

## **Waihoru**

### **Spreydon-Cashmere-Heathcote Community Board**

### **MINUTES ATTACHMENTS**

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**Date:** Thursday 11 September 2025  
**Time:** 4.10 pm  
**Venue:** Linwood Boardroom,  
Gate B, 180 Smith Street,  
Woolston

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

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14 August 2025

To the Waihoru Spreydon-Cashmere-Heathcote Community Board

**Subject: Request for Removal of Overbearing Western Red Cedar Tree  
Adjacent to Spreydon Tennis Courts**

Dear members and staff of the Waihoru Spreydon-Cashmere-Heathcote Community Board,

We are writing on behalf of the Spreydon Tennis Club and the Kereru Sports & Cultural Club to formally request the removal of the large western red cedar tree (*Thuja plicata*) located adjacent to the Spreydon Tennis Courts. This tree, currently standing at approximately 15 metres in height, has become increasingly problematic and presents a number of concerns:

- **Damage to Court Surface:** The tree sheds acidic needles and leaves that degrade the court surface and are slow to decompose.
- **Health and Safety Risks:** The tree blocks sunlight, preventing the courts from drying properly. This results in slippery surfaces, particularly during winter, posing a serious risk to our members, many of whom are elderly and actively playing, ranging in age from 60 to 94 years.
- **Toxicity:** While mildly toxic to humans if ingested in large quantities, the tree is more harmful to pets such as cats and dogs that may chew on its sticks or leaves.
- **Potential Root Damage:** There is concern that the tree's root system may be compromising the structural integrity of the courts.

Prepared by Kelly Perazzolo on 13 August 2025

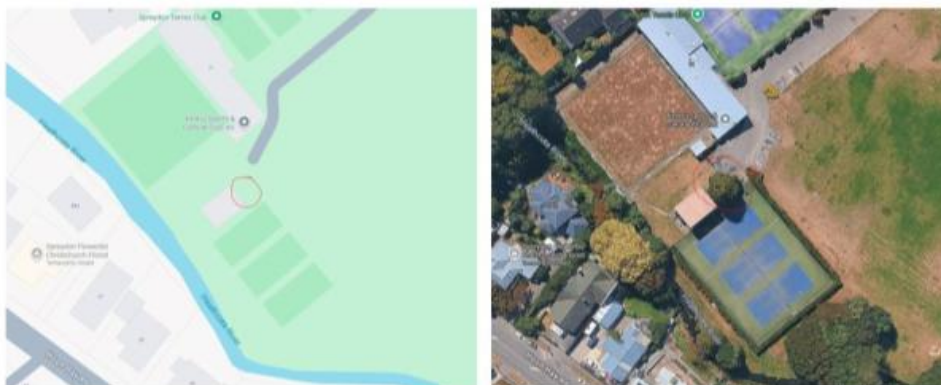


- **Growth Concerns:** The tree will continue to grow taller if left unmanaged, although it may be nearing its maximum spread.
- **Limited Usability:** The courts are rendered largely unusable during winter months due to the damp and unsafe conditions caused by the tree's presence.

Both clubs are in full support of the tree's removal and are willing to contribute to the associated costs. We are also happy to work with the Council to plant suitable shrubs in its place, consistent with the existing vegetation along the other three fence lines of the tennis club.

It is important to note that the tree is located behind locked gates and is inaccessible to the general public. Its removal will not impact public view or use of the area.

#### Location Image



We appreciate your attention to this matter and look forward to your support in ensuring the safety and continued enjoyment of our community facilities.

Prepared by Kelly Perazzolo on 13 August 2025

Yours sincerely,

Kelly Perazzolo

President – Spreydon Tennis Club

On behalf of the Spreydon Tennis Club & Kereru Sports & Cultural Club  
Managing Committees

Prepared by Kelly Perazzolo on 13 August 2025

Photos of the tree – 25 May 2025



Prepared by Kelly Perazzolo on 13 August 2025



Prepared by Kelly Perazzolo on 13 August 2025





Prepared by Kelly Perazzolo on 13 August 2025

# Beckenham Neighbourhood Association Birdwood crossing points, community notice board

Simon Kingham, Shane Binder  
Waihoru Community Board, 10 September 2025

## 1. Trial crossing points on Birdwood Ave

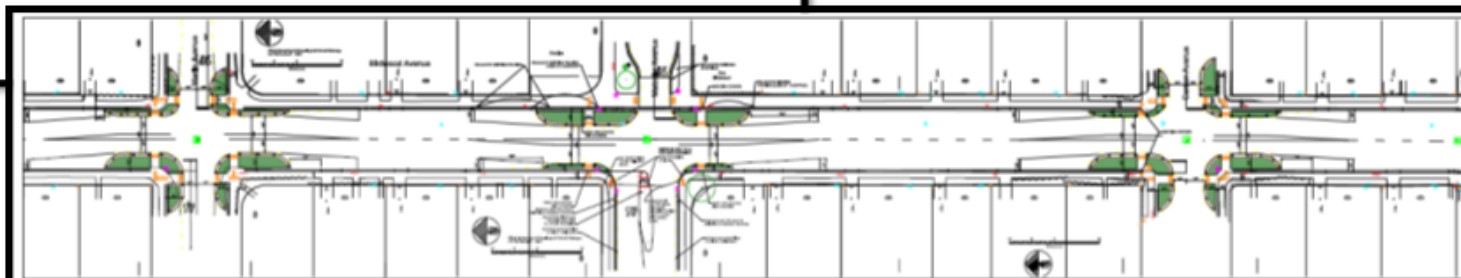
Local research highlighted crossing Birdwood Ave as a significant safety issue

