

Information Session/Workshop - Waipuna Halswell- Hornby-Riccarton Community Board NOTES ATTACHMENTS

Date: Thursday 27 November 2025
Time: 3 pm
Venue: Horoeaka Room, Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch

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Whakatā

Whakatā Christchurch Cemetery draft plan post consultation

Waipuna Halswell-Hornby-Riccarton Community Board
Information session, 27 November 2025

Community engagement

Extensive engagement with cultural and religious groups, the funeral industry, and Templeton community over 2019/2020.

5 June – 7 July 2025

- Email sent to over 300 identified stakeholders – industry/cultural/business/those who had engaged with the process to-date
- Letter-drop to households in Templeton and owners of property
- Specific stakeholder meetings on request
- Social media posts
- Drop-in session at Templeton School (25 attendees)

Whakatā Templeton Cemetery

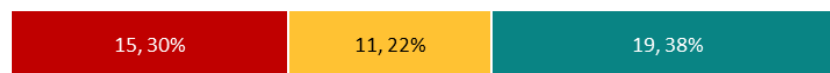
We have a plan for a new cemetery to meet Christchurch's burial needs.

+ Follow



What we heard

Overall support for the Whakatā Cemetery plans (n=51)



Residents and organisations outside of Templeton (n=12)



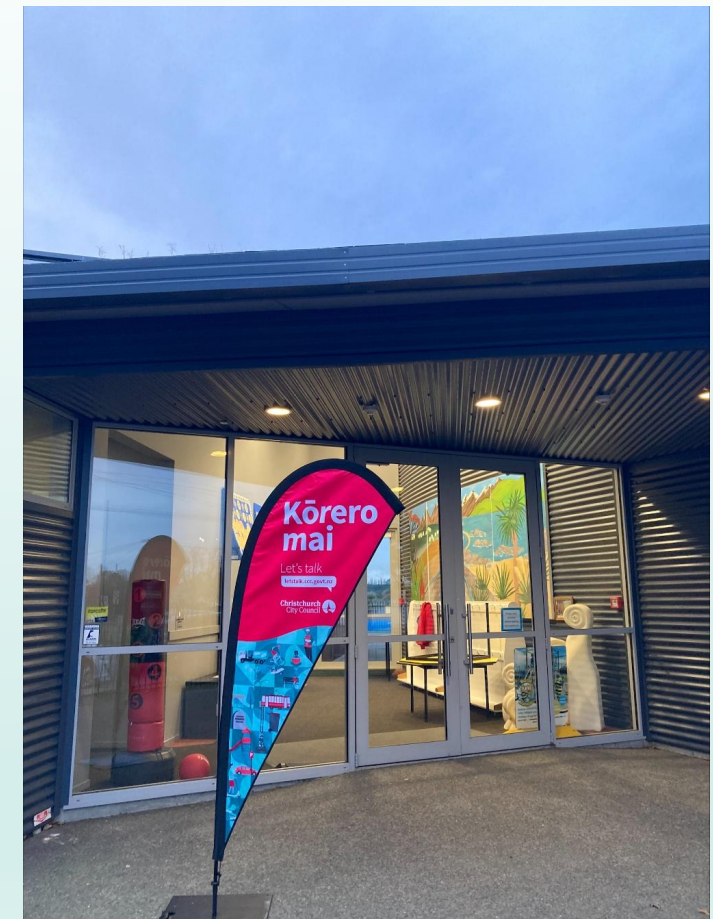
Templeton residents and organisations (n=39)



■ No ■ Somewhat ■ Yes

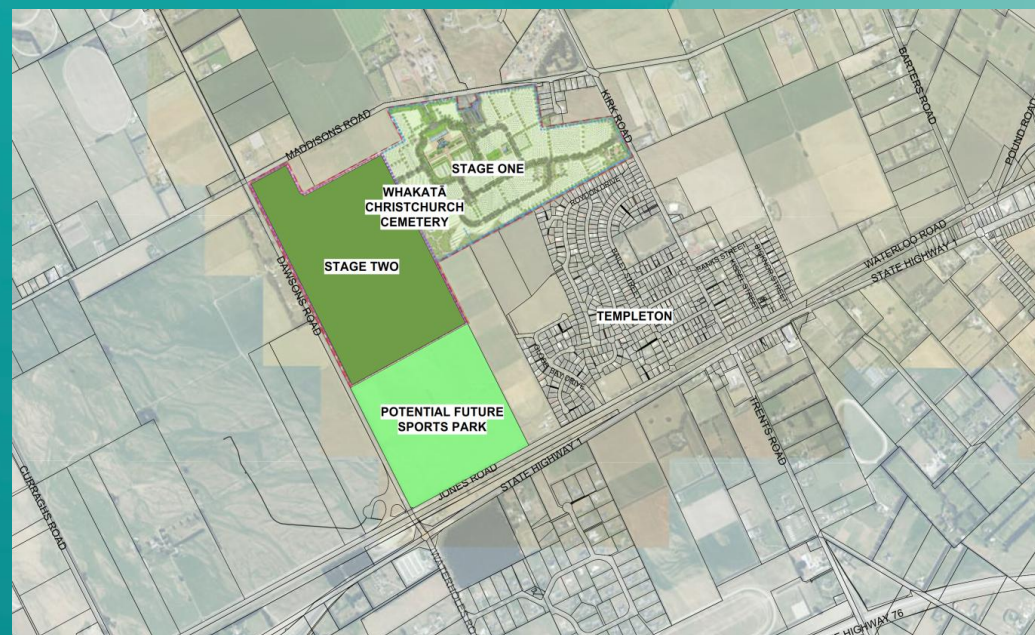
Liked – park-like space, diverse needs incorporated, layout, peacefulness

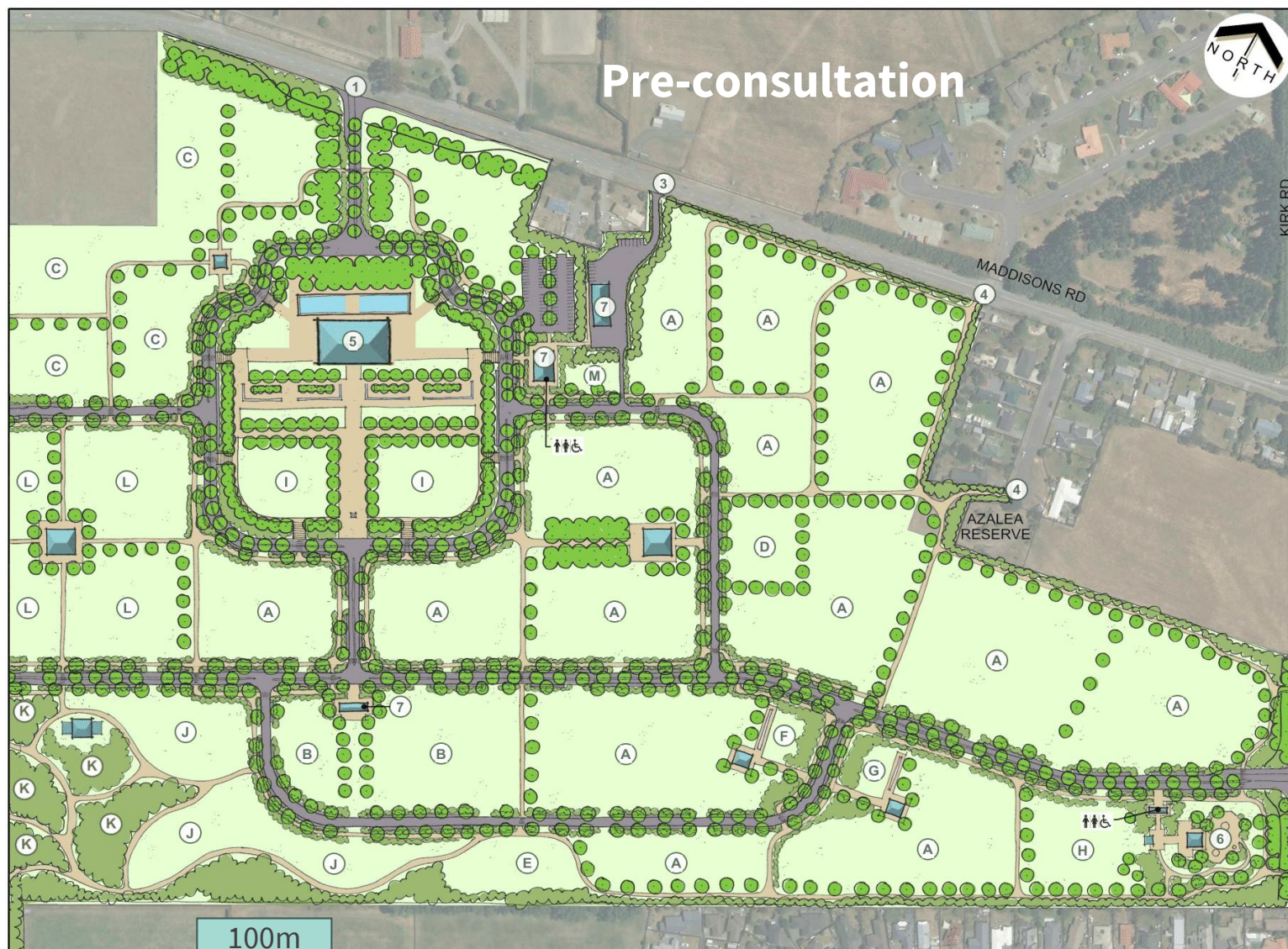
Didn't like – potential for increased traffic, fear of devaluing property, staging, safety concerns, infant burial location, internal pathway next to Roydon Drive



Consultation Plan

- Location and Staging





LEGEND

STANDARD BURIAL AREA:

- (A) STANDARD BURIAL PLOTS
(EAST / WEST AND NORTH /
SOUTH ORIENTATION)

BURIAL AREAS FOR SPECIFIC RELIGIONS AND CULTURAL REQUIREMENTS:

- (B) URUPĀ BURIAL AREA
- (C) MUSLIM BURIAL AREA
- (D) JEWISH BURIAL AREA
- (E) KIRANTI BURIAL AREA
- (F) HINDU INTERMENT AREA
- (G) SIKH INTERMENT AREA

BURIAL AREAS WITH SPECIFIC DESIGN REQUIREMENTS:

