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**Waitai**  
**Coastal-Burwood-Linwood Community Board**  
**AGENDA**

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**Notice of Meeting Te Pānui o te Hui:**

The ordinary meeting of the Waitai Coastal-Burwood-Linwood Community Board will be held on:

**Date:** Monday 9 February 2026  
**Time:** 4 pm  
**Venue:** Boardroom, Corner Beresford and Union Streets,  
New Brighton

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**Membership Ngā Mema**

Chairperson	Paul McMahon
Deputy Chairperson	Jackie Simons
Members	Kelly Barber
	Celeste Donovan
	Alex Hewison
	Yani Johanson
	Greg Mitchell
	Kim Money
	Mihi-Rose Tipene

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**3 February 2026**

**Principal Advisor**

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**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 previous meeting recordings, go to:**

<https://www.youtube.com/@waitaicoastal-burwood-linw3626/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

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

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## TABLE OF CONTENTS NGĀ IHIRANGI

Karakia Tīmatanga .....	5
C 1. Apologies Ngā Whakapāha .....	5
B 2. Declarations of Interest Ngā Whakapuaki Aronga .....	5
C 3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua .....	5
B 4. Public Forum Te Huinga Whānui .....	5
B 5. Deputations by Appointment Ngā Huinga Whakaritenga.....	5
B 6. Presentation of Petitions Ngā Pākikitanga .....	6
B 7. Correspondence .....	29

### STAFF REPORTS

C 8. Broadpark Road - Considerations for Extension of Overnight Parking Restrictions .....	33
C 9. Bancroft Place and Woodhaven Place - Proposed No Stopping Restrictions .....	43
C 10. Marine Parade - Parking Bay Resolution Adjustments.....	51
C 11. Connal Reserve / Ōpāwaho Heathcote River - Willow Removal .....	65
C 12. New Brighton Rugby Football Club- variation to lease .....	71
C 13. Coastal Spirit Football Club New Build Application, Linfield Park .....	85
C 14. Prestons Road Mitre10 - Road frontage changes.....	95
C 15. Queenspark Drive Parking Restrictions .....	103
C 16. Buckleys Road/Russell Street Intersection Improvements .....	109
C 17. Buckleys Road/Kerrs Road Intersection Improvements .....	117
C 18. Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 - Avon Heathcote Estuary Ihutai Trust .....	125
C 19. Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 - North Beach Residents' Association .....	129
C 20. Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 - Kōrero ki Ōtautahi.....	133
C 21. Waitai Coastal-Burwood-Linwood Community Board - Representation on Outside Organisations .....	137

---

**C 22. Waitai Coastal-Burwood-Linwood Community Board Area Report -  
February 2026 .....141**

**B 23. Elected Members’ Information Exchange Te Whakawhiti Whakaaro o Te Kāhui  
Amorangi.....172**

**Karakia Whakamutunga**

**Actions Register Ngā Mahinga Tuwhera**

## Karakia Tīmatanga

Whakataka te hau ki te uru Whakataka te hau ki te tonga Kia mākinakina ki uta Kia mātaratara ki tai E hī ake ana te atakura He tio, he huka, he hauhūnga Tīhei Mauri Ora	Cease the winds from the west Cease the winds from the south Let the breeze blow over the land Let the breeze blow over the ocean Let the red-tipped dawn come with a sharpened air. A touch of frost, a promise of a glorious day.
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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 Waitai Coastal-Burwood-Linwood Community Board meeting held on [Monday, 8 December 2025](#) be confirmed (refer page 7).

### 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 hearings process.

#### 4.1 Eastern Community Sport and Recreation

Kate Latimer, Manager on behalf of Eastern Community Sport and Recreation will provide the Board with an update on the organisation.

### 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 Linwood Rugby League Football Club

Representatives of the Linwood Rugby League Football Club will address the Board in relation to item 7, Correspondence - lighting concerns at Linwood Park.

#### 5.2 Broadpark Road – Consideration for Extension of Overnight Parking Restrictions

Ann Farrall, local resident will address the Board in relation to item 8, Broadpark Road – Consideration for Extension of Overnight Parking Restrictions.

## 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.

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

**Date:** Monday 8 December 2025  
**Time:** 4.31 pm  
**Venue:** Boardroom, Corner Beresford and Union Streets,  
New Brighton

**Present**

Chairperson	Paul McMahon
Deputy Chairperson	Jackie Simons
Members	Kelly Barber
	Celeste Donovan
	Yani Johanson
	Greg Mitchell
	Kim Money
	Mihi-Rose Tipene

**Principal Advisor**  
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## Karakia Tīmatanga

The agenda was dealt with in the following order. Where no voting record is shown, the item was carried unanimously by those present.

### 1. Apologies Ngā Whakapāha

#### Part C

#### Community Board Resolved CCBCC/2025/00099

That the apologies from Alex Hewison for absence be accepted.

Greg Mitchell/Jackie Simons

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 CCBCC/2025/00100

That the minutes of the Waitai Coastal-Burwood-Linwood Community Board meeting held on Monday, 10 November 2025 be confirmed.

Jackie Simons/Greg Mitchell

Carried

### 4. Public Forum Te Huinga Whānui

#### Part B

#### 4.1 Shirley Sports Club

Scotty Ngatai and Tim Grocott spoke on behalf of Shirley Sports Club regarding the possibilities of increasing their parking facilities for safety and convenience.

After questions from members, the Chair thanked Scotty and Tim for their presentation.

#### Part B

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Refers the issues raised about the presentation to staff for investigation and report to back to the Board.

#### Attachments

- A Shirley Sports Club - Correspondence
- B Shirley Sports Club - Presentation

#### 4.2 Eco-Action Nursery Trust

This public forum did not proceed.

## 5. Deputations by Appointment Ngā Huinga Whakaritenga

### Part B

#### 5.1 Burwood and Mairehau Intersection Improvements

Stephen Wood, local resident addressed the Board in relation to item 8, Burwood and Mairehau Intersection Improvements.

After questions from members, the Chair thanked Stephen for their presentation.

#### Attachments

A Stephen Wood - Presentation

#### 5.3 Burwood and Mairehau Intersection Improvements

Andrew and Hunter Barker, local residents addressed the Board in relation to item 8, Burwood and Mairehau Intersection Improvements.

After questions from members, the Chair thanked Andrew and Hunter for their presentation.

#### 5.2 Board Plan Priorities for the New Term

Colleen Philip and Greg Burns spoke on behalf of Sustainable Ōtautahi Christchurch in relation to item 7, Correspondence surrounding Board Plan priorities for the new term.

After questions from members, the Chair thanked Colleen and Greg for their presentation.

## 6. Presentation of Petitions Ngā Pākikitanga

### Part B

There was no presentation of petitions.

## 7. Correspondence

### Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the correspondence from the Burwood East Residents' Association and Sustainable Ōtautahi Christchurch.

### Community Board Resolved CBCC/2025/00101

### Part B

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the correspondence from the Burwood East Residents' Association and Sustainable Ōtautahi Christchurch and consider it as part of the Community Board Plan process.

Paul McMahon/Jackie Simons

**Carried**

## 8. Burwood & Mairehau intersection improvements

### Community Board Comment

1. The Community Board did not accept the officer recommendations. An alternative set of officer recommendations were tabled.
2. These alternative recommendations were accepted with the exclusion of clause 17.

### Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board recommends that the Council:

1. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound 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 side of Mairehau Road, commencing at a point approximately 27 metres west of its intersection with Burwood Road and extending in a westerly direction until its intersection with Greenhaven Drive, as detailed in plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.
2. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound 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 north side of Mairehau Road, commencing at a point approximately 88 metres west of its intersection with Burwood Road and extending in an easterly direction for a distance of 35 metres, as detailed in plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.

That the Waitai Coastal-Burwood-Linwood Community Board:

3. Receives the information in the Burwood & Mairehau intersection improvements report.
4. Notes that the decisions in this report are of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy 2019. The level of significance was determined by the high level of existing and potential community interest in the project and the number of people affected or with an interest.
5. Revokes any previous resolutions pertaining to kerb lines, traffic calming devices, traffic controls, bus stops, parking, and stopping restrictions made pursuant to any bylaw to the extent that they are in conflict with the traffic calming, parking and stopping restrictions described in the recommendations below.
6. Approves that a roundabout be installed in accordance with Section 10.4 of the Land Transport Rule-Traffic Control Devices: 2004, including all kerb alignments, traffic calming, road surface treatments and road markings at the Burwood Road and Mairehau Road intersection, and also including all approaches to this intersection, as detailed on plan TP364803, dated 12/08/2025, and attached to this report as **Attachment A**.
7. Approves that, in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004:
  - a. The northern approach of Burwood Road at its intersection with Mairehau Road is to be controlled by a Give Way control as detailed on plan TP364803, dated 12/08/2025, and attached to this report as **Attachment A**.

- b. The southern approach of Burwood Road at its intersection with Mairehau Road is to be controlled by a Give Way control as detailed on plan TP364803, dated 12/08/2025, and attached to this report as **Attachment A**.
  - c. The eastern approach of Mairehau Road at its intersection with Burwood Road is to be controlled by a Give Way control as detailed on plan TP364803, dated 12/08/2025, and attached to this report as **Attachment A**.
  - d. The western approach of Mairehau Road at its intersection with Burwood Road is to be controlled by a Give Way control as detailed on plan TP364803, dated 12/08/2025, and attached to this report as **Attachment A**.
8. Approves pursuant to Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974 all kerb alignments, road surface treatments, stopping restrictions, signage and road markings:
- a. On Burwood Road, as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.
  - b. On Mairehau Road, as detailed on plan TP364803, dated 12/08/2025 and attached to this 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:
- a. On the west side of Burwood Road commencing at its intersection with Mariehau Road and extending in a northerly direction for a distance of 22 metres as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.
  - b. On the west side of Burwood Road commencing at a point approximately 48 metres north of its intersection with Mariehau Road and extending in a northerly direction for a distance of six metres as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.
  - c. On the east side of Burwood Road commencing at a point approximately 69 metres north of its intersection with Mariehau Road and extending in a southerly direction until its intersection with Burwood Road as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.
  - d. On the north side of Mairehau Road commencing at its intersection with Burwood Road and extending in an easterly direction for a distance of 30 metres as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.
  - e. On the south side of Mairehau Road commencing at a point approximately 55 metres east of its intersection with Burwood Road and extending in a westerly direction until its intersection with Burwood Road as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.
  - f. On the east side of Burwood Road commencing at its intersection with Mariehau Road and extending in a southerly direction for a distance of 41 metres as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.
  - g. On the west side of Burwood Road commencing at a point approximately 31 metres south of its intersection with Mairehau Road and extending in a northerly direction until its intersection with Mairehau Road as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.
  - h. On the south side of Mairehau Road commencing at its intersection with Burwood Road and extending in a westerly direction until its intersection with Greenhaven

Drive as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.

- i. On the north side of Mairehau Road commencing at a point approximately 53 metres west of its intersection with Burwood Road and extending in a easterly direction until its intersection with Burwood Road as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.

#### **P10 Parking**

10. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, the parking of all vehicles be restricted to a maximum period of 10 minutes on the west side of Burwood Road commencing at a point approximately 22 metres north of its intersection with Mairehau Road and extending in a northerly direction for a distance of 27 metres as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment A**.

#### **Pedestrian Refuge Island**

11. Approves pursuant to Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974 all kerb alignments, traffic calming devices, road surface treatments, stopping restrictions, signage and road markings on Burwood Road, as detailed on plan TP364802, dated 12/08/2025 and attached to this report as **Attachment B**.

#### **Bus Stops**

12. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop be installed:
  - a. On the west side of Burwood Road, commencing at a point approximately 186 metres north of its intersection with Mairehau Road and extending in a northerly direction for a distance of 14 metres as detailed on plan TP364802, dated 12/08/2025 and attached to this report as **Attachment B**.
  - b. On the east side of Burwood Road, commencing at a point approximately 207 metres north of its intersection with Mairehau Road and extending in a northerly direction for a distance of 14 metres as detailed on plan TP364802, dated 12/08/2025 and attached to this report as **Attachment B**.

#### **No stopping**

13. 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:
  - a. On the west side of Burwood Road commencing at a point approximately 137 metres north of its intersection with Mariehau Road and extending in a northerly direction for a distance of 49 metres as detailed on plan TP364802, dated 12/08/2025 and attached to this report as **Attachment B**.
  - b. On the east side of Burwood Road commencing at a point approximately 207 metres north of its intersection with Mariehau Road and extending in a southerly direction for a distance of 61 metres as detailed on plan TP364802, dated 12/08/2025 and attached to this report as **Attachment B**.

#### **General approval**

14. 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).

### Community Board Resolved CCBCC/2025/00102

#### Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

11. Receives the information in the Burwood & Mairehau intersection improvements report.
12. Notes that the decisions in this report are of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy 2019. The level of significance was determined by the high level of existing and potential community interest in the project and the number of people affected or with an interest.
13. Revokes any previous resolutions pertaining to kerb lines, traffic calming devices, traffic controls, bus stops, parking, and stopping restrictions made pursuant to any bylaw to the extent that they are in conflict with the traffic calming, parking and stopping restrictions described in the recommendations below.
14. Approves pursuant to Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974 all kerb alignments, road surface treatments, stopping restrictions, signage and road markings:
  - a. On Burwood Road, as detailed on plan TP364801, dated 12/08/2025 and attached to this report as **Attachment C**.
  - b. On Mairehau Road, as detailed on plan TP364801, dated 12/08/2025 and attached to this report as **Attachment C**.

#### No stopping

15. 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:
  - a. On the west side of Burwood Road commencing at its intersection with Mariehau Road and extending in a northerly direction for a distance of 22 metres as detailed on plan TP364801, dated 12/08/2025 and attached to this report as **Attachment C**.
  - b. On the west side of Burwood Road commencing at a point approximately 48 metres north of its intersection with Mariehau Road and extending in a northerly direction for a distance of six metres as detailed on plan TP364801, dated 12/08/2025 and attached to this report as **Attachment C**.
  - c. On the east side of Burwood Road commencing at a point approximately 69 metres north of its intersection with Mariehau Road and extending in a southerly direction until its intersection with Burwood Road as detailed on plan TP364801, dated 12/08/2025 and attached to this report as **Attachment C**.
  - d. On the north side of Mairehau Road commencing at its intersection with Burwood Road and extending in an easterly direction for a distance of 30 metres as detailed on plan TP364801, dated 12/08/2025 and attached to this report as **Attachment C**.
  - e. On the south side of Mairehau Road commencing at a point approximately 55 metres east of its intersection with Burwood Road and extending in a westerly direction until its intersection with Burwood Road as detailed on plan TP364801, dated 12/08/2025 and attached to this report as **Attachment C**.

- f. On the east side of Burwood Road commencing at its intersection with Mariehau Road and extending in a southerly direction for a distance of 41 metres as detailed on plan TP364801, dated 12/08/2025 and attached to this report as **Attachment C**.
- g. On the west side of Burwood Road commencing at a point approximately 31 metres south of its intersection with Mairehau Road and extending in a northerly direction until its intersection with Mairehau Road as detailed on plan TP364801, dated 12/08/2025 and attached to this report as **Attachment C**.
- h. On the south side of Mairehau Road commencing at its intersection with Burwood Road and extending in a westerly direction until its intersection with Greenhaven Drive as detailed on plan TP364803, dated 12/08/2025 and attached to this report as **Attachment C**.
- i. On the north side of Mairehau Road commencing at a point approximately 53 metres west of its intersection with Burwood Road and extending in a easterly direction until its intersection with Burwood Road as detailed on plan TP364801, dated 12/08/2025 and attached to this report as **Attachment C**.

#### **P10 parking**

- 16. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, the parking of all vehicles be restricted to a maximum period of 10 minutes on the west side of Burwood Road commencing at a point approximately 22 metres north of its intersection with Mairehau Road and extending in a northerly direction for a distance of 27 metres as detailed on plan TP364801, dated 12/08/2025 and attached to this report as **Attachment C**.

#### **Bus Stops**

- 18. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop be installed:
  - a. On the west side of Burwood Road, commencing at a point approximately 186 metres north of its intersection with Mairehau Road and extending in a northerly direction for a distance of 14 metres as detailed on plan TP364802, dated 12/08/2025 and attached to this report as **Attachment B**.
  - b. On the east side of Burwood Road, commencing at a point approximately 207 metres north of its intersection with Mairehau Road and extending in a northerly direction for a distance of 14 metres as detailed on plan TP364802, dated 12/08/2025 and attached to this report as **Attachment B**.

#### **No stopping**

- 19. 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:
  - a. On the west side of Burwood Road commencing at a point approximately 137 metres north of its intersection with Mariehau Road and extending in a northerly direction for a distance of 49 metres as detailed on plan TP364802, dated 12/08/2025 and attached to this report as **Attachment B**.
  - b. On the east side of Burwood Road commencing at a point approximately 207 metres north of its intersection with Mariehau Road and extending in a southerly direction for a distance of 61 metres as detailed on plan TP364802, dated 12/08/2025 and attached to this report as **Attachment B**.

#### **General approval**

20. 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).

Paul McMahon/Jackie Simons

Carried

**Attachments**

- A Item 8 - Burwood & Mairehau intersection improvements - Presentation

**Community Board Decided CBCC/2025/00103**

**Part A**

**Signalised intersection**

That the Waitai Coastal-Burwood-Linwood Community Board recommends that the Council:

1. Approves that in accordance with Sections 6 and 10.5 of the Land Transport Rule: Traffic Control Devices 2004, all traffic movements at the Burwood Road and Mairehau Road intersection be controlled by Traffic Signals as detailed on plan TP361401, sheet 1, dated 12/08/2025, and attached to this report as Attachment C.

Greg Mitchell/Kim Money

Carried

**Community Board Decided CBCC/2025/00104**

That the Waitai Coastal-Burwood-Linwood Community Board recommends that the Council:

**Special Vehicle Lanes**

2. Revokes any previous resolutions pertaining to special vehicle lanes made pursuant to any Bylaw to the extent that they are in conflict with the special vehicle lanes described in recommendations 3 - 10.
3. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of northbound 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 west side of Burwood Road, commencing at its intersection with Mariehau Road and extending in a northerly direction for a distance of approximately 186 metres, as detailed in plans TP364801, and TP364802 dated 12/08/2025 and attached to this report as **Attachment B and Attachment C**.
4. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of southbound 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 east side of Burwood Road, commencing at a point approximately 207 metres north of its intersection with Mariehau Road and extending in a southerly direction until its intersection with Mairehau Road as detailed in plans TP364801, and TP364802 dated 12/08/2025 and attached to this report as **Attachment B and Attachment C**.
5. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound 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 north side of Mairehau Road, commencing at its intersection with Burwood Road and extending in a easterly direction

- for a distance of approximately 22 metres as detailed in plan TP364801, dated 12/08/2025 and attached to this report as **Attachment C**.
6. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound 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 side of Mairehau Road, commencing at a point approximately 90 metres east of its intersection with Burwood Road and extending in a westerly direction for a until its intersection with Burwood Road as detailed in plan TP364801, dated 12/08/2025 and attached to this report as **Attachment C**.
  7. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound 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 side of Mairehau Road, commencing at its intersection with Burwood Road and extending in a westerly direction until its intersection with Greenhaven Drive, as detailed in plan TP364801, dated 12/08/2025 and attached to this report as **Attachment C**.
  8. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound 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 north side of Mairehau Road, commencing at a point approximately 88 metres west of its intersection with Burwood Road and extending in an easterly direction until its intersection with Burwood Road as detailed in plan TP364801, dated 12/08/2025 and attached to this report as **Attachment C**.
  9. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound 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 side of Mairehau Road, commencing at its intersection with Burwood Road and extending in a westerly direction until its intersection with Greenhaven Drive, as detailed in plan TP364801, dated 12/08/2025 and attached to this report as **Attachment C**.
  10. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound 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 north side of Mairehau Road, commencing at a point approximately 88 metres west of its intersection with Burwood Road and extending in an easterly direction until its intersection with Burwood Road, as detailed in plan TP364801, dated 12/08/2025 and attached to this report as **Attachment C**.

Paul McMahon/Jackie Simons

**Carried**

**Community Board Recommendation**

**Pedestrian Refuge Island**

17. Approves pursuant to Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974 all kerb alignments, traffic calming devices, road surface treatments, stopping restrictions, signage and road markings on Burwood Road,

as detailed on plan TP364802, dated 12/08/2025 and attached to this report as **Attachment B.**

Paul McMahon/Celeste Donovan

**Lost**

For	4	Celeste Donovan, Yani Johanson, Jackie Simons, Paul McMahon
Against	4	Kelly Barber, Greg Mitchell, Kim Money, Mihi-Rose Tipene
Abstain	0	
TOTAL	8	
Absent	1	Alex Hewison

**9. Community Parks Rolling Renewal Programme**  
**Community Board Resolved CCBCC/2025/00105**

**Officer recommendations accepted without change**

**Part C**

That Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Community Parks Rolling Renewal Programme 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. Approves the Waitai Coastal-Burwood-Linwood Community Boards Community Parks Rolling Renewal Programme (Attachment A).

Greg Mitchell/Kelly Barber

**Carried**

## 10. Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration

### Community Board Comment

1. Recommendation 5 relates to the Better-Off Fund Application that was published in the attachments under separate cover.

### Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration 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 \$3,028 from its Better-Off Fund to Christchurch City Council – CIPA Asset Management towards the replacement of the Radley Street and Andrew Johnson Plaques.
4. Endorses that the Community Governance Manager will allocate \$41,645 as per the delegation granted by Council on 21 February 2024 from the Better Off Funding Citywide Safety to the Smith Street Community Farm Trust for Smith Street Community Farm infrastructure enhancements.

### Community Board Resolved CCBCC/2025/00106

#### Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration 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 \$3,028 from its Better-Off Fund to Christchurch City Council – CIPA Asset Management towards the replacement of the Radley Street and Andrew Johnson Plaques.
4. Endorses that the Community Governance Manager will allocate \$41,645 as per the delegation granted by Council on 21 February 2024 from the Better Off Funding Citywide Safety to the Smith Street Community Farm Trust for Smith Street Community Farm infrastructure enhancements.
5. Endorses that the Community Governance Manager will allocate \$38,355 as per the delegation granted by Council on 21 February 2024 from the Better Off Funding Citywide Safety to the Woolston Development Project for emergency operational continuity funding.

Yani Johanson/Jackie Simons

**Carried**

The meeting adjourned at 6.12pm and reconvened at 6.19pm.

## 11. Waitai Youth Development Fund and Koru Fund Delegations

### Community Board Resolved CCBCC/2025/00107

#### Officer recommendations accepted without change

#### Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Youth Development Fund and Koru Fund Delegations 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. Approves a grant of \$100 from the 2025-26 Waitai Coastal-Burwood-Linwood Youth Development Fund to Noah Stewart to travel to Timaru to compete in the Canterbury junior cricket team..
4. Approves a grant of \$200 from the 2025-26 Waitai Coastal-Burwood-Linwood Youth Development Fund to Tiaki Wikatene to attend the Waka Ama Club Sprint Nationals in January next year.
5. Approves a grant of \$350 from the 2025-26 Waitai Coastal-Burwood-Linwood Youth Development Fund to Bailee Simpson to attend the Korfball Championships in Taiwan.
6. Approves a grant of \$200 from the 2025-26 Waitai Coastal-Burwood-Linwood Youth Development Fund to Anaru Hibbs to attend the Football tournament in Auckland.
7. Approves that the following three members of the Community Board have the email delegation to approve applications of up to \$500 to the Waitai Coastal-Burwood-Linwood Youth Development Fund.
  - a. Kim Money (Coastal Member)
  - b. Mihi-Rose Tipene (Burwood Member)
  - c. Paul McMahon (Linwood Member)
8. Approves that the following three members of the Community Board have the email delegation to approve applications of up to \$500 to the Waitai Coastal-Burwood-Linwood Koru Fund.
  - a. Alex Hewison (Coastal Member)
  - b. Greg Mitchell (Burwood Member)
  - c. Jackie Simons (Linwood Member)

Kelly Barber/Jackie Simons

**Carried**

## 12. Waitai Coastal-Burwood-Linwood Community Board Recess Committee 2025/26

### Community Board Resolved CCBCC/2025/00108

#### Officer recommendations accepted without change

#### Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board Recess Committee 2025/26 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. Appoints a Recess Committee comprising the Board Chairperson or Deputy Chairperson (or their nominees from amongst the remaining Board members) plus a minimum of any other four Board members and authorises the Committee to exercise the delegated powers of the Waitai Coastal-Burwood-Linwood Community Board for the period following its ordinary meeting on 8 December 2025 up until the Board resumes its normal business from 9 February 2026.
4. Notes that any such delegation exercised by the Board's Recess Committee will be reported to the Board for record purposes.
5. Notes that any meeting convened of the Recess Committee will be publicly notified and the details forwarded to all Board members.

Yani Johanson/Jackie Simons

Carried

## 13. Waitai Coastal-Burwood-Linwood Community Board - Consideration of a Chairperson's Casting Vote

### Officer Recommendations Ngā Tūtohu

That Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the information in the Waitai Coastal-Burwood-Linwood Community Board Community Board - Consideration of a Chairperson's Casting Vote Report.
2. Note that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Consider whether the Chairperson of Waitai Coastal-Burwood-Linwood Community Board is to have a casting vote during the 2025–2028 term.

### Community Board Resolved CCBCC/2025/00109

#### Part C

That Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the information in the Waitai Coastal-Burwood-Linwood Community Board Community Board - Consideration of a Chairperson's Casting Vote Report.
2. Note that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Does not provide the Chairperson of Waitai Coastal-Burwood-Linwood Community Board a casting vote during the 2025–2028 term.

Paul McMahon/Greg Mitchell

Carried

## 14. Waitai Coastal-Burwood-Linwood Community Board - Representation on Outside Organisations

### Community Board Comment

1. Staff noted they will report to the Community Board in February regarding organisations that do not have an appointed Community Board Member.

### Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board - Representation on Outside Organisations 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. Appoints a Board member(s) as its representative on each of the following organisations for the 2025-28 term
  - a. **Outside organisations/other:**
    - Aranui Community Trust (ACTIS)
    - Better for Brighton Group
    - Bridge South Brighton Trust
    - Bromley Traffic Plan Community Working Party
    - Burwood Pegasus Community Car Watch
    - Christchurch Streets and Garden Awards Committee (partnership between Christchurch City Council and Christchurch Beautifying Association)
    - Eastern Community Sport and Recreation
    - Keep Christchurch Beautiful Committee (2 members)
    - Linwood Resource Centre
    - Marshlands Hall Trust
    - New Brighton Community Gardens
    - New Brighton Historical Society
    - New Brighton Project

- Orion Customer Advisory Panel
- Pukeko Centre
- Renew Brighton
- Roy Stokes Hall Trust
- Smith Street Community Garden
- (Together, Innovation, Development, Enterprise) TIDE New Brighton Business Association
- Wainoni Avonside Community Services Trust
- Youth Alive Trust

**b. Residents' Associations:**

- Burwood East Residents' Association
- Dallington Residents' Association
- New Brighton Residents' Association
- North Beach Residents' Association
- Southshore Residents' Association
- Spencerville Residents' Association
- Tumara Park Residents' Association
- Waimairi Beach Residents' Association

**Community Board Resolved CBCC/2025/00110**

**Part C**

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board - Representation on Outside Organisations 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. Appoints a Board member(s) as its representative on each of the following organisations for the 2025-28 term:

Better for Brighton Group	Alex Hewison and Celeste Donovan
Youth Alive Trust	Alex Hewison
Bridge South Brighton Trust	Celeste Donovan
(Together, Innovation, Development, Enterprise) TIDE New Brighton Business	Celeste Donovan
Marshlands Hall Trust	Greg Mitchell
Wainoni Avonside Community Services Trust	Greg Mitchell
Burwood East Residents' Association	Greg Mitchell

Linwood Resource Centre	Jackie Simons
Orion Customer Advisory Panel	Jackie Simons
Smith Street Community Garden	Jackie Simons
Burwood Pegasus Community Watch	Kelly Barber
Dallington Residents' Association	Kelly Barber
Christchurch Streets and Garden Awards Committee	Kim Money
Keep Christchurch Beautiful Committee	Kim Money
North Beach Residents' Association	Kim Money
Southshore Residents' Association	Kim Money
Tumara Park Residents' Association	Kim Money
Waimairi Beach Residents' Association	Kim Money
Aranui Community Trust (ACTIS)	Mihi-Rose Tipene
Eastern Community Sport and Recreation	Mihi-Rose Tipene
Bromley Traffic Plan Community Working Party	Yani Johanson

Kelly Barber/Greg Mitchell

**Carried**

**15. Waitai Coastal-Burwood-Linwood Community Board - 2026 - 2028 Meeting Schedule and Submissions Committee**

**Community Board Resolved CCBCC/2025/00111**

**Officer recommendations accepted without change**

**Part C**

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board - 2026 - 2028 Meeting Schedule and Submissions Committee 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. Adopts the following schedule of Ordinary Meetings from February 2026 until September 2028:

Date	Time	Location
Monday 9 February 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 9 March 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton

Tuesday 7 April 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 11 May 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 8 June 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 6 July 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 10 August 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 7 September 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 5 October 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 9 November 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 7 December 2026	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Tuesday 9 February 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 8 March 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 12 April 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 10 May 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Tuesday 8 June 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 12 July 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 9 August 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 6 September 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 11 October 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 8 November 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 6 December 2027	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Tuesday 8 February 2028	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 6 March 2028	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 10 April 2028	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 8 May 2028	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 12 June 2028	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton

Monday 10 July 2028	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 7 August 2028	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 11 September 2028	4pm to 6.30pm	Boardroom, corner Union and Beresford Streets, New Brighton

4. Delegate authority to the Community Board Chairperson and Community Governance Manager to amend the ordinary meeting schedule, as required.
5. Notes the holding of Board information sessions and workshops will take place prior to the Board meetings as listed above from 3pm until 3.55pm, and on week four of the Council calendar as follows:

Date	Time	Location
Monday 23 February 2026	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 23 March 2026	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 20 April 2026	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 25 May 2026	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 22 June 2026	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 20 July 2026	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 24 August 2026	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 21 September 2026	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 19 October 2026	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 23 November 2026	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 22 February 2027	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 22 March 2027	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Tuesday 27 April 2027	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 24 May 2027	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 21 June 2027	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 26 July 2027	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 23 August 2027	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton

Monday 20 September 2027	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Tuesday 26 October 2027	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 22 November 2027	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 21 February 2028	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 20 Marc 2028	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 24 April 2028	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 22 May 2028	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 26 June 2028	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monday 25 July 2028	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton
Monda 21 August 2028	3pm to 6pm	Boardroom, corner Union and Beresford Streets, New Brighton

6. Establishes a Waitai Coastal-Burwood-Linwood Community Board Submissions Committee for the 2025-2028 term as follows:
- a. Term of Reference being to respond on behalf of the Waitai Coastal-Burwood-Linwood Community Board to submission opportunities as they arise.
  - b. Six non-Councillor members to be appointed as members of the Submissions Committee.
  - c. The Committee Chairperson and Deputy Chairperson to be appointed by the Submissions Committee.
  - d. The quorum of the Submissions Committee to be 3 members.
  - e. Where timeframes necessitate such action being required, the Submissions Committee be granted delegated authority to lodge submissions on behalf of the Waitai Coastal-Burwood-Linwood Community Board.
  - f. Any submissions made by the Submissions Committee to be reported to the Waitai Coastal-Burwood-Linwood Community Board for record keeping purposes.
  - g. Delegate to the Community Board Chairperson and the Community Governance Manager the ability to schedule meeting dates for the Submissions Committee to meet to consider future matters undergoing public consultation.

Jackie Simons/Greg Mitchell

**Carried**

## 16. Waitai Coastal-Burwood-Linwood Community Board Area Report - December 2025

Community Board Resolved CBCC/2025/00112

Officer recommendation accepted without change

### Part B

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board Area Report - December 2025.

Greg Mitchell/Mihi-Rose Tipene

Carried

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

### Part B

Members exchanged information on matters of mutual interest:

- Christmas in the Brom and the Santa Parade.
- Construction of the Ecogas Facility in Hornby.
- Portlink operating hours.
- Northbeach carpark.

## Karakia Whakamutunga

Meeting concluded at 6.43pm.

CONFIRMED THIS 9<sup>TH</sup> DAY OF FEBRUARY 2026

PAUL MCMAHON  
CHAIRPERSON



## 7. Correspondence

Reference Te Tohutoro: 26/101640

Responsible Officer(s) Te Pou Matua: Cindy Sheppard, 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
Woolston Development Project Incorporated	Letter of Thanks – Better Off Funding
Linwood Rugby League Football Club	Lighting concerns at Linwood Park

### 2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the letter of thanks from Eddie Richards on behalf of the Woolston Development Project in relation to Better Off Funding approved in December 2025.
2. Receives the correspondence from Linwood Rugby League Football Club and notes that a staff update on the issues raised will be provided to the Board in March 2026.

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Letter of Thanks from Woolston Development Project - Better Off Funding	26/101530	30
B  	Linwood Rugby League Football Club - Lighting Concerns	26/147420	31

PO Box 19793,  
Woolston,  
Christchurch 8241  
[manager@wdp.org.nz](mailto:manager@wdp.org.nz)

19 January 2026



Tēnā koutou Waitai Coastal Burwood Linwood Community Board,

I am writing to thank you on behalf of Woolston Development Project Incorporated for the emergency Better Off Funding you approved in December and received on Wednesday 7 January 2026.

Woolston Development Project undertakes grassroots mahi for people living in the Linwood Ward, with our primary focus being on people who live in Woolston and the surrounding area. The past year has been a very challenging one from a financial perspective, and we are immensely grateful for the funding you have provided us to get us through this difficult time.

The \$38,355 you donated will be put to good use, allowing us to continue to pay our operational costs until the end of the financial year – 31 March 2026.

We are very cognisant of the requirements of this grant; we are immensely grateful for the compassion and support shown to our organisation by Community Board members, Councillors and Council staff members alike. We start the new calendar year ready to make sure that what we are doing remains relevant and affordable from a fiscal perspective, and that the organisation becomes financially sustainable. We intend to prove our organisation's commitment to remaining viable in the long-term whilst continuing to provide relevant support for our community.

Ngā mihi nui,

A handwritten signature in blue ink, appearing to read "Eddie Richards".

Eddie Richards  
Kaiwhakahaere  
Woolston Development Project Incorporated.

Kia ora,

I'm writing on behalf of the Linwood Keas Rugby League Football Club to seek your support and guidance around some growing concerns our club whānau and rangatahi have regarding lighting at Linwood Park, as we head into our 113th season.

With club numbers expected to increase again this year, and Canterbury Rugby League Youth Competition fixtures shifting to Monday- Friday evenings, the current lighting infrastructure at our training grounds is no longer sufficient. At present, all youth & senior grade teams are required to train under one set of lights, which significantly limits usable space.

Last season, particularly on Friday evenings, we regularly had up to five teams training at the same time. This created an environment that was neither safe nor efficient, with congestion and players frequently running into one another. This is not sustainable as numbers continue to grow.

There is also an important community and safety context to this issue. A large proportion of our rangatahi walk to and from training due to limited vehicle access or parents working night shifts - this is the lived reality of our community. Adequate lighting across all training areas is essential to ensuring these young people can train safely and confidently.

We are keen to raise these concerns formally and would appreciate your advice on the best pathway to do so, including engagement through an upcoming Community Hui if appropriate. There is a real sense of urgency from our whānau around progressing lighting solutions on additional areas of Linwood Park to support safe participation, continued growth, and community wellbeing. Would some of our rangatahi leaders, supported by a representative from our Board, be able to attend your next hui?

As we know, providing safe, accessible spaces for sport keeps rangatahi active, connected, and engaged - and plays a key role in supporting positive outcomes for our wider community.

Thank you for your time and ongoing support.

Ngā mihi nui | Fa'afetai tele lava

Linwood Rugby League Football Club Inc.





## 8. Broadpark Road - Considerations for Extension of Overnight Parking Restrictions

Reference Te Tohutoro: 25/2361882

Responsible Officer(s) Te Pou Matua: Courtney Fale, 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 to provide information to the Waitai Coastal-Burwood-Linwood Community Board regarding consultation feedback and other significant considerations relating to the possible extensions of overnight parking restrictions on Broadpark Road.
- 1.2 This report has been written in response to the Waitai Coastal-Burwood-Linwood Community Board resolution CCBC/2025/00075 from 11 August 2025 which requested that staff '*consult with the community and stakeholders on proposed options to extend the parking restrictions of the angled carparks along Broadpark Road down to Larnach Street ...*'.

### 2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

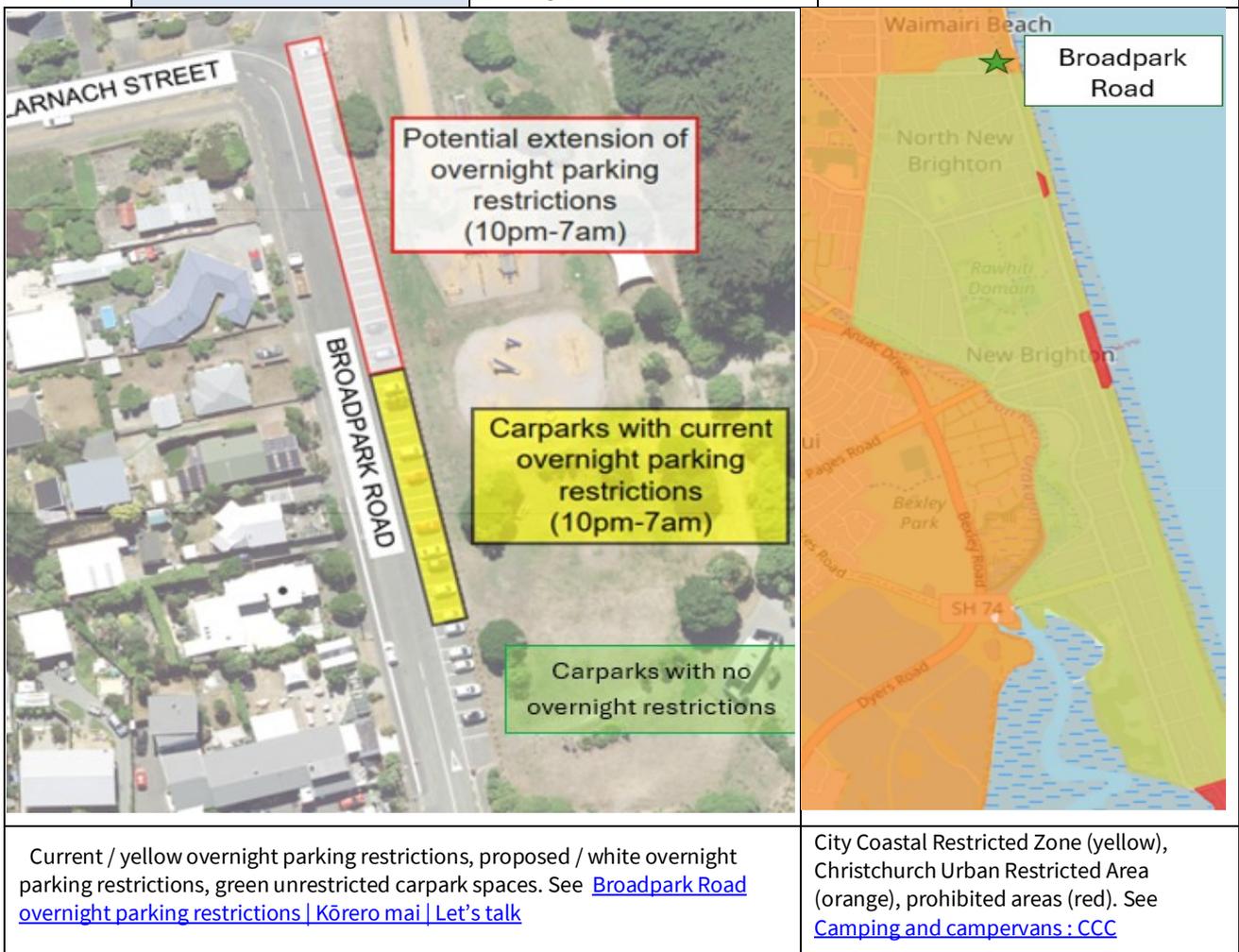
1. [Receives the information in the Broadpark Road - Considerations for Extension of Overnight Parking Restrictions Report.](#)

### 3. Background/Context Te Horopaki

- 3.1 At the 2 April 2025 Council meeting a resident from Broadpark Road shared concerns about noise impacts from vehicles parked overnight on Broadpark Road. The resident said they were distressed by the noise of slamming and sliding van doors impacting her household's sleep and asked the Council to act.
- 3.2 Noise control officers have responded to noise complaints (relating to music and general people noise) on Broadpark Road however monitoring has not been carried out due to the intermittent nature of any noise generated.
- 3.3 On [12 May 2025](#) the Waitai Coastal-Burwood-Linwood Community Board agreed to a three-month trial of overnight parking restrictions for 20 angled parks on Broadpark Road. While the trial was underway, the Council consulted with the public on their views.
- 3.4 After analysing the 31 submissions received, staff recommended that the overnight parking restrictions on 20 parking spaces be made permanent to reduce the disruption to directly affected residents, whilst allowing vehicles to continue to utilise the remaining 35 marked, unrestricted parking spaces along Broadpark Road.
- 3.5 Amending the Council's Freedom Camping Bylaw to address the concerns was not a viable option, hence overnight parking restrictions were proposed.

- 3.6 At its meeting held on 11 August 11 2025, the Waitai Coastal-Burwood-Linwood Community Board agreed with staff to permanently restrict parking overnight for 20 parking spaces on Broadpark Road and asked staff to consult on extending the restrictions to Larnach Street (proposing restrictions to an additional 26 parking spaces).
- 3.7 The Community Board decision on 11 August allows 35 unrestricted marked parking spaces along Broadpark Road. Extending restrictions to an additional 26 parking spaces would leave nine unrestricted parking spaces.

Total marked angled car parking spaces on Broadpark Road = 55	<b>Car parking spaces with overnight restrictions</b>	<b>Unrestricted car parking spaces</b>
Original approach in response to identified issue	20 car parking spaces	35 unrestricted car parking spaces
Board direction to consult on extending	26 further parking spaces, resulting in 46 restricted car parking spaces	9 unrestricted car parking spaces



- 3.8 Limiting the restrictions to 20 parking spaces addresses concerns raised by affected residents while minimising impacts to anyone else wanting to park in this location overnight.

#### **4. Considerations Ngā Whai Whakaaro**

##### **Regulation of Freedom Camping Activities**

There is some complexity to note on how Council Bylaws and (legislative) Acts interact that may affect future decision making. The various areas are outlined below.

*The Freedom Camping Act and bylaws made under the Act*

- 4.1 The Freedom Camping Act 2011 regulates freedom camping in New Zealand. The Act allows anyone to freedom camp on any council land if certain conditions are met, unless a bylaw or other law prohibits or restricts it.
- 4.2 The Act gives councils limited powers to put bylaws in place to restrict or prohibit freedom camping. The bylaw-making powers in section 11(b) of the Act set out the following:  
*A local authority may make a bylaw... only if it is satisfied that—*
- (a) the bylaw is necessary for 1 or more of the following purposes:*
    - (i) to protect the area:*
    - (ii) to protect the health and safety of people who may visit the area:*
    - (iii) to protect access to the area; and*
  - (b) the bylaw is the most appropriate and proportionate way of addressing the perceived problem in relation to that area; and*
  - (c) the bylaw is not inconsistent with the New Zealand Bill of Rights Act 1990.*
- 4.3 These bylaw-making powers are limited and the assessment requirements further limit what can be considered and regulated. A council must be satisfied that a bylaw is necessary for a specific range of purposes (and only those purposes). It must identify the perceived problems in relation to an area and then be satisfied that a bylaw is the most appropriate and proportionate way of addressing those problems.
- 4.4 The Act makes it clear that bylaws cannot be made that have *the effect* of prohibiting freedom camping in a council's district. This includes applying other regulatory tools (such as the Traffic and Parking Bylaw) that may work to prohibit or restrict freedom camping and their overall collective impact.
- 4.5 The proposition of restricting overnight parking in a small set of parking spaces is quite different to restricting overnight parking along the majority of the angle parks on Broadpark Road (which could be viewed as having the effect of prohibiting freedom camping and is in contravention of the Freedom Camping Act 2011).
- 4.6 Bylaws can be challenged by Judicial Review and under the Bylaws Act 1910. Recent case law on a freedom camping bylaw challenge<sup>1</sup> concluded that a bylaw was invalid because it considered "irrelevant matters" – matters outside of section 11(a)(i), (ii) and (iii). This included consideration of impacts on private land.
- 4.7 Care needs to be taken as to what considerations are used to determine whether an area should or can be regulated with a freedom camping bylaw under the Freedom Camping Act, and that any considerations align with the assessment criteria in the Act.
- 4.8 The Freedom Camping Act does not provide clear means to protect residents from impacts such as noise.

*Freedom Camping Bylaw 2021*

- 4.9 The Council has had a bylaw to regulate freedom camping since 2015. It was amended in 2016, again in 2018 and was reviewed in 2020/2021. Legislation requires that bylaws must be reviewed at least once every ten years (the next scheduled review date for the Freedom

<sup>1</sup> Judge Osborne in the matter of New Zealand Motor Caravan Association Incorporated v Queenstown Lakes District Council, 20 September 2024, CIV-2023-425-2 [2024] NZHC 2729

Camping Bylaw is 2031). An amendment can be made at any time, provided the requirements of the FCA are met and resourcing allows.

- 4.10 The [Freedom Camping Bylaw 2021](#) restricts freedom camping on Broadpark Road as it is included in the [City Coastal Restricted Zone](#). Certified self-contained vehicles are able to freedom camp within the zone for a maximum of four nights in any 30-day period, with only two nights in any one place. The bylaw restricts campers from spreading across parking spaces or taking up more than one parking space with their vehicle, equipment or activities.
- 4.11 The 2021 review of the bylaw included changes to address concerns about freedom camping activities in the city coastal area, including creating the City Coastal Restricted Zone. This limits how long freedom campers can stay in the coastal area. It was amended to include Broadpark Road following submissions. The restrictions in the area are similar to other residential areas in the city and Banks Peninsula, however have slightly more limitations to prevent freedom campers from remaining in the area for longer than intended.
- 4.12 Camping is prohibited in parks and reserves by the Council's [Parks and Reserves Bylaw 2016](#). In some cases, this includes associated carparks (depending on the legal status of the land). The two car parking areas at either end of Broad Park are within park boundaries, so camping is prohibited under the Parks and Reserves Bylaw.
- 4.13 The Parks and Reserves Bylaw is made under different legislation (the Reserves Act 1977 and the Local Government Act 2002) and in order to enable any form of camping on park or reserve land a separate assessment would need to be undertaken to determine if it is possible or appropriate.

#### *Land Transport Act 1998 and Traffic and Parking Bylaw 2017*

- 4.14 The current overnight parking restrictions are applied under the Council's Traffic and Parking Bylaw 2017, which is made under the Land Transport Act 1998.
- 4.15 The Land Transport Act has a wide range of bylaw-making powers, some of which relate to parking restrictions. The bylaw enables parking restrictions to be put in place by resolution under the bylaw, and decision-making is delegated to community boards. Alternatively, freedom camping changes would require an amendment to a bylaw.
- 4.16 There is no prescribed assessment criteria for regulating under transport legislation, whereas the Freedom Camping Act has clear and narrow assessment criteria.

#### *Good regulatory practice*

- 4.17 The general concept of good regulatory practice in relation to bylaws involves:
  - clear problem identification
  - an exploration of options to address the problem(s), including non-regulatory options
  - a good understanding of the regulatory context and its limitations
  - using the right regulatory tool to address the problem(s)
  - understanding the benefits and risks of regulating.
- 4.18 As set out above, freedom camping legislation has clear and narrow assessment criteria for regulating and cannot take into account "irrelevant matters" outside of the assessment criteria (including impacts on nearby private property). It also does not enable overall regulation that has *the effect* of prohibiting freedom camping in a council's district when all regulation is taken into account. This means freedom camping powers should be used only where necessary and appropriate. The situation on Broadpark Road does not meet the assessment criteria.

- 4.19 Transport legislation has wider powers and does not come with the same assessment criteria, however, must still have a logical connection between the problem and the regulatory response and must be considered “reasonable”. Care needs to be taken not to apply regulation in a way that may create legal risk.
- 4.20 Any use of regulatory power can be challenged, and this includes the process used to apply regulatory power (i.e. regulate with a bylaw or regulate using a power in a bylaw).

#### *Overnight parking restrictions, prohibiting freedom camping and daytime activities*

- 4.21 Key information about regulating with overnight parking restrictions, and impacts on freedom camping and daytime activities:
- overnight parking restrictions apply to all vehicles and not to a specific class of vehicle
  - restrictions would limit any vehicle from remaining in a parking space between the hours of 10pm and 7am
  - this would also apply to residents’ vehicles and any visitors they may have, as well as vehicles left overnight after events at the café, for example
  - during the day people in vehicles that can be used for freedom camping have the same parking rights and obligations as any other vehicle
- 4.22 Key information about regulating to prohibit freedom camping:
- the assessment criteria make it difficult to prohibit freedom camping, and impacts on nearby private property are not a part of what can be considered under legislation
  - freedom camping is largely about sleeping overnight in a vehicle (during the day people in vehicles that can be used for freedom camping have the same parking rights and obligations as any other vehicle).
- 4.23 Some of the concerns raised in submissions related to assumed impacts from freedom camping activities, like rubbish and damage to facilities – these would not necessarily be impacted even if freedom camping could be prohibited. Additionally, littering is already an offence, as is damage, under other laws.
- 4.24 Some submitters mentioned Park Run, a weekly running event that starts at the corner of Broadpark Road and Larnach Street on Saturday mornings at 8am. As with many Park Run events, parking is limited and online information about the event advises attendees to consider this when planning their involvement.

#### *Freedom camping activities*

- 4.25 Freedom campers may be drawn to Broadpark Road as it has angle parks, looks over Broad Park, and has facilities and beach access nearby. This may be preferable to parking on a street with houses on both sides and no view of greenspace. Restrictions may displace campers to less appropriate areas.
- 4.26 [Rankers](#) is a popular tourism app with a broad range of information related to freedom camping. As with many camping-related apps, users can add pins and details about their experiences. Broadpark Road had been added as a freedom camping location, which may have contributed to its popularity and potentially concentrated campers in this area (when in fact they can freedom camp on any roadside in the zone, and in some off-road car parks).
- 4.27 The Rankers pin has since been removed - the effect of this recent change is yet to be determined. People can continue to freedom camp in this location, but by removing the pin recommending it, it may mean fewer campers are drawn to the area.

4.28 The monitoring of freedom camping on Broadpark Road is as follows:

- 1 Oct until 30 Nov: Monitoring of freedom campers on Friday evenings, Saturday mornings and evening, Sunday morning and evenings.
- 1 Dec until 31 May: Monitoring of freedom campers 7 days a week morning and evening.

Outside of these monitoring times Council will only respond at the time an issue is reported. There is currently no availability to respond to non-compliance with parking restrictions outside of the Parking Enforcement Team operating hours.

During monitoring photos are being taken and vehicle counts noted. This excludes people displaced/experiencing homelessness.

So far, contractors and Council staff carrying out routine monitoring report that the evidence gathered this season shows general compliance with overnight parking restrictions on Broadpark Road. There has been one ticket issued for a vehicle parking in a restricted area after hours and one incident where another vehicle was ushered away from the area.

### **Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau**

- 4.29 There is a risk of precedence-setting and the potential raising of expectations about using overnight parking restrictions under the Traffic and Parking Bylaw 2017 for the ongoing management of freedom campers in the area. This is likely to result in greater scrutiny and the increased likely risk of legal challenge.
- 4.30 There is a risk that putting overnight parking restrictions in place may displace freedom campers. This is mitigated by the current restrictions being limited to 20 angled parks but would not be the case if overnight parking restrictions were to be extended to 55 angled parks along most of the road.

### **Legal Considerations Ngā Hiraunga ā-Ture**

- 4.31 The Freedom Camping Bylaw 2021 limits freedom camping in the City Coastal Restricted Zone, which includes Broadpark Road. The Freedom Camping Bylaw is the appropriate regulatory mechanism to address freedom camping issues. However, there are limitations on the use of bylaws to address issues associated with freedom camping activities. The Freedom Camping Act 2011 takes a permissive approach to freedom camping and only empowers councils to regulate freedom camping with a bylaw in limited circumstances. Those limited circumstances are not applicable to the situation on Broadpark Road and therefore the decision to impose further restrictions holds a high risk of legal challenge.
- 4.32 The Freedom Camping Act 2011 makes it clear that bylaws cannot be made that have the effect of prohibiting freedom camping in a council's district. This includes using other regulatory tools that may work to prohibit or restrict freedom camping and their overall collective impact. The proposition of restricting overnight parking in a small set of parking spaces is quite different to restricting overnight parking along the majority of the angle parks on Broadpark Road (which could be viewed as having the effect of prohibiting freedom camping).
- 4.33 This report has been written using a general approach previously approved of by the Legal Services Unit and has been reviewed and approved by the Legal Services Unit.

### **Community Impacts and Views Ngā Mariu ā-Hāpori**

- 4.34 Consultation was held from 5 to 23 November 2025.
- 4.35 Consultation details, including links to the project information shared on the [Kōrero mai | Let's talk](#) webpage, were advertised via:

- An email sent to everyone who submitted on the temporary overnight parking restrictions in June 2025.
- A letter drop to the Broadpark Road residents who did not submit previously.
- An email sent to Brighton Beach House (café), Waimairi Beach Residents' Association, Broad Park Parkrun, and the Waimairi Beach Surf Club.
- A sign in front of the car parks.

4.36 The [Kōrero mai | Let's talk](#) webpage had 114 views throughout the consultation period.

### Summary of Submissions Ngā Tāpaetanga

- 4.37 Submissions were made by one recognised organisation and 19 individuals. Four of these submitters live on Broadpark Road. All submissions are currently available on our [Kōrero mai | Let's talk](#) webpage.
- 4.38 The New Zealand Motor Caravan Association has expressed reservations about the process and legal basis for extending the restrictions. In particular they are concerned that it circumvents the Freedom Camping Act 2011.
- 4.39 When asked whether they have any concerns about overnight parking on Broadpark Road,
- 15 submitters responded Yes
  - 2 submitters responded No
  - 3 submitters did not respond to this question.
- 4.40 When asked whether they are experiencing any impacts from overnight parking on Broadpark Road,
- 8 submitters responded Yes
  - 9 submitters responded No
  - 3 submitters did not respond to this question.
- 4.41 The key themes raised by submitters when commenting on their concerns and/or how they are impacted included:
- Rubbish (7)
  - Noise (5)
  - Availability of parking spaces (4).
- 4.42 In terms of extending the restrictions,
- 14 submitters were supportive
  - 5 submitters were not supportive
  - 1 submitter did not specify.
- 4.43 Of those who live on Broadpark Road, two support extending the restrictions and two don't support extending them.
- 4.44 The main reasons given for wanting the restrictions to be extended were:
- It would improve parking availability (5)
  - Broadpark Road is not suitable for camping due to the proximity of residential housing (5).

- 4.45 Submitters who did not support extending the restrictions suggested that alternative mechanisms should be used to address noise-related issues and that the current restrictions are sufficient.