Was part evidence for 2020 NZTA funded *Innovating Streets for People* Beckenham project which included narrowing Birdwood junctions

50km/h speed limit then in place was one reason why not implemented

- A series of interventions on Birdwood Ave:
  - 'Intersection repairs' to improve safety (specifically at Malcolm, Martin and Corson Aves)
  - Improved pedestrian and public space such as seating
  - Safer and shorter crossing points for pedestrians
  - Improved cycling safety
  - Greening/landscaping

From 2020 ISfP





## Trial crossing points

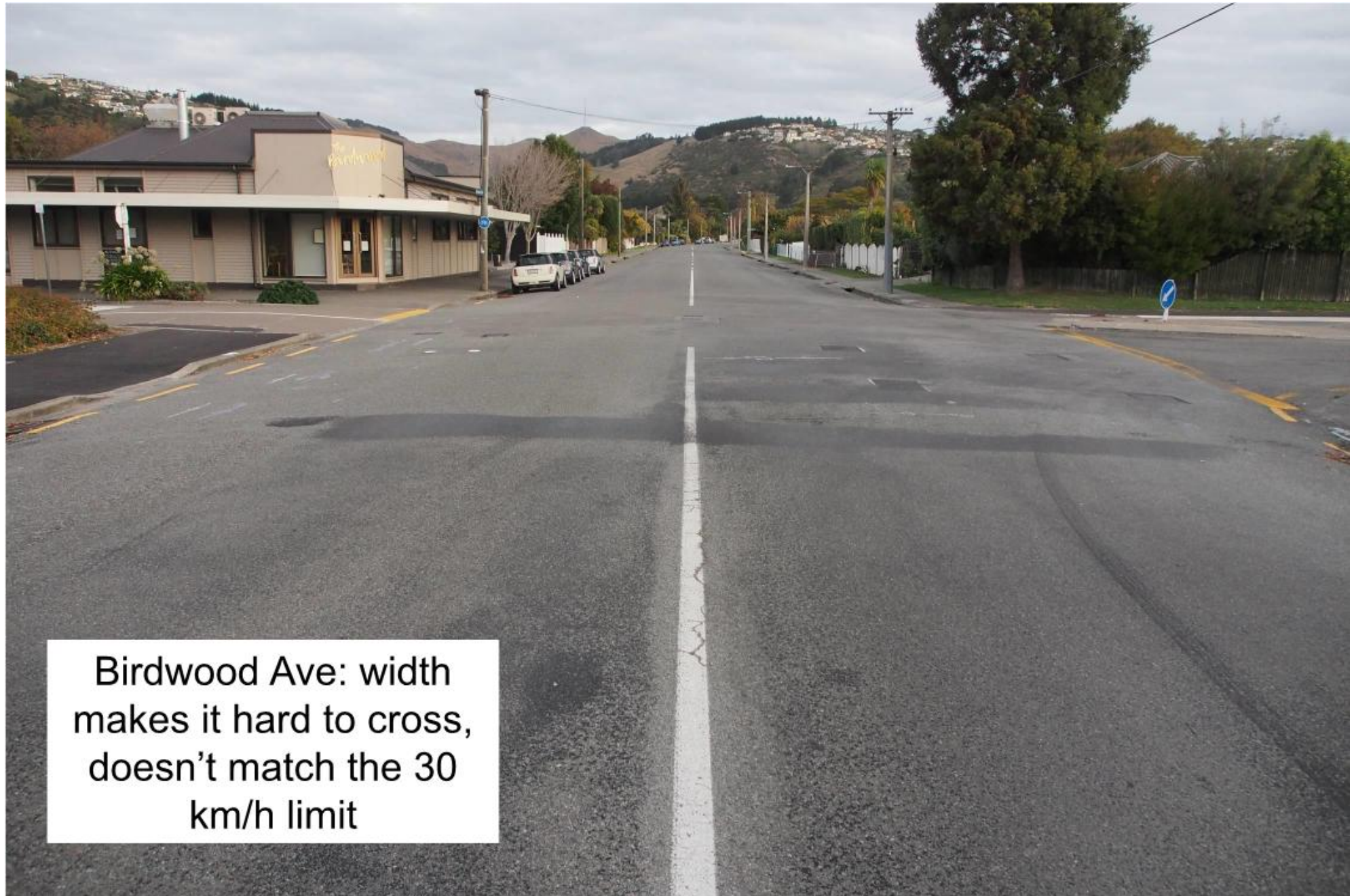
Most recently raised at  
December 2024 community  
board meeting