- (H) INFANT AND CHILD AREA
- (I) RSA BURIALS
- (J) GREEN BURIAL AREA
- (K) NATURAL BURIAL AREA
- (L) AREA FOR FULLY ADORNED PLOTS
- (M) COMPANION AND PET BURIAL AREA

ACCESS

- ① MAIN ENTRANCE - MADDISONS ROAD
- ② SECONDARY ENTRANCE - KIRK ROAD
- ③ MAINTENANCE ENTRANCE
(NO PUBLIC ACCESS)
- ④ PEDESTRIAN ENTRANCE

POTENTIAL BUILDINGS / STRUCTURES

- ⑤ SHARED CEREMONIAL SPACE
- ⑥ CHILDREN'S REMEMBRANCE AREA
- ⑦ FACILITIES - SEXTONS, MAINTENANCE AND STAFF
- COVERED SHELTERS
- ♂♀♿ PUBLIC TOILETS
- 🌳 TREE PLANTING
- 🌿 SHRUB AND GROUNDCOVER VEGETATION
- 🛤️ INTERNAL ROADS
- 🚶 PEDESTRIAN AND SHARED PATHS



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COVERED SHELTERS

PUBLIC TOILETS

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SHRUB AND GROUND COVER VEGETATION

INTERNAL ROADS

PEDESTRIAN AND SHARED PATHS

Next steps

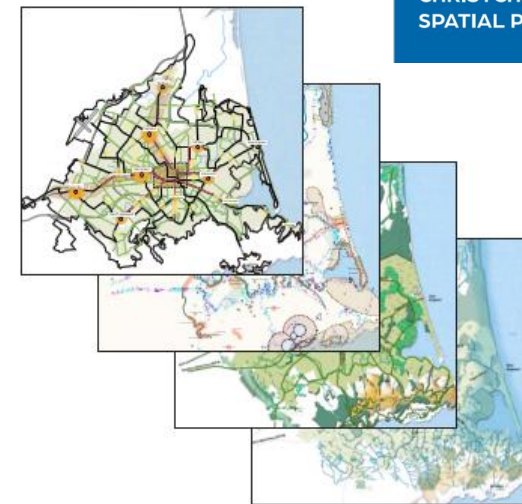
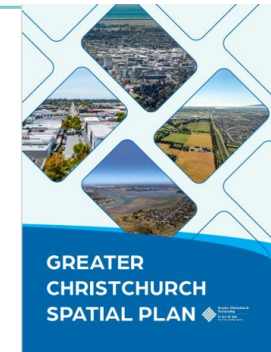
- Part A to Council 2026
 - Detailed design including stakeholder specific consultation,
 - Consenting
 - tendering
 - Stage One construction
 - Plots for sale 2033

Plan Change programme 2025-2026/27

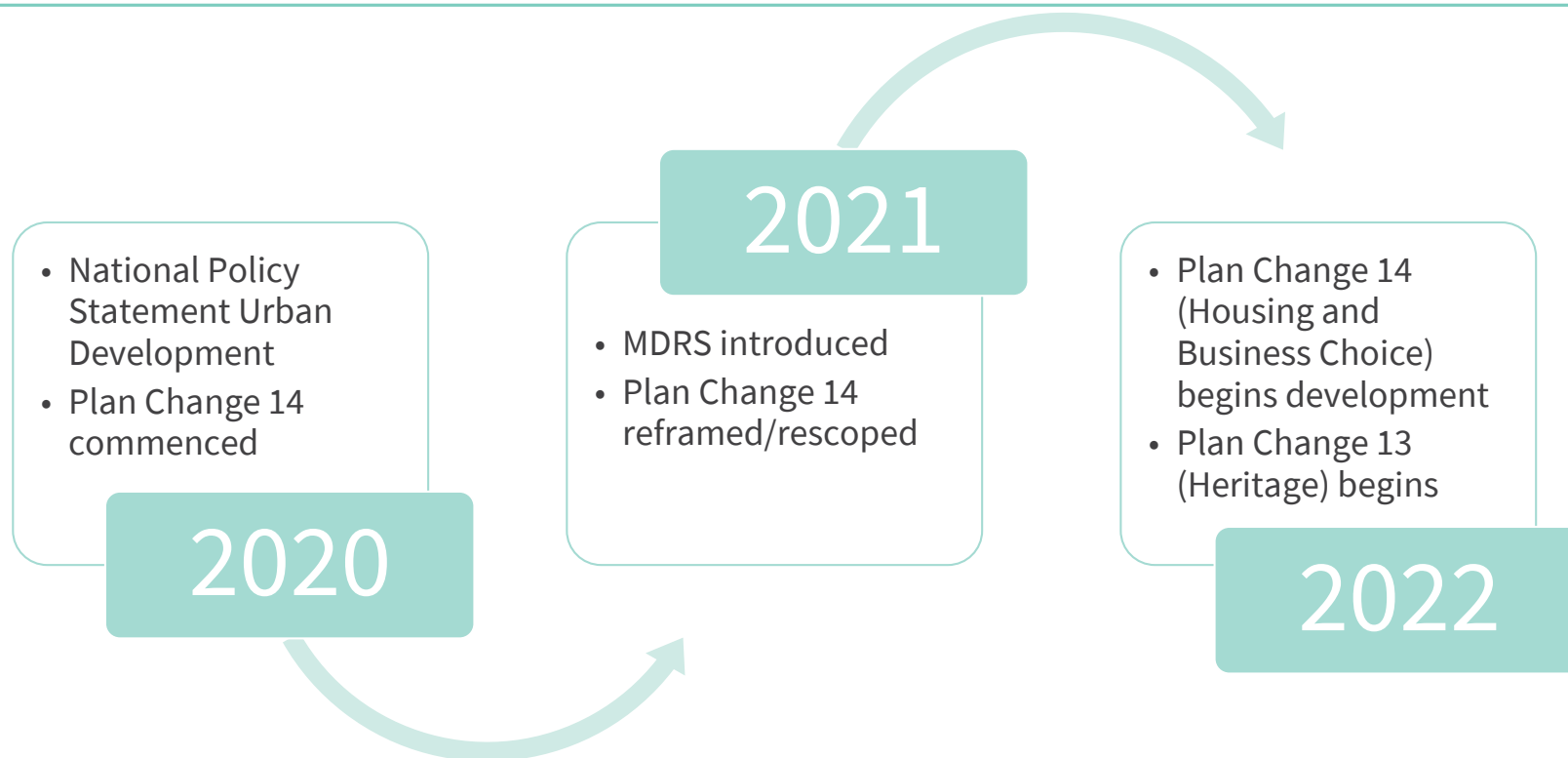
Update to Community Boards, Nov/Dec 2025

Recap: What does the City Planning team do?

- Spatial planning
 - **Local area planning** to implement Greater Christchurch Spatial Plan and Ōtautahi Christchurch Planning Programme
 - **Greenfield planning**
- Christchurch District Plan
 - Develop, review, maintain
 - **Plan Changes (Council led and private)**
 - **Implement RMA Reform**
 - **Monitor** (effectiveness of provisions)
- **Submissions on national/regional legislation** and plans
- Input, advice, **implement** district, sub-regional and regional matters (**strategies and plans**)

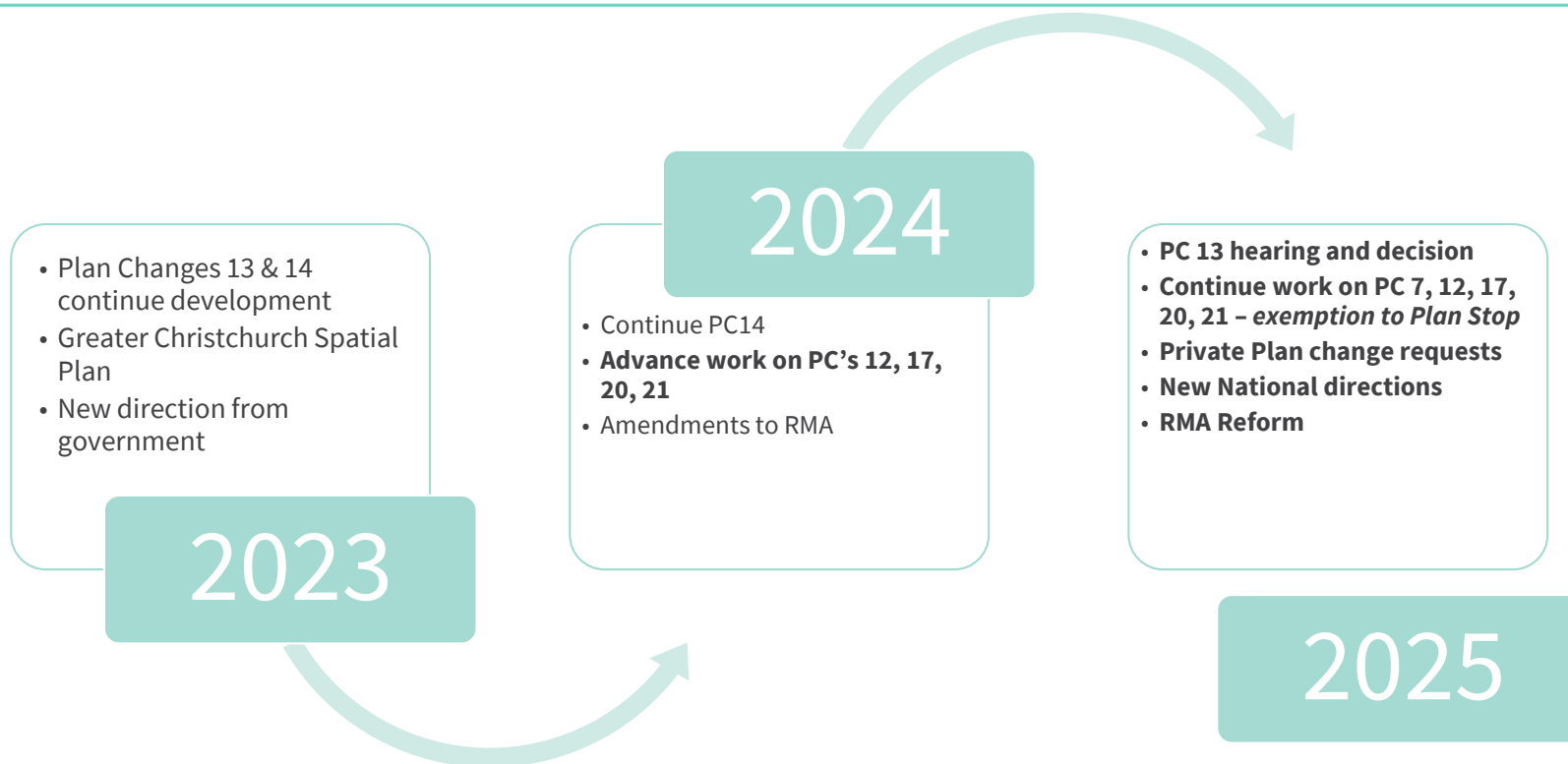


Focus of programme to date



27 November
2025

Focus of programme to date



Current Plan Change Programme – Council-led and Private

Council-led

Statutory process commenced

- PC7 Managing Significant Indigenous Biodiversity
- PC13 Heritage – **Hearing June 2025**
- PC14 Housing and Business Choice – **Decision Dec 2025**

