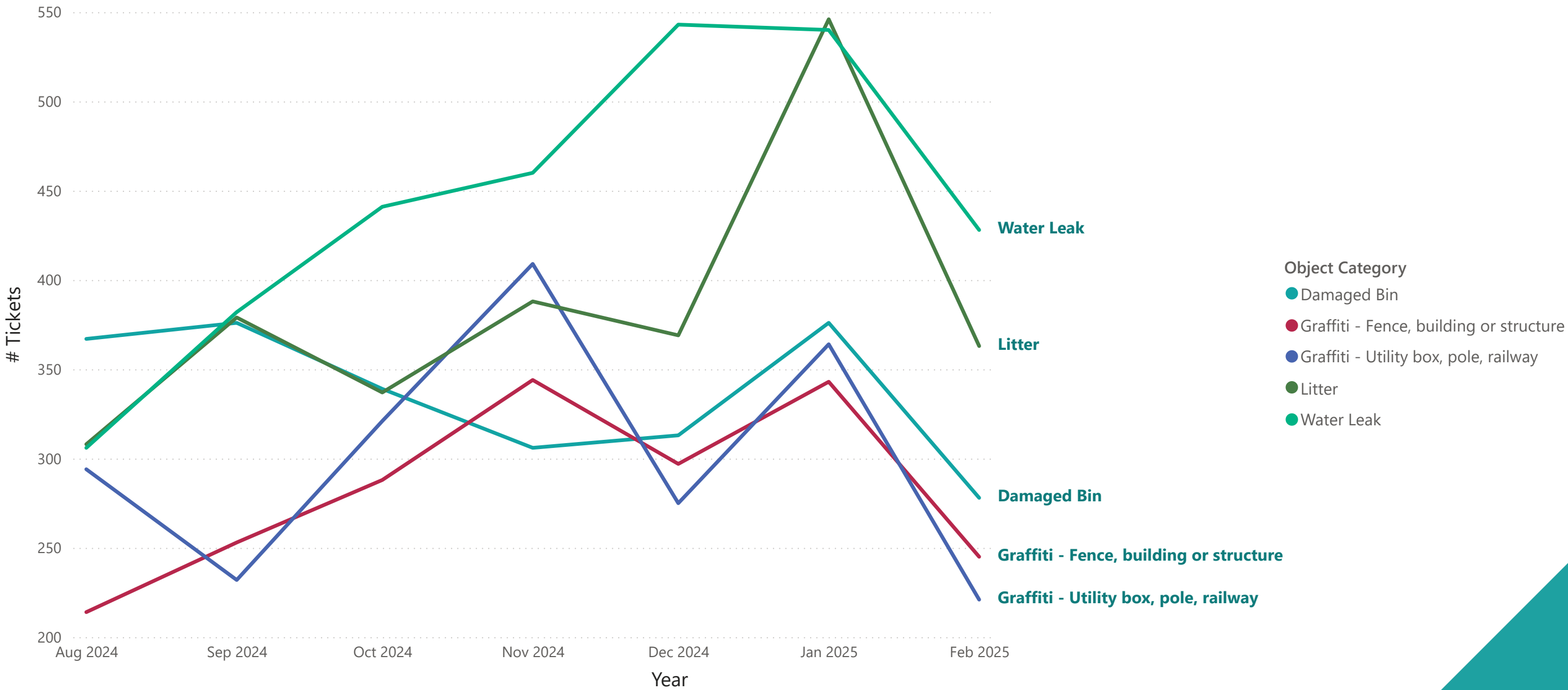
Spreydon-Cashmere-Heathcote

Filter By Date

01/08/2024

28/02/2025

Top 5 Object Categories



Report date:
21 Aug 2025

GRAFFITI SNAPSHOT

July 2025

Ward and Suburb Insights



Ward	Jul-25	Jun-25	% Monthly Change
Central	792	567	32%
Heathcote	198	146	32%
Coastal	175	110	47%
Spreydon	77	93	-19%
Burwood	45	63	-29%
Linwood	80	60	27%
Innes	46	61	-33%
Papanui	43	42	-2%
Riccarton	72	57	24%
Hornby	32	12	167%
Cashmere	43	84	-49%
Banks Peninsula	16	14	0%
Fendalton	40	25	54%
Halswell	28	21	27%
Harewood	18	18	0%
Waimairi	5	4	0%
Unknown	0	3	-100%
Total	1710	1380	18%

Reporting Hot Spots

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

Suburb	Reports made - July 2025	Reports made - June 2025
Central City	675	504
Sydenham	101	93
New Brighton	105	66
Linwood	59	41
Addington	52	60
Phillipstown	19	16
Riccarton	48	31
Waltham	53	46
Papanui	28	44
Woolston	50	35
Bromley	21	7
Opawa	24	9
Sockburn	21	7
Wainoni	17	18
Burwood	14	12
Hornby	25	16
South New Brighton	33	14
Lyttelton	18	16
Richmond	18	24
Brooklands	4	0
Bryndwr	11	5

Ward	Graffiti cleaned mtrs2 July 2025	Graffiti cleaned mtrs2 June 2025
Central	1815	1671
Heathcote	824	571
Coastal	460	242
Spreydon	209	228
Burwood	180	164
Innes	101	117
Papanui	206	181
Linwood	319	256
Riccarton	102	114
Hornby	97	13
Harewood	25	77
Cashmere	48	54
Banks Peninsula	64	38
Halswell	87	26
Fendalton	131	59
Waimairi	19	11
Unknown	0	4
Total	4685	3824

Removal Hot Spots

Locations with the most graffiti removed (m2)

Street	Cleaned graffiti m2
Mountfort Park	111
Pilgrim Place	108
Oxford Terrace, Colombo to Manchester	91
Ferry Road, Fitzgerald to Phillips	86
Linwood Park	80
Margaret Mahy Family Playground	80
Gloucester Street	77
Ferry Road, Barbadoes to Fitzgerald	62
Tuam Street, Mata to Manchester	58
Hagley Park South	58
Tramway Lane \ Worcester Street, Central City	54
Cathedral Square, Worcester to Colombo	51
Papanui Domain	50
Brooklands Domain	48
Rawhiti Domain	48
Cathedral Square	46
Bower Park	45
Armagh Street	45
Bath Street \ Colombo Street, Central City	40
Hornby Domain	40
Matai Street West, Matai to Harakeke	40
Wordsworth Street, Gasson to Brisbane	40
Brougham Street, Waltham to Wilsons	37
Wordsworth Street, Buchan to Hawdon	37
Nga Mahi Road	36
Oxford Street Reserve	36

GRAFFITI SNAPSHOT

July 2025

Further Insights

Snap Send Solve Insights

	July	June	% Change
Orion	368	330	+12%
Chorus	79	84	-6%
Enable	79	68	+16%
One NZ	22	36	-39%
Spark	17	9	+89%
NZ Post	3	4	-25%
Rockgas	10	8	+25%
2 Degrees	14	4	+250%
Kiwi Rail	4	8	-50%
NZTA	11	6	+83%

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:



REPORTING UPDATE

When using Snap Send Solve, please ensure a photo is attached. This assists with identifying exactly where the graffiti is on a structure and assigning the job correctly. It also avoids the potential of having the ticket closed. If you are unable to provide a photo, please phone the report through on 03-9418999. We appreciate your support with this.