## 5. Final Analysis

- 5.1 The initial concern was in relation to distress of resident/s from an individual property, however, the extension to a further 26 car parking spaces is outside the scope of the initial concern. It is not clear what problem the extension of further overnight parking would be seeking to address. Normal good regulatory practice would involve identifying the perceived issue and then assessing options to address the issue, and if regulating, using the appropriate regulatory tool(s).
- 5.2 There are few, if any, regulatory options for addressing concerns about noise from vehicles coming and going and/or opening and closing of doors overnight. Overnight parking restrictions were viewed as the most appropriate option for addressing the very localised concerns that were initially raised.
- 5.3 There is no proposal to amend the [Freedom Camping Bylaw 2021](#). There are no clear grounds under the Freedom Camping Act 2011 to amend the bylaw to address these very localised concerns.
- 5.4 It is difficult to monitor compliance with overnight parking restrictions as the suggested restrictions fall outside of Parking Enforcement operating hours. Contractors monitor freedom camping concerns however cannot issue infringements.
- 5.5 Of the 19 submissions received only 4 were from residents of Broadpark Road. 2 were in support of extending restrictions and 2 were against. It could be argued that this feedback holds high value as these individuals are most likely to experience potential impacts of overnight parking.
- 5.6 Staff recommend that the Board do not pursue extending overnight restrictions on Broadpark Road. The current number of carparks with overnight restrictions were put in to address a specific localised issue. Limiting the restrictions to these 20 parking spaces directly addresses the initial concern raised (being the distress of some residents living on Broadpark Road) while minimising impacts to residents and visitors wanting to park in this location overnight.

## Attachments Ngā Tāpirihanga

There are no attachments to this report.

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

Document Name – Location / File Link
Not applicable

## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Courtney Fale - Traffic Engineer Teena Crocker - Senior Policy Analyst Ron Lemm - Manager Legal Service Delivery Amy Rice - Engagement Advisor
<b>Approved By</b>	Kathy Graham - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)

Item 8



## 9. Bancroft Place and Woodhaven Place - Proposed No Stopping Restrictions

Reference Te Tohutoro: 25/2678416

Responsible Officer(s) Te Pou Matua: Courtney Fale, Traffic Engineer

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

### 1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 For the Waitai Coastal-Burwood-Linwood Community Board to consider the approval of no stopping restrictions on Bancroft Place and Woodhaven Place.
- 1.2 This report has been written in response to a customer service request from a resident of Bancroft Place who has expressed concerns with accessibility of the turning point at the top of the street.

### 2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Bancroft Place and Woodhaven Place - 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. Under Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 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 to 10 below.

#### **Bancroft Place**

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 southeast side of Bancroft Place, commencing at a point 105 metres south of its intersection with Bottle Lake Drive and extending in a southerly direction for a distance of 10 metres, as detailed on Agenda Attachment A.
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 southeast side of Bancroft Place, commencing at a point 121 metres south of its intersection with Bottle Lake Drive and extending in a westerly direction for a distance of 14 metres, as detailed on Agenda Attachment A.
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 southwest side of Bancroft Place, commencing at a point 116 metres south of its intersection with Bottle Lake Drive and extending in a northerly direction for a distance of 9 metres, as detailed on Agenda Attachment A.

7. 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 Bancroft Place, commencing at a point 103 metres south of its intersection with Bottle Lake Drive and extending in a northerly direction for a distance of 5 metres, as detailed on Agenda Attachment A.

#### **Woodhaven Place**

8. 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 southern side of Woodhaven Place, commencing at a point 172 metres southwest of its intersection with Bottle Lake Drive and extending in a westerly direction for a distance of 15 metres, as detailed on Agenda Attachment A.
9. 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 western side of Woodhaven Place, commencing at a point 192 metres southwest of its intersection with Bottle Lake Drive and extending in a northerly direction for a distance of 7 metres, as detailed on Agenda Attachment A.
10. 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 northern side of Woodhaven Place, commencing at a point 171 metres southwest of its intersection with Bottle Lake Drive and extending in an easterly direction for a distance of 9 metres, as detailed on Agenda Attachment A.
11. 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.

### **3. Executive Summary Te Whakarāpopoto Matua**

- 3.1 Concerns have been raised regarding on street parking limiting accessibility at the end of Bancroft Place, particularly for oversized and/or emergency vehicles.
- 3.2 During the investigation it was noted Woodhaven Place has a similar layout to Bancroft Place and therefore could experience the same potential problem. Staff decided to include no stopping restrictions on Woodhaven Place in this report to prevent these issues occurring.
- 3.3 The recommended option is to install no stopping restrictions in accordance with Attachment A. The length of No Stopping in this option is the minimum length needed to provide access for vehicles of all sizes (including emergency vehicles) to manoeuvre around the island/s.
- 3.4 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.

### **4. Background/Context Te Horopaki**

- 4.1 The top end of both Bancroft Place and Woodhaven Place host (approximately) 11 metre, single landscaped traffic islands.
- 4.2 There is no obvious damage to the concrete edging of the islands or any tyre tracks through the landscaped areas. This indicates traffic is not frequently mounting the kerb due to parked vehicles restricting space for manoeuvrability of moving vehicles.
- 4.3 Vehicle tracking demonstrates the difficulty large trucks and emergency vehicles may have manoeuvring around the island/s (as shown in Attachment B). This is supported by feedback

from Waste Management who advise they have not experienced an issue yet but expect they would if a vehicle was parked on street.

- 4.4 There is a Bowling and Rugby Club nearby (within approximately 250 metres), however, it is assumed that on both streets parking demand is limited to residents and their visitors.
- 4.5 There have been no recorded crashes on these streets within the last ten years.
- 4.6 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**

**Options Descriptions Ngā Kōwhiringa**

4.7 **Preferred Option:** Install no stopping restrictions.

4.7.1 **Option Description:** Place approximately 39 metres of no stopping lines near end of Bancroft Place and approximately 32 metres of no stopping lines near the end of Woodhaven Place.

4.7.2 **Option Advantages**

- Improves accessibility and/or manoeuvrability of oversized vehicles including emergency vehicle access when vehicles are parked in this location.

4.7.3 **Option Disadvantages**

- Some cost to implement and maintain markings.
- Removes 6 potential car parking spaces on Bancroft Place and 4 potential car parking spaces on Woodhaven Place.

4.8 **Do Nothing**

4.8.1 **Option Description:** Maintain Status Quo

4.8.2 **Option Advantages**

- No cost to council
- Retains a total of 10 potential car parking spaces on Bancroft Place and Woodhaven Place.

4.8.3 **Option Disadvantages**

- Does not address safety concerns relating to accessibility and/or manoeuvrability of oversized vehicles including emergency vehicle access when vehicles are parked in this location.

**5. Financial Implications Ngā Hīraunga Rauemi**

**Capex/Opex Ngā Utu Whakahaere**

	Recommended Option	Option 2 – Do Nothing
Cost to Implement	Approximately \$800	N/A
Maintenance/Ongoing Costs	Covered by existing Maintenance Contract	N/A

Funding Source	Traffic Operations Signs and Markings budget	N/A
Impact on Rates	N/A	N/A

## 6. Considerations Ngā Whai Whakaaro

### Legal Considerations Ngā Hīraunga ā-Ture Statutory and/or delegated authority to undertake proposals in the report:

- 6.1.1 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.
- 6.1.2 Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to subsequently amend or revoke any resolution made under this bylaw at any time.
- 6.1.3 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.
- 6.1.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 6.2 Other Legal Implications:
  - 6.2.1 There is no other legal context, issue, or implication relevant to this decision.
  - 6.2.2 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

- 6.3 The required decision:
  - 6.3.1 Aligns with the [Christchurch City Council's Strategic Framework](#).
  - 6.3.2 The recommendations in this report are consistent with the Christchurch Suburban Parking Policy.
  - 6.3.3 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.

### Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.4 Consultation letters including a plan of the recommended option were sent to 13 affected property owners and residents. Staff received 5 responses all from residents of Bancroft Place.
- 6.5 1 resident supported the proposal, 4 others (3 residing at the same address) did not support the proposal.
- 6.6 Waste Management reported they have not experienced any issues in this location, however, they would expect a problem if cars were parked in these locations.
- 6.7 At the time of writing this report Staff had not received feedback from emergency services.
- 6.8 The Team Leader Parking Compliance supports the preferred option.

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

6.9.1 Coastal ward.

**Impact on Mana Whenua Ngā Whai Take Mana Whenua**

6.10 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.

6.11 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 proposals in this report are 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, markings will be installed by the contractor within the current financial year.

**Attachments Ngā Tāpirihanga**

No.	Title	Reference	Page
A  	Attachment A: Bancroft Place and Woodhaven Place - Proposed No Stopping Restrictions)	26/9052	48
B  	Attachment B: Bancroft Place and Woodhaven Place Vehicle Tracking - Truck	26/13098	49

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

Document Name – Location / File Link
Not applicable

**Signatories Ngā Kaiwaitohu**

<b>Author</b>	Courtney Fale - Traffic Engineer
<b>Approved By</b>	Kathy Graham - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)

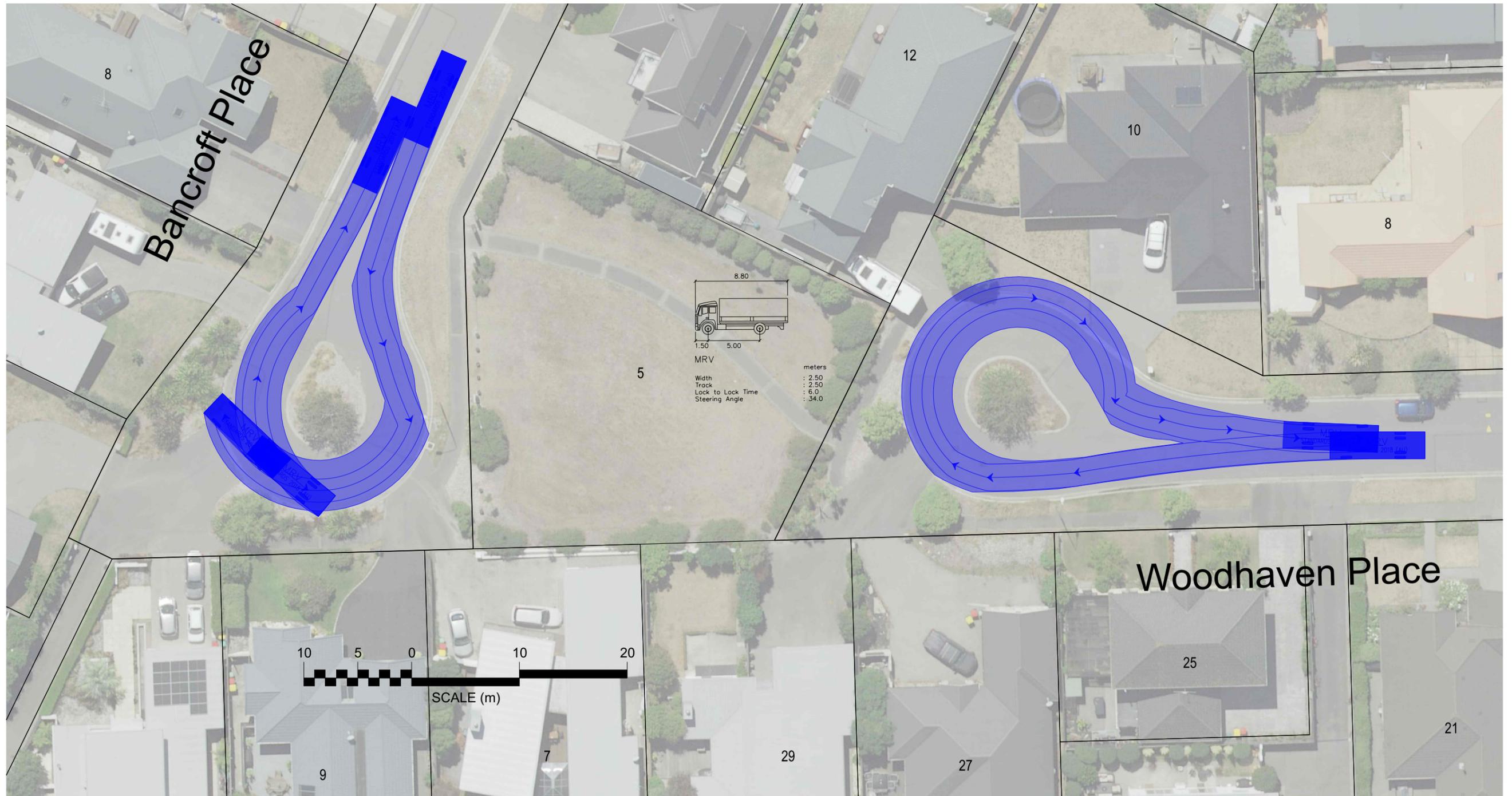


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**Bancroft Place and Woodhaven Place**  
Proposed No Stopping Restrictions  
For Board Approval

Original Plan Size: A4  
Drawn: MJR Issue 1 05/01/2026  
Designed: CF Drawing: TG151665  
Approved: ... Project:





## 10. Marine Parade - Parking Bay Resolution Adjustments

Reference Te Tohutoro: 25/2491132

Responsible Officer(s) Te  
Pou Matua: Nic Catto, Project Manager

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 to approve traffic resolutions in two of the six parking bays on the east side of Marine Parade. The resolutions relate to the positioning of parking spaces and no stopping lines within these two parking bays.
- 1.2 The report is presented in response to a request from elected members at the June 2025 meeting of the Waitai Coastal-Burwood-Linwood Community Board.

### 2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Marine Parade - Parking Bay Resolution Adjustments 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 recommendations 4 and 5 below address the previous Waitai Coastal-Burwood-Linwood Community Board request to investigate relocating no-stopping lines and parking spaces in Bays 3 and 6 of the approved Marine Parade scheme design, shifting them from the eastern to the western side.
4. Revokes the 9 June 2025 Waitai Coastal-Burwood-Linwood Community Board decisions only in relation to 6c and 6f, as noted below:
  6. Approves, pursuant to Clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times within the parking bays in accordance with that shown on the plan provided as Agenda Attachment A (Drawing TP363103, sheet 1 and 2, dated 13/05/2025) and detailed in 6a -6f below, unless otherwise marked as designated parking space:
    - c. In Parking Bay 3, on the eastern side of Marine Parade 341 metres south of the prolongation of the southern kerb of Bowhill Road.
    - f. In Parking Bay 6, on the eastern side of Marine Parade 36 metres south of the prolongation of the southern kerb of Rawhiti Avenue.
5. Approves, pursuant to Clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times within the parking bays in accordance with that shown on the plan provided as Agenda **Attachment A** (Drawing, sheet 1 and 2, dated 16/12/2025) and detailed in 4a – 4b below, unless otherwise marked as designated parking space:
  - a. In Parking Bay 3, on the eastern side of Marine Parade 341 metres south of the prolongation of the southern kerb of Bowhill Road.

- b. In Parking Bay 6, on the eastern side of Marine Parade 36 metres south of the prolongation of the southern kerb of Rawhiti Avenue.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Waitai Coastal-Burwood-Linwood Community Board approved detailed traffic resolutions for the Marine Parade CRAF project at their 9 June 2025 meeting.
- 3.2 At the meeting, staff were requested to investigate the possibility of swapping the location of no stopping lines and parking spaces in Parking Bays 3 and 6.
- 3.2.1 It was found that there would be no reduction in the number of parking spaces available in either of these parking bays and that vehicles would still be able to move safely through the parking bays.
- 3.2.2 However, for the change to be made, updated traffic resolutions are required.
- 3.3 The recommended option in this report will revoke only the two resolutions relating to the parking bays relevant to this proposed change. This will not impact any other previously approved resolutions.

### 4. Background/Context Te Horopaki

- 4.1 At their meeting on 9 June 2025, the Waitai Coastal-Burwood-Linwood Community Board approved the detailed traffic resolutions for the Marine Parade CRAF project.
- 4.1.1 The design approved referred to a plan attached to the report, which showed the parking spaces alongside the shared path.
- 4.1.2 At the meeting, a query was raised regarding the position of the no stopping lines and parking spaces in Parking Bays 3 and 6, with a request to switch these to separate the parking spaces from the shared path.
- 4.2 Following this meeting, staff investigated the impact on safety and parking of this proposed adjustment.
- 4.2.1 The investigation yielded the following information:
- There would be no impact on the number of parking spaces in either bay
  - There would be no issues with vehicle tracking in either bay
  - No significant new safety issues were noted in either bay
- 4.2.2 However, to change the design in this way would require an update to the resolutions in this area, to allow the parking restrictions to be enforceable.
- 4.3 If the change is approved ahead of the work being completed, the cost is negligible: there would be a minor cost for formal changes to the design for construction that can be issued to the contractor.
- 4.3.1 However, delays to the approval may cause this cost to increase
- 4.4 The following related memos/information were circulated to the meeting members:

Date	Subject
13 Nov 2025	Pre-Construction Update Memo

### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.5 The following reasonably practicable options were considered and are assessed in this report:
- 4.5.1 Option 1 (Preferred Option): Switch the location of the no stopping lines and parking spaces.
  - 4.5.2 Option 2: Do Nothing. Leave traffic resolutions as approved on 9 June 2025.
- 4.6 The following options were considered but ruled out:
- 4.6.1 Include parking spaces on both sides of the parking bays. These two parking bays do not have sufficient room to include two sides of parking and allow for vehicles to move through the parking bay safely.
  - 4.6.2 Adjust width and/or location of shared path to accommodate additional parking. This option was rejected as the shared path is already at the minimum recommended width of 3.0m. Relocating the shared path further east raises risks regarding resource consent as the nearby sand dunes are a site of ecological significance.

### Options Descriptions Ngā Kōwhiringa

- 4.7 **Preferred Option: Option 1** - Switch the location of the no stopping lines and parking spaces in parking bays 3 and 6.
- 4.7.1 **Option Description:** Update the existing traffic resolutions in the area to switch the proposed location of the parking spaces and no stopping lines.
  - 4.7.2 Option Advantages
    - Removes risk of 'dooring' cyclists using the shared path.
    - Reduces likelihood of antisocial behaviour such as setting up outdoor furniture or clotheslines in the shared path.
  - 4.7.3 Option Disadvantages
    - Introduces minor risk of crossing parking bays to access shared path.
- 4.8 Option 2 – Do nothing.
- 4.8.1 **Option Description:** Retain existing traffic resolutions. This will leave the proposed parking spaces alongside the shared path.
  - 4.8.2 Option Advantages
    - No adjustment to existing construction drawings is required.
    - Maintains existing road layout.
  - 4.8.3 Option Disadvantages
    - Does not reduce risk of 'dooring' users of shared path.
    - Does not impact risk of antisocial behaviour.

### Analysis Criteria Ngā Paearu Wetekina

- 4.9 The staff recommendation is Option 1, switch the location of the no stopping lines and parking spaces. This is due to the health and safety improvements gained by separating parked vehicles from the shared path, removing the risk of 'dooring' cyclists or pedestrians.
- 4.10 While the recommended option requires shared path users to cross the parking bay in order to access the path, the risk this involves is seen to be lesser than that of 'dooring'. The low-speed

environment and low expected traffic volumes of the parking bays mean that the likelihood and impact of this risk eventuating are both low.

## 5. Financial Implications Ngā Hiraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 - <enter text>
Cost to Implement	\$300	\$0
Maintenance/Ongoing Costs	No Impact	No Impact
Funding Source	New Brighton CRAF	New Brighton CRAF
Funding Availability	\$300,000	\$300,000
Impact on Rates	No Impact	No Impact

- 5.1 There is a minimal cost of implementing the recommended option. This equates to 2 to 3 hours of staff time updating the plans and formally submitting them to the contractor.
- 5.2 The available funding is that remaining on the project after accounting for the known construction costs.

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 The primary risk to weigh up with this decision is the potential ‘dooring’ of cyclists if the existing resolutions are maintained. The existing design includes a ‘buffer zone’ in the shared path to mitigate this risk.
- 6.2 The recommended option greatly reduces this risk by separating parked cars from shared path users.
- 6.3 The recommended option introduces a minor risk in requiring shared path users to cross the parking bay to reach the shared path. Given the assumed low traffic speeds through the parking bays, this risk is not significant.
- 6.4 Delays to the approval of the change may lead to increased cost, either through inefficient working, revisits and/or changing marking that have already been placed.

### Legal Considerations Ngā Hiraunga ā-Ture

- 6.5 Statutory and/or delegated authority to undertake proposals in the report:
  - 6.5.1 Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 delegates Community Boards the authority to “prohibit or restrict the stopping, standing or parking of vehicles, or any class of vehicles, on any road”.
- 6.6 Other Legal Implications:
  - 6.6.1 There is no legal context, issue, or implication relevant to this decision.

### Strategy and Policy Considerations Te Whai Kaupapa here

- 6.7 The required decision:
  - 6.7.1 Aligns with the [Christchurch City Council’s Strategic Framework](#).
  - 6.7.2 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 residents impacted by this decision and the minimal impact on said residents.

- 6.7.3 Is consistent with Council's Plans and Policies.
- 6.8 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.9 Transport
- 6.9.1 Activity: Transport
- Level of Service: 10.3.3 Maintain customer satisfaction with the ease of use of Council on-street parking facilities -  $\geq 50\%$
  - Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians -  $\leq 12$  crashes per 100,000 residents
  - Level of Service: 10.5.2 Improve the perception (resident satisfaction) that Christchurch is a cycling friendly city -  $\geq 67\%$

### **Community Impacts and Views Ngā Mariu ā-Hāpori**

- 6.10 The decision affects the following wards/Community Board areas:
- 6.10.1 Waitai Coastal-Burwood-Linwood Community Board.
- 6.11 The Community Board's view has been supportive of this project previously. This amendment to the line marking has been requested by a member of the Board.

### **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 project as a whole has been approved previously and had its impacts discussed with Ngāi Tūāhuriri. This specific decision is a minor amendment relating to line marking therefore does not specifically impact Mana Whenua.

### **Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi**

- 6.15 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.16 The decision in this report relates to minor road marking adjustments. It is not anticipated to have a significant impact on climate change adaptation or emissions reduction.

## **7. Next Steps Ngā Mahinga ā-muri**

- 7.1 Following the decision in this report, construction drawings will be amended as required.

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Attachment A - Marine Parade Parking Bay 3 and 6 Traffic Resolutions	25/2612911	57
B  	Marine Parade CRAF Project - Pre-Construction Update Memo - 2025-11-13	25/2593631	59

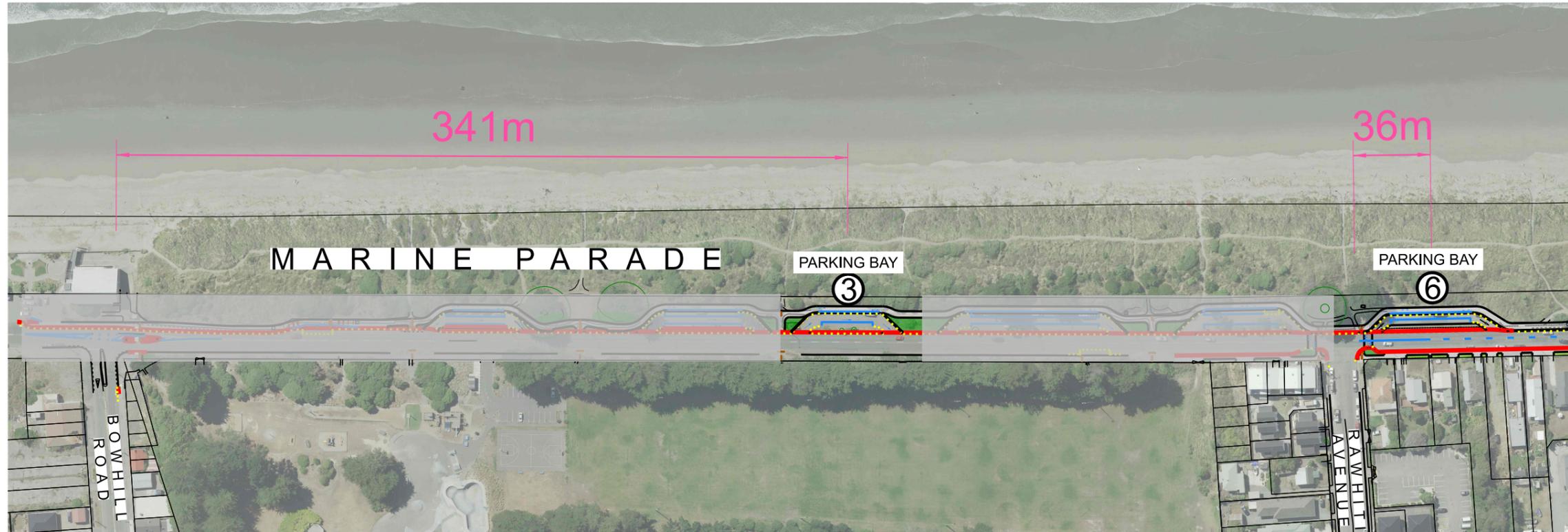
In addition to the attached documents, the following background information is available:

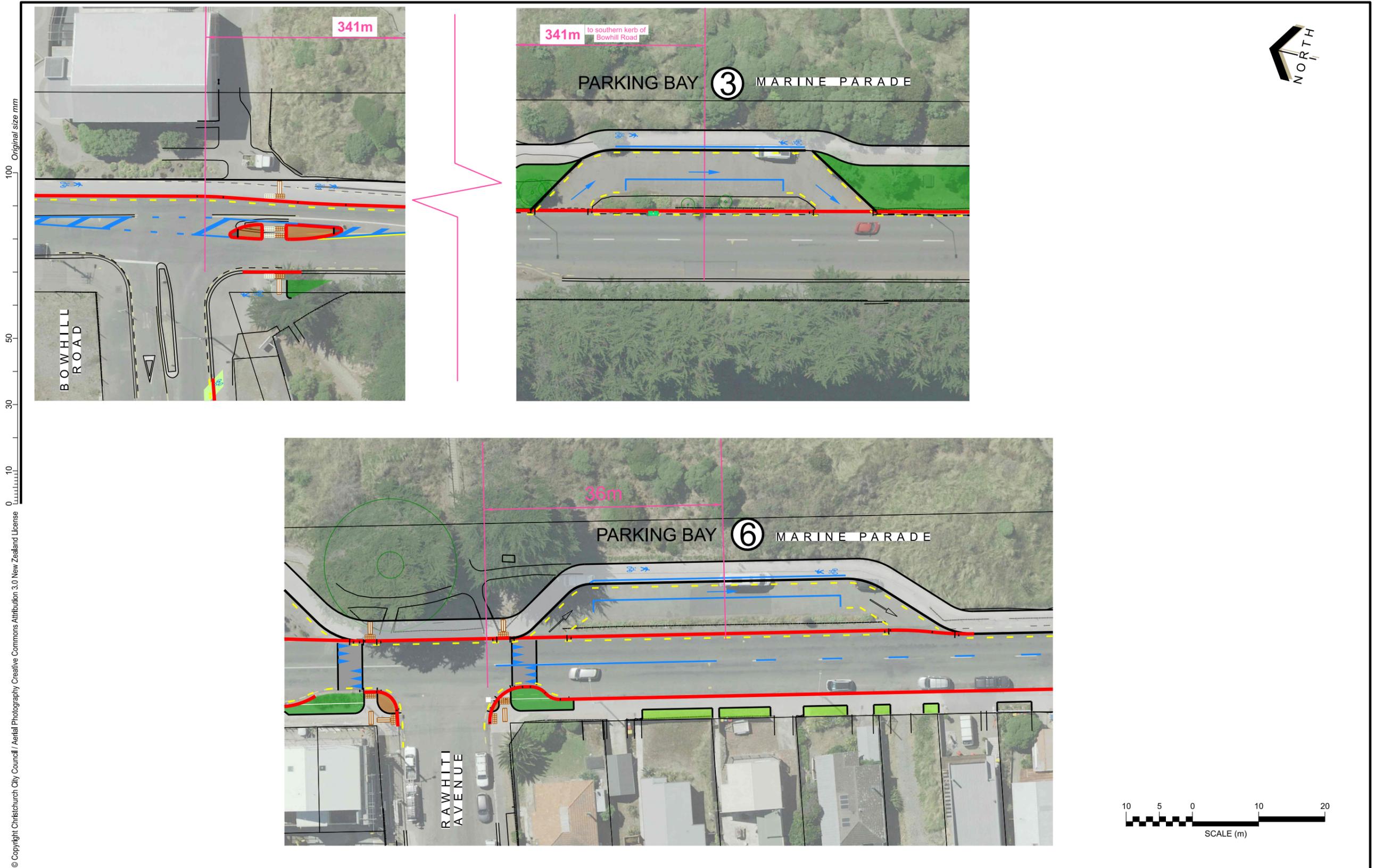
Document Name - Location / File Link
Not applicable

### Signatories Ngā Kaiwaitohu

<b>Author</b>	Nic Catto - Project Manager
<b>Approved By</b>	Matt Goldring - Transport Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport

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Memos



# Memo

Date: 13 November 2025  
From: Nic Catto, Project Manager  
To: Waitai Coastal-Burwood-Linwood Community Board  
Cc: Lynette Ellis, Head of Transport and Waste Management  
Reference: 25/2203856

## Marine Parade CRAF Project - Pre-Construction Update

### 1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this memo is to provide the Waitai Coastal-Burwood-Linwood Community Board with an update on the Marine Parade CRAF project prior to construction starting on November 24<sup>th</sup>, 2025.
- 1.2 This memo has been prepared in response to a request from Councillor Donovan.
- 1.3 The information in this memo is not confidential and can be made public.