In development

- PC12 Coastal Hazards
- PC17 Earthworks, Flood Management Areas, Waimakariri Stopbank Setbacks
- PC20 Industrial-Residential Interface
- PC21 Central City Noise
- PCX Rezoning of land including Council property
- PCX Ōtākaro Avon River Flatwater Sports Hub

Private-led

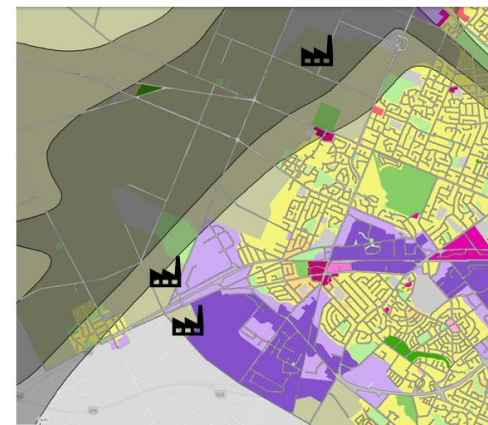
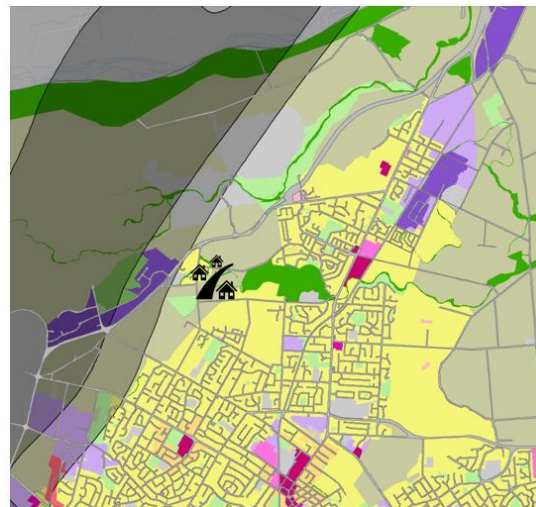
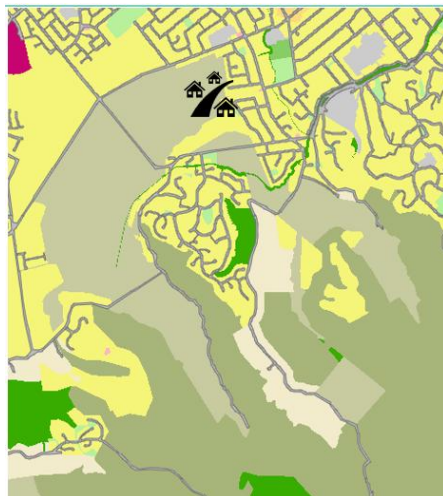
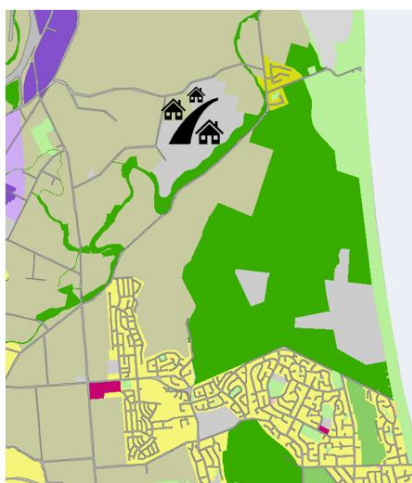
Statutory process commenced

- PC18 Cashmere Fields Halswell – Residential (RFI stage)
- PC19 Marshs Road Hornby – Industrial (RFI stage)
- PC23 Whisper Creek Spencerville – Residential (RFI stage)
- PC22 Meadow Stream Upper Styx – Residential (pre RFI)

Fast Track *(akin to a resource consent, future rezoning required)*

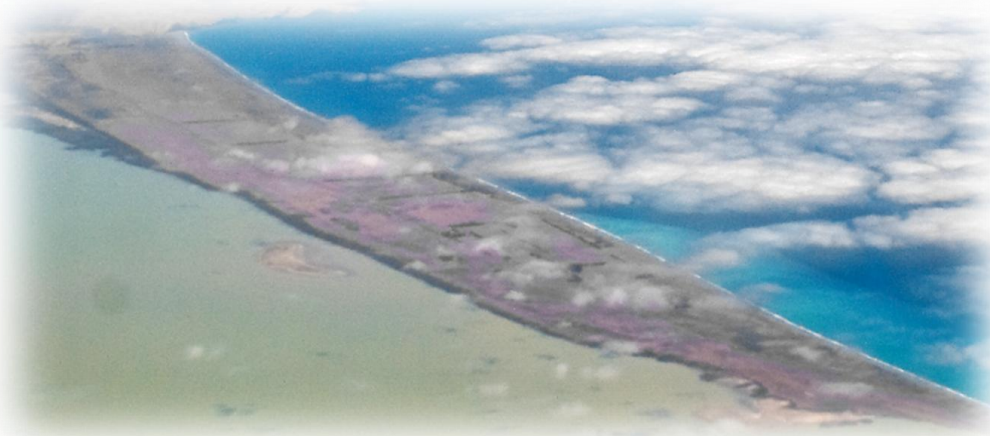
- Ryans Road Avonhead – Industrial (Panel convener)
- Pound Road Templeton – Industrial

Lodged Private Plan Change (PPC) requests and Fast Tracks



27 November
2025

PC7 Managing Significant Indigenous Vegetation

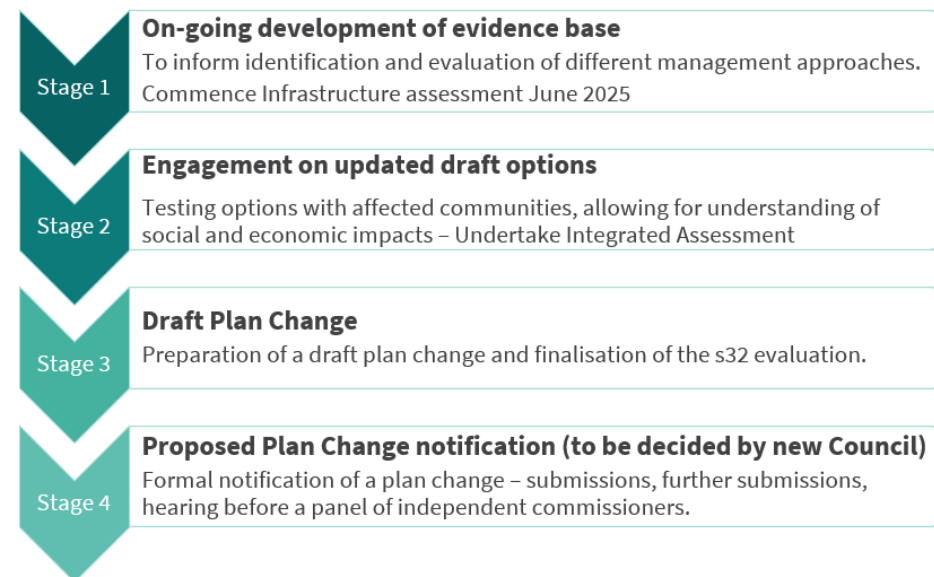


- *Applied for exemption from plan stop legislation (RMA amendment 2025).*
- Prompted by clearance of indigenous biodiversity on Kaitorete Spit, where existing rules allowed for this as maintenance of improved pasture.
- Plan change notified 2021. It was on hold pending the release, and then update, of the ***National Policy Statement on Indigenous Biodiversity (NPSIB) (2023, 2024 respectively)***.
- ***Decisions required by 30 April 2026, dependent on outcome of exemption application this may need to be readdressed.***

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PC12 Coastal Hazards

- Giving effect to the New Zealand Coastal Policy Statement: avoid increasing risk to people and property; provide for enablement with conditions (mitigation)
- Developing the evaluation of options (S32) – focus socio-economic impacts and fundamental interdependency between infrastructure functionality and land use enablement (as SLR).
- Developing a new option that:
 - Focuses on managing **hazard-sensitive activities** and limiting those in **high risk** areas
 - Takes a trigger-based approach based on risk **thresholds** (e.g. permanent sea and/or groundwater inundation, infrastructure failure).
 - Provides flexibility and responsiveness to allow for uncertainty



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2025

PC13 Heritage

Update

- Final decision to make operative anticipated 10 December (subject to appeal period, ends 2 December), operative date **anticipated 19 December 2025**.
- Not affected by plan stop legislation (had already been heard).

Context

- Key matters – introduction of Residential Heritage Areas (RHA) and additions to heritage item schedules, considered out of scope under PC14 recommendations.



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Christchurch
City Council

PC14 Housing and Business Choice

- *All decided parts made operative on 19 September 2025.*
- *20 November 2025, all undecided parts of PC14 have been withdrawn (medium density areas not decided on).*
- Report to Council 10 December 2025, formalities regarding alternative recommendations for Daresbury and Antonio Hall (de-scheduled through PC13, no longer require minister decision).



