



Workshop - Council NOTES

Date: **Tuesday 16 December 2025**

Time: **10.24 am**

Venue: **Camellia Chambers, Level 2, Civic Offices,
53 Hereford Street, Christchurch**

Present

Chairperson	Deputy Mayor Victoria Henstock
Members	Councillor Kelly Barber Councillor David Cartwright Councillor Melanie Coker Councillor Pauline Cotter Councillor Celeste Donovan Councillor Tyrone Fields Councillor Tyla Harrison-Hunt Councillor Nathaniel Herz Jardine Councillor Yani Johanson Councillor Aaron Keown Councillor Sam MacDonald Councillor Jake McLellan Councillor Andrei Moore Councillor Mark Peters Councillor Tim Scandrett

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The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

An apology from The Mayor for absence was received.

An apology from Councillor Fields for lateness was received.

Councillor Moore left the workshop at 11.05 am during presentation of Item 2.

2. Whoosh Transportation System

Chris Allington, supported by Peter Crabtree, Mel Allington and Maddie Wilson from Whoosh spoke to their presentation (attached).

- Whoosh is a Christchurch-based mobility platform company.
- The presentation introduced a concept for a three-dimensional, autonomous vehicle, electric transportation network design to enable the movement of people, goods and services around Christchurch.
- A test site at the Christchurch Airport will be operational in April 2026.

Qns

- How long would it take for a system to become operational? Once the infrastructure is in place (pylons), the installation is quick. For example, it would take a day to span the cable between pylons.
- How well does the system cope with strong wind? The system has yet to be tested to ascertain the operational limit, this will be undertaken at the airport test site. As the cables are fixed, the cars are not prone to tipping, rather it will be an issue of comfort level.
- How much power is required? Individual cars charge when needed and overnight. Charging can be minimised when there is high electricity use on the network. Cars can trickle charge when stopped at a station when passengers are getting on and off. Yet to be modelled.
- Where would the pylons go? A pylon would take up one carpark space, and the location would be dependent on the roading corridor. The pylons can span the distance of approximately two city blocks.
- The system is scalable but works well for low/medium density.
- The glass in cars can become opaque and clear again as they move past apartments, as an example, for privacy reasons.
- Operational costs are low as no staff are required at stations.

Next Steps

Action: Arrange a site visit to the Christchurch based facility. A staged approach to be presented to the Council to determine the level of interest.

Attachments

A Whoosh Transportation System - Presentation to Council [!\[\]\(f1c5da15572e3e09d343161be98f508d_img.jpg\)](#)

The workshop adjourned at 11.08 am and reconvened at 11.13 am. Councillor Harrison-Hunt was not present at this time.

Councillor Harrison-Hunt returned to the workshop at 11.19 am during presentation of Item 3.

Councillor McLellan left the workshop at 11.22 am and returned at 11.28 am during presentation of Item 3.

Councillor Fields joined the workshop at 11.23 am during presentation of Item 3.

Councillor MacDonald left the workshop at 11.41 am during presentation of Item 3.

Councillor Moore left the workshop at 11.41 am during presentation of Item 3.

3. Introducing Resource Management Reforms - Planning and Natural Environment Bills

Council officers Ben Rhodes, Helaina Gregg and Sarah Oliver spoke to the presentation (attached).

- Council officers provided a high level overview of the Bills to date.
- The new Bills seek to provide more certain national direction from central government with a funnel approach and fewer areas up for debate.
- The Planning Bill is intended to plan for growth, make planning more certain, cut red tape and provide more certainty about how Māori interests are provided for.
- The Natural Environment Bill is intended to safeguard the environment and human health.
- The transition timeline is ambitious.
- There is uncertainty around timing and sequencing with various other reforms underway.

Questions from Members

- What is the relationship with the work undertaken recently with PC14? Will this undo that work?
 - Some of the standards would be impacted, particularly anything related to the visual amenity, but the extent is unknown. The spatial extent of zone will likely be upheld.
- Would the single member on the Regional Spatial Plan committee require a Council single view? The terms of reference are yet to be set.
- Is there any detail around shading vs privacy? Not yet.
- Policy direction will be to have community input at the national standard stage and less involvement at the consenting stage.

Attachments

A Introducing Resource Management Reforms - Presentation to Council [!\[\]\(69baca079ef3ab6f03d58fd7e9f950f1_img.jpg\)](#)

4. Items Closed to the Public Ngā Take mō te wāhangā o te hui e rāhui ana ki te hunga tūmatanui

The session went into public excluded to consider the confidential items advertised at the end of the public agenda.

The public were re-admitted to the meeting at 1.23 pm.

Meeting concluded at 1.23 pm.