### 2. Update He Pānui

#### Current Project Timeline

- 2.1 Construction for the Marine Parade CRAF project is now confirmed to commence on Monday November 24<sup>th</sup>, 2025.
  - 2.1.1 Based on the most recent programme from the Contractor, Isaac Construction, works will last for 25 weeks. The current projected end date is June 2026.
  - 2.1.2 Construction works will halt for two weeks over the end of year break, finishing for the year on 19<sup>th</sup> December 2025 and restarting on 12<sup>th</sup> January 2026.
- 2.2 During the detailed design phase of the project, we encountered an 80-year-old asbestos water main running beneath the west side of Marine Parade.
  - 2.2.1 Through discussions with the Three Waters unit, we have been able to co-ordinate the replacement of this with the CRAF transport work.
  - 2.2.2 Isaac Construction are proposing to construct the new water main first. This will be the work that is undertaken through the remainder of 2025, extending from Bowhill Road to Lonsdale Street.
- 2.3 Staff have worked with a Communications Advisor from Isaac Construction to develop material including a Start Works Notice for the community. This has been delivered to the Community Board, and will be delivered to affected residents in the coming days.

#### Project Delays

- 2.4 In December 2024 at the scheme approval meeting, the Waitai Coastal-Burwood-Linwood Community Board were informed that construction was projected to start in September or October of 2025. The confirmed construction start date is now 24<sup>th</sup> November 2025.
  - 2.4.1 The primary reason for this delay is the Archaeological Authority application through Heritage New Zealand Pouhere Taonga (HNZPT) taking longer than expected.

**Memos**



- 2.4.2 An initial Archaeological Risk Check undertaken in June 2025 indicated that the risk was sufficient to warrant an Archaeological Authority application to HNZPT. At this point, we understood that there was sufficient time to lodge the application and still meet the September/October construction start.
- 2.4.3 On 18 September 2025, HNZPT returned our application. This required the application to be re-submitted, resetting the timer for processing.
- 2.4.4 On 2 October 2025, HNZPT accepted the application for processing, starting the 20-working day processing time.
- 2.4.5 On 30 October 2025, HNZPT granted approval for the project’s Archaeological Authority. There is a standard 15-working day stand-down period to allow for public appeal attached to this approval, meaning work can commence on Monday 24<sup>th</sup> November.
- 2.5 HNZPT have informed the project team that establishing works can commence during the stand-down period. As such, Isaac Construction are looking to set up their site office, traffic management on Marine Parade, and deliver parts of the new watermain to the site in the few days prior to the 24<sup>th</sup>.

**Outstanding Board Decisions**

- 2.6 On the east side of Marine Parade between 152 Marine Parade and Bowhill Road, there are six parking bays offset from the main road corridor (refer Attachment A). These are all being renewed as part of the project.
  - 2.6.1 Two of the six parking bays do not have sufficient space to allow parking on both sides. Parking spaces have been proposed adjacent to the shared path with yellow no stopping lines on the opposite side.
  - 2.6.2 At the June 2025 Board meeting, a request was made to investigate the possibility of switching the parking spaces and no stopping lines in the two relevant parking bays to separate the car parks from the shared path.
- 2.7 The Council Governance team have advised that updated resolutions are required to make this change as it will conflict with the approved traffic resolution plans. As line marking will be later in the project, a decision report will be brought to the Board for consideration early in the new year.

**3. Conclusion Whakakapinga**

- 3.1 Marine Parade is scheduled to start construction on November 24<sup>th</sup>. Staff have worked with a Communications Advisor from Isaac Construction to prepare communications material including Start Works Notices.
- 3.2 Staff will bring the board a decision report early in 2026 to consider the request made to switch the position of the parking spaces and no stopping lines in the two relevant parking bays.

**Attachments Ngā Tāpirihanga**

No.	Title	Reference
A	Marine Parade - Detailed Design Signs and Lines Plans	25/2284217

Memos

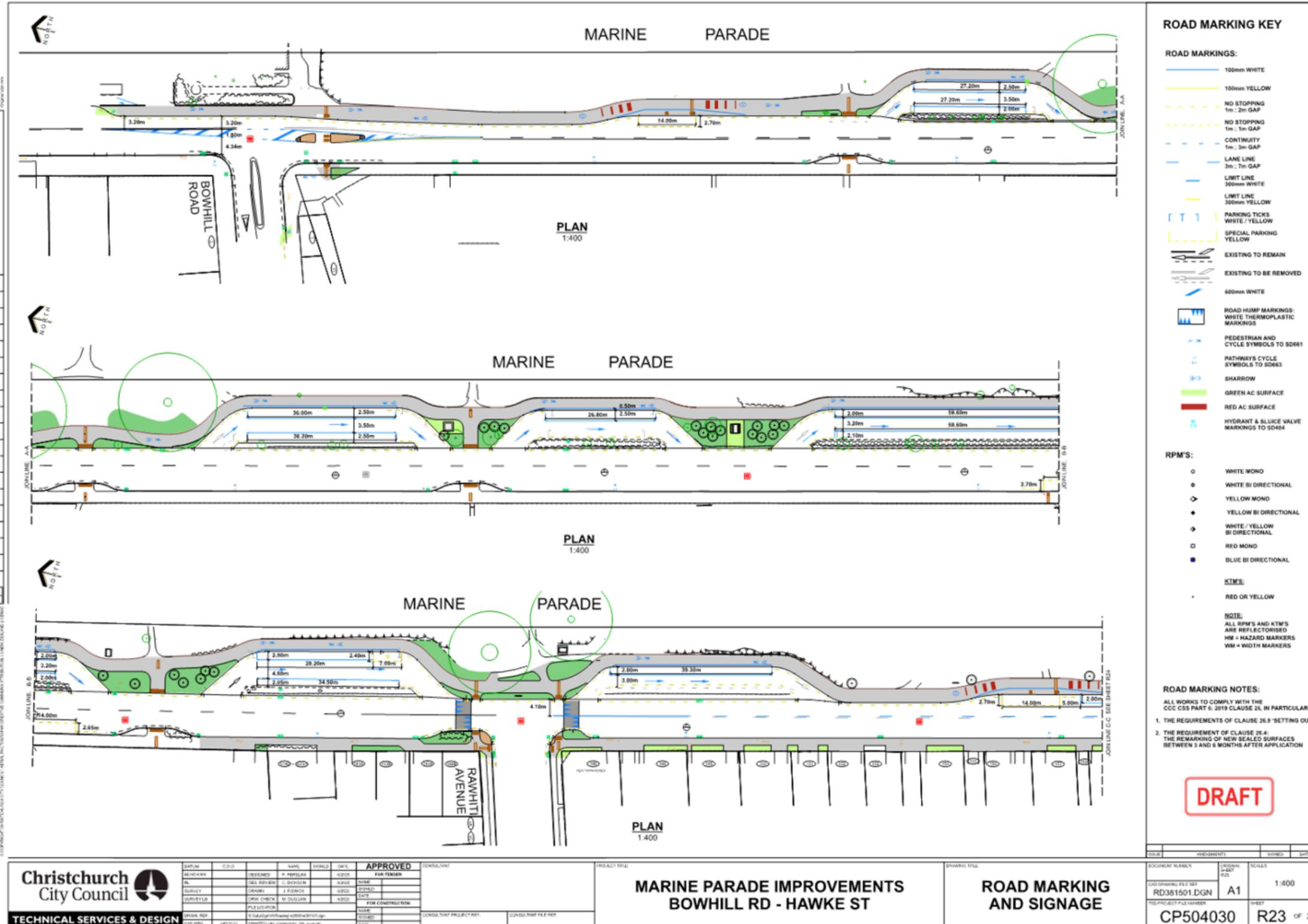
Christchurch  
City Council 

**Signatories Ngā Kaiwaitohu**

<b>Author</b>	Nic Catto - Project Manager
<b>Approved By</b>	Matt Goldring - Transport Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport

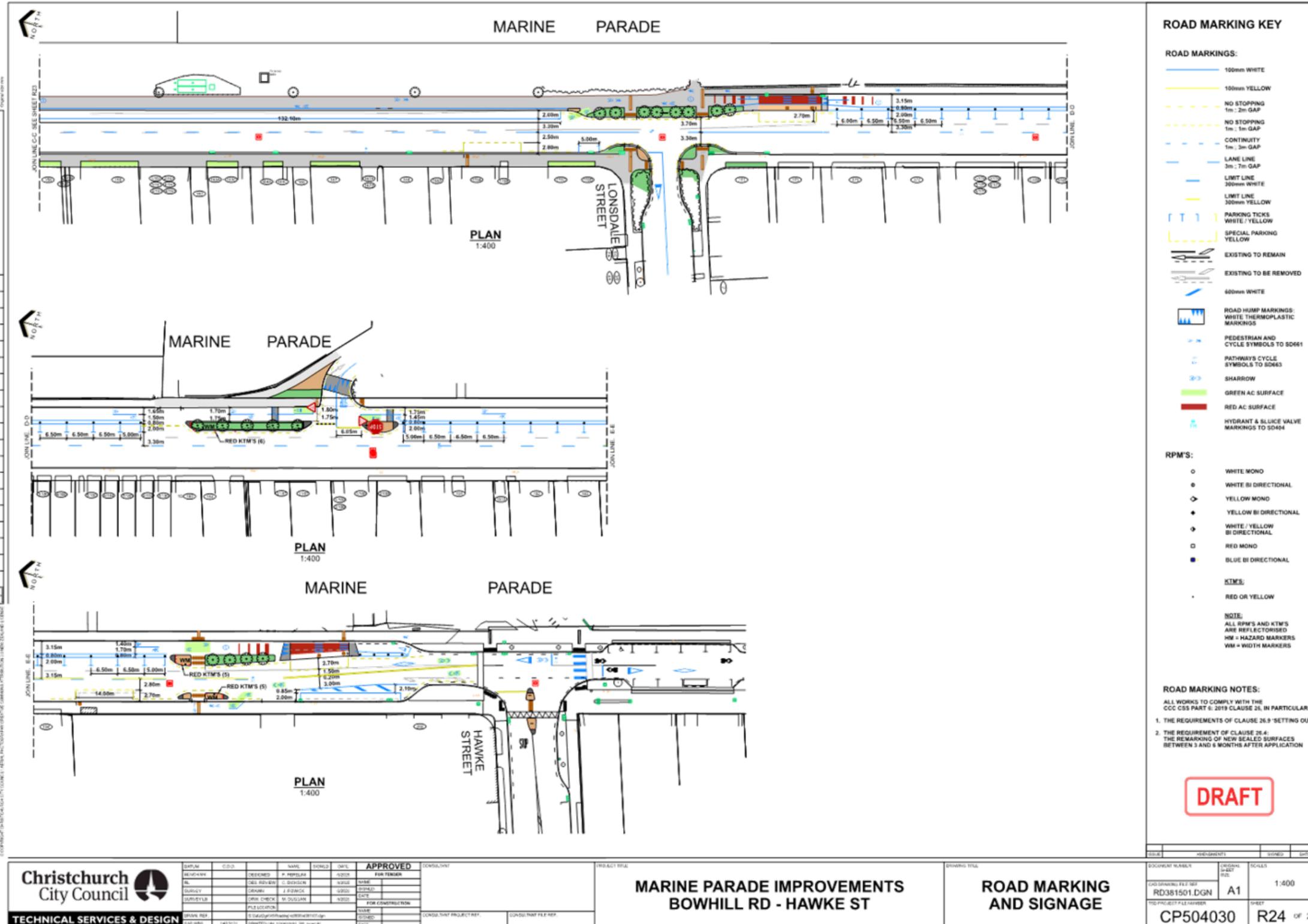
Attachment B  
Item 10

Memos



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## 11. Connal Reserve / Ōpāwaho Heathcote River - Willow Removal

Reference Te Tohutoro: 25/1468835

Responsible Officer(s) Te Pou Matua: Toby Chapman, Manager Urban Forest

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 Community Board relating to the removal of five (5) willow trees in Connal Reserve, Woolston located along the Ōpāwaho Heathcote River.
- 1.2 The report has been generated based on feedback as part of the Ōpāwaho Heathcote River Urban Forest Planting Plan. The feedback asked for the removal of the Willow trees along the riverbank from Acadia Motel to the walkway access from Heathcote Street.
- 1.3 While the removal of the Willow trees is not required immediately for health and safety reasons it is acknowledged that the row is approaching the end of their safe useful life, and feedback received from the three adjacent properties is in favour of their removal.

### 2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Connal Reserve / Ōpāwaho Heathcote River - Willow Removal 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. The Community Board Approves the removals of five (5) willow trees in Connal Reserve. CCC Tree Asset IDs 126483, 143827, 169013, 109332, 109526.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 As part of the Ōpāwaho Heathcote River Urban Forest Planting Plan Five (5) willow trees in Connal Reserve were raised as concerns by a local resident and the local Ōpāwaho Heathcote River Network group.
- 3.2 A Council Arborist has assessed the trees and although the trees have been assessed as being in fair condition and there are no immediate safety concerns, they do represent a maintenance burden due to heavy historic pruning and are therefore their removal is supported by staff. The replacement planting would be completed in conjunction with the Ōpāwaho Heathcote River Urban Forest Planting Plan.

### 4. Background/Context Te Horopaki

- 4.1 As part of consultation of the Ōpāwaho Heathcote River Urban Forest Planting Plan there was feedback received requesting the removal of the willow trees on the Ōpāwaho Heathcote River between Arcadia Motels and the entrance into the river track from Heathcote Street.

4.2 Below is an aerial map and photos of two of the trees.



Figure 1: Showing location of the willow trees.



Figure 2: Tree ID 126483



Figure 3: Tree ID 143827

4.3 The trees were condition assessed by a Council Arborist on 18 July 2025.

4.4 The trees are in fair overall condition. There is nothing to suggest that tree failures are impending although it was noted that several had historic significant branch failures and there

had been trees removed from this row previously for reasons unknown. There are sprouts regrowing from old stumps.

- 4.5 The row of Willow trees has had full crown reduction work undertaken in the past (approximately 5 to 10 years ago). As a result of the crown reduction work the branch tips are weaker which causes the inundation of twiggy branches falling onto the path year around. Crown reductions also impact the tree's root system; overtime conditions change where wood decay fungi can colonise root systems which then act as conduits into the tree trunk.
- 4.6 There is native vegetation establishing in and around the row of willow trees (Harakeke, cabbage tree, coprosma, hebe, kowhai).
- 4.7 As part of the assessment the Council Arborist door knocked and spoke to the three properties directly adjacent to the trees. The feedback from the three properties was that they are all in favour of their removal and replacement with native species.
- 4.8 The reasons for residents favouring the trees removal were due to the leaf and twig litter, shading, safety concerns and that their removal will tidy up this section of Woolston Path.

### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.9 The following reasonably practicable options were considered and are assessed in this report:
  - 4.9.1 Tree removal and infill plant with native species.
  - 4.9.2 Retain and carry out maintenance prune of the trees.
  - 4.9.3 Remove the Willow trees when they reach end of life.

### Options Descriptions Ngā Kōwhiringa

- 4.10 **Preferred Option:** Tree removal and infill plant with native species.
  - 4.10.1 **Option 1 Description:** Removal of five (5) willow trees and infill plant with native species.
  - 4.10.2 Option Advantages
    - Improve biodiversity in this section of river.
    - Improve amenity value along this section of Woolston track.
    - Removes ongoing maintenance requirements.
    - Addresses the adjacent properties concerns.
  - 4.10.3 Option Disadvantages
    - Short term canopy loss.
    - Disturbance to residents and public during removal work.
- 4.11 **Option 2 Description:** Retain the trees and carry out maintenance to prune.
  - 4.11.1 Option Advantages
    - Retains the trees and some canopy.
  - 4.11.2 Option Disadvantages
    - Future safety concerns will continue to arise from adjacent property owners.
    - Ongoing maintenance required of trees.

4.12 **Option 3 Description:** Remove the Willow trees when they reach end of life.

4.12.1 Option 3 Advantages

- Retains the canopy

4.12.2 Option disadvantages

- Doesn't address adjacent property owner concerns regarding the trees.
- Limits potential improvements to this section of river.

### Analysis Criteria Ngā Paearu Wetekina

4.13 Public perception.

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2	Option 3 - <enter text>
Cost to Implement	\$15,000	\$5,000	\$0
Maintenance/Ongoing Costs	\$0	\$5000 every 3 years for maintenance prune.	\$5000 every 3 years for maintenance prune.
Funding Source	Community Parks Tree CAPEX	Community Parks Tree OPEX	Community Parks Tree OPEX
Funding Availability	Budgeted	Budgeted	Budgeted
Impact on Rates	N/A	N/A	N/A

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There is a risk that the removal of these trees will trigger requests for removal of other exotic trees along the river corridor.
- 6.2 The reason we staff are supporting the removal of these trees is due to the heavy pruning that has been undertaken historically and the increased maintenance costs that has resulted from this.

### Legal Considerations Ngā Hīraunga ā-Ture

- 6.3 Statutory and/or delegated authority to undertake proposals in the report:
- 6.3.1 The Community Board has the authority to approve the removal of these trees as outlined in Part D (Section 42) of Council's delegations register delegates Community Boards the powers to "*determine to plant, maintain and **remove trees** on reserves within the policy set by the Council.*"
- 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 Aligns with the [Christchurch City Council's Strategic Framework](#). with a particular focus on a green, liveable city through the planting of a native forest and improvements in biodiversity.

- 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 level of impact these removals will have and the number of properties that will be affected.
- 6.5.3 Is consistent with Council's Plans and Policies.
- 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: 6.8.2.1 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
- 6.8 As these removals link with Ōpāwaho Heathcote River Urban Forest Planting Plan they meet section 4.7 of Councils Tree Policy *"Approval by Council for the removal of trees to facilitate projects on council land will take into account the value of the project to the community, including public health and/or the local environment and considerations taken for retaining existing trees compared with the loss of the benefits provided by the trees."*

### **Community Impacts and Views Ngā Mariu ā-Hāpori**

- 6.9 The decision affects the following wards/Community Board areas:
- 6.9.1 Waitai Coastal-Burwood-Linwood
- 6.10 As part of the condition assessment Councils Arborist door knocked three properties adjacent to the trees to understand any concerns the most affected residents may have.
- 6.11 The properties were Arcadia Motel, 11/1 and 11/2 Heathcote Street. All three residents from these properties were in favour of the tree's removals.
- 6.12 The Ōpāwaho Heathcote River Network who have a group that work on both sides of the river in Laura Kent Reserve and Connal Reserve have supplied feedback. They would be very happy to see the willows removed and would like to see a range of suitable large growing native species planted to provide shade to the river and stability to the bank in the event of flooding.

### **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 Although work is being undertaken along the Ōpāwaho Heathcote River the recommendations are to remove exotic species and replace with native species which will enhance the area.

### **Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi**

- 6.16 Contribute positively to emissions reductions in the long term. 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).

## **7. Next Steps Ngā Mahinga ā-muri**

- 7.1 If the removals are approved a contractor will be engaged to undertake the removals.

## Attachments Ngā Tāpirihanga

There are no attachments to this report.

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

Document Name - Location / File Link
Not applicable

## Signatories Ngā Kaiwaitohu

<b>Author</b>	James McDuff - Arborist
<b>Approved By</b>	Toby Chapman - Manager Urban Forest Rupert Bool - Head of Parks

## 12. New Brighton Rugby Football Club- variation to lease

Reference Te Tohutoro: 25/2662544

Responsible Officer(s) Te Felix Dawson, Leasing Consultant

Pou Matua: Kim Swarbrick, Senior 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 consider the request from New Brighton Rugby Football Club (the Club) to build an additional storage shed on Rawhiti Domain (the Reserve).
- 1.2 The report is staff initiated following a request from the Club. Approval to build and vary the existing lease is delegated to the Community Board

### 2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the New Brighton Rugby Football Club- variation to lease 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 construction of the storage shed generally as per the plans shown in Attachment B of the agenda report.
4. Approve a variation to the ground lease to New Brighton Rugby Football Club for an area of approximately 36 square metres of Rawhiti Domain being Pt Res 1616, Lot 2-3 DP3276, lot 9 DP 5123, Sec 3 SO 491011 as generally shown on the plan described as Attachment A of the agenda report.
5. 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 and administering the terms and conditions of the new lease.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The New Brighton Rugby Football Club lease is a long-standing park user who owns and has a ground lease for a small storage building used for sporting equipment associated with the use of the fields by club teams.
- 3.2 The Club has requested an additional shed of the same size to accommodate increased equipment requirements.
- 3.3 It is an increase but acceptable additional intrusion on the site and there are no issues associated with its use and construction of the shed with variation of the existing lease is supported by staff.

## 4. Background/Context Te Horopaki

### The Property

- 4.1 Rawhiti Domain is located at 100 Shaw Avenue as shown in red below. It is held as recreation reserve pursuant to the Reserves Act 1977.



- 4.2 Rawhiti Domain is the home ground for the Club who own the property adjoining the Reserve and on which the club rooms are located. The Club have an existing storage shed on the Reserve and on the boundary to the property owned by the Club. The shed contains training equipment for training purposes such as pads, tackle suits and cones. It also contains gear for setting up fields for matches including goal post pads, sideline flags, chairs, foam toblorone sideline markers and scoreboard all of which are stored on a trailer which is wheeled onto the paddock for games and then doubles as a stand for filming which is a New Zealand Rugby Union requirement for all premier and colts games. The garage location on site is convenient for the Club whose site is fully built to the boundary with moving the gear from the clubrooms difficult.
- 4.3 A new lease was approved in 2024 for the existing storage shed. With the continued increase of practice padding and game equipment including filming requirements the pressure on the single garage has increased. The Club is also moving into woman's rugby and has requested an additional shed as shown in pink below to enable separating training equipment from game day equipment. The proposed shed is to be made of precast concrete of a similar size and located 3m from the existing shed.
- 4.4 Staff have considered the impact of the additional shed on the use of the reserve and note that whilst it results in additional intrusion into open space when combined with the existing shed, there is minimal impact on the use of the sports ground itself and so is regarded as reasonable.



### **New Brighton Rugby Football Club**

- 4.5 New Brighton Rugby Football Club (the Club) is a premier club in Christchurch, first started in 1894 and with continuous membership since 1921. It has won the senior club championship five times and remains a successful well-functioning club with over four hundred members. The Club runs around five open and eighteen junior teams with recent development of a woman's team with a win in the premier grade 2025 and the addition of a second under eighteen team in 2026 as back up to the premier team.
- 4.6 The Club is a founding member of the Eastern Community Sport and Recreation Trust based on Rawhiti Domain, with objectives to benefit the community by assisting development of sport and providing resources for that purpose. The Club has converted a portion of its club rooms to make them available for member clubs and community groups.
- 4.7 The Club meets the Council's requirements as a suitable lessee:
- Incorporated society
  - Strong membership
  - Historical use and investment on the site
  - Financially sound
- 4.8 Key lease terms are:
- Variation to existing ground lease, 36sqm (approx)
  - Current lease term 11 years from 1 January 2024 to 31 January 2034. Two rights of renewal
  - Rent calculated in accordance with policy for ground lease to sports clubs and community groups. Rental under current rent rates \$150.00 plus GST.

### **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 new shed construction and lease variation.
- 4.9.2 Do not approve new shed construction and lease variation.
- 4.10 The following options were considered but ruled out:
- 4.10.1 Do Nothing

Not a feasible option: The Club requires certainty to enable it to plan future use. To do nothing leaves the matter unresolved.

4.10.2 Approve an alternative smaller shed.

Not supported: A smaller shed would result in less intrusion into the site but will not be sufficient for the Club current or in particular future needs. The benefit of less intrusion is not justified.

### Options Descriptions Ngā Kōwhiringa

4.11 **Preferred Option:** Approve the new shed construction and lease variation.

4.11.1 **Option Description:** Construction of 36sqm shed for sports equipment storage. Variation to existing lease.

4.11.2 Option Advantages

- Consistent with policy of dealing with sports clubs with investment on site.
- Supports the Club development.
- Consistent with the public use of the reserve.

4.11.3 Option Disadvantages

- Increases intrusion into the reserve.

4.12 **Option 2:** Do not approve an additional shed

4.12.1 **Option Description:** Do not approve construction of an additional shed.

4.12.2 Option Advantages

- No intrusion into open space and sports ground land.

4.12.3 Option Disadvantages

- Does not support the Club development.

### Analysis Criteria Ngā Paearu Wetekina

4.13 The options in terms of the lease were assessed taking into account lessee investment on site and the need for certainty for ongoing operation as against alternative use for the Reserve.

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 -
Cost to Implement	Preparation of lease and public advertising costs to be recovered from tenant.	nil.
Maintenance/Ongoing Costs	Tenant responsibility	nil
Funding Source	X	X
Funding Availability	X	X
Impact on Rates	minimal	minimal

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There is a risk of the lessee failing to pay rent or maintain the premises. The risk is assessed as low. Financial consequences would be minor and operational issues could be rectified. The likelihood of these consequences occurring is considered low based on the club's previous track record.

### Legal Considerations Ngā Hiraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.2.1 Delegations Parks (Part D-sub Part 1- Community Boards) Authority delegated from Council to Community Boards.  
"To grant leases of recreation reserves in accordance with this section"- section 54 Reserves Act 1977.
- 6.2.2 Reserves Act 1977-Lease entered into pursuant to section 54 Reserves Act 1977.
- 6.3 Other Legal Implications:
- 6.3.1 Local Government Act 2002-Decision Making including consideration of community views.
- 6.3.2 Reserves Act 1977, use consistent with recreation use classification, public notice pursuant to section 54.
- 6.3.3 Department of Conservation approval pursuant to delegation to CEO.

### Strategy and Policy Considerations Te Whai Kaupapa here

- 6.4 The required decisions:
- 6.4.1 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.
- 6.4.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by considering the number of people affected, the level of impact on those affected and the low cost to Council associated with entering into the lease.
- 6.4.3 Is consistent with Council's Plans and Policies.
- Physical Recreation and Sports Strategy 2002.
  - Rawhiti Domain Management Plan anticipates structures and leases for this purpose.
  - Property Policy December 2015:  
"Where there is just one logical lessee for a public property, the Council will deal unilaterally with that lessee. Potential lessees will include those for which facilities are linked to contracts including, but not limited to: ...Sports Clubs..."
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.6 Citizens and communities
- 6.6.1 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**

- 6.7 Community engagement involved: direct contact with the neighbouring lessees on the reserve, delivery of flier to the neighbour on Marine Parade, public notice in the Christchurch Press on 17 November 2025. One request for further information was received with no further contact received.
- 6.8 Staff consider that the above is sufficient consideration of community views taking into account the significance of the decision proposed.
- 6.9 The decision affects the following ward/Community Board area:
- 6.9.1 Waitai Coastal Burwood- Linwood Community Board.

### **Impact on Mana Whenua Ngā Whai Take Mana Whenua**

- 6.10 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.
- 6.11 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.
- 6.12 The proposal was forwarded to Whitiōra and the Office of the Treaty Relationships for comment on 17 November 2026 and no issues have been identified.

### **Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi**

- 6.15 The proposals in this report are unlikely to contribute significantly to adaption to the impacts of climate change or emissions reductions. The proposal to vary a lease for an existing use does not have an impact on climate change as there is limited carbon footprint associated with leasing itself and there is no change to current emissions. In terms of the activities associated with the lease, the Club encourages local community involvement and in that sense the carbon associated with travel is low. There is impact on emissions through the use of new materials for the build. Given the scale of the build emissions effect is low.