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2025

PC17 Earthworks, Flood Management Areas, Activities in the Waimakariri Stopbank Setbacks



- Applied for exemption from plan stop legislation (RMA amendment 2025).
- **Exemption required for earthworks element only.** FMA and stopbank setbacks automatically exempt, due to managing effects of natural hazards.
- Addressing adverse ecological effects of sediment runoff from construction sites into waterways, rationalising consenting requirements. **Provisions ready to notify.**
- Including updates to flood modelling (spatial extent) and how minimum floor levels are set within FMAs. **Draft provisions still being prepared.**
- Reincluding rules applying within the Waimakariri stopbank setbacks. **Provisions ready to notify.**

27 November
2025

PC21 Central City Noise

- *Applied for exemption from plan stop legislation (RMA amendment 2025).*
- Pre-notification engagement, **25 June to 27 July 2025.**
- Received around 400 comments.
- Review of noise limits within the central city.
- Addressing noise conflict between uses – notably entertainment venues and sensitive activities e.g. residential.
- Proposes changes to noise limits within ‘categories’ and the spatial extent of where those categories apply (primarily coinciding with existing noise insulation requirements, associated with zoning).



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2025

PC20 – Industrial/PC Rezoning (combination of)

- *Application for exemption from plan stop legislation (RMA amendment 2025) anticipated to follow council meeting of 3 December 2025.*
- PC20 – draft provisions revised and scope narrowed to apply only within “buffer/interface areas”
- PC Rezoning – a comprehensive follow up to PC5F Planning Maps – mainly a tidy up, and specific sites which may be within scope/have merit.



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PC Kerrs Reach ŌARC

- *Applied for exemption from plan stop legislation (RMA amendment 2025).*
- Otakaro Avon River Corridor Regeneration Plan anticipates development.
- Proposed to move rowing clubs, waka ama, from right bank to left bank – needs plan change to facilitate.
- Relocate proposed Wainoni landing to Porritt Park, where the clubs will have vacated from.



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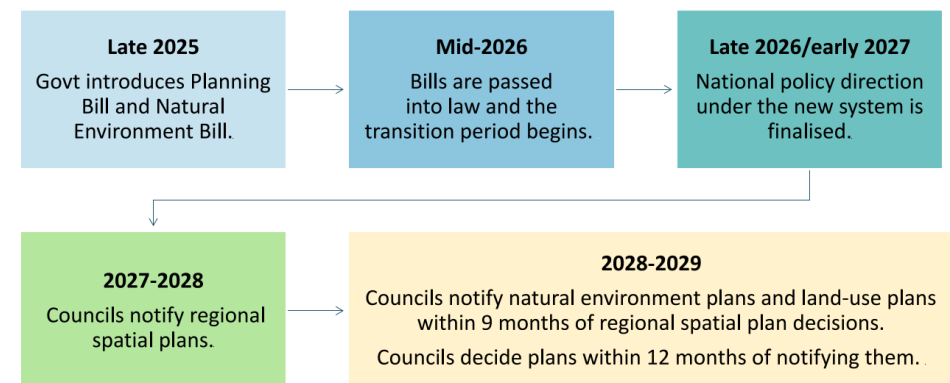
The RMA Reform – snapshot of implications for plan changes

RMA Reform not law yet but expect focus will be on
(based on the Blueprint Report).....

- **Upholding the enjoyment of property rights**
- Existing use rights **enable reasonable expansion**
“...those that come to nuisance should not complain”
- Narrowing scope of regulation, only manage **externalities** “neighbourhood friction”
- Those who produce negative externalities must remediate or mitigate
- **Separate incompatible land use**
- Standard zones, **bespoke where needed** to address local variation
- **Subjective matters excluded** (quality of built environment)
- No role for regulation of landscape or visual amenity

Resource Management update

Timeline for Planning and Natural Environment Acts



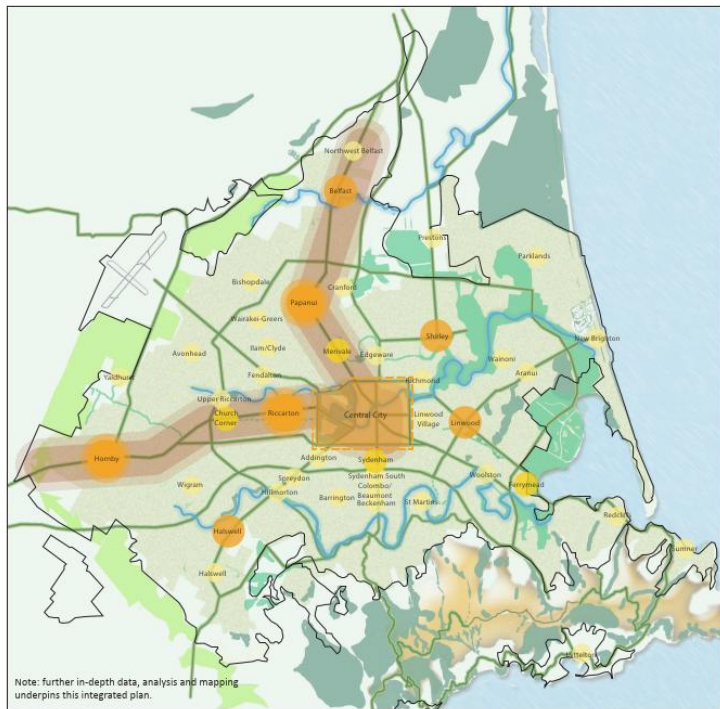
Ngā mihi

Hornby Local Area and Network Planning

**A joint presentation with NZTA to the
Waipuna Halswell, Hornby Riccarton
Community Board**

November 2025

The big picture



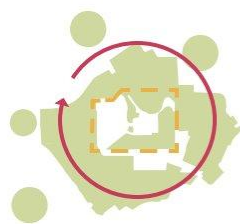
Legend:

- Central City
- Large Town Centre
- Town Centre
- Large Local Centre
- Local Centre
- City Spine - highest residential density and frequency of public transport services
- Enhanced western green edge (where appropriate)
- Enhanced forest areas
- Enhanced riparian corridors
- Enhanced tussock grasslands reserves
- Greened urban areas and infrastructure
- Protected waterways and enhanced riparian corridors (Pūharakekenui/ Ōtākaro/ Ōpāwaho Rivers)



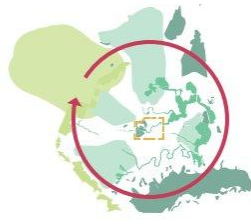
Re-connecting the networks

The ecological and transport networks provide multi-value, zero-carbon connections across the city.



Supporting growth and renewal

Building up, investing in urban renewal and smart transport choices, where communities drive change for the better.



Regenerating nature

The biodiversity 'hubs', networks, and natural features of the city are protected, restored and enhanced.