Support from our members  
(Newsletter 152 survey, 25  
replies, 92% support)

Aims: clear edge between  
footpath and road, shorter  
crossing lines, match road  
environment to the current  
30 km/h speed limit



No footpath edge



Birdwood Ave: width  
makes it hard to cross,  
doesn't match the 30  
km/h limit

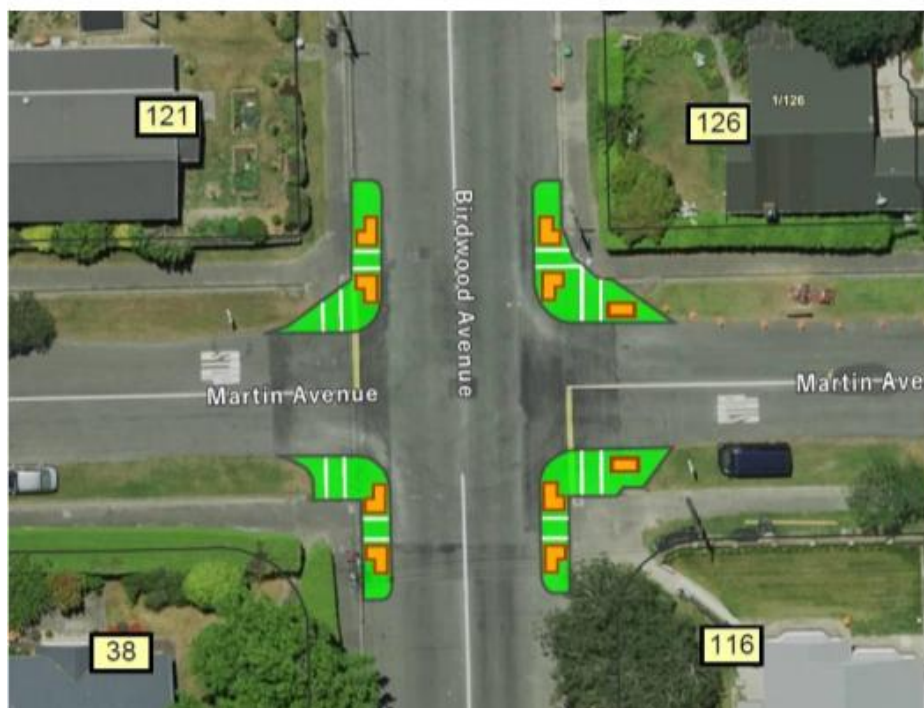


## Trial crossing points

We have since drawn up draft plans for CCC traffic engineers to refine, based on 2020 CCC initial designs.

No funding to make it permanent, but can use temporary and community-sourced materials for the trial.

Could be at Birdwood intersections with Martin, Malcolm and/or Corson Aves.



CCC 2020

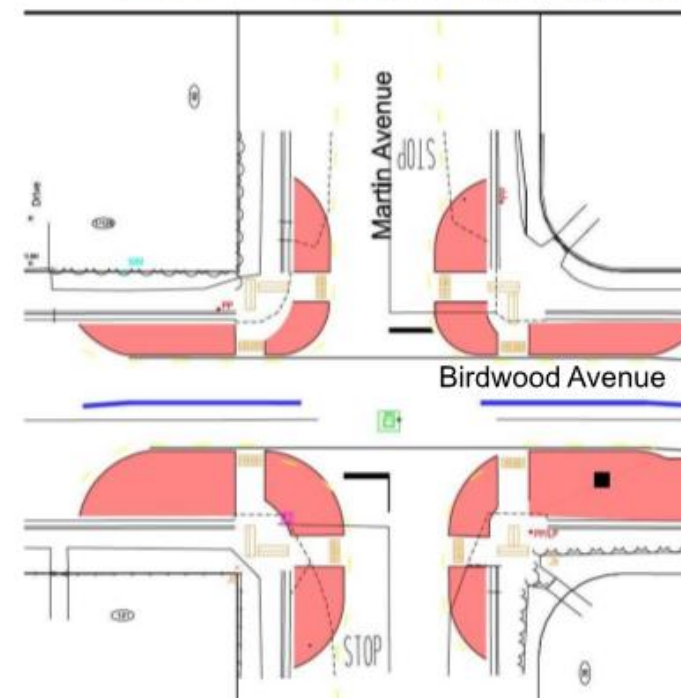
Our sketches

## Trial crossing points

We took our sketches to those living on the four corners at each intersection. They were in favour.