## **7. Next Steps Ngā Mahinga ā-muri**

- 7.1 Property staff to undertake final negotiation of lease terms and complete documentation. The Club to undertake construction of new storage shed.

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	New Brighton Rugby Football Club Proposed lease area variation	26/23234	78
B  	Construction Plans	26/158855	79

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

Document Name - Location / File Link
Not applicable

### Signatories Ngā Kaiwaitohu

<b>Author</b>	Felix Dawson - Leasing Consultant
<b>Approved By</b>	Kathy Jarden - Team Leader Leasing Consultancy Angus Smith - Manager Property Consultancy Al Hardy - Manager Community Parks Rupert Bool - Head of Parks

New Brighton Rugby Football Club  
Proposed additional lease area 2026  
Marked 'B'  
6m x 6m

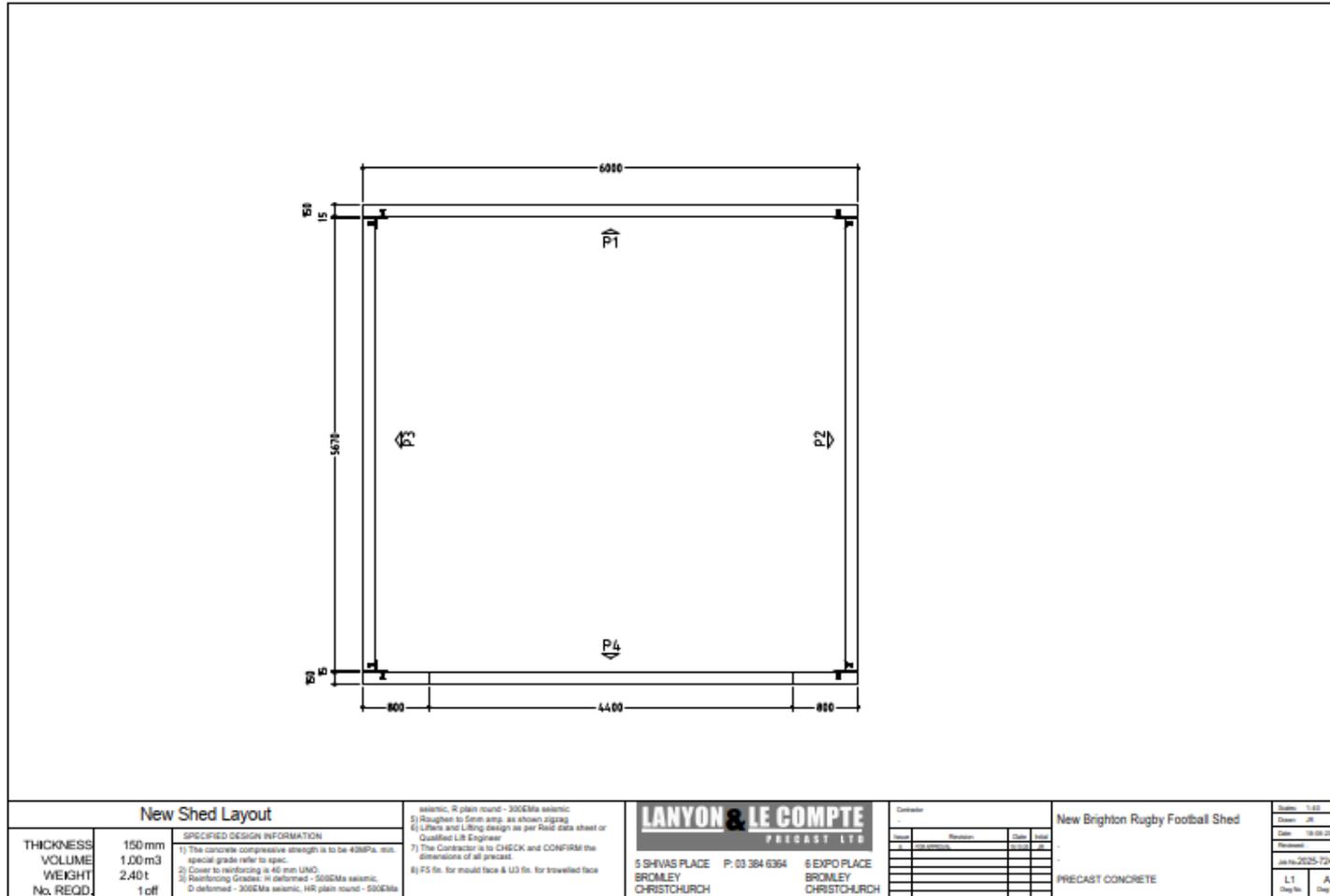


**New Brighton Rugby Football Club**

Proposed storage Shed

Construction Plans

Tilt slab construction, located 3m away from existing shed -refer plans below











## 13. Coastal Spirit Football Club New Build Application, Linfield Park

Reference Te Tohutoro: 25/2543846

Responsible Officer(s) Te Felix Dawson, Leasing Consultant,  
Pou Matua: Katelyn Elley, Parks and Recreation Planner

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 request from the Coastal Spirit Football Club (the Club) to locate a storage shed on Linfield Park.
- 1.2 The report is staff initiated following a request from the Club. Approval to locate the shed and enter into a new lease is delegated to the Community Board.

### 2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Coastal Spirit Football Club New Build Application, Linfield Park 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. Approves the placement of a relocatable storage container at Linfield Park Lot 2 DP 8686, as shown in Agenda **Attachment A**.
4. Grant a ground lease to Coastal Spirit Football Club for a lease period of 15 years (5 + 5 + 5) comprising a 5 year initial term with 2 rights of renewal at years 5 and 10 for the purpose of a relocatable storage container at Linfield Park, being Lot 2 DP 8686, as shown generally on Agenda **Attachment A**.
5. 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 and administering the terms and conditions of the new lease.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Club are allocated Linfield Park (legally named Cuthberts Green) through the Christchurch City Council (CCC) Sports Field Allocation.
- 3.2 The Club currently use the existing changing sheds for storage of training and game day equipment and have applied to install a relocatable storage container at the Park for storage purposes.
- 3.3 Staff support the placement of a container on site on the basis that:
  - There is a need for equipment storage for the Club.

- The intrusion into the open space arising from the container is reasonable taking into account the Park as a whole.
- The container is to be clad in zincalume which is consistent with current staff practice to allow container storage if clad in a non-intrusive material.
- Approving the storage supports and encourages the Club development.

3.4 Approval is subject to the Club entering into a lease for the occupation of the site.

## 4. Background/Context Te Horopaki

### The site

- 4.1 Linfield Park (the Park) is located at 56 Kearney's Road as shown in orange below. It is held as a park pursuant to the Local Government Act 2002 and zoned Open Space Community Park in the Christchurch District Plan.



- 4.2 The Park is used for football in the winter and softball in the summer. It has been allocated to the Club as a home ground through the sports field allocation process. It is used for training and Saturday games by the Club Premier and Reserve teams, as well as several senior and youth squads. The current facilities are recently installed Council owned floodlights, Council owned portable changing facilities shown A-B below, and storage shed for Linwood Rugby Club shown C.



- 4.3 The Club requires storage for training equipment such as balls, field flags, goal nets and junior goals. Currently the changing rooms are used for this purpose creating health and safety issues and compromising the intended use as changing rooms. Refer photos below.



- 4.4 The Club is seeking a dedicated storage facility and has requested consent to instal a six metre re-locatable storage container for this purpose as shown D above. The container would be clad in light grey zincalume to match the current structures on site and would be owned and maintained by the Club.
- 4.5 Parks staff support the proposal as compatible with existing structures and so is non-intrusive visually. The proposed location would not limit use of the grounds for the primary purpose of sporting activities. A dedicated storage facility would mitigate the current crowding issues in the existing changing rooms and future proof the Club use of the park.
- 4.6 Hours for use: the container would be available all day, but primary use would be in the winter with afternoon training every day during the week from 4:00pm till 8:00pm. The Club also run summer programs that will involve use of the container with an annual major U19 tournament held on site.
- 4.7 The project is supported by Mainland Football.

**Coastal Spirit Football Club**

- 4.8 The Club is a premier club with close to five hundred members in 2025 with ten senior and thirteen junior teams. They are based at Linfield/Cuthberts Green, renting an office from the Linwood Rugby Club (LRC) on Kearneys Road and using the LRC private field for premier team games. All team practices are held at the Linfield grounds with up to four teams training per night. Together with a summer programme, up to 85 people will use the facility per day. The Club has grown from around 250 in 2020 to its current size.
- 4.9 The Club meets the Council’s requirements as a suitable lessee
  - Incorporated society
  - Strong membership
  - Historical use
  - Financially sound
- 4.10 Key lease terms are:
  - Ground lease, 14 sqm (approx.).
  - Initial lease term 5 years years with two rights of renewal, note term reflects temorary nature of existing and proposed facilities.
  - Rent calculated in accordance with policy for ground lease to sports clubs and community groups. Rental under current rent rates \$150.00 plus GST.

4.11 The following related memos/information were circulated to the meeting members:

Date	Subject
30.11.2025	Memo Coastal Spirit Football Club, New Lease Application at Linfield Park

**Options Considered Ngā Kōwhiringa Whaiwhakaaro**

- 4.12 The following reasonably practicable options were considered and are assessed in this report:
  - 4.12.1 Approve the container placement and new lease.
  - 4.12.2 Decline the container placement and new lease.
- 4.13 The following options were considered but ruled out:
  - 4.13.1 Alternative storage locations considered:
    - Linwood Rugby Club Rooms- not available.
    - Linwood storage room marked C above: already at capacity with rugby pads in winter and softball cages in summer.
    - Different location butting up to existing changing rooms: more intrusive and less desirable in terms of CPTED issues.

**Options Descriptions Ngā Kōwhiringa**

- 4.14 **Preferred Option:** Approve the container placement and new lease
  - 4.14.1 **Option Description:** Allow the Club to install a relocatable storage container on site as shown together with ground lease.
  - 4.14.2 Option Advantages

- Provides a secure, designated area for storing gear and equipment.
  - Enables changing rooms to be used solely for intended purpose, ensuring clean and appropriate facilities
  - Supports the club’s continued development and professional standards
- 4.14.3 Option Disadvantages
- Additional intrusion in park open space.
- 4.15 **Option 2** – Decline the container placement and new lease.
- 4.16 **Option Description:** Do not allow the Club to install the container at Linfield Park and require the club members to continue to use changing rooms for storage.
- 4.16.1 **Option Advantages**
- No additional intrusion in park open space.
- 4.16.2 **Option Disadvantages**
- Club will be required to use inadequate insecure facilities.
  - Changing rooms will continue to be used for storage and not their proper purpose.
  - Does not support the Club development.

**Analysis Criteria Ngā Paearu Wetekina**

- 4.17 The options were assessed taking into account the needs of the Club to operate and the changing room requirements for other users of the park.

**5. Financial Implications Ngā Hīraunga Rauemi**

**Capex/Opex Ngā Utu Whakahaere**

	<b>Recommended Option</b>	<b>Option 2 -</b>
Cost to Implement	Preparation of lease and public advertising costs to be recovered from tenant.	nil
Maintenance/Ongoing Costs	Tenant responsibility	nil
Funding Source	X	X
Funding Availability	X	X
Impact on Rates	minimal	minimal

**6. Considerations Ngā Whai Whakaaro**

**Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau**

- 6.1 The placement of a container within the park may have impacts on neighbouring properties and other park users, including visual intrusion, perceived loss of open space, and concerns around noise, access, or changes to how the park is used. To mitigate these impacts, the container will be positioned away from residential boundaries and high-use areas, designed to be visually unobtrusive and blend in with the natural environment, and used in a manner that does not generate noise or restrict public access.

**Legal Considerations Ngā Hīraunga ā-Ture**

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

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

*“To grant leases or licences for a maximum term of 35 years to any person or body over parks and to authorise staff to sign all required documentation” Local Government Act 2002.*

6.2.2 Local Government Act 2002-Lease entered into pursuant to general powers

6.3 Other Legal Implications:

6.3.1 Local Government Act 2002-Decision Making including consideration of community views

6.3.2 Local Government Act 2002, Public notification in accordance with s138

### 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](#).

Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the localised area of the project, and number of people affected by the recommended decision.

6.4.2 Is consistent with Council's Plans and Policies.

- Physical Recreation and Sports Strategy 2002
- Sport Field Network Plan 2024
- Lease Policy December 2015

“Where there is just one logical lessee for a public property, the Council will deal unilaterally with that lessee. Potential lessees will include those for which facilities are linked to contracts including, but not limited to: ...Sports Clubs.

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: 6.8.10.1 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%

### Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 Consultation started on 12 November and ran until 30 November 2025.

6.8 Project details including contact details to provide feedback were advertised via:

6.8.1 A flyer delivered to 40 properties bordering and near to Linfield Park.

6.8.2 Two emails sent to 10 stakeholders over the consultation period: Linwood Avenue Community Corner Trust, Richmond Keas Softball Club, Tamai Sports, Linwood Rugby Club, Indoor Bowls Association, Canterbury Rugby, Softball Canterbury, Touch Canterbury, Mainland Football and Coastal Spirit Football Club (applicant).

**Summary of Submissions Ngā Tāpaetanga**

- 6.9 Two stakeholders provided feedback.
- 6.10 Both submissions were in support, refer **Attachment B**.

**Impact on Mana Whenua Ngā Whai Take Mana Whenua**

- 6.11 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.
- 6.12 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.
- 6.13 The proposal was forwarded for comment to Whitiōra and the Office of Treaty Relationships on 7 January 2026 and no issues have been identified.

**Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi**

- 6.14 The proposals in this report are unlikely to contribute significantly to adaption to the impacts of climate change or emissions reductions. The proposal to enter into a lease for an existing use does not have an impact on climate change as there is limited carbon footprint associated with leasing itself and there is no change to current emissions. In terms of the activities associated with the lease, the Club encourages local community involvement and in that sense the carbon associated with travel is low.

In terms of the proposed container: it is a repurposed shipping container, which supports sustainable building practices by reusing existing materials rather than constructing a new structure from raw resources. This significantly reduces the carbon footprint associated with manufacturing and transporting new materials. The container will also be maintained in a way that ensures longevity, reducing the need for replacement or further resource use in the future.

**7. Next Steps Ngā Mahinga ā-muri**

- 7.1 Subject to the approval of the Board, the next step will be for the Club to apply for building consent (or exemption), gain reserve access permission form the operations team and proceed with the installation of the storage container. Property staff to undertake final negotiation of lease terms and complete documentation.

**Attachments Ngā Tāpirihanga**

No.	Title	Reference	Page
A 	Coastal Spirit Storage Lease Area	26/22893	93
B 	Coastal Spirit Submissions to Proposed Storage	26/59238	94

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

Document Name – Location / File Link
Not applicable

## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Felix Dawson - Leasing Consultant Katelyn Elley - Parks and Recreation Planner Paris Porter - Engagement Advisor
<b>Approved By</b>	Kathy Jarden - Team Leader Leasing Consultancy Angus Smith - Manager Property Consultancy Al Hardy - Manager Community Parks Rupert Bool - Head of Parks

Coastal Spirit Football Club

Proposed lease area 2026

Marked in Red

6.1m x 2.4m



Feedback received on Linfield Park container proposal, November 2025

Feedback received	Name
<p>Kia ora,</p> <p>Mainland Football supports Coastal Spirit Football Club’s proposal to lease a space for a 20ft shipping container at Linfield Park.</p> <p>Our support is based on the following reasons:</p> <ul style="list-style-type: none"> <li>• Programme delivery: Secure, on site storage will make it easier and more efficient to run football programmes and training sessions at the park. Having equipment readily accessible reduces set up time and enables more activity on the fields.</li> <li>• Security and asset protection: Dedicated storage helps ensure club gear (balls, portable goals, cones, etc.) is safely housed, reducing the risk of items going missing or being stolen.</li> </ul> <p>We see the container as a sensible, low impact way to improve the usability of Linfield Park for football, supporting Coastal Spirit’s long standing presence and the high level of community use across junior, youth and senior teams. Provided standard council siting, safety and amenity requirements are met, we believe this facility will have a positive impact on the local football community.</p> <p>Kind Regards,</p>	<p>Josh McGirr Mainland football</p>
<p>Hi Paris Just spoke to Coastal-it was a mis understanding of 'behind'. The proposed site is fine with Linwood Rugby. Kind regards Sam</p>	<p>Sam Linfield Rugby</p>

## 14. Prestons Road Mitre10 - Road frontage changes

Reference Te Tohutoro: 26/89824

Responsible Officer(s) Te Pou Matua: Peter Rodgers, Transport Network Planner

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 Waitai Coastal-Burwood-Linwood Community Board to approve kerb and channel changes, median islands, pedestrian island changes, and footpath changes required by subdivision consent for the Mitre10 commercial core development at 390 Prestons Road
- 1.2 The report is staff-initiated, resulting from approved subdivision consents.

### 2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Prestons Road Mitre10 - Road frontage changes 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.

#### Road frontage – 390 Prestons Road Road

3. Approves the path realignment, kerb alignments, refuge island relocation, median island, bus bay, road surface treatments and road markings, on both sides of Prestons Road commencing at its intersection with Te Korari Street and extending in a westerly direction for a distance of 207 metres as detailed on **Attachment A** to the report on the meeting agenda.

#### Existing No Stopping and Bus Stop – Prestons Road

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:
  - a. On the northern side of Prestons Road, commencing at its intersection with Te Korari Street and extending in a westerly direction for a distance of 121 metres as detailed on **Attachment A** to the report on the meeting agenda.
5. Approves that a bus stop in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, be reserved for large passenger service vehicles only, for the purposes of setting down or picking up passengers only, as part of a bus service as defined in the Land Transport Management Act 2003. This restriction will apply on the northern side of Prestons Road commencing at a distance 121 metres west of its intersection with Te Korari Street and extending in a westerly direction for a distance of 14 metres as detailed on **Attachment A** to the report on the meeting agenda.
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:
  - a. On the northern side of Prestons Road, commencing at a point 135 metres west of its intersection with Te Korari Street and extending in a westerly direction for a distance of 72 metres as detailed on **Attachment A** to the report on the meeting agenda.

- b. On the southern side of Prestons Road, commencing at its intersection with the prolongation of the western kerb line of Te Korari Street and extending in a westerly direction for a distance of 207 metres as detailed on **Attachment A** to the report on the meeting agenda.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Subdivisions have been consented for the new Mitre10 Mega on Prestons Road and is nearing construction.
- 3.2 Part of the requirements of the consent is for upgrades to the Prestons Road frontage.
- 3.3 The roading layout external to the subdivision, within the existing road corridor, requires approval by the Community Board exercising its delegated authority under the Local Government Act.
- 3.4 While there are no changes to the existing parking and stopping restrictions, resolutions for these are included within this area to ensure that there is no issues with parking restrictions being enforced.
- 3.5 The recommended option is to approve the proposed plans to ensure that they are enforceable and operate as intended by the design.

### 4. Background/Context Te Horopaki

- 4.1 This report seeks community board approval for the civil works within the legal road required for the Mitre10 Mega subdivision at 390 Prestons Road as indicated on **Attachment A**. This subdivision will not be vesting any new internal roads.
- 4.2 390 Prestons Road has been granted resource consent for commercial subdivision. The civil works for this subdivision within the existing legal road requiring community board approval will be completed in one single stage:
  - 4.2.1 Stage 1 (**Attachment A**), including
    - Left in/left out restrictions at the eastern vehicle entrance/shared ROW, enforced by a new median island.
    - Right turns in/out permitted at the western vehicle entrance.
    - Pedestrian refuge within the new median island.
    - Changes to an existing pedestrian refuge island.
    - Existing bus stop will be changed to a bus bay and the path redirected around it.
  - 4.2.2 While this does entail some changes to the bus stop to convert it into a bus bay, it will stay in the same location and so changes to the parking restrictions on this section of Prestons Road are not required.

#### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.3 The following reasonably practicable options were considered and are assessed in this report:
  - 4.3.1 Option One – approve proposed layout and traffic control devices.
  - 4.3.2 Option Two – investigate changes to layouts and/or traffic control devices.
- 4.4 The following options were considered but ruled out:
  - 4.4.1 Option Three - Do not approve layout and traffic control devices.

4.4.2 This was ruled out as this would:

- result in any vehicle movement restrictions being unenforceable, and would permit unsafe driving behaviour.
- Prevent development from fulfilling consent conditions.

### Options Descriptions Ngā Kōwhiringa

4.5 **Preferred Option:** Option One – approve proposed layout and traffic control devices

4.5.1 **Option Description:** That all proposed layouts and markings are approved by the Board without change, so that any restrictions and violations can be enforced.

During consenting of the development, it was agreed that the eastern entrance would be left-in/left out only while the western entrance allows right turns in and out.

A new median island will serve to restrict these traffic movements, while also serving as a non-priority crossing point for pedestrians (particularly those using public transport) and as an opportunity for landscaping within the island.

There is an existing pedestrian refuge island to the western edge of the site. This conflicts with the vehicle tracking for a truck exiting the site and is therefore planned to be moved a short distance to the east.

The existing bus stop will stay in the same location however will be moved out of the carriageway into a new bus bay. The existing path will be redirected around the bus stop. The design has ensured that space is available within the road reserve so that a bus shelter can be installed in future by Council if required.

4.5.2 **Option Advantages**

- Allows the road network to operate as intended by the consented design.
- No additional resource is required.

4.5.3 **Option Disadvantages**

- May not meet the Community Board's wishes for the area.

4.6 **Alternative Option:** Option Two – investigate changes to layouts and/or traffic control devices.

4.6.1 **Option Description:** Staff will investigate changes to the layout and/or traffic devices, and provide this information in a further report to the Community Board.

For this option to be worthwhile, the Board would need to provide clear direction around the layout or device changes they are seeking, so that staff can provide advice around implications, including cost, safety, accessibility and timeframes.

4.6.2 **Option Advantages**

- May ensure that the Community Board's wishes for the area can be better served.

4.6.3 **Option Disadvantages**

- May not allow the road network to operate as intended by the consented design.
- Requires additional resources to evaluate alternative designs.

- There is no obvious funding source to carry out any changes to the installed design – this would likely come from the Subdivisions programme, which is currently fully allocated.
- Will delay development.

**Analysis Criteria Ngā Paearu Wetekina**

4.7 The staff recommended option has been selected for the following reasons:

- The technical details of the constructed layout have been accepted through the RMA subdivisions process.
- No additional costs for the Council for investigation or removal/construction.

**5. Financial Implications Ngā Hiraunga Rauemi**

**Capex/Opex Ngā Utu Whakahaere**

	<b>Recommended Option – Option One – approve proposed layout and traffic control devices</b>	<b>Option 2 – investigate changes to layouts and traffic control devices</b>
Cost to Implement	<ul style="list-style-type: none"> <li>• \$0 to implement</li> <li>• \$750 for the preparation of this report</li> </ul>	<ul style="list-style-type: none"> <li>• Not possible to quantify without knowing the changes requested.</li> <li>• Likely to be a few thousand dollars for the investigation.</li> </ul>
Maintenance/Ongoing Costs	To be covered under the roading maintenance contract, the effect will be minimal on the overall asset.	As above, it is not possible to quantify without knowing the changes requested.
Funding Source	Not applicable	<ul style="list-style-type: none"> <li>• 165 Transport Infrastructure for Subdivisions.</li> <li>• This would likely need topping up in future years through an Annual Plan/LTP to ensure Council meets its obligations concerning new subdivisions.</li> </ul>
Funding Availability	Not applicable	TBC
Impact on Rates	<0.01%	TBC

**6. Considerations Ngā Whai Whakaaro**

**Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau**

6.1 Risks include:

- 6.1.1 Failure to approve the design approved through the consenting process may have significant reputational risks.
- 6.1.2 If parking restrictions are not approved, they may not be enforceable.
- 6.1.3 If Option Two is selected, then all usual design and construction risks apply.

6.2 These risks are mitigated by Option One.

### Legal Considerations Ngā Hiraunga ā-Ture

- 6.3 Statutory and/or delegated authority to undertake proposals in the report:
- 6.3.1 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 no-stopping and traffic control devices.
  - 6.3.2 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 6.4 Other Legal Implications:
- 6.4.1 There is no other legal context, issue, or implication relevant to this decision.
  - 6.4.2 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 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

- 6.5 The required decisions:
- 6.5.1 Align with the [Christchurch City Council's Strategic Framework](#).
  - 6.5.2 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
  - 6.5.3 Are consistent with the Council's Plans and Policies.
- 6.6 This report the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.7 Transport
- 6.7.1 Activity: Transport
    - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous financial year.

### Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.8 Community views have not been specifically sought as the directly adjacent properties are 390 Prestons Road which are implementing the changes as required by their subdivision consent conditions.
- 6.9 The decision affects the following wards/Community Board areas:
- 6.9.1 Burwood Ward

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.10 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.
- 6.11 The decision does not involve a matter of interest to Mana Whenua and will not impact our agreed partnership priorities with Ngā Papatipu Rūnanga.

### Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

## 7. Next Steps Ngā Mahinga ā-muri

- 7.1 Rooding changes will be installed by the developer via the subdivision consent approval process.