Local Area Planning – existing urban area priorities

Delivery Scales

Networks



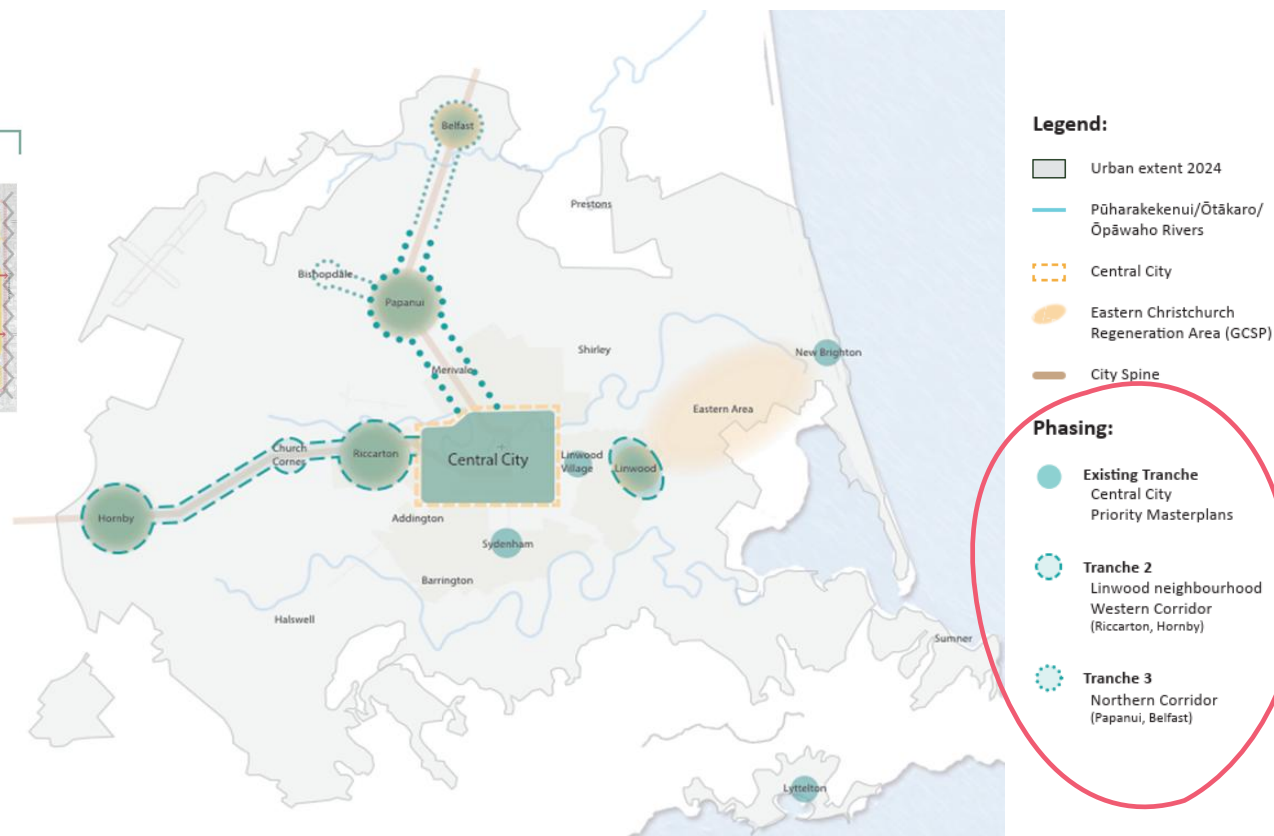
Local Area



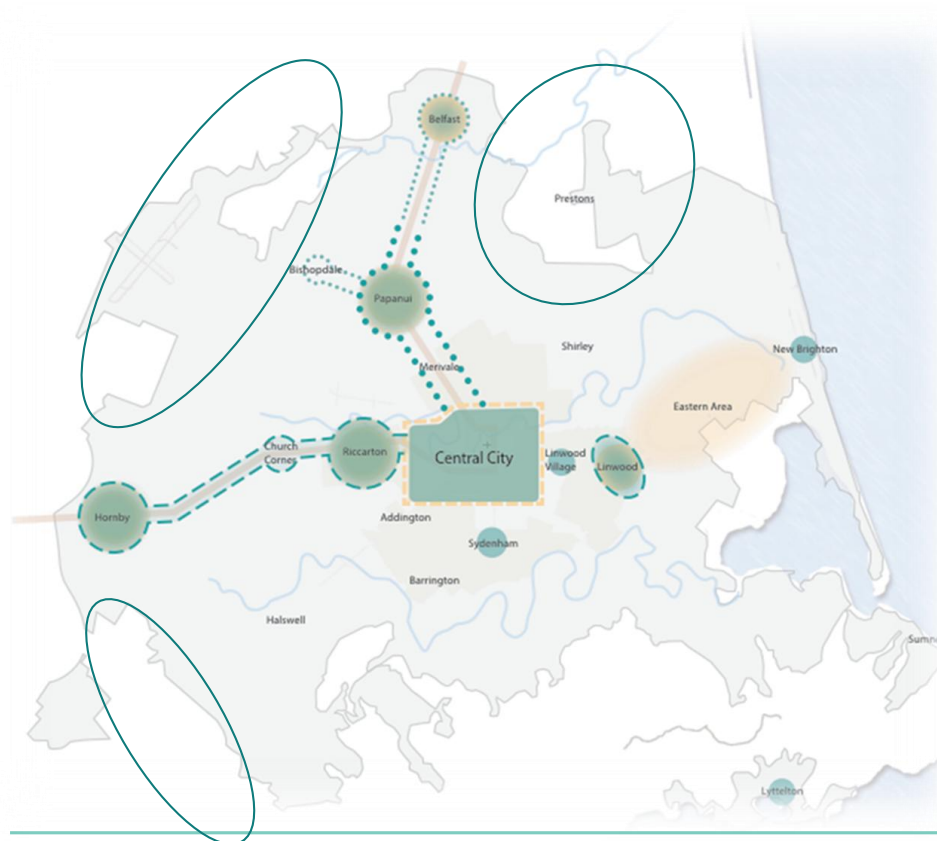
Neighbourhood



- Three tranches
- plus greenfield work.



Local Area Planning – greenfield investigation areas



Hornby Local Area Plan

27th of November 2025

- North East – Marshlands, Highfield, Ouruhia, Spencerville, Prestons, Belfast
- West – Harewood, Yaldhurst, Islington-Hornby, Templeton
- South West – Halswell (to Prebbleton)

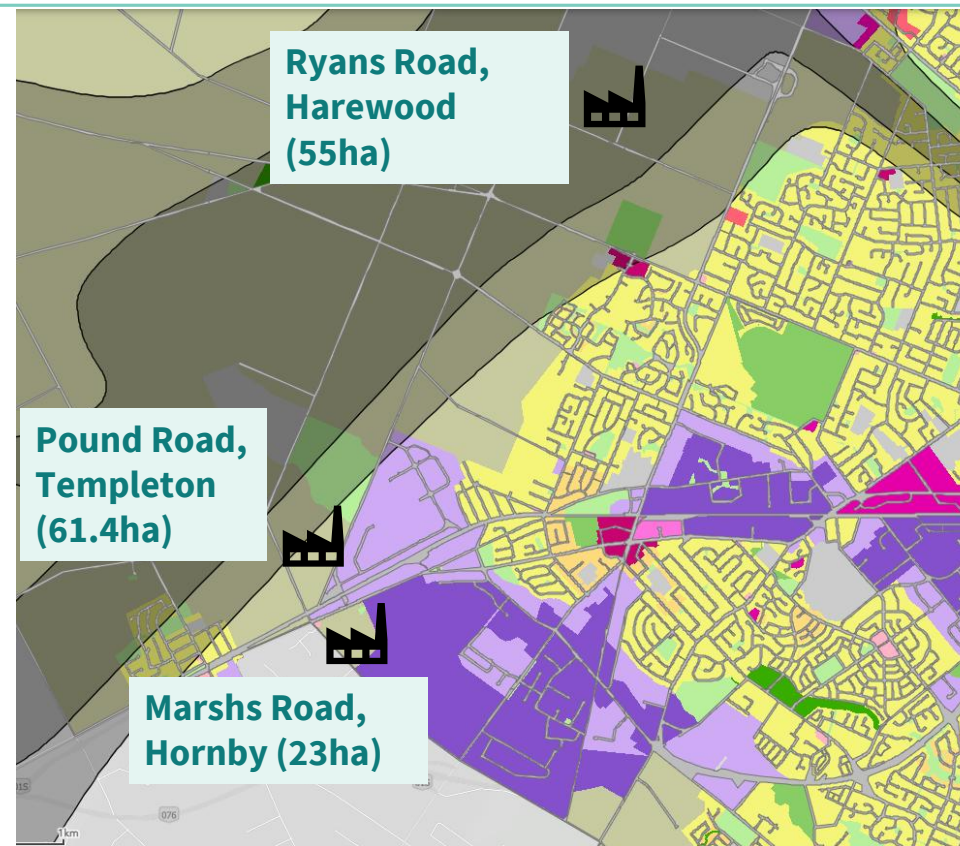
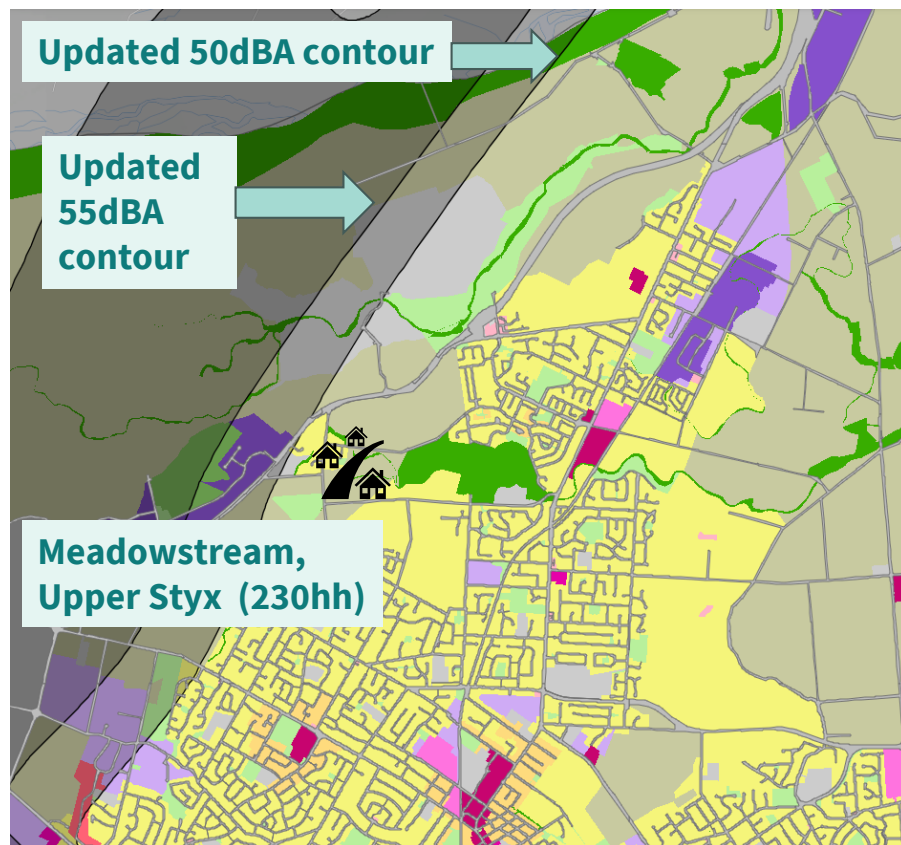
Investigating (2-3yr programme):

- Maximum carrying capacity for greenfield development
- Impacts of greenfield development alongside intensification – demand patterns, infrastructure capacity and levels of service, network viability and functionality.

Outcome sought:

- Strategic & operational perspective to inform future Regional Spatial Plan.
- Efficient and effective infrastructure services (long term, 50yr plan)
- Ensure growth pays for growth

Lodged PPC requests and Fast Track proposals



Proposed LAP Project Geographical Boundaries



Housing

- Flexible boundary for the Hornby LAP
- Focus changes across different infrastructure networks and land uses