- 12 of 13 neighbours in & supportive (13<sup>th</sup> was not in)
- Includes Hetties and Birdwood Café owners

Request Community Board support for asking CCC traffic engineers advance the trial





## 2. Seats and community notice board

The plantings between Hetties and the Birdwood Cafe are overgrown with roses

We would like to trim this back and put two bench seats and a community notice board, similar to adjacent planting by the Methodist Church

We can organise labour and materials, if the board is happy for us to proceed

Hetties and Cafe will have a veto before we do anything



# Sumner Community Residents' Association

## Photos of Old Tram Stop





































# Abby Moore

Deputation - Christchurch Yacht Club















# RICHMOND HILL ROAD ROAD SAFETY IMPROVEMENTS

PRESENTED BY ALICE SHANNON ON BEHALF OF  
THE RICHMOND HILL RESIDENTS GROUP  
September 2025

# The Process

- The Board will appreciate this has been a long, ongoing, extremely stressful and quite exhausting process for the directly affected residents.
- The was not a process initiated by the directly affected residents. However many of us have now been forced to spend a considerable amount of time and energy on providing feedback, researching other options and attempting to find constructive workable solutions.
- This of course has been an additional chore on top of our already busy lives. Unlike others on the Board or employed by the Council, we are not paid for this time and it has come at significant cost.
- As example - I am aware that Engineer Brian Anderson (who has spoken with the board twice previously), has spent innumerous hours - including driving all over town to research/ measure other residential streets and he has provided very detailed comparisons and dimensioned images/ documents relating to Richmond Hill.
- Personally as main spokesperson for the directly affected residents, I would estimate that to date I would have spent at least 6 weeks on this matter, not to mention that this is the 3rd time I have now had to speak with the Board - a process that in itself takes hours.
- This is time that has been taken away from other important things in our lives. It is time we will never get back and personally I feel robbed that my precious time has had to be surrendered to a process that was flawed from the outset.
- It remains hard to understand how this situation was allowed to develop based solely on 1-2 complainants - who are more recent residents of Richmond Hill Road, who would have been fully aware of the road's restrictions at the time of purchasing their property.
- It is even harder to understand how this situation has been allowed to continue despite the overwhelming majority (79%) of feedback from consultation being against any changes.

# Council Proposals

- During this process there have now been 3 proposals drawn by the Council, all of which remain much of muchness. The latest plan Aug 2025, shown in the agenda as Option 1/Attachment A - is for all intensive purposes very similar to the original 2024 plan Option 3/ Attachment C, with the addition of some safety signage, road markings and a few more carparks retained. This is the plan that is now being promoted as the Council staffs recommendation.
- We are VERY concerned that the staff report was completed without having received our formal feedback. We received the latest plan on 15th August requesting that feedback is received by 28th August. As an extended residents group, with many of us regularly working out of town and dealing with other 'life' matters this was simply not enough time for us to review, digest, meet as a group and respond. In comparison the paid employed Council staff had two months to work on it following the 15th June roadside meeting.
- As with the previous plans we **DO NOT** support this plan for the following (though not necessarily limited to) reasons:
- Safety - for the same reasons already previously detailed (and acknowledged by the Council itself) we do not believe this plan will make the road safer for pedestrians, instead we believe this plan will actually decrease the overall safety of Richmond Hill for all road users.
- Specifically, the removal of any parked cars will only serve to further increase traffic speeds and concerningly encourage vehicles to attempt to go 'two-way' on what is a one lane section of the hill. This then causes vehicles to drive further onto or directly on the footway area. Examples of such commonly witnessed driving has already been detailed within the RHRG's previous presentations.
- The insistence of marking a roadside footway - without extending the area, only makes an already narrow carriageway narrower - which increases the likelihood of vehicle vs vehicle incidents.
- It does not allow for a midsection traffic wait-line and instead includes a lower hill wait-line only, that very unusually dictates the uphill traffic give way to downhill, against NZTA recommendations.
- This option states that it would retain 13 parking spaces but it does not accurately estimate how many would be lost - being approx 8-10 dependant on the vehicle and size. It gives no provisions for where these vehicles would now park nor the implications of that for other parts of the hill.
- This proposal (as with the previous proposals) does not actually fully address the issues. All the plans to date still require pedestrians to walk on the road in parts. They do not address the issue of the power pole impediments nor do they allow enough space for prams etc. Nor does not adequately address the overall safety concerns of the directly affected residents - concerns which have now been raised by the lower Richmond Hill residents with the Council on various occasions for well over a decade now.
- All things considered we believe it would be very irresponsible for the Council to seemingly promote this stretch of footway as a safe pedestrian access when that would be questionable. It is simply not the safest pedestrian access for Richmond Hill Road, naturally the designated public walkway is.
- Importantly - again, as with the previous proposals - this latest plan would unduly, unnecessarily and unfairly affect the directly affected residents, their whanau, friends and associates.
- In comparison the RHRG has already presented an alternative plan that does address all the issues of a roadside footway - it deals the power pole impediments, allows space for prams and does not require any pedestrian to need to walk on the road at any time, whilst still retaining parking and the traffic calming measures, parked cars have been proven to provide.



Examples of vehicles attempting to drive two-way, causing them to drive on the roadside footway area on stretch of RHR already yellow lined.





Examples of vehicles attempting to drive two-way, causing them to drive on the roadside footway area on stretch of RHR already yellow lined.