### Attachments Ngā Tāpirihanga

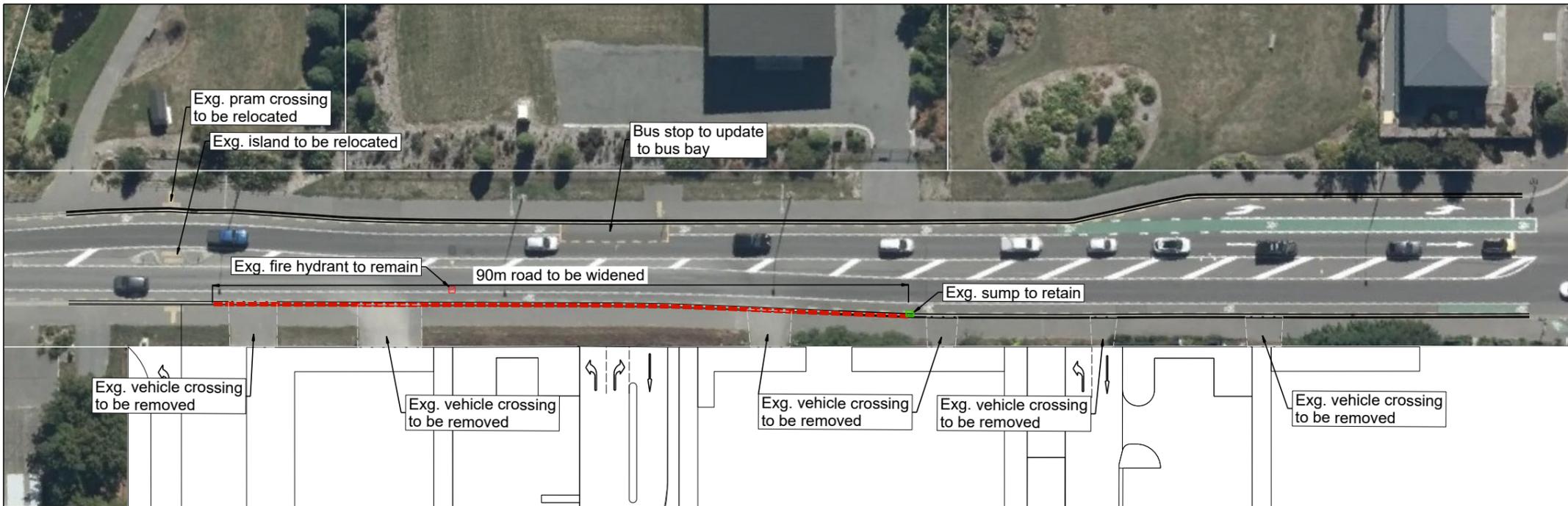
No.	Title	Reference	Page
A  	Prestons Road Mitre10 road frontage - For Approval	26/89701	101

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

Document Name - Location / File Link
Not applicable

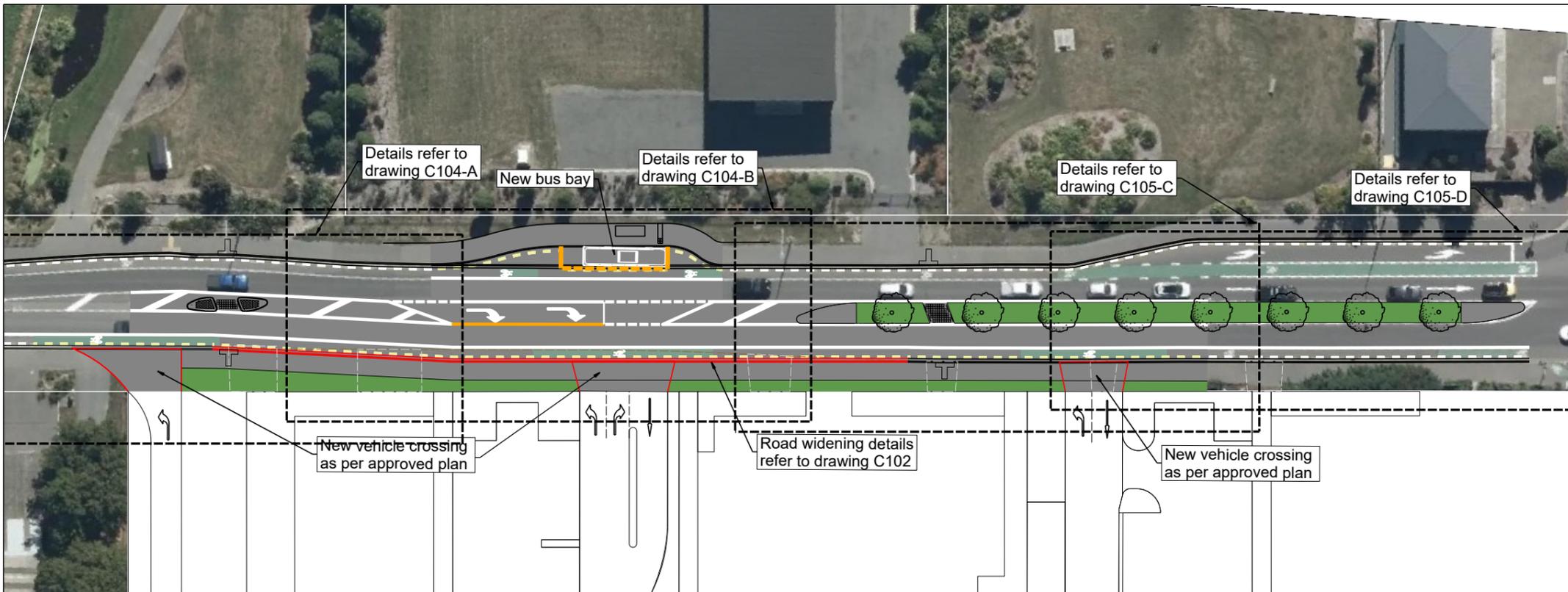
### Signatories Ngā Kaiwaitohu

<b>Author</b>	Peter Rodgers - Transport Network Planner
<b>Approved By</b>	Andy Milne - Team Leader Asset Planning Jacob Bradbury - Manager Planning & Delivery Transport



**EXISTING SITE PLAN**

1:600



**PROPOSED SITE PLAN**

1:600

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- Plan is in terms of Mount Pleasant 2000 Circuit
- Levels are in terms of Christchurch Drainage Datum
- Underground services are from Christchurch City Council GIS and indicative only
- The position of all underground services should be verified prior to any construction works commencing
- Not all existing public and private drainage is necessarily shown
- Features shown are diagrammatic and may not be to scale
- Not all easements, covenants, registered interests or encumbrances on the property may be represented. Research of the computer freehold register is recommended to confirm these
- All on site works are to comply with NZ Building Code. All public asset works are to comply with CCC Infrastructure Design Standards
- Road markings to follow NZTA Manual of traffic signs and markings (MOTSAM).

REV	DATE	DRN DES APP BY	CHK	DESCRIPTION
6	14/01/2026	CZ JdR	JdR	Update bus bay
5	5/01/2026	CZ JdR	JdR	Update by comments
1	6/11/2025	CZ JdR	JdR	Original issue

DRAWING REVISIONS

PRELIMINARY DESIGN

Mitre 10 Public Islands,  
Prestons Road

Tuatara Structures



DRAWING TITLE:  
**EXISTING &  
PROPOSED SITE PLAN**

**FOR APPROVAL**

	DATE	INITIAL
DESIGNED	14/01/2026	CZ
DRAWN	14/01/2026	CZ
DESIGN CHECK	14/01/2026	JdR
DRAWING CHECK	14/01/2026	JdR
APPROVED	14/01/2026	JdR

SCALE @A3:

AS SHOWN

JOB NO:  
67048

DWG NO:	REV:
C101	6



## 15. Queenspark Drive Parking Restrictions

Reference Te Tohutoro: 25/2391754

Responsible Officer(s) Te Ashley Beaton, Community Travel Advisor

Pou Matua: Jack Halliday, Assistant Travel Planner

Accountable ELT

Member Pouwhakarae: Brent Smith, General Manager City Infrastructure

### 1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 That the Waitai Coastal-Burwood-Linwood Community Board approve the **removal** of existing variable P5 parking restrictions and their **replacement** with mobility parking and no stopping restrictions. In addition, the installation of variable P3 parking restrictions valid 8:30am to 9:30am and 2:30pm to 3:30pm Monday to Friday in accordance with **Attachment A**.
- 1.2 The report has been written in response to a request from Queenspark School asking for the installation of a mobility park for a student with accessibility needs. The remainder of the scheme for approval seeks to reorganise the parking restrictions to conform with best practice.

### 2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Queenspark Drive Parking Restrictions 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. In accordance with Clause 6(2) of the Christchurch City Council Traffic & Parking Bylaw 2017, revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with resolutions 4 to 8 below.
4. Approves the removal of the **existing variable P5 parking restriction** active 8am to 9am and 2.30pm to 3.30pm Monday to Friday, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, on the south-eastern side of Queenspark Drive commencing at a point approximately 178 metres north of its intersection with Chadlington Street and extending in an nor'easterly direction for a distance of approximately 25 metres.
5. Approves the installation of **No Stopping restriction**, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, on the south-eastern side of Queenspark Drive commencing at a point approximately 178 metres north of its intersection with Chadlington Street and extending in an nor'easterly direction for a distance of approximately 12 metres as detailed in Agenda **Attachment A** (TG151693, Issue 1, dated 03/11/2025).
6. Approves the installation of a **mobility park**, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, on the south-eastern side of Queenspark Drive commencing at a point approximately 190 metres north of its intersection with Chadlington Street and extending in an nor'easterly direction for a distance of approximately 12 metres as detailed in Agenda **Attachment A** (TG151693, Issue 1, dated 03/11/2025).
7. Approves the installation of **variable P3 parking restriction** active 8:30am to 9:30am and 2:30pm to 3:30pm School Days Only, in accordance with Clause 7 of the Christchurch City

Council Traffic and Parking Bylaw 2017, on the south-eastern side of Queenspark Drive commencing at a point approximately 209 metres north of its intersection with Chadlington Street and extending in an nor'easterly direction for a distance of approximately 18 metres as detailed in Agenda **Attachment A** (TG151693, Issue 1, dated 03/11/2025).

8. Approves the installation of **variable P3 parking restriction** active 8:30am to 9:30am and 2:30pm to 3:30pm School Days Only, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, on the south-eastern side of Queenspark Drive commencing at a point approximately 248 metres north of its intersection with Chadlington Street and extending in an nor'easterly direction for a distance of approximately 37 metres as detailed in Agenda **Attachment A** (TG151693, Issue 1, dated 03/11/2025).
9. Approves that these resolutions take effect when parking signage that evidence the restrictions described in this staff report are installed/removed.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 With support from the school, this report recommends installing sections of **mobility parking, no stopping restriction and variable P3 parking restriction** in accordance with **Attachment A**.
- 3.2 The scheme for approval will respond to a request for mobility parking from the school and reorganise the parking restrictions to conform with best practice. This aims to provide a greater ease-of-use and satisfaction of Council on-street parking facilities.

### 4. Background/Context Te Horopaki

- 4.1 Queenspark School have requested the installation of mobility parking to cater for accessibility needs present at the school. The installation of a section of mobility parking is proposed.
- 4.2 A section of P5 parking restrictions are currently in place on Queenspark Drive adjacent to Queenspark School. The restrictions are in place 8am to 9am and 2.30pm to 3.30pm Monday to Friday. This section is proposed to be removed to install the mobility park. In addition, a short section of no stopping restriction is proposed in order to adhere to best practice in providing a sufficient lead-in to the adjacent bus stop.
- 4.3 To meet current best practice to maximise parking turn-over during pick-up and drop-off times, sections of variable P3 parking restrictions valid 8:30am to 9:30am and 2:30pm to 3:30pm School Days Only have been proposed directly outside the school gate to ensure caregivers have sufficient access to the school.
- 4.4 Approval is required from the Waitai Coastal-Burwood-Linwood Community Board.
- 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 Remove existing variable P5 parking restrictions and install sections of mobility parking, no stopping restriction and variable P3 parking restriction on Queenspark Drive adjacent to Queenspark School.
- 4.6.2 Maintain the status quo.

**Options Descriptions Ngā Kōwhiringa**

4.7 **Preferred Option:** Remove existing variable P5 parking restrictions and install sections of mobility parking, no stopping restriction and variable P3 parking restriction on Queenspark Drive adjacent to Queenspark School.

- 4.7.1 Option Advantages
  - Responds to the schools’ request of installing mobility parking to cater for a student with accessibility needs.
  - Updates parking restrictions to meet current best practice.

- 4.7.2 Option Disadvantages
  - Minimal Parking loss (2).
  - Cost to install/remove signage and markings.

4.8 **Option 2:** Status quo.

- 4.8.1 Option Advantages
  - No physical sign and/or road marking changes required.
  - No parking loss.

- 4.8.2 Option Disadvantages
  - Does not respond to the schools’ request of installing mobility parking to cater for a student with accessibility needs.
  - Does not update parking restrictions to meet current best practice.

**5. Financial Implications Ngā Hīraunga Rauemi**

**Capex/Opex Ngā Utu Whakahaere**

	Recommended Option	Option 2 – Do nothing
Cost to Implement	Approximately \$1900 to change/remove signs	n/a
Maintenance/Ongoing Costs	Covered by the existing maintenance contract	Covered by the existing maintenance contract
Funding Source	Traffic Operations Team traffic signs and markings budget	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 Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to subsequently amend or revoke any resolution made under this bylaw at any time.
- 6.2.3 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.
- 6.2.4 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 decisions:
  - 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: 10.3.3 Maintain customer satisfaction with the ease of use of Council on-street parking facilities - >=50%

### Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.8 A site visit was conducted with the school, in which, the school expressed support for the proposal.
- 6.9 All adjacent properties on Queenspark Drive, including Kidsfirst Kindergarten Queenspark, were consulted, though no responses were received during the consultation period.
- 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 Coastal Ward.

**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**

- 6.14 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.15 This is a minor proposal that is principally intended to address parking space usability in this location. Due to the minor nature of the works, it is not intended to have any impact on climate change.

**7. Next Steps Ngā Mahinga ā-muri**

- 7.1 If approved, staff will arrange for signs to be changed/removed.

**Attachments Ngā Tāpirihanga**

No.	Title	Reference	Page
A  	Queenspark Drive Parking Plan	26/173304	108

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

Document Name – Location / File Link
Not applicable

**Signatories Ngā Kaiwaitohu**

<b>Authors</b>	Jack Halliday - Travel Planning Assistant Ashley Beaton - Community Travel Adviser
<b>Approved By</b>	Sarah Anderson - Team Leader Travel Demand Management Kathy Graham - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)



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**Queenspark Drive**  
Proposed Parking Improvements  
For Board Approval

Original Plan Size: A4  
Drawn: MJR Issue 1 28/01/2026  
Designed: AB Drawing: TG151693  
Approved: ... Project:

## 16. Buckleys Road/Russell Street Intersection Improvements

Reference Te Tohutoro: 25/2528133

Responsible Officer(s) Te Pou Matua: Gemma Dioni, Principal Advisor Transport

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

### 1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 For the Waitai Coastal-Burwood-Linwood Community Board to approve the layout changes at the Buckleys Road/Russell Street intersection as detailed in **Attachment A** to this report.
- 1.2 The report has been written in response to staff undertaking a full upgrade of the traffic signals at this intersection including underground cables, new signal poles and lanterns, as critical assets are at the end of their working life and in need of replacement. As part of these works there is an opportunity to improve the safety of right turning movements from Buckleys Road into Russell Street.
- 1.3 The recommended option is to therefore combine the following improvements while completing the traffic signal upgrade:
  - 1.3.1 Improve the intersection for people crossing Buckleys Road (northeast arm) by changing the pedestrian crossings on Buckleys Road to allow people to cross in two stages.
  - 1.3.2 Improve safety for people turning right from Buckleys Road into Russell Street, by introducing a right turn green arrow from Buckleys Road (southwest approach).

### 2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Buckleys Road/Russell Street Intersection 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.
3. Approves, pursuant to Section 331 and 334 of the Local Government Act 1974:
  - a. All kerb alignments, traffic islands and road marking changes on Buckleys Road and Russell Street as detailed in **Attachment A** of the agenda report.
  - b. Changes to traffic signal phasing to allow for the control of right turn movements from Buckleys Road (southwest approach).
4. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in Recommendation 3 above.
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in Recommendation 3 are in place (or removed in the case of revocations).

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 A full upgrade of the traffic signals is required at this site as critical assets are at the end of their working life. There is therefore an opportunity to include improvements as part of this project. As part of this project, there is an opportunity to improve safety for people walking and also drivers turning right into Russell Street from Buckleys Road.
- 3.2 Engagement has been undertaken with local residents and businesses, and with ECan. Following this consultation, staff are recommending the improvements proceed alongside the asset renewal project.

### 4. Background/Context Te Horopaki

- 4.1 The intersection of Buckleys Road and Russell Street is controlled by traffic signals. The intersection is a busy location used by many people travelling to school or work, accessing Eastgate Mall and moving across the community. Whether people are travelling through this intersection on foot, by bicycle, by bus or driving, they should be able to do so safely.
- 4.2 There have been 15 recorded crashes within the ten-year period from 2016-2025 at this intersection. There were five crashes resulting in minor injury and the remainder were recorded as non-injury crashes. Of the 15 crashes:
  - 4.2.1 One minor injury crash involved a pedestrian in a mobility scooter crossing the road and being hit by a driver turning right from Russell Street into Buckleys Road. The driver had failed to see pedestrian crossing the road and has collided with his mobility scooter causing it to tip over.
  - 4.2.2 Ten crashes involved crosses and turning:
    - Eight crashes involved people turning right into Russell Street from Buckleys Road and crashing with people travelling towards the city. In two instances, the right turner had failed to give-way, and in the other six crashes, southbound drivers had either travelled through on a late orange or red signal and a right turner has sought to complete the turn.
    - Two minor injury crashes involved moped riders being hit by a driver that had failed to stop at a red signal.
  - 4.2.3 Two non-injury crashes were a result of drivers losing control. One driver was intoxicated, and the other was stressed and suffering from lack of sleep.
  - 4.2.4 Two non-injury crashes were a result of rear end collisions. In one instance the driver was travelling too fast and was unable to stop.
- 4.3 There are existing pedestrian crossings on each leg of the Buckleys Road/Russell Street intersection, however the crossings on Buckleys Road are particularly long.
- 4.4 The changes to the signal phasing are to improve safety and operational capability as there is an ability to control this right turn from Buckleys Road into Russell Street more effectively. There will be a level of service change for southbound drivers on Buckleys Road, as they will need to wait while the right turn phase to be completed. After commissioning, the site will be monitored for six months by the Real Time Operations team, to ensure that the best traffic flow optimisation is found.

#### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.5 The following reasonably practicable options were considered and are assessed in this report:

- 4.5.1 Proposed (Preferred) option.
- 4.5.2 Option 2: Do minimum. Asset upgrades only.

**Options Descriptions Ngā Kōwhiringa**

**4.6 Preferred Option:** Improve safety for people walking and driving.

4.6.1 **Option Description:** Implement a staggered crossing on Buckleys Road (northwest side) and a right turn green phase from Buckleys Road into Russell Street.

4.6.2 Option Advantages

- Improves crossings for people walking, particularly people who are low/blind vision or people who need more time to cross the road.
- Completing this work when the traffic signals are being renewed will save costs for the Council to undertake this work together.
- Introduces a right turn green arrow for drivers turning from Buckleys Road (southwest), making it safer for people completing this movement.

4.6.3 Option Disadvantages

- Additional costs when completing the traffic signal renewals.

**4.7 Option 2:** Do Minimum

4.7.1 **Option Description:** Do minimum. Asset upgrade only.

4.7.2 Option Advantages

- No additional costs to the project.

4.7.3 Option Disadvantages

- Does not achieve any benefits for people walking and crossing the road or turning right into Russell Street.

**5. Financial Implications Ngā Hiraunga Rauemi**

**Capex/Opex Ngā Utu Whakahaere**

	<b>Recommended Option</b>	<b>Option 2 – Do Minimum</b>
Cost to Implement	\$850k	\$726k
Maintenance/ Ongoing Costs	To be covered under the roading maintenance and traffic signals maintenance contract. Would reduce the cost of maintenance in the medium-term due to new assets being provided.	To be covered under the roading maintenance and traffic signals maintenance contract. Would reduce the cost of maintenance in the medium-term due to new assets being provided.
Funding Source	#37293 Delivery Package - Traffic Signals Renewals	#37293 Delivery Package - Traffic Signals Renewals
Funding Availability	Funding available in the above-named budget.	Funding available in the above-named budget.
Impact on Rates	None	None

- 5.1 These are estimated costs and not tendered prices.
- 5.2 The traffic signals require renewal at this site, as the cables are at the end of their working life. As part of the traffic signal renewal, it is proposed to undertake further improvements.

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There is a risk that people may continue to feel unsafe while crossing the road or turning right from Buckleys Road if the proposed changes are not approved. Completing this work alongside the traffic signal renewal project reduces cost and risk to Council and impact on the local community.

### Legal Considerations Ngā Hiraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.2.1 The Community Board has delegation to approve concept plans for upgrading kerbs and applying filter turns at traffic signals.
- Local Government Act 1974*
- 6.2.2 Section 331 provides authority to approve concept plans for forming or upgrading footpath, kerbs and channels.
- 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 and Community Outcomes](#). Improving the safety of our roads aligns with the Strategic Priorities and Community Outcomes, in particular to be an inclusive and equitable city; build trust and confidence by listening to and working with our residents; and providing safe crossing points for people who walk and cycle will contribute to a green, liveable city, where our neighbourhoods and communities are accessible and well-connected.
- 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 low level of impact and low number of people affected by the recommended decision.
- 6.4.3 The recommended option is consistent with the Council's Plans and Policies, in particular:
- LTP Activity Plan - Level of Service target to reduce the number of deaths or serious injuries (DSI) from all crashes by 40% in 2030.
  - The changes made align with the safe and healthy streets for everyone goal in the draft Ōtautahi Christchurch Future Transport Strategy 2024-2054.
  - Improving safety on local roads is a priority for the Council.
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.6 Transport
- 6.6.1 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.
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous financial year.
- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - >=37% of trips undertaken by non-car modes.
- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <=12 crashes per 100,000 residents.
- Level of Service: 10.5.41 Increase access within 15 minutes to key destination types by walking (to at least four of the five basic services: food shopping, education, employment, health, and open spaces) - >=50% of residential addresses with a 15- minute walking access.

### Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 The proposed option was sent to the property owners and businesses around the intersection. In total 16 letters were delivered by person, and two were sent via e-mail which was to Eastgate Mall and Environment Canterbury.
- 6.8 No responses were received from residents or the Mall. A concern was raised by Environment Canterbury around the tracking of a bus turning right from Russell Street due to the new island nosing. Buses turn right here if they are on a detour due to events such as the New Brighton Fireworks, in addition to the low frequency 155 route. Vehicle tracking was provided to Environment Canterbury, they have confirmed the changes made to the island following consultation will help.
- 6.9 The decision affects the following wards/Community Board areas:
- 6.9.1 Waitai Coastal-Burwood-Linwood Community Board.

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.10 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.
- 6.11 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

- 6.12 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.13 This is a minor proposal that is principally intended to improve accessibility and safety for people crossing the road and turning right into Russell Street.

## 7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, staff will proceed with construction.

## Attachments Ngā Tāpirihanga

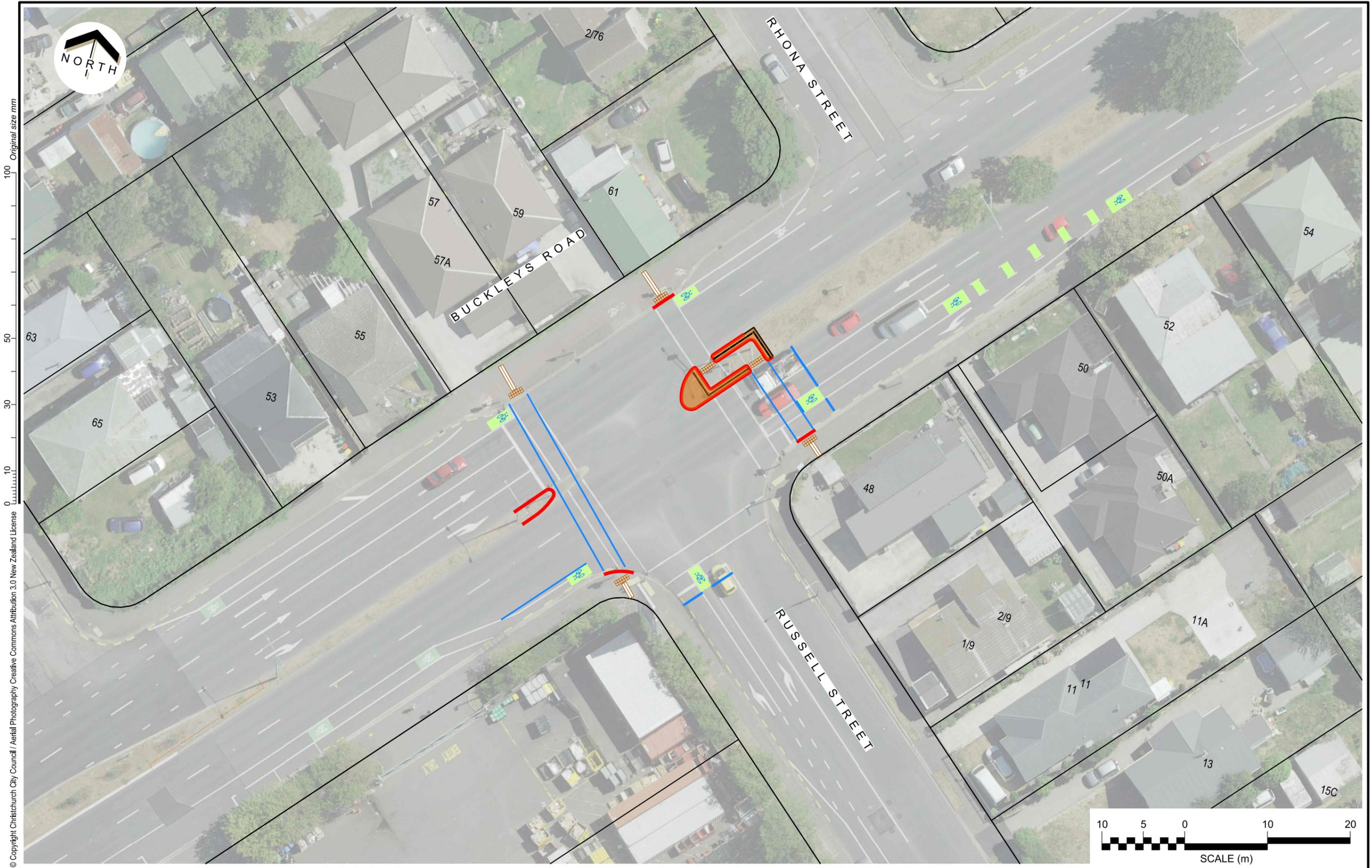
No.	Title	Reference	Page
A  	Buckleys/Russell Intersection For Board Approval	26/27943	115

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

Document Name - Location / File Link
Not applicable

## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Gemma Dioni - Principal Advisor Transportation Safety Lachlan Beban - Principal Advisor Transportation Signals
<b>Approved By</b>	Jann Kuhlmann - Team Leader Real Time Operations Stephen Wright - Manager Operations (Transport)



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**Buckleys Road / Russell Street**  
Safety Improvements  
For Board Approval

Original Plan Size: A3  
Drawn: MJR Issue 1 25/11/2025  
Drawing: TG151669  
Project:

Option 2



## 17. Buckleys Road/Kerrs Road Intersection Improvements

Reference Te Tohutoro: 25/2528138

Responsible Officer(s) Te Pou Matua: Gemma Dioni, Principal Advisor Transportation

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

### 1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 For the Waitai Coastal-Burwood-Linwood Community Board to approve the layout changes at the Buckleys Road/Kerrs Road intersection as detailed in **Attachment A** to this report.
- 1.2 The report has been written in response to staff undertaking a full upgrade of the traffic signals at this intersection including underground cables, new signal poles and lanterns, as critical assets are at the end of their working life and in need of replacement. As part of these works there is an opportunity to improve the safety of right turning movements from Kerrs Road into Buckleys Road.
- 1.3 The recommended option is to therefore combine the following improvements while completing the traffic signal upgrade:
  - 1.3.1 Improve the intersection for drivers turning right from Kerrs Road by removing the merge lane and fully controlling the intersection by traffic signals.
  - 1.3.2 Improve safety for people crossing the slip lane and for residents accessing their driveways by slowing traffic turning into Kerrs Road from Buckleys Road.

### 2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Buckleys Road/Kerrs Road Intersection 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.
3. Approves, pursuant to Section 331 and 334 of the Local Government Act 1974, all kerb alignments, traffic islands and road marking changes on Buckleys Road and Kerrs Road as detailed in **Attachment A** of the agenda report.
4. Approves a shared path be installed on the north side of Buckleys Road extending northerly to Kerrs Road.
5. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in Recommendation 3 above.
6. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in Recommendation 3 are in place (or removed in the case of revocations).

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 A full upgrade of the traffic signals is required at this site as critical assets are at the end of their working life. There is therefore an opportunity to include improvements as part of this project. As part of this project, there is an opportunity to improve safety for drivers turning right from Kerrs Road, in addition to improving pedestrian and resident safety by slowing traffic turning left from Buckleys Road into Kerrs Road.
- 3.2 Engagement has been undertaken with local residents and businesses, and with ECan. Following this consultation, staff are recommending the improvements proceed alongside the asset renewal project.

### 4. Background/Context Te Horopaki

- 4.1 The intersection of Buckleys Road and Kerrs Road is controlled by traffic signals, however with the current layout, traffic turning right on a green signal from Kerrs Road must merge with traffic travelling citybound on Buckleys Road who also have a green signal. Buckleys Road and Kerrs Road has a posted speed limit of 60km/h at this intersection.
- 4.2 The intersection is a busy location used by many people travelling to school or work, accessing Bromley Park and Eastgate Mall, and moving across the community. Whether people are travelling through this intersection on foot, by bicycle, by bus or driving, they should be able to do so safely.
- 4.3 There have been 20 recorded crashes within the ten-year period from 2016-2025 at this intersection. Two serious crashes were reported, in addition to three minor crashes and 15 non-injury crashes.
  - 4.3.1 One serious crash was the result of a small child (3 years old) running from a residential driveway out onto the road and being hit by a car.
  - 4.3.2 The other serious crash involved a vehicle travelling in excess of the speed limit on Buckleys Road and the driver has applied the brakes heavily when turning left into Kerrs Road. The driver drove over the grass, became airborne and collided with another vehicle, which was then rolled and landed on a nearby property. There were nine other crashes where a driver has lost control:
    - All nine drivers lost control when turning left from Buckleys Road into Kerrs Road. Speed was recorded as an issue in all crashes.
    - Private property damage was experienced in three instances.
    - Damage to Council assets including signs, trees, signal pole, and signal controller were experienced in six other crashes.
  - 4.3.3 Five rear end crashes were recorded, and these were reported all on different approaches. One crash occurred in free flow conditions when a driver was exiting the merge from Kerrs Road into the mainline traffic on Buckleys Road.
  - 4.3.4 There were no trends in the remaining four crashes:
    - One crash involved a vehicle overtaking on Kerrs Road.
    - One crash involved a vehicle travelling through a late orange/red signal colliding with a vehicle exiting Kerrs Road.
    - One crash involved a person cycling attempting a right hand turn from Buckleys Road (not a permitted movement) and has been hit by the corner of a vehicle.