Donna, Belinda and Gary

Latest artwork – Artist Jay Skelton

This is Dak Bird, A character I have been drawing, painting and sculpting for around 15 years. I thought his bold colourful cartoon style would be a fun contrast in the city scape. While also incorporating a well meaning message (Have a good day) in the form of a thought balloon.



Memos

Christchurch
City Council 

Memo

Date: 29 July 2025
From: Sharon O'Neill – Programme Manager Transport Capital Programme
Ainsley Taylor – Transport Asset Engineer
To: Mayor and Councillors
Executive Leadership Team
Waipapa Papanui-Innes-Central Community Board
Waitai Coastal-Burwood-Linwood Community Board
Waihoru Spreydon-Cashmere-Heathcote Community Board
Cc: Lynette Ellis – Head of Transport and Waste
Gavin Hutchinson – Head of Three Waters
Reference: 25/1502741

NZTA Funding - LCLR Targeted Fund (2024-27)

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this memo is to advise elected members of additional funding that has been received from NZTA as a targeted fund under their Low -Cost-Low-Risk (LCLR) activity class.
- 1.2 The information in this memo is not confidential and can be made public.

2. Background

- 2.1 Through the course of the FY26 Annual Plan information sessions and discussions about NZTA funding, it was identified that there would likely be future opportunities for additional funding through the LCLR activity class.
- 2.2 In late 2024 council was advised by NZTA that there was opportunity to apply for additional funding from NZTA as part of a targeted fund under their LCLR activity class. This means the value of any individual project/package must be under \$2M. The NZTA funding rate is 51% on eligible items.
- 2.3 The funding is within the current National Land Transport Fund (NLTF) period and therefore works are required to be completed by 30 June 2027.
- 2.4 Applications for the targeted fund had to be lodged by 25 February 2025 and all applications had to be for new work.
- 2.5 Given the tight timeframes for submission, staff undertook a session to identify possible works from within the wider renewals programme.
- 2.6 This assessment formed the basis of the application. Staff also confirmed whether there was potential to find the required local share funding for the project from the 2024/27 Long Term Plan.
- 2.7 NZTA utilised their strategic prioritisation model to assess projects against:
 - 2.7.1 Resilience improvements, including drainage work
 - 2.7.2 Economic growth and productivity

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Attachment E

Memos

Christchurch
City Council 

2.7.3 Reducing whole-of-life costs

2.8 The successful projects are detailed in Section 3 and the list of projects that were applied for and not successful are listed in Section 4.

3. Funded Projects

3.1 The following projects were submitted and all were successful in being approved for funding:

3.1.1 Mitigation Of Cluster Flooding – Sumner

3.1.2 Mitigation Of Cluster Flooding – New Brighton

3.1.3 Mitigation Of Cluster Flooding – Edgware

3.1.4 New Retaining Wall – Dyers Pass Road (no 572)

3.2 The total amount of additional funding from NZTA is \$2.79m and the corresponding Council share is estimated at \$2.68m

New Retaining Wall – Dyers Pass Road (no 572)

3.3 The council share (49%) of the Dyers Pass Road retaining wall has been drawn from the Transport Structures Programme under staff delegations.

3.4 The need for this wall was identified following a slip in February 2025.

3.5 The slip has undermined a guardrail and put the road at risk unless a new wall is constructed.

Mitigation Of Cluster Flooding Projects

3.6 The council share (49%) of the flooding project has been drawn from the Street Renewals Programme under staff delegations. The street renewals programme is the most closely aligned to the works proposed.

3.7 The flooding projects were put forward as the top priorities based on records of information from residents, businesses, roading maintenance teams, and the known impacts of high rainfall.

3.8 The Sumner and Edgware areas were prioritised based on the commercial nature of the proposed area for treatment, in line with the economic growth and productivity criteria outlined by NZTA.

3.9 The New Brighton area was included based on the size of the treatment area and wider community impact.

Moving Forward

3.10 Once the projects teams have more information they will liaise with the relevant Community Boards.

3.11 The final treatment solution will inform the need for public consultation.

3.12 Transport teams are working with the Three Waters teams, to ensure a unified approach to surface flooding and other planned works. This was highlighted at the Surface Flooding Reduction Programme Workshop on 10 June 2025.

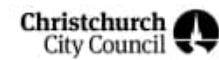
4. Projects not approved for funding

4.1 The following projects were submitted as individual projects but did not receive funding:

4.1.1 Seal Extension – Dalleys Lane

4.1.2 Seal Extension – Kura Lane

Memos



- 4.1.3 Seal Extension – Lake Terrace Road
- 4.1.4 Seal Extension – Lukes Road
- 4.1.5 Seal Extension – Puari Road 1
- 4.1.6 Seal Extension – Puari Road 2
- 4.1.7 Seal extensions - Takamatua Beach Road
- 4.1.8 Seal extensions - Waituturi Lane
- 4.1.9 Seal extensions - Whaareora Terrace
- 4.1.10 Seal extensions - Wilsons Road
- 4.1.11 Seal extensions - Bay View Road
- 4.1.12 Seal extensions - Church Lane
- 4.1.13 Accelerated Bridge Replacement Programme - Onawe Flat Road - A105
- 4.1.14 Accelerated Bridge Replacement Programme - Little Akaloa Main Road 3 - A63
- 4.1.15 Accelerated Bridge Replacement Programme - Charlene Place - F233
- 4.1.16 Accelerated Bridge Replacement Programme - Quinns Road - F304
- 4.1.17 Accelerated Bridge Replacement Programme - Withells Road - W55
- 4.1.18 Accelerated Bridge Replacement Programme - Childrens Bay - A93
- 4.1.19 Accelerated Bridge Replacement Programme - Holmes Bay Valley Road 3 - A84
- 4.1.20 Accelerated Bridge Replacement Programme - Donovans Road 2 - A06
- 4.1.21 Accelerated Bridge Replacement Programme - Bells Road 1 - A29
- 4.1.22 Accelerated Bridge Replacement Programme - Panama Road 1 - A45
- 4.1.23 Accelerated Bridge Replacement Programme - Kaituna Valley 6 - W47
- 4.1.24 Accelerated Bridge Replacement Programme - Church Road - W37
- 4.1.25 Accelerated Bridge Replacement Programme - Tizzards Road 2 - A24
- 4.1.26 Accelerated Bridge Replacement Programme - Main North Road - R501
- 4.1.27 Accelerated Bridge Replacement Programme - Chorlton Road 1 - A58
- 4.1.28 Accelerated Bridge Replacement Programme - Pigeon Bay - A78