# Our position

- From the offset the Councils approach to this matter has and seemingly remains focussed on the considering only the 'cheapest options' and we continue to ask why?
- As stated, there are other options available that would thoroughly, completely, and permanently address the issues (primarily to make both the footway area and road safer and more user friendly for pedestrians and all road users) - however to date the Council has failed to give them due and proper consideration.
- The Richmond Hill Residents group preferred option is the 'do minimal' option and that for now - some new and improved safety signage (including a shared-use sign is installed) and;
- The proposal for the extension of the roadside footway (as detailed within the Richmond Hill Residents Groups proposal to the Council June 2025) is costed and due consideration is given as to whether this option could be considered under the current budget or other maintenance/ limited improvement budgets or if these costs would require it to be proposed via the annual plan.
- To clarify, the Richmond Hill Residents Group considers that for now the priority for the footway extension would be on the upper stretch of the road between the 2nd hairpin corner and the public walkway access only (stage 1). Once the existing driveways are taken into consideration this is actually a very limited area and therefore may be affordable within available budgets.
- This would still allow for a second stage 2 option to take place in the future for the roadside footway to be extended beyond the public walkway access to the lower section of Richmond Hill Road.
- The Council had already publicly acknowledged and apologised for the fact that from outset this process was flawed. This has resulted in a lot of unnecessary stress and significant wasted time for the directly affected residents. All things considered we believe it is entirely appropriate the Council recognise the time, efforts and suggestions we have put forward and allow them due consideration. For the Council to act in any other way would be completely unreasonable.



# Maintenance currently underway on Richmond Hill

- There is currently maintenance underway on the existing footway area.
- While it is good that this very long overdue maintenance is taking place, we do question the timing and believe it would have made more sense and been appropriate to wait to do this work till after the Board had made a decision on this matter.
- This is important because the removal of the overgrown vegetation has (as suspected) unveiled both the amount of roadside space currently available but also shown just how easy and cost effective it would be to extend this roadside area.
- We simply can't express how incredibly frustrating this situation is for the directly affected residents.
- We put many hours in researching and presenting the option of extending the footway to the Council and the Board. We were told by the Council in writing following the June roadside meeting that our suggested options would be explored, however, nothing further has been heard.
- To now witness this footway area be retained and resurfaced in essentially the exact same location as existing without any forethought being given to the known matters at hand is simply nonsensical to us.
- It seems an incredible waste of resources and opportunity.





Photos showing where the existing roadside footway area is being retained WITHOUT taking the opportunity to extend it.





# The requirement for a roadside footway?

- Notwithstanding our suggestion of how the existing roadside footway area could easily and cost effectively be extended; overall we still question the need for it at all.
- As already addressed within our previous presentations - there are numerous roads throughout Christchurch and the Port Hills that have no footpaths at all and there is no Council policy that requires a specific roadside footway to be provided on existing roads. The process we are now in, of trying to accomodate a roadside footway, without extending the area, results solely from a comment made by one Board member (though we are sure well-meaningly) without due consideration being given to the implications of such a directive.
- Therefore, can anyone on the Board please explain why Richmond Hill Road is being specifically singled out given that it appears that it is now a requirement for it to have a roadside footpath, when this same principle has not been applied to other Christchurch roads?
- This is especially hard to understand, given RHR is already serviced by a public walkway? If such walkways are adequate for other hill roads, then why isn't this an acceptable pedestrian option for Richmond Hill Road?
- And if a roadside footway is considered necessary then why would the Council not take the option to construct one with the most benefits and that does not severely affect the directly affected residents?
- Again it is appropriate to note that pedestrian traffic on Richmond Hill is minimal.
- It is also important to note that the directly affected Richmond Hill residents (most of whom are very long residents) and the most regular pedestrians on this stretch of road have no problem with the current roadside footway and are happy using the designated public walkway.
- While we would like some additional signage and road marking to make the road safer and more user friendly we have only taken the time to research and suggest changes to the footway area to appease the complainant, not because we think it is necessarily required.

# Legal considerations

- For the avoidance of any doubt, the Richmond Hill Residents Group believes it is appropriate that we advise that we have received legal advice. Accordingly, in the event our preferred option is not given due and proper consideration and instead any action is taken by the Council to remove car parking which (for reasons previously stated) would unduly inflict dire consequences on the directly affected residents, then we will take legal action against the Council. Our basis for taking such action would be:
- All of the Councils proposals to date unduly, unfairly, significantly and disproportionately disadvantage the directly affected residents.
- They decrease the overall safety of Richmond Hill Road as a whole for all users.
- Significantly and specifically decrease the safety of the directly affected residents, exposing them to and leaving them with no other alternative than be forced to be pedestrians more often on this 'less safe' roadside footway area.
- Breach the Councils previous assurances given to affected residents regarding the adequacy of the Richmond Hill Road to sustain the RHR golf course development, including parking.
- There is no Council policy that requires a specific 'roadside' footway or path to be provided on existing roads such as Richmond Hill Road (in fact many roads have no footpaths at all) and for the Council to take such an avoidable option would set a precedent of significant concern for many Canterbury residents and ratepayers.
- The Richmond Hill Residents Group has provided the Council with a suitable alternative. This alternative is acceptable to the directly affected residents and the original complainant. It also resolves all of the issues (provides for safer pedestrian walkways while retaining parking) and more permanently 'future proofs' this section of Richmond Hill Road.
- This matter is not deemed urgent and there is no reason for this option not to be fully considered and costed, following a 'do it once, do it right, do it fairly' approach.
- None of the Councils proposals to date will fully resolve the overall issues relating to Richmond Hill Road and instead will result in ongoing and increased complaints to the Council and the Police (due to increased speeding and dangerous driving).
- There is a grossly inequitable and disproportionate financial approach being taken to this section of Richmond Hill Road compared to what was recently completed on the upper stretch (btw #'s 79-100) of Richmond Hill Road. Note the scale of this inequity has already been detailed within the Richmond Hill Road previous presentation. This equates to \$350k being spent on that area compared to the current highest budget of approx \$10k for lower Richmond Hill Road.