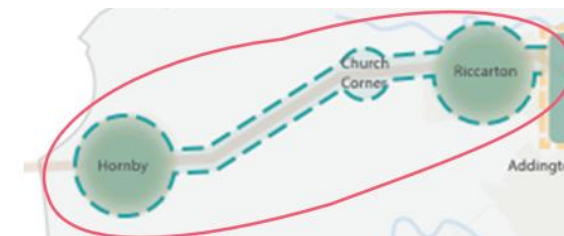


Business



Transport

Local Area Planning – the process



Enabled & Future Growth



- High density housing enabled around centre



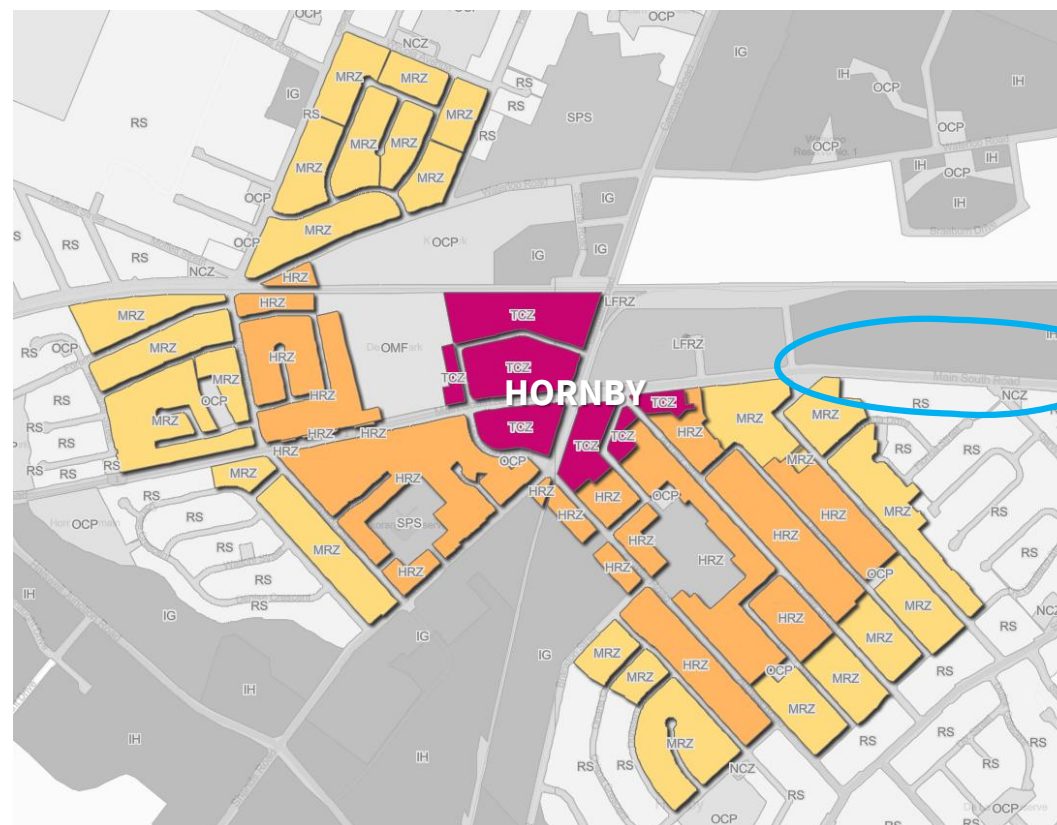
- Medium density housing close to centre



- Mixed use in centre



- More housing likely to be enabled along MRT route



Key Challenges



Significant capacity for growth but challenge is to attract investment to realise Hornby's full potential.



Roading network struggling to be everything to everyone. Current activity levels have out paced transport infrastructure. Growth will add to network pressure.



Pattern of land use is disjointed, with poor and unsafe connections i.e. severance between activities – SH1, Main Sth Road, railway.



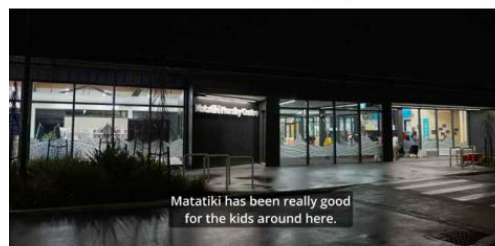
Lots of hard stand; streetscapes and open space are of lower quality than other parts of Ōtautahi Christchurch i.e. Tree canopy cover 6.51% vs 13.6% citywide.



While the existing commercial centre has broad functions, it lacks a collective identity or key landmarks.

Attributes

1. Major employment hub and business centre – over 20,000 jobs
2. Civic Quarter – emerging cluster of facilities to north
3. Hornby Hub/Dress Smart – regional pull, low vacancy rate, strong demand
4. Open space – large Council assets e.g. Denton and Kyle Park
5. Growth Centre – significant and feasible development capacity, beacon for investment

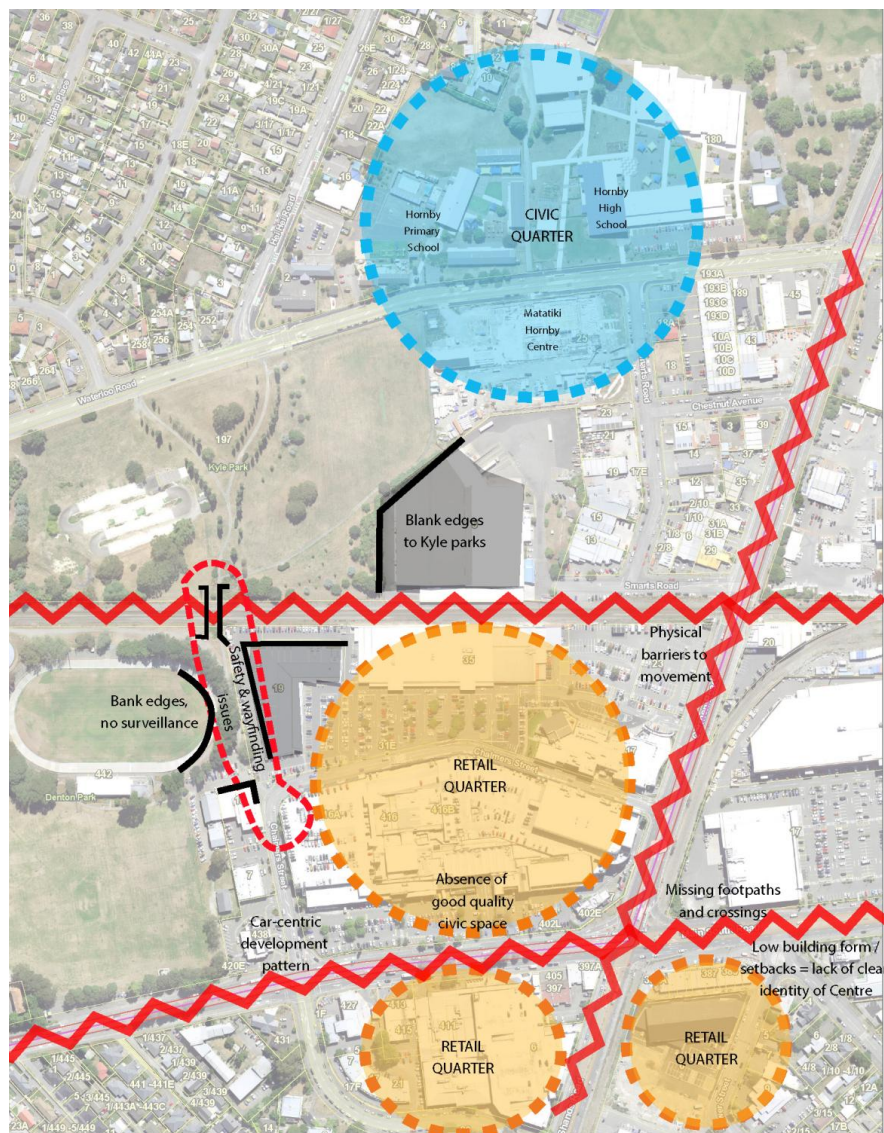


Civic Quarter: Matatiki Hornby Centre



Industrial Quarter (heavy and general) v
Retail areas (Pavilion café; Main South Rd).