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Memos

Christchurch
City Council 

Signatories Ngā Kaiwaitohu

Authors	Sharon O'Neill - Programme Manager Transport Capital Programme Ainsley Taylor - Transport Asset Engineer
Approved By	Lynette Ellis - Head of Transport & Waste Management Brent Smith - General Manager City Infrastructure Bede Carran - General Manager Finance, Risk & Performance / Chief Financial Officer

Item 17

Attachment E

Memos



Memo

Date: 12 August 2025
From: Nic Catto, Project Manager
Gemma Dioni, Principal Advisor Transportation Safety
To: Mayor and Councillors
Waihoru Spreydon-Cashmere-Heathcote Community Board
Cc: Lynette Ellis, Head of Transport and Waste
Reference: 25/1591329

Simeon Street Cycleway - Construction of Signalised Crossing at Milton Street

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this memo is to provide information to the Council and Waihoru Spreydon-Cashmere-Heathcote Community Board on the upcoming construction of a raised signalised crossing as part of the Simeon Street Cycleway.
- 1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

Orion Works

- 2.1 Orion are installing a new underground 66kV power cable between the Milton Street substation and the Halswell substation on Sparks Road to strengthen their electricity network.
- 2.2 Their contractor, Isaac Construction, have substantial traffic management in place to deliver the work safely. This is being replicated along the corridor as they progress from Milton Street to the Halswell substation.
- 2.3 Staff had previously identified an opportunity to install the required ducting under the road, while Isaac Construction were installing the Orion 66kV power cable on this section of Milton Street. This allowed Council to prepare for this work and minimise the disruption to local residents in constructing the remainder of the crossing.

Construction of the Crossing

- 2.4 The cycleway along Simeon Street was previously part of the Transport Choices (CERF) package of works.
 - 2.4.1 The design was approved by Council on 21 September 2023 following public consultation (CNCL/2023/00118)
 - 2.4.2 Council carried out a procurement exercise for this project, for which Isaac Construction were successful.
 - 2.4.3 Council resolved to include budget for the delivery of this project during Annual Plan FY26, approved on 24 June 2025

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- 2.5 The approved design of the Simeon Street cycleway includes a raised signalised crossing on Milton Street.
- 2.5.1 Staff have identified an opportunity to deliver this piece of work while Isaac Construction are in the area, to reduce construction costs for Council.
- 2.5.2 These works are due to commence on Monday 25 August 2025, and take approximately five weeks.
- 2.5.3 The work will occur in parallel with the Orion work and each will not impact the other's delivery timeframes. As the Orion work has progressed south, additional traffic management will be required to complete the crossing.
- 2.6 Residents will be informed of the works occurring first through an update letter, then through a Start Works Notice closer to construction start. The CCC Communication Team will work alongside the Isaac Construction Communication Team to ensure residents are aware of the impacts of the work.

Cycleway Construction

- 2.7 Constructing this crossing is a key aspect of the cycleway, and doing so alongside the Orion works removes a significant risk to the project around excessive disruption along a busy arterial route.
- 2.8 Staff are looking at tying in the construction of the cycleway between Milton and Coronation Streets with planned 3 waters and maintenance works on Simeon and Athelstan Streets to reduce disruption.
- 2.9 The cycleway north of Coronation Street will be delivered after NZTA have completed the new bridge over Brougham Street (between Simeon and Collins Streets). Council also have a Street Renewal in this area, so staff are working to combine these two pieces of work for delivery.

3. Conclusion Whakakapinga

- 3.1 Staff have identified an opportunity to deliver the Milton Street crossing portion of the previously approved Simeon Street Cycleway works while Orion are installing their 66kV power cable.
- 3.2 Works are planned to start on 25 August 2025 and take approximately five weeks.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Authors	Nic Catto - Project Manager Gemma Dioni - Principal Advisor Transportation - Safety
Approved By	Matt Goldring - Transport Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport

Memos



Memo

Date: 7 August 2025
From: Trudy Jones, Sustainable Transport Planner
To: Community Boards
Cc: The Mayor, Executive Leadership Team, Lynette Ellis - Head of Transport and Waste Management
Reference: 25/1411056

New Footpaths Programme

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 This memo is to update board members regarding the new footpath prioritisation process and draft New Footpaths programme (available as **Attachment A**).
- 1.2 This follows from a Council information session held 15th July to brief elected members on the new programme (presentation available as **Attachment B**). This memo also responds to questions raised at the information session, including:
 - 1.2.1 Provide full details of assessment criteria
 - 1.2.2 Details of how works have been identified
 - 1.2.3 How works are likely to be programmed and aligned with other Council works
 - 1.2.4 More clarity regarding the issues with Main South Road and the future area plans.
- 1.3 Staff are seeking feedback from the community boards ahead of taking the programme to Council for final approval to proceed to design and delivery for the sites identified for FY26 & FY27.
 - 1.3.1 Any feedback should be sent to staff through Board Advisors before close of business 18th August. The next steps will then be to process any feedback and present the final programme to full Council within this current term.
- 1.4 The information in this memo is not confidential and can be made public.

2. Update He Pānui

Background

- 2.1 While new footpaths for some individual sites have been included in previous Long Term Plans, this is the first time funding has been made available to pro-actively identify and deliver new footpath links to connect the existing network
 - 2.1.1 \$20.5m was made available over the Long Term Plan period 2024-2034
 - \$3.5 in the first 3 years (FY25-27)
 - \$17m in the remaining 7 years (FY28-34)

Memos



- 2.1.2 The intent of the programme is considered to be limited to construction of new, permanent footpath sections in areas where it is considered unlikely that it would not be delivered by some other method.
- 2.2 Staff are seeking to approve the list of sites for delivery within the first 3 years of the LTP (FY25-27).
 - 2.2.1 Assuming the prioritisation logic is approved by Council, the sites for the next 3 years (FY28-30) will be identified and agreed as part of the next LTP planning cycle.