Mr Chairman, Counsellors & Community Board Members.

I wish to reiterate my support for the pedestrian voice and would like to thank the Council for their maintenance work this week along the footpath. When I first raised this issue in September 2022 it was, hopefully, to come to a solution for pedestrian safety on this portion of R.H.R.

The latest proposal should serve to allow for this with both parking and safe pedestrian use of the footpath. The clearly designated markings that are being proposed here should make ~~this~~ both parking and pedestrian way, easily discernable.

As this route is the only way in and out of the R.H. suburb it needs to remain accessible and safe at all times, and again, this proposal serves to do that. At this time, I would like to support the latest proposal that allows for plenty of residential parking in the designated areas, while allowing for unrestricted use of the footpath, by pedestrians.

It is important that something happens now to improve safety before the upcoming election.

This solution provides an easy middle ground provided the road markings and pedestrian designations are respected and consideration is shown by all. It is a minimal spend on the Council.



If it becomes apparent that no solution can be achieved in the short term, I would urge the Council to spend some money on yellow paint and completely restrict parking on this section of roadway until it can be resurfaced and an appropriate pedestrian footpath extended and built.

The 100's of residents on this hill are all affected by what will happen here and I urge the Council & Community Board to spend our rate payers money in our community, making this portion of R.H.R. safe & usable for all.

\*Submission from Julie Clark-Brown, [REDACTED] Richmond Hill Rd. (read by my husband as I am currently ill with the flu).

Appendix A - questions asked by me of Krystal Andersen which she has replied to 21/8/25.

Appendix B - photograph taken Sept 10<sup>th</sup>. Lower Richmond Hill Rd. 3.30pm.

Appendix A.

From: Lets Talk LetsTalk@ccc.govt.nz  
Subject: RE: New proposed plan - Richmond Hill Road  
Date: 21 Aug 2025 at 2:55:53 pm  
To: Chris Brown [REDACTED]

Kia ora Julie,

Sorry for the delay in getting back to you. I needed to check a couple of things with our transport team. Answers to your questions are below:

*What is the plan for clear demarcation of the pedestrian path?*

- No stopping restrictions are marked between the parking bays, if drivers are parking on the path they will be over the yellow lines so this is clearly defined and enforceable.
- The parking bays will also be clearly marked, any driver parking over the line and blocking the area for pedestrians can also be ticketed. We have confirmed this with our Parking Compliance Team.
- We will add pedestrian symbols to the final plan to reinforce this.

*And, what designations will be used so that residents and others can clearly see that parking on the pedestrian path is prohibited and must be kept clear at all times.*

- The markings proposed are intended to achieve this.

*I would also ask what are the consequences for people flouting the rules here?*

- Our Parking Compliance Team can ticket these vehicles.

*The proposal clearly marks parking, and pull in and wait areas, but without the same clear markings for the pedestrian space, it muddies the waters. It also would need to be abundantly clear from the road where walkway ends and parking begins.*

- As above, the proposal includes road markings (yellow lines and marked parking bays) over the full length of the road to achieve this.

*As I drove up the hill last night there were 16 vehicles parked on the downhill side, 15 of them on the footpath. It was completely blocked. I am still very concerned that this is, has always been and will continue to be the mindset of the residents on this piece of Richmond Hill Rd. despite the council providing adequate roadside parking. I would ask that the council uses abundant paint and a raised curb in this proposal to ensure there is no misunderstanding in where people need to walk and where cars need to be parked.*

- There are no plans or budget available to replace the kerb, the definition of the path is achieved through the markings which as noted above is able to be enforced by our Parking Compliance Team.
- It is also noted that the adjacent residents have been involved in the process so are aware of the intent of the proposal.

*I also forgot to add, (ask the question), does the clear 600mm on the lower section, take into account protruding wing mirrors, large tyres and fenders?? How will they know where the 200mm is? And again what are the consequences for ignoring this*

*designation? One of our local residents walks the hill with a pram that measures 700mm in width, this is an ordinary pram and was measured by my neighbour. Access is difficult for her at the best of times but further encroachment on the path means she would have to continue to walk in the road.*

- The parking bays are two metres wide which is sufficient to accommodate most vehicles comfortably ( a 99 percentile design vehicle is less than two metres wide) there may be instances where wing mirrors stick out if drivers are parked further over. Any infringement would be based on where the tyres are aligned, not the location of the wing mirror.
- It is acknowledged that prams may not be able to navigate through all the gaps, however the proposal will provide an improvement on the existing operation. The proposal will result in shorter sections, and fewer locations where access for pedestrians with prams is impeded. The proposal is trying to find a balance, with the width of this section of road we cannot provide any more space for either vehicles or pedestrians within this option.