- One crash involved a vehicle exiting Kerrs Road at a high speed, and has a hit a vehicle then stopped on the wire fence alongside the park.
- 4.4 There are existing pedestrian crossings on the northern leg of Buckleys Road, and the approach lanes on Kerrs Road. People crossing Kerrs Road must then cross a high speed left turn lane with drivers exiting Buckleys Road.
  - 4.5 The changes to the signal phasing are to improve safety and operational capability as there is an ability to control the right turn from Kerrs Road and the southbound movement on Buckleys Road more effectively.
  - 4.6 While the proposed signal changes mean Buckleys Road southbound traffic will be required to stop more frequently, this is not expected to result in any capacity or delay issues.
  - 4.7 Traffic surveys and Real Time Operations data show that southbound through volumes on Buckleys Road during the morning peak are approximately 673 vehicles per hour. This level of demand is low and could be comfortably accommodated within a single traffic lane, noting that two lanes are currently provided.
  - 4.8 The intersection is operating with a very short cycle length (approximately 30–31 seconds), meaning queues are cleared quickly and any stopping time is brief. During peak periods, green time for Buckleys Road southbound ranges from 15 to 17 seconds per cycle, which is more than sufficient to serve the observed demand.
  - 4.9 Even with the introduction of pedestrian phases (typically 5–6 per peak period), the overall impact on vehicle progression is minimal due to the rapid signal turnover and low traffic volumes.
  - 4.10 In practical terms, drivers on Buckleys Road southbound may experience a higher likelihood of stopping at the signals, but any additional delay is expected to be small. Given the low volumes and short cycle length, queues are unlikely to form or persist across cycles, and intersection capacity will remain well within acceptable limits.
  - 4.11 On this basis, the proposed changes are not expected to create capacity constraints or significant delays on the Buckleys Road approach.
  - 4.12 After commissioning, the site will be monitored for six months by the Real Time Operations team, to ensure that the best traffic flow optimisation is found.

### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.13 The following reasonably practicable options were considered and are assessed in this report:
  - 4.13.1 Proposed (Preferred) option
  - 4.13.2 Option 2: Do minimum. Asset upgrades only.

### Options Descriptions Ngā Kōwhiringa

- 4.14 **Preferred Option:** Improve safety for people walking and driving.
  - 4.14.1 **Option Description:** Fully control the intersection with traffic signals and remove the merge from Kerrs Road. To improve safety, it is proposed to:
    - Add a surfacing treatment on the left turn slip lane to increase traction for vehicles should they start to lose control.
    - Add a street name blade and vegetation to increase the conspicuity of the island and the left turn.

- Add a speed hump on the slip lane to slow drivers turning into Kerrs Road to improve safety for the residents accessing their properties.
- Add a short cycle bypass to improve safety for people riding on the road and turning left into Kerrs Road. A short section of shared path will facilitate the access to Kerrs Road.

4.14.2 Option Advantages

- Removes the merge lane on Buckleys Road, and all movements are now fully controlled by traffic signals.
- Improve safety for people turning left and crossing the slip lane by adding a small speed hump and additional treatments on the exit slip lane to slow vehicle speeds.
- Completing this work when the traffic signals are being renewed will save costs for the Council to undertake this work together.

4.14.3 Option Disadvantages

- Additional costs when completing the traffic signal renewals.

4.15 **Option 2:** Do Minimum

4.15.1 **Option Description:** Do minimum. Asset upgrade only.

4.15.2 Option Advantages

- No additional costs to the project.

4.15.3 Option Disadvantages

- Does not achieve any benefits for people walking and crossing the slip lane or for drivers turning right into Buckleys Road.

## 5. Financial Implications Ngā Hiraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 - Do minimum
Cost to Implement	\$936k	\$726k
Maintenance/Ongoing Costs	To be covered under the roading maintenance and traffic signals maintenance contract. Would reduce the cost of maintenance in the medium-term due to new assets being provided.	To be covered under the roading maintenance and traffic signals maintenance contract. Would reduce the cost of maintenance in the medium-term due to new assets being provided.
Funding Source	#37293 Delivery Package - Traffic Signals Renewals	#37293 Delivery Package - Traffic Signals Renewals
Funding Availability	Funding available in the above-named budget.	Funding available in the above-named budget.
Impact on Rates	None	None

5.1 These are estimated costs and not tendered prices.

5.2 The traffic signals require renewal at this site, as the cables are at the end of their working life. As part of the traffic signal renewal, it is proposed to undertake further improvements.

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There is a risk that people may continue to feel unsafe while crossing the road, or residents when exiting their driveways. There is also a risk of ongoing damage to private or Council assets if drivers continue to lose control when turning left from Buckleys Road. Completing this work alongside the traffic signal renewal project reduces cost and risk to Council and impact on the local community.

### Legal Considerations Ngā Hiraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.2.1 The Community Board has delegation to approve concept plans for upgrading kerbs and applying filter turns at traffic signals.
- Local Government Act 1974*
- 6.2.2 Section 331 provides authority to approve concept plans for forming or upgrading footpath, kerbs and channels.
- 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 decisions:
- 6.4.1 Aligns with the Christchurch City Council's Strategic Framework and Community Outcomes. Improving the safety of our roads aligns with the Strategic Priorities and Community Outcomes, in particular to be an inclusive and equitable city; build trust and confidence by listening to and working with our residents; and providing safe crossing points for people who walk and cycle will contribute to a green, liveable city, where our neighbourhoods and communities are accessible and well-connected.
- 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 low level of impact and low number of people affected by the recommended decision.
- 6.4.3 The recommended option is consistent with the Council's Plans and Policies, in particular:
- LTP Activity Plan - Level of Service target to reduce the number of deaths or serious injuries (DSI) from all crashes by 40% in 2030.
  - The changes made align with the safe and healthy streets for everyone goal in the draft Ōtautahi Christchurch Future Transport Strategy 2024-2054.
  - Improving safety on local roads is a priority for the Council.
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):

6.6 Transport

6.6.1 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.
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous financial year.
- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - >=37% of trips undertaken by non-car modes.
- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <=12 crashes per 100,000 residents.
- Level of Service: 10.5.41 Increase access within 15 minutes to key destination types by walking (to at least four of the five basic services: food shopping, education, employment, health, and open spaces) - >=50% of residential addresses with a 15- minute walking access.

**Community Impacts and Views Ngā Mariu ā-Hāpori**

6.7 The proposed option was sent to the property owners and businesses around the intersection. In total 12 letters were delivered by person, and one was sent via e-mail, which was to Lamb and Hayward.

6.8 Three responses were received from residents in the vicinity of the intersection. All three residents welcomed the improvements. They noted:

- Support the removal of the merge.
- Support for the speed hump to slow cars down, with the additional benefit of it making it safer for people at 161 Buckleys Road/1/3/5/7 Kerrs Road to safely enter/exit the driveway in vehicles. Many residents have been nearly rearended by speeding vehicles on this corner.
- Request for a short bike path to allow people on bicycles to miss the left turn at the corner. At present, the road turn is very narrow and is a dangerous choke point particularly when bikes enter ahead of cars. I've experienced cars trying to overtake my bike at that point because on entering the turn there appears to be room for both. There isn't.
- Request for reduced speed limits.

6.9 A concern was raised by Environment Canterbury around the use of a speed hump on the exit. The location has been amended to ensure that the approach by the bus is straight and wouldn't make the turn unsteady for the buses.

6.10 Following a review of the submissions, it is proposed to:

6.10.1 Retain the traffic calming feature to slow vehicles entering Kerrs Road.

6.10.2 Allow a cycle bypass for people turning left from Buckleys Road into Kerrs Road.

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

6.11.1 Waitai Coastal-Burwood-Linwood 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

- 6.14 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.15 This is a minor proposal that is principally intended to improve accessibility and safety for people crossing the road and turning right into Russell Street.

## 7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, staff will proceed with construction.

## Attachments Ngā Tāpirihanga

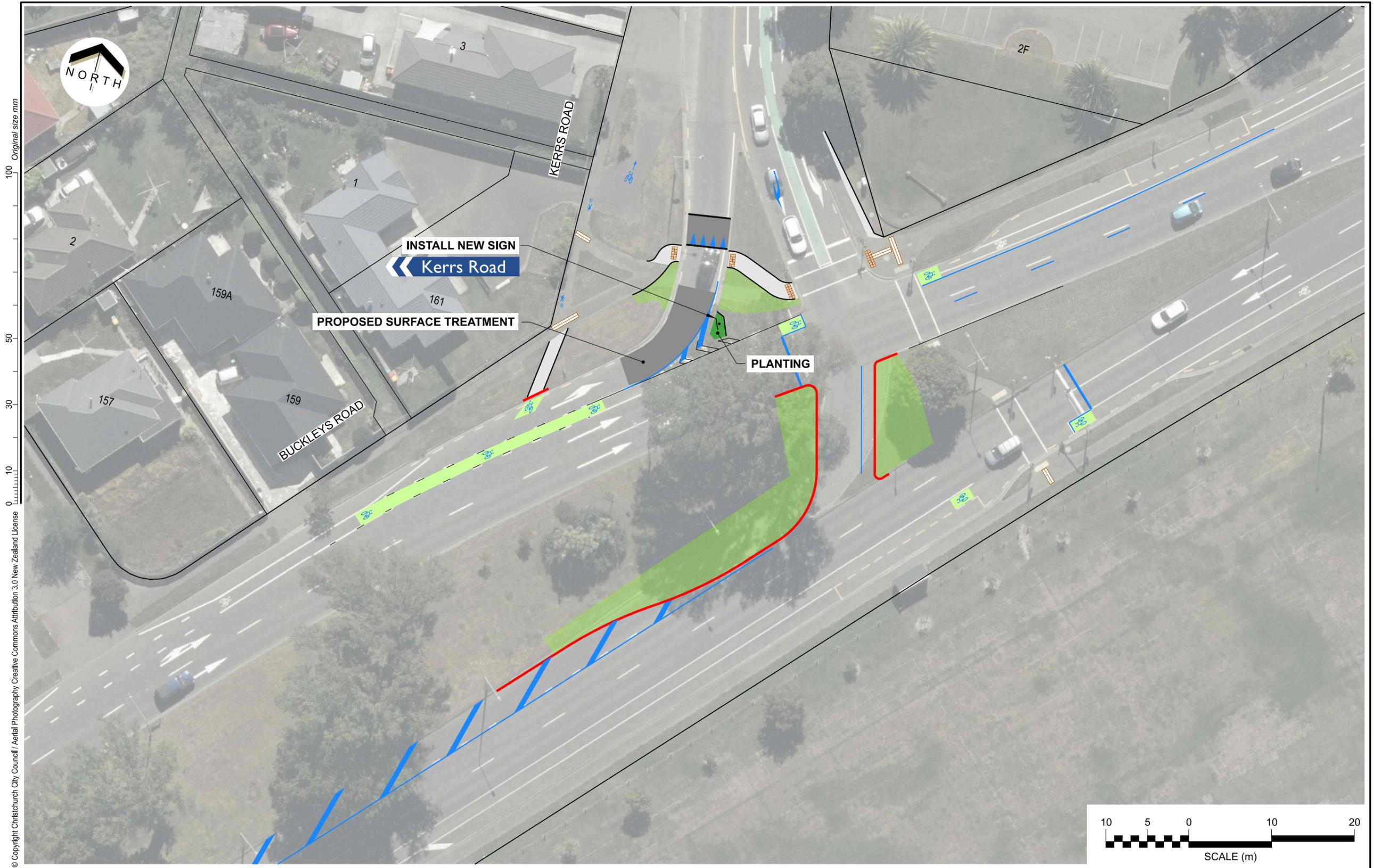
No.	Title	Reference	Page
A  	Buckleys/Kerrs - For Approval Plan	26/99939	124

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

Document Name - Location / File Link
Not applicable

## Signatories Ngā Kaiwaitohu

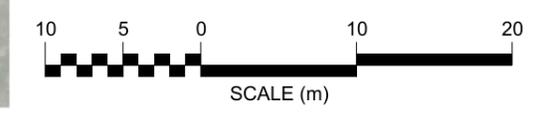
<b>Authors</b>	Gemma Dioni - Principal Advisor Transportation Safety Lachlan Beban - Principal Advisor Transportation Signals
<b>Approved By</b>	Jann Kuhlmann - Team Leader Real Time Operations Stephen Wright - Manager Operations (Transport)



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**Buckleys Road / Kerrs Road**  
Safety Improvements  
For Board Approval



Option 2

Original Plan Size: A3  
Drawn: MJR Issue 1 29/01/2026  
Drawing: TG151669  
Project:

## 18. Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 - Avon Heathcote Estuary Ihutai Trust

Reference Te Tohutoro: 26/60777

Responsible Officer(s) Te Pou Matua: Sam Savage, Community Development 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 Waitai Coastal-Burwood-Linwood Community Board to consider an application for funding from its 2025/26 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
DRF25/26_00017_CBL	Avon-Heathcote Estuary Ihutai Trust	Estuary Fest 2026	\$1,600	\$1,600

- 1.2 There is currently a balance of \$55,517 remaining in the fund.

### 2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 - Avon Heathcote Estuary Ihutai Trust 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. Approves a grant of \$1,600 from its 2025/26 Discretionary Response Fund to Avon Heathcote Estuary Ihutai Trust towards Event-related costs, volunteer recognition, and printing costs.

### 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 to be an inclusive and equitable city. The project also aligns with the Te Haumako Te Whitingia Strengthening Communities Together Strategy.
- 3.2 The recommendations are consistent with the Strengthening Communities Together Strategy.

#### Decision Making Authority Te Mana Whakatau

- 3.3 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community.
- 3.3.1 Allocations must be consistent with any Council-adopted policies, standards or criteria.
- 3.3.2 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**

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

**Discussion Kōrerorero**

3.7 At the time of writing, the balance of the 2025/26 Discretionary Response Fund is:

Total Budget Current Year	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$93,017	\$37,500	\$55,517	\$53,917

- 3.8 Based on the current Discretionary Response Fund criteria, the application above is eligible for funding.
- 3.9 The attached Decision Matrix provides detailed information for the application. This includes organisational details, project details, financial information, and a staff assessment.

**Attachments Ngā Tāpirihanga**

No.	Title	Reference	Page
A 	Discretionary Response Fund Application 2025-26 - Avon-Heathcote Estuary Ihutai Trust - Decision Matrix	26/128486	127

**Signatories Ngā Kaiwaitohu**

<b>Author</b>	Sam Savage - Community Development Advisor
<b>Approved By</b>	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood

WAITAI COASTAL-BURWOOD-LINWOOD DISCRETIONARY RESPONSE FUND 2025/26 DECISION MATRIX

Organisation Name	Project	Request Budget	Staff Recommendation	Priority
<p><b>Avon Heathcote Estuary Ihutai Trust</b></p> <p><b>Application Number:</b> DRF25/26_00017_CBL</p> <p><b>Physical address</b> 93A St Johns St, Woolston</p> <p><b>Funding History (past three years)</b> 2025/26 - \$2,000 - Estuary Edge wetland restoration project - SCF CBL 2024/25 - \$2,000 - Ecological enhancement of estuary edge (Year 2 of 3) - SCF CBL 2023/24 - \$2,000 - Ecological enhancement of estuary edge (Year 1 of 3) - SCF CBL 2023/24 - \$2,950 - Ecological enhancement of estuary edge - SCF SCH</p>	<p><b>Estuary Fest 2026</b></p> <p>Avon-Heathcote Estuary Ihutai Trust is seeking funding to deliver its annual Estuary Fest event, to be hosted for the first time at South Brighton Domain and Community Centre.</p>	<p><b>Total Cost of Project:</b> \$2,600</p> <p><b>Total Amount Requested:</b> \$1,600</p> <p><b>Percentage of project requested:</b> 62%</p> <p><b>Contribution sought towards:</b> Event related costs - \$850 Volunteer Recognition - \$600 Printing signage - \$150</p> <p><b>Other sources of funding:</b> Funds on hand - \$1,000</p>	<p><b>Recommended Amount</b> <b>\$1,600</b></p> <p>That the Waitai Coastal-Burwood-Linwood Community Board approves a grant of \$1,600 from its 2025/26 Discretionary Response Fund to Avon Heathcote Estuary Ihutai Trust towards Event related costs, volunteer recognition, and printing costs.</p>	<p><b>2</b></p>

<p><b>CCC Strategy Alignment</b></p> <p>Strengthening Communities Together Strategy</p> <p><b>Outcomes that will be achieved through this project</b></p> <p>Participants will be able to identify some of the native species living in the estuary. Participants will be able to identify some of the threats to the estuary habitat. Community value the estuary, feel proud to live near it and want to take care of it.</p>	<p><b>Staff Assessment</b></p> <p>Estuary Fest is a free annual community event celebrating the unique values of Ihutai, the Avon-Heathcote Estuary. Previously held in Mt Pleasant, this year's Estuary Fest will take place at South Brighton Domain and the South Brighton Community Centre as part of a plan to alternate the location annually and encourage more Christchurch residents to connect with their local environment and learn about the ecosystem.</p> <p>Live music, food trucks, educational stalls, and interactive activities will be available for participants of all ages and backgrounds, ensuring everyone has the opportunity to learn about and develop a positive connection with the estuary. Council Rangers and the Avon-Heathcote Estuary Ihutai Trust will be on hand to talk about the wildlife and habitats within the estuary, with binoculars provided for up-close bird watching. Community river groups and the Stormwater Trailer will also be present to share how residents can help keep the estuary's waterways free from pollution. Stalls will give community groups the chance to engage residents and promote the science and recreational opportunities around the estuary.</p> <p>The Avon-Heathcote Estuary Ihutai Trust will act as the fund holder for this event; however, the event is organised by the event planning committee, which is made up of representatives from organisations including Avon-Heathcote Estuary Ihutai Trust, Enviro hub, EOS Ecology, CCC Waterways Partnership and some local residents. Funding will support event-related costs, volunteer recognition, and printing costs.</p> <p><b>Rationale for staff recommendation</b></p> <p>Estuary Fest brings together people of all ages and backgrounds, encouraging residents to connect with their local environment, fostering a sense of place and community cohesion.</p> <p>The event provides hands-on opportunities to learn about the Avon-Heathcote Estuary's unique ecosystem, wildlife, and habitats, promoting awareness and positive environmental behaviors among attendees.</p> <p>As a free event with diverse activities, Estuary Fest ensures equitable access for all residents while supporting local community and environmental groups to engage with the public and showcase their work.</p>
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## 19. Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 - North Beach Residents' Association

Reference Te Tohutoro: 26/61565

Responsible Officer(s) Te Pou Matua: Sam Savage, Community Development 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 Waitai Coastal-Burwood-Linwood Community Board to consider an application for funding from its 2025/26 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
DRF25/26_00014_CBL	North Beach Residents' Association	Operational Costs	\$750	\$750

- 1.2 There is currently a balance of \$55,517 remaining in the fund.

### 2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 - North Beach Residents' Association 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. Approves a grant of \$750 from its 2025/26 Discretionary Response Fund to North Beach Residents' Association Incorporated towards Operational Costs.

### 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 to be an inclusive and equitable city. The project also aligns with the Te Haumako Te Whitingia Strengthening Communities Together Strategy.
- 3.2 The recommendations are consistent with the Strengthening Communities Together Strategy.

#### Decision Making Authority Te Mana Whakatau

- 3.3 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community.
- 3.3.1 Allocations must be consistent with any Council-adopted policies, standards or criteria.
- 3.3.2 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

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

### Discussion Kōrerorero

3.7 At the time of writing, the balance of the 2025/26 Discretionary Response Fund is:

Total Budget Current Year	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$93,017	\$37,500	\$55,517	\$54,767

- 3.8 Based on the current Discretionary Response Fund criteria, the application above is eligible for funding.
- 3.9 The attached Decision Matrix provides detailed information for the application. This includes organisational details, project details, financial information, and a staff assessment.

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Discretionary Response Fund Application 2025-26 - North Beach Residents Association Incorporated - Decision Matrix	26/128448	131

### Signatories Ngā Kaiwaitohu

<b>Author</b>	Sam Savage - Community Development Advisor
<b>Approved By</b>	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood

WAITAI COASTAL-BURWOOD-LINWOOD DISCRETIONARY RESPONSE FUND 2025/26 DECISION MATRIX

Organisation Name	Project	Request Budget	Staff Recommendation	Priority
<p><b>North Beach Residents' Association Incorporated</b></p> <p><b>Application Number:</b> DRF25/26_00014_CBL</p> <p><b>Physical address</b> 16 Sea Eagles Pl, North New Brighton</p> <p><b>Funding History (past three years)</b> 2024/25 - \$600 - Annual Operating Costs - SCF CBL 2024/25 - \$2,760 - North Beach Accessibility Project - SCF Metro 2023/24 - \$750 - Annual Operating Costs - SCF CBL</p>	<p><b>Annual operating costs</b></p> <p>The North Beach Residents Association is seeking funding for annual operational costs.</p>	<p><b>Total Cost of Project:</b> \$1,000</p> <p><b>Total Amount Requested:</b> \$750</p> <p><b>Percentage of project requested:</b> 75%</p> <p><b>Contribution sought towards:</b> Venue Hire - \$300 Event related costs - \$500 Admin - \$200</p> <p><b>Other sources of funding:</b> Donations - \$100 Fees - \$150</p>	<p><b>Recommended Amount</b> <b>\$750</b></p> <p>That the Waitai Coastal-Burwood-Linwood Community Board approves a grant of \$750 from its 2025/26 Discretionary Response Fund to North Beach Residents' Association Incorporated towards Operational Costs.</p>	<p><b>2</b></p>

<p><b>CCC Strategy Alignment</b></p> <p>Strengthening Communities Together Strategy</p> <p><b>Outcomes that will be achieved through this project</b></p> <p>Continue to hold regular meetings Continue to provide volunteer support to deliver the Beach Accessibility mat Deliver two community events per year Provide a sense of belonging and a well-connected community</p>	<p><b>Staff Assessment</b></p> <p>The North Beach Residents' Association Incorporated is a volunteer-led group dedicated to supporting and connecting the local North Beach community. Regular meetings are held approximately every three months, and up to two community events are organised each year. Meetings focus on local issues and solutions, review ongoing community projects, and include engagement with Christchurch City Council consultations. Guest speakers are also invited to give presentations on topics relevant to the area.</p> <p>A key project is the provision of free North Beach accessibility equipment, including beach wheelchairs and a beach access mat, to ensure that all community members can enjoy the beach. Volunteer support is maintained for this initiative, and the availability of equipment is promoted through local communications such as flyer drops. Community meetings and events foster a strong sense of connection and belonging, encouraging residents to engage with the neighborhood and with local decision-making processes.</p> <p>Residents are kept informed about Council consultations and events, and feedback is submitted on behalf of the community to ensure local needs and perspectives are represented. Funding supports venue hire at the North Beach Surf Club, event-related costs, and administrative expenses such as printing and promotional materials.</p> <p><b>Rationale for staff recommendation</b></p> <p>The group strengthens social cohesion by bringing residents together through regular meetings and community events, fostering a sense of belonging and connectedness within the local area.</p> <p>The association actively engages with Christchurch City Council consultations, ensuring that community voices are heard in local decision-making and that resident needs and perspectives are reflected in council planning and projects.</p>
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## 20. Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 - Kōrero ki Ōtautahi

Reference Te Tohutoro: 26/88621

Responsible Officer(s) Te Pou Matua: Emily Toase, Community Development 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 Waitai Coastal-Burwood-Linwood Community Board to consider an application for funding from its 2025/26 Discretionary Response Fund from the organisation listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
DRF25/26_00015_CBL	Kōrero ki Ōtautahi	Ta Awa Whiria Mural	\$3,000	\$3,000

- 1.2 There is currently a balance of \$55,517 remaining in the fund.

### 2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Discretionary Response Fund 2025/26 - Kōrero ki Ōtautahi 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. Approves a grant of \$3,000 from its 2025/26 Discretionary Response Fund to Kōrero ki Ōtautahi towards the costs of the Te Awa Whiria mural project.

### 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 *Enabling active and connected communities to own their future*. The project also aligns with the Te Haumako Te Whitingia Strengthening Communities Together Strategy.
- 3.2 The recommendations are consistent with Te Haumako Te Whitingia Strengthening Communities Together Strategy.

#### Decision Making Authority Te Mana Whakatau

- 3.3 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community.
  - 3.3.1 Allocations must be consistent with any Council-adopted policies, standards or criteria.

3.3.2 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

3.4 The decisions in this report are assessed as low significance based on the Christchurch City Council’s Significance and Engagement Policy.

3.5 The significance level was determined by the number of people affected and/or with an interest.

3.6 Due to the assessment of low significance, no further community engagement and consultation is required.

### Discussion Kōrerorero

3.7 At the time of writing, the balance of the 2025/26 Discretionary Response Fund is:

Total Budget Current Year	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$93,017	\$37,500	\$55,517	\$52,517

3.8 Based on the current Discretionary Response Fund criteria, the application above is eligible for funding.

3.9 The attached Decision Matrix provides detailed information for the application. This includes organisational details, project details, financial information, and a staff assessment.