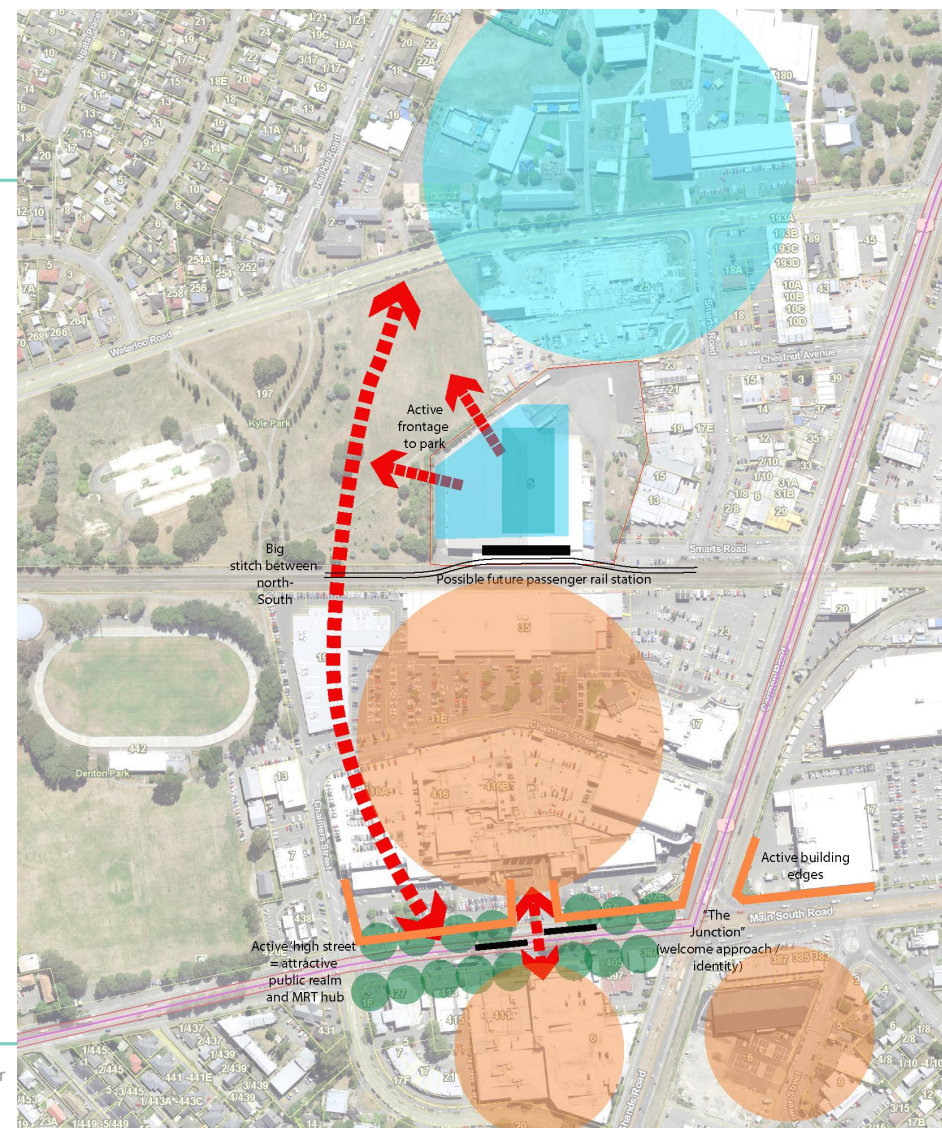
Town Centre Analysis



Possible design response

Hornby Local Area Plan

27 November
2025



High Density Zoned Neighbourhoods

**Ideal block circumference
(perimeter block) = 600m**

e.g. central City and many
Riccarton blocks

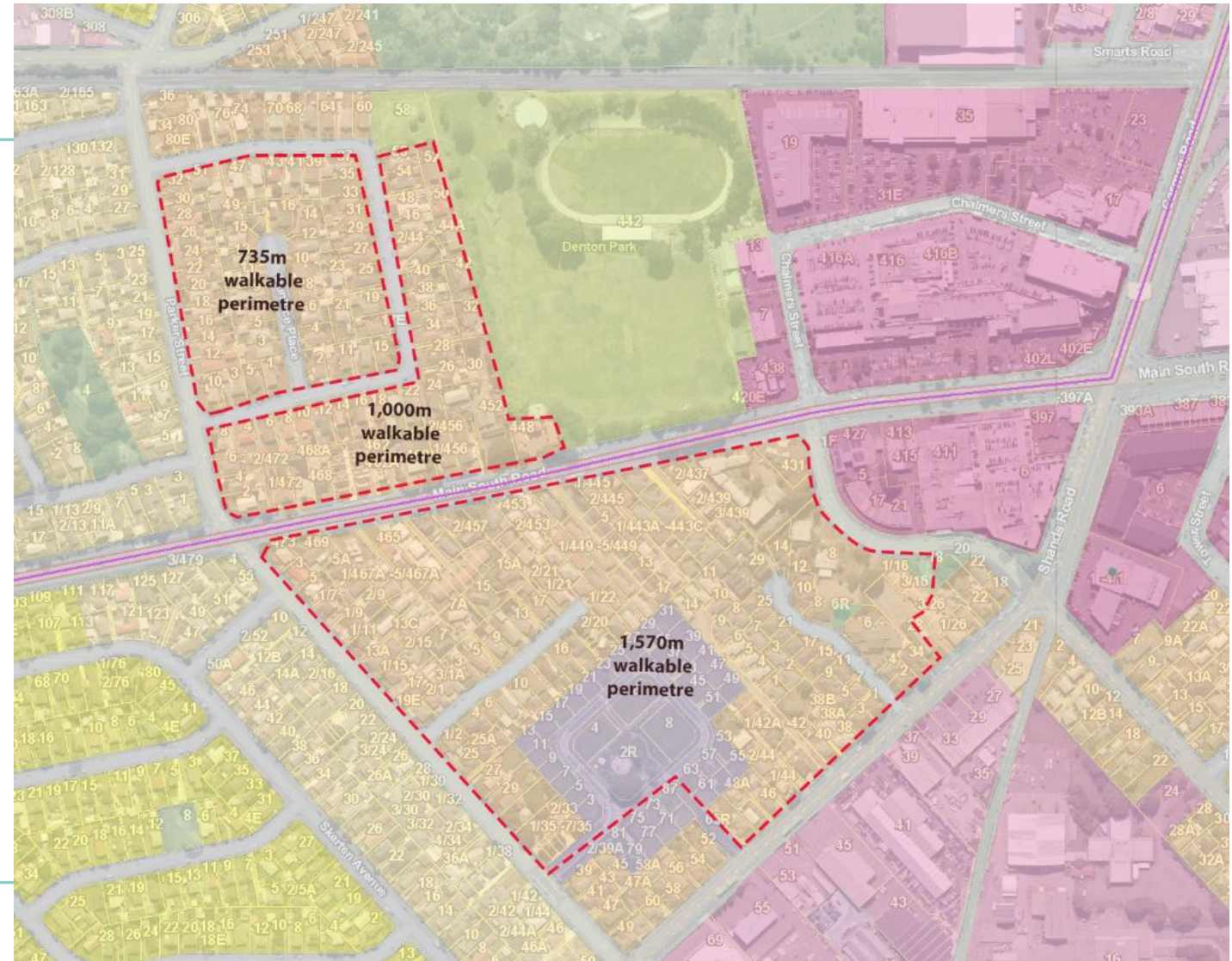
Parker / Kathleen Cres

- Walkable perimeter 1-1.5 x 600m

Seymour / Shands.

- Walkable perimeter 2.5 x 600m

Hornby Local Area Plan



High Density Zoned Neighbourhoods

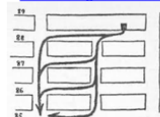
Ideal block circumference
(perimeter block) = 600m

Amyes Road to Neill Street

- Walkable perimeter 2.5 x 600m
- Implications include a generation of walking / scooting to school, convenient journeys to bus stops v ease of taking car, choice of routes for those who do not drive, variety and choice of safe options.

²⁵ https://www.alliesandmorrison.com/research/the-residential-perimeter-block-principles-problems-and-particularities_and

²⁶ Urban Design Guidelines - Urban structure (planning.vic.gov.au)



²⁷ The Need for Small Blocks is the title of Chapter 9 in Jane Jacobs' "The Death and Life of Great American Cities (1961)". The chapter begins with the introduction:

"Most blocks must be short; that is, streets and opportunities to turn corners must be frequent."



Opportunities

1. Identity: Celebrate the story of Hornby *“the junction” strong pioneer / railway / industrial heritage*
2. Welcoming civic space - *give the Centre a heart*
3. Urban Structure - *everything there, connect the precincts, most well-connected Centre in Te Wai Pounamu?*
4. Retail Business - *carparks full but need to draw people on foot from other sides of road*
5. Industrial - *free up access to airport / Southern Motorway*
6. Climate change and Biodiversity - *trees & green networks to soak floods / mitigate heat island effect*
7. Livability - *pleasant walkable streets / smaller blocks to conveniently access Mass Rapid Transport (MRT).*

Hornby Local Area Plan

27th of November 2025



Image Source: Christchurch City Council



Image Source: Christchurch City Council

Christchurch
City Council

Ōtautahi Christchurch Future Transport Strategy

Ōtautahi Christchurch Future Transport 2024–54

Our 30-year strategy for getting around

Vision

Our transport network shapes and connects Ōtautahi-Christchurch and Te Pātaka-o-Rākaihautū Banks Peninsula. It enables everyone to move around safely, reliably and efficiently. It is central to a more vibrant, prosperous, and climate-resilient future for our district.

Key strategic challenges and opportunities

Enabling an equitable transition to a low emissions transport system



Building more resilience into our transport network and adapting to a changing climate



Enabling growth as our population and that of our neighbouring districts increases



Reducing deaths and serious injuries on the transport network



Cost pressures

Getting the balance right between maintaining our assets and making the improvements needed to manage risk and support sustainable growth

Transport strategy goals

To achieve our vision, we need a mix of continuous improvement and transformational changes. The following transport goals will guide our actions:

GOAL 1

Well managed transport assets

Look after what we've got, maximise whole of life value and adopt innovative approaches to improve value-for-money and set up our transport asset base to meet future challenges

GOAL 2

A more resilient transport network

Create a resilient transport network which is able to react and adapt to natural hazards

GOAL 3

A safer transport network

Build and maintain safer infrastructure to ensure that everyone gets where they're going safely, regardless of how they are travelling

GOAL 4

A more efficient transport network

Enhance productivity, economic growth and essential travel through free flowing and efficient movement; explore more proactive demand management options as our population grows

GOAL 5

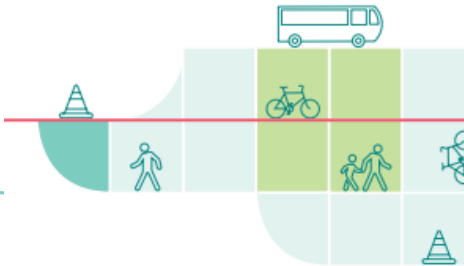
Genuine transport choices for everyone

Improve alternative options to reduce transport emissions, increase road network efficiency and enable inclusive access for all transport users as our city grows

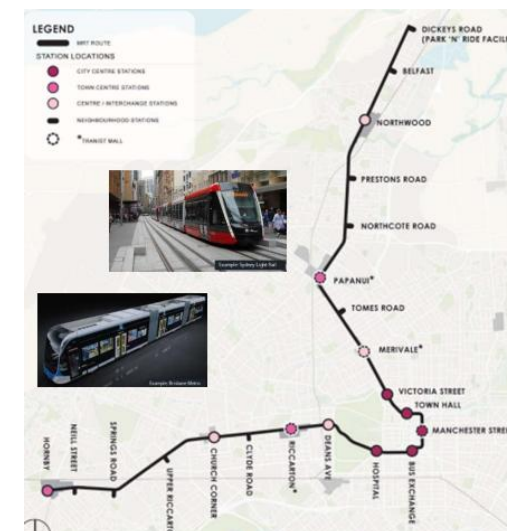
GOAL 6

A vibrant, healthy and liveable city

Continue to make our city a great place to live, work and visit through creating streets and neighbourhoods designed for people, businesses and communities