Ngā mihi

**Krystle Anderson**  
Senior Engagement Advisor  
Communications and Engagement



Te Hononga Civic Offices, 53 Hereford Street, Christchurch

PO Box 73016, Christchurch 8154

[ccc.govt.nz](http://ccc.govt.nz)

**Christchurch**  
City Council 

**From:** Chris Brown <[REDACTED]>  
**Sent:** Sunday, 17 August 2025 8:46 am  
**To:** Lets Talk <[LetsTalk@ccc.govt.nz](mailto:LetsTalk@ccc.govt.nz)>  
**Subject:** Re: New proposed plan - Richmond Hill Road

Hi again Krystal

I also forgot to add, (ask the question), does the clear 600mm on the lower section, take into account protruding wing mirrors, large tyres and fenders?? How will they know where the 200mm is? And again what are the consequences for ignoring this designation? One of our local residents walks the hill with a pram that measures 700mm



Saved Photo

Appendix B.



Photo taken Sept. 10<sup>th</sup>. Lower Richmond Hill Rd.

This is the level of arrogance & disrespect we continue to face. Every other resident found somewhere else to park their vehicles while the Higgins contractors were working on the maintenance programme for the footpath this week. This lack of concern for others, the level of entitlement, is what I find so blatantly disrespectful to our whole community. It is deliberate and concerns me enormously for what may happen next as the council progresses this issue for the good of all.











## Jones, Jonathon

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**From:** Julie Young <[REDACTED]>  
**Sent:** Tuesday, 13 May 2025 2:03 pm  
**To:** Jones, Jonathon  
**Cc:** Garrett, Jess; Walders, Jane; Templeton, Sara  
**Subject:** Re: Public Forum Request: Grange St - 15 May 2025

Hi Jonathan,

[REDACTED]

Please use my email regarding the King George Reserve as correspondence to your Board for your 12 June 2025 meeting. I can come and talk at that meeting if you need me too:

When at King George Reserve last week with my school (I am a teacher), a neighbour gave us a loud verbal bollocking for letting our kids run through King George Reserve as part of our cross country training. It was very unpleasant. According to the council, the reserve is open for us to use but this neighbour certainly didn't think so. The neighbours must have put up the tape which someone else had pulled down. I think it would be wise for the council to look into formally shutting King George Reserve once there has been substantial rain to avoid the yelling that we received. No one should have to be yelled at in the community like that.

See you Thursday.

Julie Young

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**From:** Murray Johnson <[REDACTED]>  
**Sent:** Monday, 1 September 2025 5:06 pm  
**To:** Lets Talk <[LetsTalk@ccc.govt.nz](mailto:LetsTalk@ccc.govt.nz)>  
**Subject:** Re: New proposed plan - Richmond Hill Road

Kia ora Krystle

Sorry we haven't got back to you. Murray has had an operation and we have only just seen this email and had time to consider it.

We are at number [REDACTED] RHR and looking at this plan has left us rather flummoxed.

We now have NO parking available to us. Even the original flawed plan left us with a park.

We discussed with you during our onsite meeting about the speeding that occurs at the bend above our garage and you agreed with us at the time that calming measures are necessary there.

With this revised plan there will be a lot of room for cars to speed through here.



We are also unsure why there will be yellow lines across the entrance to our carport. This isn't the norm anywhere that we know of. This severely disadvantages us as no-one will be able to park near us.

As we explained we have young family that visit and stay with us, and two family members in their eighties- one of whom has Parkinson's. This will severely discriminate against us and cause social isolation.

Needless to say we are very distraught at this latest plan and hope that it does not go ahead in its current state. We are also feeling quite exhausted about this whole process, as are a number of other people on the hill. It has caused a lot of distress.

Kind regards

Andrea and Murray  RHR

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**From:** RHRG Richmond Hill <[REDACTED]>  
**Sent:** Friday, 5 September 2025 9:19 am  
**To:** Lets Talk <[LetsTalk@ccc.govt.nz](mailto:LetsTalk@ccc.govt.nz)>  
**Subject:** Re: New proposed plan - Richmond Hill Road

Kia ora Krystle

1

Just further to our email yesterday. Just for clarity when you're able can you please confirm whether the staff are agreeable to adding the further option our group has suggested - which is basically the:

- Do nothing option (for now) - other than adding a couple of further safety signs.
- And with the directive to have the costs for the RHRG proposed extended footway area estimated.

Please give me a call to discuss if you need to.

Also can we request our group again speak with the Board at the meeting on Thursday 11 Sept please.


Many thanks for your help.