Candidate Site Identification

- 2.3 Staff started by identifying a long list of sites which could be good candidates for a new footpath
 - 2.3.1 Potential candidates were collated from area engineers, internal and external requests, community boards, and Council resolutions. Staff have not kept records of the source of each potential candidate site: even if this had been kept it may not be instructive, as in many cases sites have been raised through multiple sources.
 - 2.3.2 The following situations have been excluded from consideration, as they are not considered to be in line with the intent of the programme, or would not offer value for money:
 - Maintenance of existing assets
 - Provision of shared facilities
 - Sites that are already on Council's capital programme
 - Sites that are expected to have frontage footpaths installed within 5 years as part of developments
 - Interim solutions: unsealed or other solutions with a short asset life
 - Pedestrian crossings or other infrastructure not directly associated with the construction of new footpaths

Assessment & Prioritisation of Candidates

- 2.4 In order to optimise the spend and ensure that limited resources are allocated effectively, a method was developed to score and rank candidate sites.
 - 2.4.1 The scoring mechanism attempted to answer three key questions:
 - How is community safety impacted by the lack of a footpath?
 - What is the likely demand and need for a footpath in that location?
 - Project feasibility: how hard and/or expensive it will be to build a footpath?
 - 2.4.2 A number of measures were used to assess each site. The measures mostly use objective, publicly available data sources. This ensures that any additional candidates could be easily ranked against the existing programme in a consistent manner.
 - 2.4.3 Noting that some criteria are considered more important than others, a weighting was then applied to give each candidate site an overall score, and therefore ranking.
- 2.5 The criteria used to assess each footpath segment, with the assigned weighting, are described below:
 - 2.5.1 **Safety (risk) – 60% Weighting**

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This is the highest priority criterion, and attempts to identify segments where walking presents the greatest safety risks. It considers:

- Type of street (e.g. local road or urban connector); The One Network Framework outlines the functional hierarchy of the roading network, likely combination of vehicle types and associated levels of service for active modes within those roading corridors.
- Operating speeds of vehicles; The posted speeds of the roads are used to gauge the risk to pedestrians in the corridor.
- Traffic volumes; The number of vehicles and associated collective risk is incorporated into this risk assessment

2.5.2 **Population and Destinations – 15% Weighting**

This ensures that population and destination analysis directs investment to areas with greater community need to access facilities by foot. This considers:

- Resident population density within 1km walking catchment of the candidate footpath section as taken from the census data.
- Proximity to key destinations within 1 km; schools, employment areas, supermarket, health facilities, open spaces, retirement villages, and bus stops. Destinations were noted, tallied and a combined destination score given.

2.5.3 **Deliverability – 25% Weighting**

This seeks to ensure that the level of complexity and likely cost is considered when selecting sites. While this is more subjective than many of the other measures, it is based on technical input from engineering staff. Factors that are considered include:

- Elevation and levels
- Existing kerb and channel
- Stormwater and drainage issues
- Known services along the corridor
- Available corridor width
- Proximity to streams
- Other constraints

- 2.6 In regard to the ‘other constraints’, for many of the candidates this included consideration of design and engineering challenges. For some candidates other delivery constraints involved interagency and other infrastructure dependencies to assist in the next stage of programme design.

Next Steps

- 2.7 Once the individual sites have been confirmed and scheme designed completed, as with any Council capital projects all endeavours will be made to co-ordinate with any other roading, parks or other projects in the vicinity scheduled by Council or external agencies.
- 2.8 The prioritisation method and resulting programme has been established from a candidate list, through a rigorous, evidence-based approach. As a final step toward Council endorsement of the programme, staff are providing the opportunity for community boards to provide feedback.

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- 2.9 Any feedback should be sent to staff through Board Advisors before close of business 18th August. Staff will then process any feedback, make changes as are deemed necessary, and present a recommended programme to Council for approval within this current term.
- 2.10 Once Council approval is received the programme will be assigned to project managers where the programme will proceed to design and delivery stage. As part of the normal delivery process the board will be invited to exercise their delegated authority in approving changes. It is anticipated, based on early rough cost estimates and board approval, that 15 candidates could be delivered within the first 2 years (FY26-27).

Main South Road, Hornby

- 2.11 Staff have recommended not including the Main South Road candidate between Woolworths and the Hub, Hornby and have therefore specifically excluded this from the prioritisation at this time.
 - 2.11.1 This has an extremely high level of complexity (and likely cost) due to the complex interface with KiwiRail and NZTA, and property issues. It is likely that it will create significant controversy due to impacts on the State Highway caused by changes to traffic signal phasing.
 - 2.11.2 Staff have previously given advice around this during the Annual Plan process. Likely estimate to completion is around 5-10 years and \$5m+, although this has a high level of uncertainty. It may not be possible to install a crossing in this location, due to the interaction with other organisation's assets.
 - 2.11.3 NZTA are leading a review of the form and function of this area, with input from Council staff as part of NZTAs' Hornby Access Investigations noting that this intersection has also been identified as the likely terminus of a future Turn-Up-And-Go service.
 - 2.11.4 There is therefore a high risk that any changes made may not be consistent with the longer-term plans for the area, so a new footpath may not achieve the planned asset life.

3. Conclusion Whakakapinga

- 3.1 This report provides a summary explanation of the prioritisation methodology developed to establish a new footpath programme and provides the prioritised list of candidates. As a final step toward Council endorsement of the programme, staff are providing the opportunity for community boards to provide feedback to staff through Board Advisors before close of business 18th August.
- 3.2 The next steps will be to incorporate any feedback to ensure the programme can go to full Council within this current term before proceeding to the design and delivery stage.
- 3.3 Once Council approval is received the programme will be assigned to project managers where the programme will proceed to design and delivery stage. As part of the normal delivery process the board will be invited to exercise their delegated authority in approving changes to the road network.
- 3.4 It is anticipated, based on early rough cost estimates and board approval, that 15 candidates could be delivered within the first 2 years (FY26-27).

Memos



Attachments Ngā Tāpirihanga

No.	Title	Reference
A	New Footpath Prioritised List	25/1552344
B	New Footpaths Prioritisation Method	25/1504524

Signatories Ngā Kaiwaitohu

Authors	Trudy Jones - Transport Planner Sustainable Transport Andy Milne - Team Leader Asset Planning
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management