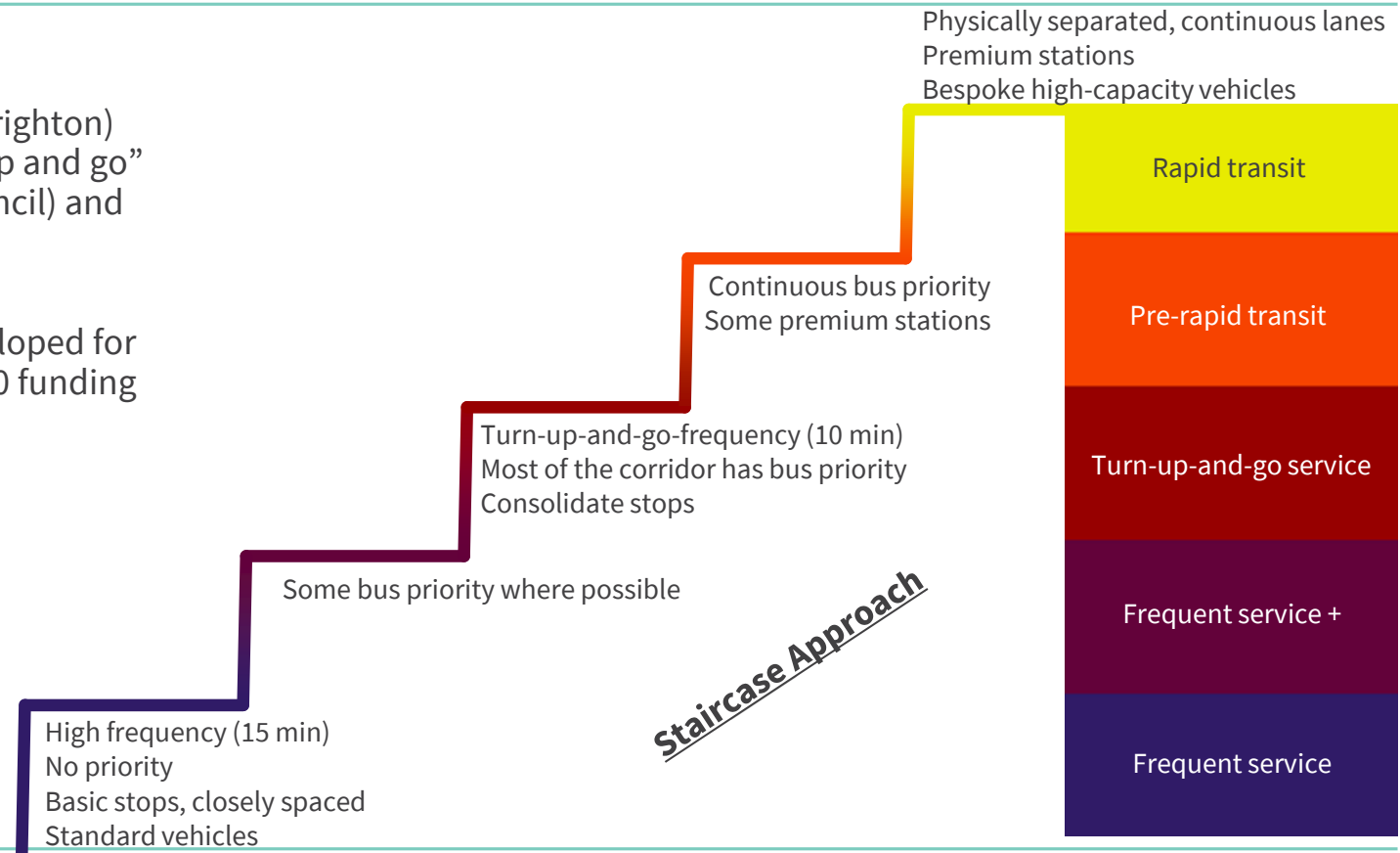
Longer term – future-proofing for rapid transit



Public Transport: short to medium term

Bus Improvements

- Route 5 (Hornby to New Brighton) frequency uplift to “turn up and go” (Canterbury Regional Council) and associated infrastructure improvements (CCC)
- Business cases being developed for implementation in 2027-30 funding period



SH1 Hornby Access and Development Strategic Transport Plan



Te Kāwanatanga o Aotearoa
New Zealand Government

Purpose

Hornby requires a clear plan to guide how changes to the transport system should be made over time.

NZ Transport Agency

SH1 Hornby Access and Development Strategic Transport Plan

Desirable Project Outcomes

- Collaborate with Christchurch City Council to integrate land use with transport planning.
- Contribute towards realising the vision as stated in the Greater Christchurch Spatial Plan.
- NZTA being better informed of the upcoming transportation demands and being able to apply the intervention hierarchy to its full potential when providing a system response.
- NZTA, as manager of the State Highway network, being better equipped to communicate future transportation requirements and intent when dealing with plan changes in the area through the Resource Management processes.
- Develop a system response of why the State Highway network needs to change, and what needs changing.
- Develop a sequence of interventions with evidence and justifications for further planning and design through a separate investment case process.
- Determine a long-term transportation needs profile in the Hornby area. All partners have a better understanding of the potential costs associated with the programme of improvements (rail, road, public transport, walking & cycling, travel demand management) and being able to consider a wider range of funding and finance options.

Problems and Challenges being observed in Hornby

DRAFT



SH1 is trying to serve too many functions

SH1 is a key freight corridor, a major route for general traffic, and provides access to local and strategic destinations. This mix of demands means it operates at or near capacity, causing delays, unsafe driving behaviour, and unreliable public transport.



Residential & industrial development is outpacing transport infrastructure

Rapid residential and industrial development is outpacing transport infrastructure, threatening long-term network performance and increasing financial strain on transport services.



Population growth is outpacing public transport provision

Public Transport is overcrowded on Route 5. PT service growth lags behind strong population growth and service demand in the west. Congestion on key corridors reduces service reliability.



Mismatch of active mode infrastructure provision and desirable movements

Walking and cycling infrastructure is poorly connected and has safety issues, discouraging active travel and contributing to local traffic issues. There are limited safe crossing opportunities.



Existing road & rail configuration limits ability to accommodate growth in freight demands.

Freight movements by road and rail are competing with each other on network capacity. Reducing efficiency, reliability, and limiting further growth.



Satellite town growth is funnelling demand into Hornby

Rolleston, Lincoln, West Melton, Kaiapoi and Darfield growth is funnelling demand into Hornby, creating bottlenecks and unreliable travel times on the western state highway network.



Themes

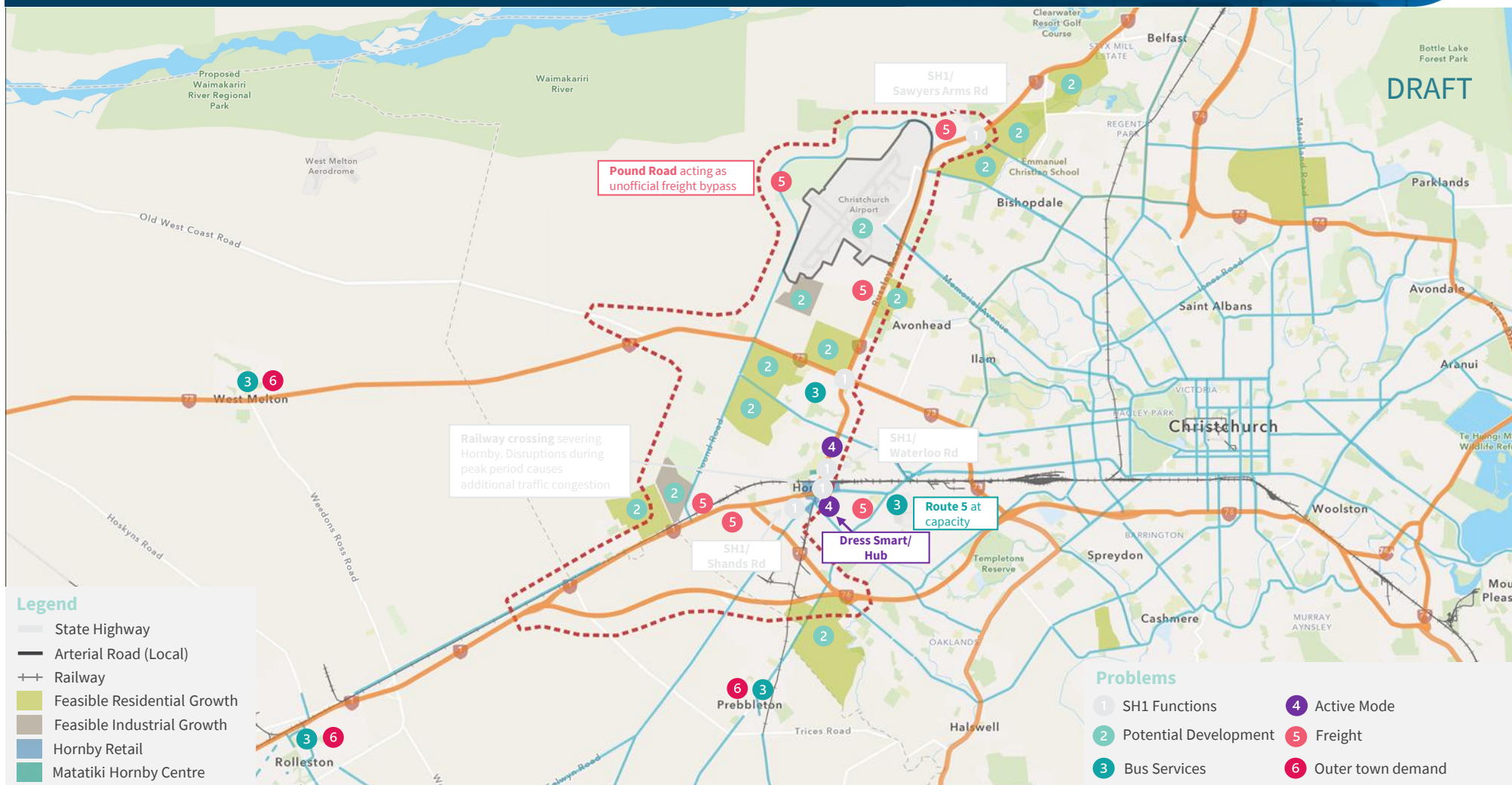
Economic Growth
 Land Use Development

Network Performance
 Modal Conflict

Safety
 Increased Demand

Modal Shift
 Restricted Access

Where are the Problem Areas?

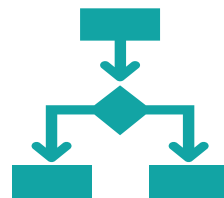


Early Engagement – aiming for early 2026



Working closely with:

NZTA, Environment Canterbury
and local community groups



Decision making process

Community Board Report to Council
(i.e. part A report)
Council decide on Hornby Local Area
Plan



Community input before developing a draft plan

Community workshops (alongside
local community groups)
Schools/young people
Retail businesses



Conversations with:

- Businesses
- Transport stakeholders
- Industry
- Major landowners and developer:
 - Ministry of Education
 - Infrastructure providers
 - Health / Police / FENZ

Indicative Timeline

CCC, NZTA and Environment Canterbury – working collaboratively on engagement and interdependencies of Projects. Indicative timeframe will be reviewed and confirmed in the New Year

Organisation	Nov	Dec	Jan 26	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
CCC	Local area analysis and technical reports			LAP Engagement		Enquiry by design / concept planning				Public Consultation			Finalise / Adopt Local Area Plan	
						Draft Local Area Plan								
NZTA			Understand the challenge	Develop Long List of interventions		Agree on short list of interventions	Sequencing of activities	Cost Estimation	Draft Plan		Finalise the plan	Adopt the plan		
				Engagement					Peer Review					
									Engagement					
Environment Canterbury CRC				Routes 1 & 5 investment case complete.										
Public Transport Improvement Programme for Greater Ōtautahi	Network optimisation programme (ongoing – includes current review of routes 125 and 140)													
				Network Review Early stakeholder engagement Hornby LAP Engagement (PT support)			Public engagement (dates TBC)							Draft investment case: NLTF 2027-30