Kind regards

Alice

Tel: 

On behalf of the Richmond Hill Residents Group

On Thu, Sep 4, 2025 at 9:02 PM RHRG Richmond Hill < > wrote:

Kia ora Krystle

Thank you for your email of 15 August with the CCC staff's latest recommended option (drawing No. 3338711-CA-201, dated 12 August 2025) for Richmond Hill Road. Thank you as well for your follow-up call last Friday, it was appreciated. As discussed on the phone, we were in the process of reviewing the plan and drafting our reply when you called, and our formal response is as follows:

We have now had the opportunity to review and discuss this plan and as a group of affected residents, provide the following feedback:

We **do not** support this plan for the following (though not necessarily limited to) reasons:

1. Safety - as with the previous proposals, for the same reasons we already stated (and acknowledged by the Council), we believe this latest proposal will actually decrease the overall safety of Richmond Hill Road for all users;
2. Specifically, the removal of any parked cars will only serve to increase traffic speeds further and also encourage vehicles to attempt to go 'two-way' on what is a one-lane section of the hill, which in turn causes vehicles to drive further on or directly on the footway area. (Examples of such common poor driver behaviour had already been detailed in the Richmond Hill Residents Group's previous presentations to the Council.)
3. Again, as with the previous proposals, this latest plan would unduly, unnecessarily, and unfairly affect the directly affected residents, their whanau, friends, and associates.
4. Additionally, it breaches the Council's previous assurances that Richmond Hill Road was adequate to sustain the residential development of the Richmond Hill Golf course and would not unduly affect the road and parking for existing Richmond Hill residences.



5. It does not adequately address the overall road safety concerns of affected residents (concerns which have now been raised by the directly affected residents of lower Richmond Hill Road with the Council at various times for well over a decade).

#### **Further Option**

Instead, the Richmond Hill Residents Group requests that a further option be given to the Community Board to consider, being;

- That for now, some new and improved safety signage (including a shared-use sign) is installed;
- The proposal for the extension of the roadside footway (as detailed within the Richmond Hill Residents Group proposal to the Council dated June 2025 ) is costed and due consideration is given to whether this is a feasible option to be considered under the current or other maintenance/ limited improvement budgets or if the costs would require it to be proposed via the annual plan.

#### **Our position**

From the outset, the Council's approach to this matter has and seemingly remains solely focused on considering only the 'cheapest options', and we continue to ask why?

There are other options available that would more thoroughly and permanently address the issues (primarily to make both the footway area and road safer and more user-friendly for pedestrians and all road users) - however, to date, the Council has failed to give them due and proper consideration.

#### **Legal considerations**

For the avoidance of any doubt, the Richmond Hill Residents Group believes it is appropriate to advise that we have received legal advice. Accordingly, we confirm that in the event that any action is taken by the Council to remove car parking, which (for the reasons previously stated) would inflict dire consequences on affected residents, then we will take legal action against the Council.

#### Our basis for taking such action would be:

All of the Council proposals to date unduly and unfairly significantly disadvantage the directly affected residents in varied and numerous ways;

1. They decrease the overall safety of Richmond Hill Road as a whole for all users.
2. Significantly and specifically decreases the safety of the directly affected residents, exposing them to and leaving them no other safe alternative other than be forced to use this 'less safe' roadside footway area more often.
3. Breach the Council's previous assurances given to the affected residents regarding the adequacy of the road, including parking.
4. There is no Council policy that requires a specific 'roadside' footpath to be provided on existing roads such as Richmond Hill Road, and instead, this suggestion (though we are sure it was well-meaning) occurred solely on the whim of a Board member, without due consideration being given to the implications of such a directive.
5. Accordingly, there are numerous other roads throughout Christchurch and the Port Hills that face similar restrictions as Richmond Hill Road (many have no footpaths at all), and for the Council to take such an avoidable option would set a precedent of significant concern for many Canterbury residents and ratepayers.
6. The Richmond Hill Residents Group has provided the Council with a suitable alternative that was forwarded to the CCC. NB: This alternative is acceptable to the directly affected residents and the original complainant.
7. This matter is not deemed urgent, and there is no reason for this option not to be fully considered and costed, following a 'do it once, do it right, do it fairly' approach.

8. None of the draft proposed plans to date will resolve the overall issues relating to Richmond Hill Road and instead will result in ongoing and increased complaints to the CCC and Police (due to speeding and dangerous driving).
9. There is a grossly inequitable and disproportionate financial approach being taken to this section of Richmond Hill Road compared to what was recently completed on the close by upper section of Richmond Hill Road (note the scale of this inequity has already been detailed within the Richmond Hill Residents Group presentation to the Community Board on 29 May 2025).

As the Council will be aware, this process has been ongoing, extremely stressful, and quite exhausting for the directly affected residents, many of whom have now spent considerable time and energy on providing feedback and working towards constructive solutions. It continues to be hard to fathom how this situation has been allowed to develop based solely on 1-2 complainants (being recent residents who purchased their property fully knowing the restrictions of Richmond Hill Road), and has been allowed to continue despite the overwhelming majority of the initial feedback being against any changes, and given the background of a long, well-documented history of residents' concerns regarding traffic speeds on Richmond Hill Road, which had already been raised with the Council previously.

Sincerely

Alice Shannon and Jane Gregg

Tel: 

On behalf of Richmond Hill Residents Group