Rank	Location	Safety	Population and destinations	Deliverability Complexity	Comment
1	Bus Stop 15576 Outside 800 Ferry Road	Very high risk	High	Low difficulty	High risk due to 18,000 vehicles per day and speed limit of 50 km/h. Above average number of destinations including; school, health facility, open space, supermarket, retirement village
2	Sparks Road 1 (368 Sparks Road to Sutherlands Road)	Very high risk	High	Medium difficulty	High risk due to 11,600 vehicles per day and speed limit of 60km/hr. Destinations include open space and a low number of bus stops
3	Sparks Road 3 (Macartney Avenue to 478 Sparks Rd)	Very high risk	High	Medium difficulty	High risk due to 10,100 vehicles per day and speed limit of 60km/hr. Destinations include three schools and a high number of bus stops
4	Birmingham Drive (Craft Place to Hands Road)	Very high risk	Low	Low difficulty	High risk due to 15,500 vehicles per day and speed limit of 50km/hr. Destinations include a few bus stops
5	Main South Road (Canterbury St to opposite Garvins Rd)	Very high risk	Low	Low difficulty	High risk due to 17,800 vehicles per day and speed limit of 60km/hr. Low number of local destinations but several bus stops
6	Springs Road (Halswell Junction Rd to Boston Ave)	Very high risk	Medium	Medium difficulty	High risk due to 16,000 vehicles per day and speed limit of 60km/hr. Destinations include two schools, open space and a high number of bus stops
7	Awatea Road 1 (Wilmers Rd to Owaka Rd)	High risk	Very high	Low difficulty	Medium-high risk due to 7,600 vehicles per day and speed limit of 50km/hr. Destinations include two schools, open space and a very high number of bus stops
8	Awatea Road 2 (Owaka Rd to Barbara Joan Rd)	High risk	Very high	Low difficulty	Medium-high risk due to 12,000 vehicles per day and speed limit of 60km/hr. Destinations include two schools, open space and a very high number of bus stops
9	Gardiners Road 1 (111 Gardiners Rd to Claridges Rd)	Very high risk	High	High difficulty	High risk due to 7,800 vehicles per day and speed limit of 60km/hr. Average number of local destinations including two schools, open space, and bus stops
10	Waimairi Road (opposite 281 Waimairi Rd to 262 Waimairi Rd)	Very high risk	Very high	Very high difficulty	High risk due to 18,200 vehicles per day and speed limit of 50km/hr. Destinations include two schools and a high number of bus stops
11	Bus Stop 42148 Opposite 160 Port Hills Road	High risk	High	Low difficulty	Medium-high risk due to 5,600 vehicles per day and speed limit of 50 km/h. Average number of destinations including; school, open space and several bus stops
12	Wakefield Avenue (Nayland St to opposite #37 Wakefield)	High risk	High	Low difficulty	Medium-high risk due to 3,300 vehicles per day and speed limit of 50km/h
13	Hills Road (Innes Rd to East Ellington Dr)	Medium	Very high	Very low difficulty	Medium risk due to 3,200 vehicles per day and speed limit of 50km/hr. High number of local destinations including three schools, health facility, open space, and very high number of bus stops
14	Sawyers Arms Road (411 Sawyers Arms Rd to Waimakariri Rd)	High risk	High	Medium difficulty	Medium-high due to 11,800 vehicles per day and speed limit of 60km/hr
15	McCormacks Bay Road (Main Rd to #1 McCormacks Bay Rd)	Medium	High	Very low difficulty	Medium risk due to 3,400 vehicles per day and speed limit of 50 km/h. Average number of local destinations including health facility, open space, and bus stops
16	Main Road (Close to Church Lane, Allendale)	High risk	Medium	Medium difficulty	Medium-high risk due to 4,600 vehicles per day and speed limit of 50km/h. Destination; open space and no bus stops
17	Wilmers Road (Awatea Rd to Springs Rd)	Medium	Very high	Low difficulty	Medium-high risk due to 7,600 vehicles per day and speed limit of 50km/hr. Destinations include two schools, open space and and a very high number of bus stops
18	Sutherlands Rd (Glendore to Muirhill)	High risk	Low	Medium difficulty	High risk due to posted speed limit of 60 km/h. Low number of nearby destinations other than a number of parks.
19	Steadman Road (Retirement Village to Carmen Rd)	Medium	High	Low difficulty	Medium risk due to 3,500 vehicles per day and speed limit of 50km/hr. Destinations include open space and several bus stops
20	Prospect Place (Provincial Rd to Foden Ln)	Medium	High	Low difficulty	
21	Cashmere Road 1 (Leistrella Rd - Hendersons Rd)	High risk	High	Very high difficulty	Medium-high risk due to 10,000 vehicles per day and speed limit of 50km/hr. Destinations include an early learning centre and medium number of bus stops. Limited destinations, access to ELC available on south side.
22	Linwood Ave/2A Buckleys Road south-east bound lane (Buckleys Ave to Cranley St)	High risk	High	Very high difficulty	Medium-high risk due to 9,700 vehicles per day and speed limit of 60km/h. Poor Level of Service for pedestrians currently, McDonalds has one existing footpath, through their carpark.
23	Jamell Place (Avonhead to end of street)	Low risk	Very high	Very low difficulty	Low-medium risk due to 90 vehicles per day and speed limit of 50 km/hr. Destinations are school and after school and a high number of bus stops
25	Gardiners Road 3 (Wilkinsons Rd to 290 Gardiners Rd)	High risk	Low	High difficulty	Medium-high risk due to 4,000 vehicles per day and speed limit of 50km/hr. Low number of local destinations; open space and bus stops
26	Cashmere Road 3 (424 Cashmere Rd to 486 Cashmere Rd)	High risk	Medium	Very high difficulty	Medium-high risk due to 2,000 vehicles per day and speed limit of 60km/hr. Destinations are limited to open space and bus stops
26	Gardiners Road 4 (323E Gardiners Rd to 344 Gardiners Rd)	High risk	Low	High difficulty	Medium-high risk due to 3,100 vehicles per day and speed limit of 80 km/h. Low number of local destinations; open space and bus stops
27	Treffers Road (Packhouse Road to Wigram Road)	Medium	Low	Low difficulty	Medium risk due to 4,900 vehicles per day and speed limit of 50km/hr. Destinations limited to a few bus stops
28	Hendersons Road (shoulder to Cashmere Road)	High risk	Medium	Very high difficulty	Medium-high risk due to 6,800 vehicles per day and speed limit of 50km/hr. Destinations include open space and several bus stops

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Rank	Location	Safety	Population and destinations	Deliverability Complexity	Comment
29	Kennedys Bush Road (Entrance to Halswell Quarry Parking to Cashmere Road). May be under construction soon.	Medium	Medium	Medium difficulty	Medium risk due to 1,200 vehicles per day and speed limit of 50km/hr. Destinations include three schools, open space and several bus stops
30	Poranui Beach Road (unsealed paths) (SH75 to Birdlings Flat Beach)	Medium	Very low	Low difficulty	Medium due to low numbers of vehicles per day and speed limit of 60 km/h
31	Cashmere Road 2 (Hendersons Rd - 424 Cashmere Rd)	Medium	Medium	High difficulty	Medium risk due to 2,600 vehicles per day and speed limit of 50km/hr. Destinations include an early learning centre and medium number of bus stops. Destinations are limited to open space and bus stops
32	Marine Drive, (Bayview Rd to Black Pt Rd), Charteris Bay	Medium	Medium	High difficulty	Medium risk due to 2,200 vehicles per day and speed limit of 50km/h
33	Cresswell Avenue (Governors Bay), whole length	Low risk	Medium	Low difficulty	Low-medium risk due to 35 vehicles per day and speed limit of 50 km/hr. Destinations are school and open space
34	Bus Stop 36385 Opposite 30 St Andrew's Hill Road (The Brae to Marama Cres)	Medium	High	Very high difficulty	Medium risk due to 2,700 vehicles per day and speed limit of 50km/h
35	Gardiners Road 2 (Claridges Rd to Wilkinsons Rd)	Medium	Low	High difficulty	Medium risk due to 6,100 vehicles per day and speed limit of 60km/hr. Low number of local destinations; open space and bus stops
36	Ngatea Road (between Marine Dr and #6 Ngatea Rd)	Low risk	High	Medium difficulty	Low-medium risk due to 2,200 vehicles per day and speed limit of 50km/hr. Destinations include a school and pre school, open space but no bus stops
37	Cashmere 5 (Kitcheners Knoll - Sutherlands Rd)	Medium	Medium	Very high difficulty	Medium risk due to 1,500 vehicles per day and speed limit of 60 km/hr. Destinations are limited to open space and no bus stops
38	Cashmere 6 (Sutherlands Rd to Halswell Quarry carpark)	Medium	Medium	Very high difficulty	Medium risk due to 2,200 vehicles per day and speed limit of 60 km/hr. Destinations are limited to open space and no bus stops
39	Vickerys Road 1 (Smyes Rd to Washbournes Rd)	Medium	Medium	Very high difficulty	Medium risk due to 2,300 vehicles per day and speed limit of 50 km/hr. Destinations are limited to open space and bus stops
40	Lower Styx Road (Te Korari St - Marshlands Rd)	Low risk	Low	Low difficulty	Low-medium risk due to 2,700 vehicles per day and speed limit of 60km/hr. Destinations include open space and bus stops
41	Summit Road (Harry Ell link to Sign of Kiwi)	Medium	Very low	High difficulty	Low risk due to 520 vehicles per day and speed limit of 60km/h
42	Governors Bay Road (Close to Sandy Beach Road)	Low risk	Medium	Medium difficulty	Low-medium risk due to 1,500 vehicles per day and speed limit of 50km/hr. Destinations include open space and one bus stop
43	Palatine Terrace (Buxton Terrace to 68 Palatine Terrace)	Low risk	Very high	Very high difficulty	
44	Boonwood Close / Cashmere	Low risk	High	Very high difficulty	Low-medium risk due to 90 vehicles per day and speed limit of 50km/hr. Destinations include a school and pre school, open space but no bus stops
45	Governors Bay Road (Kaikomako Pl to Marriners Cove)	Very low risk	High	Medium difficulty	Low risk due to 1,500 vehicles per day and speed limit of 50km/hr. Destinations include open space and a couple of bus stops
46	Vickerys Road 2 (Washbournes Rd to Lodestar Avenue)	Low risk	Medium	Very high difficulty	Low-medium risk due to 700 vehicles per day and speed limit of 50 km/hr. Destinations are limited to open space and bus stops
47	Waipapa Avenue (Purau Ave to 28 Waipapa Ave)	Low risk	Medium	Very high difficulty	Low-medium risk due to 600 vehicles per day and speed limit of 50km/hr. Destinations include health facility, open space, and bus stops
48	Cashmere Road 4 (486 Cashmere Rd to Kitcheners Knoll Rd)	Low risk	Low	Very high difficulty	Low-medium risk due to 2,200 vehicles per day and speed limit of 60km/hr. Destinations are limited to open space and no bus stops
49	Heyders Road (100 Heyders Rd - 150 Heyders Rd)	Very low risk	Very low	Medium difficulty	Low risk due to 210 vehicles per day and speed limit of 30km/hr (stopping place). No destinations
50	Kainga Road (74 Kainga Rd - 184 Kainga Rd)	Very low risk	Very low	Medium difficulty	Low risk due to 2,140 vehicles per day and speed limit of 50km/hr. Destinations include open space no bus stops
51	Governors Bay Road (Omaru Rd to Rapaki Dr)	Very low risk	Very low	Medium difficulty	Low risk due to 1,500 vehicles per day and speed limit of 50km/hr. Destinations include open space and one bus stop
52	Beach Road, Akaroa (line marking on road only)	Very low risk	Low	High difficulty	Low risk due to 3,300 vehicles per day and speed limit of 30 km/h
53	Pikes Track (Kainga Rd to end of street)	Very low risk	Very low	Very high difficulty	Low risk due to 20 vehicles per day and speed limit of 50km/hr. Destinations include open space no bus stops
54	Gillespies Road (Kainga Rd to end of street)	Very low risk	Very low	Very high difficulty	Low risk due to 15 vehicles per day and speed limit of 50km/hr. Destinations include open space no bus stops
55	Savage Street (Kainga Rd to end of street)	Very low risk	Very low	Very high difficulty	Low risk due to 80 vehicles per day and speed limit of 50km/hr. Destinations include open space no bus stops

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Rank	Location	Safety	Population and destinations	Deliverability Complexity	Comment
56	Radcliffe Road 2 (railway to Blakes Rd)	Very high risk	High	Happening/programmed	
57	Main South Road outside Woolworths and across Carmen road to the Hornby Hub	Very high risk	High	Happening/programmed	Staff recommend not prioritising this until after the Hornby Masterplan work is complete
58	Sparks Road 2 (Sutherlands Rd to Macartney Ave)	Very high risk	High	Developer	
59	Mairehau Rd 1 (Concord Pl and Aviemore Dr)	Very high risk	High	Developer	
60	Mairehau Road (Marshland Rd to Prestons Park Dr)	High risk	High	Happening/programmed	
61	Prestons Road (Retirement Village to Mills Rd)	High risk	High	Developer	
62	Johns Road (Groyne Dr to opposite 66 Johns Rd)	High risk	High	Developer	
63	Mairehau Road 2 (Aviemore Dr and Prestons Park Dr)	High risk	High	Developer	
64	Radcliffe Road 1 (Main North Rd to railway)	Medium	High	Happening/programmed	
65	Sabys Road 1 (Quaifes Rd - Candys Rd)	High risk	Medium	Developer	
66	Sabys Road 2 (Candys Rd – Trices Rd)	High risk	Medium	Developer	
67	Quaifes Road 2 (Glengael Dr to Sabys Rd)	Medium	Very high	Developer	
68	Quaifes Road 1 (Murphys Rd to Glengael Drive)	Medium	High	Developer	
69	Milns Road (James Hight Drive to cycleway crossing)	Low risk	High	Developer	

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Connecting our Footpath Network

New Footpaths Programme #75051

Council Information Session 15th July
2025

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Item 17

Attachment G

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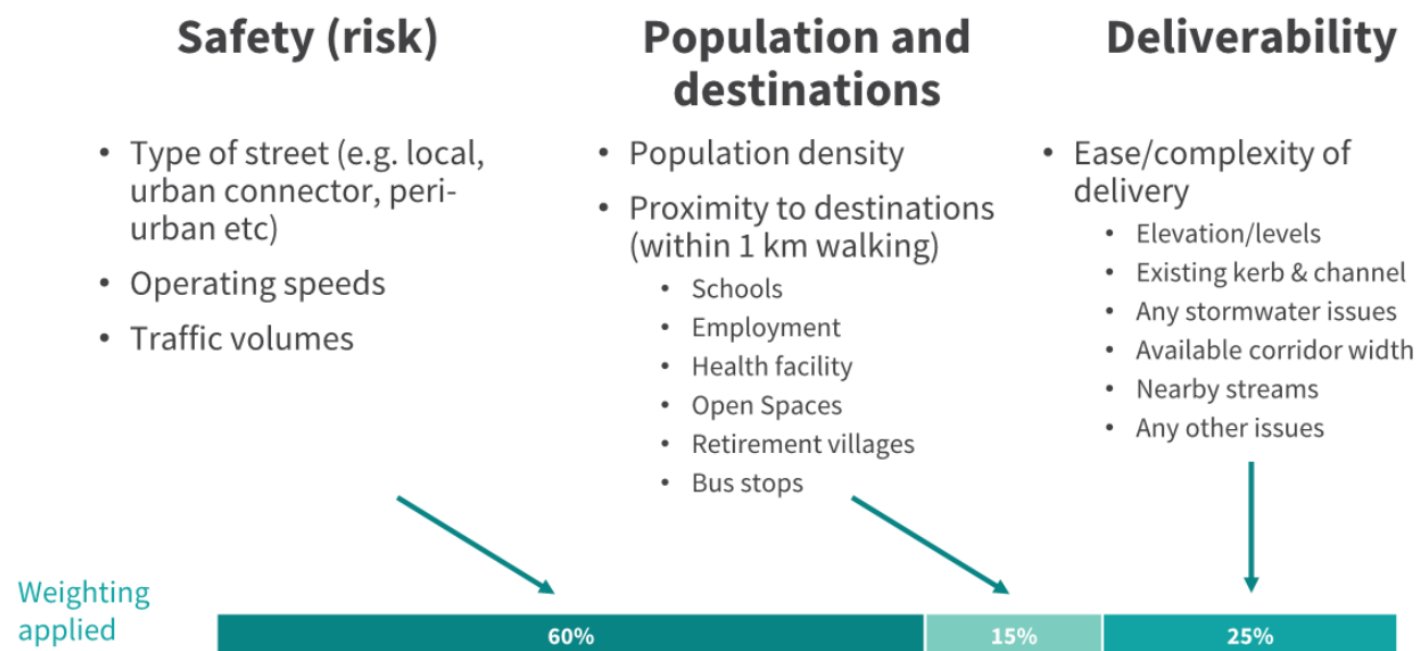
New Footpaths Programme

- First time funding made available to pro-actively provide **new** footpaths (\$19m over LTP period 2024-2034)
- Limited to construction of new footpaths only rather than maintenance of existing assets or provision of shared facilities
- Evidence-based system to identify, evaluate, and prioritise new footpath requests
- Multi criteria analysis used to create a delivery programme under the LTP designed to optimise our spending on the sections of footpath most needed to connect our existing network



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Multi-criteria analysis methods (1/2)



Multi-criteria analysis methods (2/2)

All sections

66 footpath sections to be considered (Community Board, internal and external requests)



Long list

53 footpath sections



Ranked long list

53 footpath sections
Ordered by priority



Excluded from programme if:

- Already happening/programmed (3/66)
- To be completed by developer (10/66)

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Connecting our Footpath Network

New Footpaths Programme #75051

Appendix:

1. Sources of data (for Multi Criteria Analysis)
2. Rough Order Costings
3. Sensitivity Testing

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Appendix (1/2) multi-criteria analysis data sources

Safety (risk)

- **All sourced from MegaMaps, NZTA**
- Type of street (One Network Framework, MegaMaps)
- Operating speeds assumed same as posted speed limit (MegaMaps)
- Traffic volumes (MegaMaps)

Population and destinations

- Population density (SA2 Census Usual Resident Population)
- Proximity to destinations (within 1 km walking):
 - If a destination was accessible within a 1km walking catchment then the location received a point.

Deliverability

- Ease/complexity of delivery from subject matter experts
 - Elevation/levels
 - Existing kerb & channel
 - Any stormwater issues
 - Available corridor width
 - Nearby streams
 - Any other issues

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Appendix (2/2) Rough Order Costings Calculation

- Assumed standard path width = 2 m
- Length (m) and unit cost (\$/m)
- Site set up costs (\$10,000)
- Traffic management (based on project length)
- Design / Supervision (14% of cost)
- Contingency (30% of cost)
 - Base contingency of 30% of cost.
 - Increased contingency of 40% for deliverability ratings of 'difficult' and 50% for 'very difficult'.
- Assumptions:
 - These rough order costings do not allow for "site specific" issues. (ie; lighting, coal tar, driveways, drainage, tree roots.)
 - Rough Order Costings are by nature a standardised formula. For more accurate costings an on-site assessment and preliminary design work will be required.

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Sensitivity Testing

	Safety 60%, Pop/Dest 15%, Deliverability 25%	Safety 70%, Pop/Dest 30%, Deliverability 0%	Commentary
1	Bus Stop 15576 Outside 800 Ferry Road	Waimairi Road (opposite 281 Waimairi Rd to 262 Waimairi Rd)	Up from #10 to #1
2	Sparks Road 1 (368 Sparks Road to Sutherlands Road)	Bus Stop 15576 Outside 800 Ferry Road	From #1 to #2
3	Sparks Road 3 (Macartney Avenue to 478 Sparks Rd)	Sparks Road 1 (368 Sparks Road to Sutherlands Road)	From #2 to #3
4	Birmingham Drive (Craft Place to Hands Road)	Sparks Road 3 (Macartney Avenue to 478 Sparks Rd)	From #3 to #4
5	Main South Road (Canterbury St to opposite Garvins Rd)	Gardiners Road 1 (111 Gardiners Rd to Claridges Rd)	From #9 to #5
6	Springs Road (Halswell Junction Rd to Boston Ave)	Springs Road (Halswell Junction Rd to Boston Ave)	Same
7	Awatea Road 1 (Wilmers Rd to Owaka Rd)	Birmingham Drive (Craft Place to Hands Road)	From #4 to #7
8	Awatea Road 2 (Owaka Rd to Barbara Joan Rd)	Main South Road (Canterbury St to opposite Garvins Rd)	From #5 to #8
9	Gardiners Road 1 (111 Gardiners Rd to Claridges Rd)	Awatea Road 1 (Wilmers Rd to Owaka Rd)	From #7 to #9
10	Waimairi Road (opposite 281 Waimairi Rd to 262 Waimairi Rd)	Awatea Road 2 (Owaka Rd to Barbara Joan Rd)	From #8 to #10

Christchurch
City Council 

18. Valedictory

Reference Te Tohutoro: 25/1755160

Responsible Officer(s) Te
Pou Matua: Jonathon Jones, Community Board Advisor

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

1. Waihoru Spreydon-Cashmere-Heathcote Community Board Chairperson valedictory

- 1.1 Callum Ward, Chairperson will give a valedictory speech.

Attachments Ngā Tāpirihanga

There are no attachments for this report.

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

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

Karakia Whakakapi

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

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

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

Open Actions Ngā Mahinga Tuwhera

REPORT TITLE/AGENDA SECTION	MEETING DATE	ACTION DUE DATE	UNIT	TEAM
Public Forum - Request for the recommencement of the Grange Street Renewal	15 May 2025	14 August 2025	Transport & Waste	Asset Management
Correspondence	14 September 2023	30 August 2025	Parks	Parks & Recreation Planning
Correspondence	12 June 2025	11 September 2025	Transport & Waste	Traffic Operations
Correspondence	10 April 2025	30 September 2025	Community Support & Partnerships	Governance (Spr-Cas-Hea)
Public Forum - Cumbria Lane Lighting, Westmorland	12 June 2025	30 September 2025	Transport & Waste	Asset Management
Public Forum - Development of New Sections in West Halswell	12 June 2025	30 September 2025	Community Support & Partnerships	Governance (Spr-Cas-Hea)
Public Forum - Replacement for the Plaque at Ashgrove Reserve	13 February 2025	30 September 2025	Parks	Community Parks
Sumner Valley Riding School Trust - proposed new lease	10 April 2025	1 October 2025	Facilities & Property Unit	Property Consultancy
The Green Effect Trust (Trees for Canterbury) - Proposed new lease - Charlesworth Reserve	13 March 2025	1 October 2025	Facilities & Property Unit	Property Consultancy
Public Forum - Basketball court at Ti Rakau Reserve	10 July 2025	9 October 2025	Parks	Parks & Recreation Planning
Public Forum - Tree removal Farnley Reserve	10 July 2025	9 October 2025	Parks	Botanic and Garden Parks
Public Forum - Tree shading property in Hillsborough	10 July 2025	9 October 2025	Parks	Botanic and Garden Parks
Public Forum - Mt Pleasant Community Centre traffic management issues	15 May 2025	14 October 2025	Transport & Waste	Traffic Operations
Beach Hospitality Limited - Landlord Consent to Improvements and Request for Further Lease	13 March 2025	31 October 2025	Facilities & Property Unit	Property Consultancy
Grant an Easement over Waterworks Reserve 109 Scruttons Road Heathcote Christchurch.	15 February 2024	31 October 2025	Facilities & Property Unit	Property Consultancy
2025/26 Waihoru Spreydon-Cashmere-Heathcote Discretionary Response Fund - Board Projects	14 August 2025	13 November 2025	Community Support & Partnerships	Governance (Hal-Hor-Ric)
Bunyan Street / Domett Street Intersection - Proposed No Stopping Restrictions	14 August 2025	13 November 2025	Transport & Waste	Traffic Operations
Correspondence	14 August 2025	13 November 2025	Parks	Community Parks
Correspondence	14 August 2025	13 November 2025	Transport & Waste	Traffic Operations
Public Forum - Parking Issues on Opawa Road	14 August 2025	13 November 2025	Transport & Waste	Traffic Operations
Waihoru Spreydon-Cashmere-Heathcote 2025/26 Strengthening Communities Fund Applications for Consideration	14 August 2025	13 November 2025	Community Support & Partnerships	Governance (Hal-Hor-Ric)
Waihoru Spreydon-Cashmere-Heathcote 2025-26 Discretionary Response Fund Cashmere High School Board of Trustees, National Readers Cup Challenge in Auckland September 2025 Project	14 August 2025	13 November 2025	Community Support & Partnerships	Governance (Hal-Hor-Ric)
Cave Rock Lighting	28 August 2025	27 November 2025	Parks	Asset Management
Spreydon, Somerfield, Waltham, Beckenham CRAF - Strickland Street/Somerfield Street safety improvements	28 August 2025	27 November 2025	Transport & Waste	Project Management

Public Forum - Spokes Canterbury	12 June 2025	1 December 2025	Transport & Waste	Asset Planning
Sumner Tennis and Squash Club Application to lease 8-14 Heberden Avenue and 140 Nayland Street	11 May 2023	1 December 2025	Facilities & Property Unit	Property Consultancy
Spreydon, Somerfield, Waltham, Beckenham CRAF - Lyttelton Street safety improvements	10 July 2025	20 December 2025	Transport & Waste	Project Management
Orion Easement at Waltham Park	10 April 2025	31 December 2025	Facilities & Property Unit	Property Consultancy
Parking changes on Selwyn Street and Milton Street	14 August 2025	31 March 2026	Transport & Waste	Traffic Operations
Spreydon, Somerfield, Waltham, Beckenham CRAF - Selwyn Street pedestrian and cycle safety improvements	10 July 2025	26 June 2026	Transport & Waste	Project Management
Redcliffs Village - Coastal Pathway safety improvements.	15 February 2024	30 June 2026	Transport & Waste	City Streets Maintenance

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

Actions closed from 22 to 31 August 2025

REPORT TITLE/AGENDA SECTION	MEETING DATE	DUE DATE	ACTION CLOSURE DATE	UNIT	TEAM
Public Forum - Request for the recommencement of the Grange Street Renewal	15 May 2025	29 August 2025	25 August 2025	Three Waters	Asset Management
Proposed Lane Names - 245 Worsleys Road, Cracroft	14 August 2025	13 November 2025	27 August 2025	Planning & Consents	Resource Consents
Fifield Terrace - Proposed No Stopping Restrictions	12 June 2025	11 September 2025	28 August 2025	Transport & Waste	Traffic Operations
Willard Street - Proposed No Stopping Restrictions	14 August 2025	13 November 2025	28 August 2025	Transport & Waste	Traffic Operations