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Waitai Coastal-Burwood-Linwood Community Board Discretionary Response Fund 2025/26 - Decision Matrix - Kōrero Ki Ōtautahi	26/89427	135

### Signatories Ngā Kaiwaitohu

<b>Author</b>	Emily Toase - Community Development Advisor
<b>Approved By</b>	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood

WAITAI COASTAL-BURWOOD-LINWOOD DISCRETIONARY RESPONSE FUND 2025/26 DECISION MATRIX

Organisation Name	Project	Request Budget	Staff Recommendation	Priority
<p><b>Kōrero ki Ōtautahi</b></p> <p><b>Application Number:</b> DRF25/26_00015_CBL</p> <p><b>Physical address</b> 36 Cowlishaw St, Avonside</p> <p><b>Funding History (past three years)</b> None</p>	<p><b>Te Awa Whiria Mural</b></p> <p>Kōrero ki Ōtautahi are seeking funding to create a mural for the outside of their community reo hub, Te Awa Whiria.</p>	<p><b>Total Cost of Project:</b> \$3,000</p> <p><b>Total Amount Requested:</b> \$3,000</p> <p><b>Percentage of project requested:</b> 100%</p> <p><b>Contribution sought towards:</b> Mural delivery/design - \$2,700 Paint - \$100 Koha - \$200</p> <p><b>Other sources of funding:</b> Nil</p>	<p><b>Recommended Amount</b> <b>\$3,000</b></p> <p>That the Waitai Coastal-Burwood-Linwood Community Board approves a grant of \$3,000 from its 2025/26 Discretionary Response Fund to Kōrero ki Ōtautahi towards the costs of the Te Awa Whiria mural project.</p>	<p><b>2</b></p>

<p><b>CCC Strategy Alignment</b></p> <p>Strengthening Communities Together Strategy Toi Ōtautahi - Arts and Creativity Strategy</p> <p><b>Outcomes that will be achieved through this project</b></p> <p>The funding will enable Kōrero ki Ōtautahi to contract local Kāi Tahu artist, to design and paint a mural that reflects the Trust's kaupapa and community. It will also cover the cost of the paint.</p> <p>Whakawhanaungatanga – working on the project together will bring the hāpori closer, build and strengthen relationships.</p> <p>Mana - the mural will be a symbol of mana and belonging for the hāpori, both Māori and tauwiwi alike.</p>	<p><b>Staff Assessment</b></p> <p>Kōrero ki Ōtautahi is a community group that aims to support speakers and learners of te reo Māori in Ōtautahi, creating spaces and organising events which elevate and promote the language with a goal of normalising te reo Māori helping to make Ōtautahi a bi-lingual city.</p> <p>After coming to speak to the Waitai Community Board in late 2024, Kōrero ki Ōtautahi have since formalised their organisation, registering as a Charitable Trust in May 2025 and consolidating their lease for their community hub at the Climate Action Campus known as Te Awa Whiria.</p> <p>Having been focused on the day to day running of Kōrero ki Ōtautahi, building a community at Te Awa Whiria and securing funding for operational costs, the Trust are now looking to enhance the mana of their space, with a mural that characterises the meaning of the name of their whare. Te Awa Whiria represents the blending together of both whakapapa (of the hāpori) and kaupapa. Whiria, to weave, reflects one of the Trust's key objectives in bringing together both Māori and tauwiwi with kaupapa Māori into their shared space. There will also be representations of mātauranga Māori incorporated into the design.</p> <p>The mural is intended to tautoko the Trust's kaupapa by bringing the community together to work on the project collectively, building a sense of belonging and fostering a sense of pride in and ownership of Te Awa Whiria. Whilst they will enlist the services of a local artist from mana whenua to design and paint the mural, members of the hāpori will work together to prepare the space that is to be painted and assist the artist. They intend to complete this mahi over Raumati.</p> <p><b>Rationale for staff recommendation</b></p> <p>This project aligns with Te Haumako Te Whitingia Strengthening Communities Strategy, Objective 1.5 <i>Support groups involved in providing access to arts, culture, heritage, recreation, and those who care for the environment.</i></p> <p>As well as providing the benefits a mural offers; brightening up an otherwise drab wall space and helping to make the campus more aesthetically pleasing, the mural will also create a project which brings the community together, fostering a sense of ownership of the place and belonging.</p> <p>The mural will act as a way-finder at the campus to improve the visibility of Te Awa Whiria and promote Kōrero ki Ōtautahi to other users and the general public accessing Climate Action Campus.</p> <p>Supporting the Trust with this project will tautoko the organisation's kaupapa of helping more people to learn and speak te reo Māori, normalising the use of the reo and work towards Ōtautahi becoming a bi-lingual city.</p>
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## 21. Waitai Coastal-Burwood-Linwood Community Board - Representation on Outside Organisations

Reference Te Tohutoro: 26/60220

Responsible Officer(s) Te Pou Matua: Cindy Sheppard, Community Board 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 Waitai Coastal-Burwood-Linwood Community Board to consider the appointment of Board representation on local outside organisations for the 2025-28 term.
- 1.2 At its meeting on 8 December 2025, the Board did not appointment representatives to the full list provided in the staff report. It was noted that this report would be before the Board in February to appoint liaisons to the organisations that did not have an appointed Community Board Member.
- 1.3 This report is staff generated to provide continuity with the Board's existing liaison representation arrangements and links with local community groups and organisations.

### 2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board - Representation on Outside Organisations 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. Appoints a Board member(s) as its representative on each of the following organisations for the 2025-28 term
  - a. **Outside organisations/other:**
    - New Brighton Community Gardens
    - New Brighton Historical Society
    - New Brighton Project
    - Pukeko Centre
    - Renew Brighton
    - Roy Stokes Hall Trust
  - b. **Residents' Associations:**
    - New Brighton Residents' Association
    - Spencerville Residents' Association
    - Waimairi Beach Residents' Association

### 3. Background/Context Te Horopaki

- 3.1 Each triennium, Community Boards have routinely appointed members to various local organisations to be a Board liaison and point of contact for those groups. This important liaison role enables two-way contact and information sharing between the Board member(s) appointed and community organisations on behalf of the Board.
- 3.2 At the commencement of its new term, the Board will appointed members as liaison to a number of groups that represents and/or plays a key role in local projects and issues, is included in supporting community engagement of the same, and represents a geographic area or specific sector of the community. The projects and/or issues are generally of local significance and relate to the Council's Long Term and Annual Plans, and the Community Board Plan.
- 3.3 At its meeting on 8 December 2025, the Board made the following appointments:

Organisation	Member(s) Appointed
Better for Brighton Group	Alex Hewison and Celeste Donovan
Youth Alive Trust	Alex Hewison
Bridge South Brighton Trust	Celeste Donovan
(Together, Innovation, Development, Enterprise) TIDE New Brighton Business	Celeste Donovan
Marshlands Hall Trust	Greg Mitchell
Wainoni Avonside Community Services Trust	Greg Mitchell
Burwood East Residents' Association	Greg Mitchell
Linwood Resource Centre	Jackie Simons
Orion Customer Advisory Panel	Jackie Simons
Smith Street Community Garden	Jackie Simons
Burwood Pegasus Community Watch	Kelly Barber
Dallington Residents' Association	Kelly Barber
Christchurch Streets and Garden Awards Committee	Kim Money
Keep Christchurch Beautiful Committee	Kim Money
North Beach Residents' Association	Kim Money
Southshore Residents' Association	Kim Money
Tumara Park Residents' Association	Kim Money
Waimairi Beach Residents' Association	Kim Money
Aranui Community Trust (ACTIS)	Mihi-Rose Tipene
Eastern Community Sport and Recreation	Mihi-Rose Tipene
Bromley Traffic Plan Community Working Party	Yani Johanson

- 3.4 For its 2022-25 Term, the Waitai Coastal-Burwood-Linwood Community Board made the following appointments:

Organisation	Member(s) Appointed
All Saints Anglican Church	Kelly
Aranui Community Trust (ACTIS)	Paul

Better for Brighton Group	Celeste and Alex
Bridge South Brighton Trust	Alex
Burwood Pegasus Community Watch	Kelly
Christchurch Streets and Garden Awards Committee (partnership between Christchurch City Council and Christchurch Beautifying Association)	Jackie
Dallington Community Cottage Trust	Greg
Eastern Community Sport and Recreation	Alex
Keep Christchurch Beautiful Committee (2 members)	Jackie and Jo
Marshlands Hall Trust	Greg
Neighbourhood Support Canterbury	Alex
New Brighton Community Gardens	Jo
New Brighton Historical Society	Tim
New Brighton Project	Celeste
Orion Customer Advisory Panel	Paul
Project Employment Environmental Enhancement Programme (PEEEP) Trust	Jackie
Pukeko Centre	Tim
Renew Brighton	Jo
Roy Stokes Hall Trust	Tim
Sustain South Brighton Incorporated	Celeste
Wainoni Avonside Community Services Trust	Jackie
Youth Alive Trust	Greg
<b>Residents' Association</b>	<b>Member(s) Appointed</b>
Avondale Residents' Association	Kelly
Burwood East Residents' Association	Greg
Dallington Residents' Association	Kelly
New Brighton Residents' Association	Alex
North Beach Residents' Association	Jo
Parklands Residents' Association	Alex
Prestons Residents' Association	Greg
Southshore Residents' Association	Jo
Spencerville Residents' Association	Paul
Tumara Park Residents' Association	Celeste
Waimairi Beach Residents' Association	Jo
Waitikiri Residents' Association	Kelly

## Attachments Ngā Tāpirihanga

There are no attachments for this report.

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

Document Name - Location / File Link
Not applicable

## Signatories Ngā Kaiwaitohu

<b>Author</b>	Cindy Sheppard - Community Board Advisor
<b>Approved By</b>	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood

## 22. Waitai Coastal-Burwood-Linwood Community Board Area Report - February 2026

Reference Te Tohutoro: 25/2506610

Responsible Officer(s) Te Pou Matua: Christopher Turner-Bullock, 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 Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board Area Report - February 2026.

### 3. Community Support, Governance and Partnership Activity

#### 3.1 Community Funding Summary

3.1.1 For the Board's Information, a summary is provided (refer **Attachment A**) on the status of the Board's 2025-26 funding as at 15 January 2026.

#### 3.1.2 Youth Development Fund

The Waitai Coastal-Burwood-Linwood Community Board made four decisions for the Youth Development Fund:

- A grant of \$100 to Noah Stewart to travel to Timaru to compete in the Canterbury junior cricket team.
- A grant of \$200 to Tiaki Wikatene to attend the Waka Ama Club Sprint Nationals in January next year.
- A grant of \$350 to Bailee Simpson to attend the Korfball Championships in Taiwan
- A grant of \$200 to Anaru Hibbs to attend the Football tournament in Auckland.

Board members with the delegation for the Waitai Coastal-Burwood-Linwood Community Board Youth Development Fund (Kim Money, Mihi-Rose Tipene and Paul McMahon) made one decision under delegation:

- A grant of \$200 to Anzac Robinson to attend the Volleyball Nationals in Palmerston North

3.1.3 Girls Group Go-Karts

Linwood Avenue Community Corner Trusts' *Girls Group* were granted \$492 from the Waitai Community Board's Koru Fund towards building go-karts. Making the go-karts will offer another positive activity for the kōtiro, particularly for those who may not have an adult at home with the time, skills and/or resources to support this type of activity.

The group plan to build the go-karts from upcycled materials where possible. They have a wāhine volunteer who is skilled at building, who will facilitate the session and has the tools required to create the go-karts.

For the last session of the year the girls tested out the Go-Karts, riding them down the Linwood waterway footpath to the greenspace along the way.



3.2 Community Governance Projects

3.2.1 Te Pā Whakaoranga

The Waitai Community Board granted Te Manawa Ora Trust \$2,000 from its 2025-26 Strengthening Communities fund towards the development of their maara kai based a Pā Whakaoranga Community Hub. With this support the Trust were able to install a greenhouse on site to grow seedlings and establish a year-round supply of fresh produce.

The development of the maara kai has helped to enhance the programmes and services Te Pā Whakaoranga already offer which includes a community whānau drop-in centre, *Out of the Mud* rangatahi programme and carving workshops.



3.2.2 **Green Lab - Rawhiti Domain Opening Event**

The opening and celebration of The Green Lab’s Mobile Lab at its new home in Rāwhiti Domain took place on 30 November 2025.

Participants created their own artwork using natural dyes and plants. A pop-up exhibition showcased affordable, original woodcut prints by Bridget Allen, featuring wildlife from the local beach and upper estuaries. All proceeds from print sales were reinvested into The Green Lab’s community mahi, supporting creative projects that connect people with nature.

The event was free and open to all, with people bringing friends and whānau to enjoy art in the open air.



3.2.3  
**Cuthberts**

**Green/Linfield Lights**

New lights owned and maintained by Council, were installed on Cuthberts Green/Linfield. This is due to Coastal Spirit Football Club’s former training venue, Avon Park, being disestablished as a sports park and being subsumed as part of the Otakaro Avon River Corridor and City to Sea Pathway.

The site on Cuthberts Green/Linfield was identified by Mainland Football and Coastal Spirit Football Club as the best option for the installation of the lights to allow for training during the winter months. The lighting level (250lux) is designed for training, and the lights have a hard shut off at 9.30pm. The lights can be turned on and off remotely via a phone-based app. Users of the lights will be invoiced by Council on a monthly basis.



3.2.4 **Linwood Park changing rooms**

Council and Armitage Williams, the building contractors for the Linwood Park changing rooms project, hosted a small roof shout BBQ for the Linwood Keas Rugby League Club on Friday 21 November 2025 from 4pm to 5pm to show club members through the space and celebrate this milestone for the project. When completed other sports codes and community will also use the changing room space.

Armitage Williams also presented the Linwood Keas Rugby League Club with a donation (\$2,500) and a signed Warriors jersey



3.2.5 **Peter Donnelly's (The Sand Man) Plaque Unveiling Ceremony**

The plaque honouring Peter Donnelly, a local New Brighton sand artist, was unveiled on Saturday 6 December 2025. The plaque is located on the concrete wall near the macrocarpa tree adjacent to the New Brighton Library. The unveiling acknowledged Peter's contribution to the local arts community and his connection to New Brighton.



3.2.6 **New Brighton Seaside Christmas Parade 2025**

The New Brighton Project delivered its annual Seaside Christmas Parade on Saturday 13 December 2025. The event, one of the biggest on the local festive calendar, brought the community together with a lively parade, seaside market stalls, live entertainment and a chance for families to meet Santa on New Brighton Beach, while supporting local businesses and community groups.

Item 22



3.2.7 **Common Ground Resource Consent Approved**

Sustain South Brighton have been working hard to get its resource consent for its weekly Food Truck Friday over summer. The resource consent has been approved, and the Common Ground is now back up and running every Friday from 9 January 2026 until around April 2026. The Better Off Funding was able to help support the group to get this well-loved weekly community event back up and running.



3.2.8 **Burwood Spring Fling**

St Pauls Lutheran Church and the Wainoni Avonside Community Service Trust collaborated on running a community event for the Burwood Community. Focused on Bringing the local neighbourhood together. The event brought live music, BBQ, facepainting and a bouncy castle for locals to enjoy the spring weather. The event was well attended in what was a first for these groups running a community event. It formed a strong trial for the future, with many learnings taken on how to improve the event for any future iterations.



3.2.9 **AFFIRM 24 Saturday 6<sup>th</sup> December 2025**

The 24th Aranui Family Festival event on Wainoni Park to celebrate the local hapori had a great turnout, with amazing stage acts and a great range of activities for the whole whānau to try out.

Aranui Library and Library Outreach Team hosted a range of activities for Tamariki. Their zone included the mobile bus. The other Council stall featured Gear Up Ōtautahi, the Resource Recovery recycling information, the Civil Defence and Emergency Management team with emergency preparedness packs. The conversations with people were really positive with many wanting to learn more about what to include in their grab bags.

The Parks and Engagement staff were there to talk with the community about the consultation for the draft plan for Wainoni Park including the three fitness stations. The feedback from the consultation will be coming to the Community Board with the proposed final plan in the next couple of months.



The Resource Recovery stall had over 50 engagements with attendees. The majority were from the Aranui community. The interactions were positive with Aranui residents. There was increased interest from residents since last year's event, in alternative recycling schemes to divert waste from the red bin to free up capacity were promoted again. The team used iPads to run the participants through a bin sorting game which was extremely popular with children, and this showed that their bin sorting knowledge was above average.

3.2.10 **Christmas in the Brom**

The annual Community Christmas event held by the Bromley Community Centre was held on 14 December 2025 at Cypress Reserve. With a range of market stalls, bouncy castles and other activities it was well attended by the local community who came out in large numbers once again for these ever-popular events in the Bromley Community.



3.2.11 **Dallington Christmas Bauble Hunt**

The Dallington Community Trust ran their Christmas Bauble hunt in the Dallington Redzone on Saturday 12 December 2025.



3.2.12 Waitai End of Year Celebration Event

Local community groups and volunteers gathered at the North New Brighton Community centre for the inaugural Waitai Coastal-Burwood-Linwood Community Board End of Year Network Function on 12 December 2025. This brought people together to recognise the incredible mahi being carried out across the area.

The evening was a great way to acknowledge the vital role that local groups and volunteers play in strengthening communities to look ahead.

The night also marked the first chance for attendees to meet the newly elected Community Board and share ideas about what matters most to them. Guests were able to write their wishes on Christmas tree decorations to help shape the Board's upcoming Community Board Plan.



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]

- **Smith Street Gardens end of year celebrations**

Despite the rain, Smith Street Community Farm celebrated the end of the year in style with a feast and special appearance from Santa. To mihi and thank the volunteers, who put in countless hours over the year, the staff and Board of Smith Street put on a big spread and acknowledged the efforts of the volunteers who help the farm continue to thrive and provide for the community.



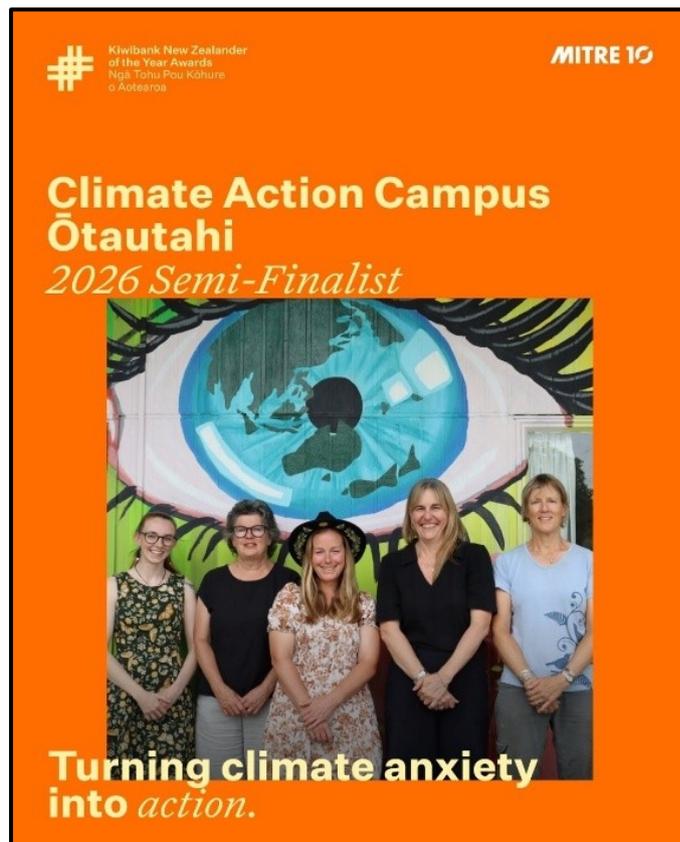
- **New service at The Loft**

On the 15 January 2026, Ki Te Tihi - The Loft, launched their newest service on offer hosted at their community hub, upstairs in Eastgate Mall. The Māori Land Court Paneke (clinics) will be held quarterly throughout the year, providing easier access to information and advice on completing application forms, submitting an enquiry and searching the court record. They will also be able to provide updates on current application with the Māori Land Court and assist with updating information in Pātaka Whenua.

- **New Zealander of the Year Awards**

Climate Action Campus were honoured with a semi-finalist spot for the Kiwibank New Zealander of the Year Awards. The ten semi-finalists were selected for the Community of the Year category, recognising groups that have united to create lasting change, enriching the social, economic, cultural and environmental prosperity of their communities.

Climate Action Campus were selected as semi-finalists for turning climate anxiety into action, a nomination that came as a complete surprise to the staff and volunteers who received the news late December.



- **Launch of NuiRootz**

Linwood Community Gardens, based at Te Whare Taonga o Ngā Iwi Katoa in Linwood, are partners in an exciting new community programme, led by Tangata Atumotu Trust. NuiRootz, launched in late November 2025, is designed to empower kāinga in Ōtautahi who experience barriers to accessing fresh, healthy food, focusing on building long-term food resilience and sustainable living, equipping Pasifika families with the tools to grow their own resources.

NuiRootz will support twenty families to co-design garden spaces and take part in workshops on planting, harvesting, and food preservation. As part of the programme households will receive functioning gardening materials, hands-on education in gardening and food preservation and gardening tools to create sustainable food sources at home.



- **Te Hiato Kuaka Village Green Opening**

Hundreds of people gathered in New Brighton’s Village Green to celebrate its completion. Te Hiato Kuaka New Brighton Village Green, just off Marine Parade near the New Brighton Pier, was officially opened with the cut of a ribbon by Christchurch Mayor Phil Mauger on Sunday 21 December 2025. More than 200 people and at least 30 dogs congregated on the astroturf to witness the end of an era for the Christchurch Earthquake Appeal Trust’s community funding, and the next steps of Christchurch East’s revitalisation.



- **Rawhiti Domain and Thomson Park Updates**

The Christchurch City Council Ranger team made improvements at the Woodlands Playground at Rāwhiti Domain early in December. The old fort has been removed and replaced with a raised platform. The team are exploring the addition of a tiki-style hut to replace the fort, allowing children to feel a sense of shelter without creating visual obstructions. Pathways have been restructured, garden beds renewed, and sightlines opened to improve visibility and safety.

A key stakeholders hui was also held on Tuesday 9 December 2025. Council staff were seeking early feedback on the tree planting plan which is due to go out for consultation in February/March 2026.



- **Play Box at Aranui Library**

The Play Box at Aranui Library launched on 21 August 2025. The trial period for the project was from August to November 2025. Feedback from Library staff and the community has been extremely positive with high use of the box items during the summer period. The project is going to continue from the library foyer space, and the project team will continue to engage with Tamariki and whānau to respond to request for equipment. A partnership has been developed with Gear Up Otautahi with additional donated items helped to top up the Play Box equipment/items.

The initiative seeks to address barriers to play - particularly access to equipment, while encouraging informal activation of Wainoni Park and strengthening the connection between the Library and the Park.

- **Wainoni Park – community clean-up events**

Rubbish was identified by Tamariki and rangatahi as a key issue in the Haeata Campus Neighbourhood Play System report from 2024 and is an ongoing issue at many of our local parks. The Parks Unit moved the existing belly bin close to the play space in July 2025 however fly tipping and rubbish is still an issue. Revive Church have teamed up with Council to address the issue, by hosting a monthly community working bee which began in October 2025. The dates have now been set for working bees between February to April 2026.

- **Linwood Waterway group - Working Bee and mural project**

The dates for the 2026 working bees on the Linwood Drain have been set and have now been advertised on signage on the pathway. Ihutai Trust have passed the project over to the Linwood Community Corner Trust.

The Linwood Waterway Group have teamed up with local artist Nick Lowry and Te Aratai College year 8 students to create a mural which celebrates the drain and surrounding area. Jackie Simons presented Awards to the Te Aratai students at their end of year assembly in December 2025.



### 3.3.2 Council Engagement and Consultation.

- **QE2 Play Space**

The project manager for the QE2 play space organised a feedback session with users of the Ascott Community Centre to discuss proposed landscaping changes around the community centre and croquet club. The aim is to improve the hub's connection to the wider park, increase visibility, and enhance the overall tidiness of the area.



### 3.4 Governance Advice

3.4.1 At its meeting on 8 September 2025, the Waitai Coastal-Burwood-Linwood Community Board received an item of correspondence from Jack Reece and Max Hagger which included a petition in relation to the Avon River Stormwater Management Plan. The Board received the correspondence and referred to staff for investigation and response.

Attached for the Board's information is a letter from the Team Leader, Stormwater Asset Planning Team to Jack Reece and Max Hagger (refer **Attachment B**). Jack Reece and Max Hagger have received a copy of this letter.

3.4.2 At its meeting on 8 September 2025, the Waitai Coastal-Burwood-Linwood Community Board received a public forum presentation from Spokes Canterbury who provided an update in relation to the top cycling priorities in the Waitai Area. The Board referred the issues raised to staff for investigation and response back to the Board.

Staff have provided the following response to the issues raised:

1. **Report on MCR – listed in LTP as Major Cycleway - Ōtākaro Avon Route**

Currently the planning for MCR project for this wider area of between the inner city and New Brighton is being progressed through a business case preparation. The business case will be developed up to a point of readiness for when it can be submitted to NZTA for funding assistance. The projects route selection is not developed nor is it appropriate to release the unworked drafts around route considerations. It is envisaged that when it is ready the route selection (following Community Board input) will be released to the public – this will normally be at a stage when the construction fund years are nearing. Currently there is no NZTA funding assistance available and the Councils capital construction programme within the LTP is listed over years 2030 – 2032. Until the Community Board and

Council are in a position to be able to undertake consultation knowing there is delivery funding current it would be counterproductive to release unworked drafts into the community. The Staff are progressing draft planning up to a level where when funding assistance becomes possible and/ or when Council construction funding is closer and it can then be progressed towards consultation.

Staff acknowledge the comments and suggestions and will take those into consideration as the planning on the project is progressed.

**2. Prestons Road / Marshlands Road intersection.**

This intersection and nearby driveways are performing well overall on its safety track record. There have been two minor incidents recorded involving cyclists within the last 10 years. The intersection is listed in the city's national safety ranking as a low to medium risk. This ranking is for all traffic including cycling and walking. Most of the issues raised are similar to major intersections throughout the city that also have on road cycle provision without physical separation. The cycle provision provided meets the national cycle design guidance and includes coloured surfacing, highlighting the presence of the cycle lanes. The intersection and driveways nearby have cycle provision in place that is commensurate with the local cycleway network guidance. It is acknowledged that cyclists using these types of intersections across the city and particularly around peak traffic times, the congestion and vehicle manoeuvring with queuing without physical separation do not provide the highest level of service users nor cycle safety. In regards the raised issue of the traffic signals not picking up cyclists, the sensitivity of the cycle detection loops are being checked and will be tuned as needed.

**3. Rookwood/Bowhill/Travis Roundabout.**

The Eastern Outer orbital local cycleway project progress was presented to the members recently and from the meeting it is now planned to undertake a pre consultation with the community – this is planned within the first quarter of 2026. The project covers a length of route between Bridge Street and Rookwood Avenue – linking in several existing sections with cycle provision – primarily with painted on road cycle lanes in the gaps. This Roundabout is included in the projects coverage and is identified as a priority for improvements for cyclists. The project is listed within the capital programme for delivery in the calendar year 2027. The current draft plans for the Roundabout will address the Spokes concerns raised.

A copy of this response has been sent to Anne Scott and Stephen Wood on behalf of Spokes Canterbury.

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

### 4.1 Customer Service Request/Hybris Report

For the Board’s information, attached is a copy of the November and December 2025 Hybris Reports (refer **Attachment C and D**).

### 4.2 Graffiti Snapshot

For the Board’s information, attached is a copy of the November, December and 2025 Yearly Graffiti Snapshots (refer **Attachment E, F and G**).

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Waitai Coastal-Burwood-Linwood Community Board Funding Update January 2026	26/120077	160
B  	Waitai Coastal-Burwood-Linwood Community Board - Correspondence Response to Jack Reece and Max Hagger	26/61105	162
C  	Waitai Coastal-Burwood-Linwood Community Board - Hybris Report November 2025	26/60934	164
D  	Waitai Coastal-Burwood-Linwood Community Board - Hybris Report December 2025	26/69299	165
E  	Waitai Coastal-Burwood-Linwood Community Board - Graffiti Snapshot November 2025	26/60998	166
F  	Waitai Coastal-Burwood-Linwood Community Board - December 2025 Graffiti Snapshot	26/166087	168
G  	Waitai Coastal-Burwood-Linwood Community Board - Yearly 2025 Graffiti Snapshot	26/166096	170

## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood Rory Crawford - Community Development Advisor Jacqui Miller - Community Development Advisor Sam Savage - Community Development Advisor Emily Toase - CDEM Project Advisor Cindy Sheppard - Community Board Advisor
<b>Approved By</b>	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships





Jack Reece and Max Hagger

[jreece13@outlook.com](mailto:jreece13@outlook.com)

Dear Jack and Max,

You have requested through the Waitai Coastal-Burwood-Linwood Community Board that the Christchurch City Council review and strengthen its stormwater management plan (SMP) for the Ōtākaro-Avon River to better address the issue of rubbish and pollutants entering the river. Your proposal is supported by feedback you received from the community.

We understand your proposal because similar suggestions were made in response to the Draft Ōtākaro-Avon SMP when it was released for public comment. The Council does some of the activities you have suggested by contracting the clearing of rubbish in-river and from river edges, constructing stormwater treatment wetlands, funding community initiatives through the Community Waterways Partnership and leading the annual Mother Of All Cleanups. You have suggested that many people would like more to be achieved and we acknowledge that would be an objective worthy of consideration.

The proposal represents some of the many actions the Council might consider to address the issue you have raised. However, Council must balance undertaking such actions with other priorities. Council balances maintenance priorities (e.g cleanups) and new works (e.g. new stormwater filters) with other Council activities when updating the Long Term Plan (LTP) every 3 years. Expenditure is prioritised and planned so that the Council can limit the amount residents are required to contribute as rates. It was for this reason that projects developed for the SMP covered quite specific projects in the LTP to mitigate stormwater quantity and quality.

The Council has a very large programme of work in the Ōtākaro-Avon River Corridor, which includes stormwater management projects including stormwater quality treatment and stopbank building. This development will be constructed over several decades. Council also has work programmes which are focused on community engagement and education on stormwater management matters.

These projects and community-oriented initiatives will, over time, greatly enhance our ability to reduce the risk of pollutant discharges to our waterways.

The Ōtākaro-Avon Stormwater Management Plan is due to be reviewed in 2035, at which time public consultation will occur and provide opportunity for proposals such as yours to be submitted. However, an earlier opportunity exists for you to formally submit such proposals, as part of the Public Submissions process for the Council's Annual Plan (in early 2026) or for the next LTP (in early 2027).

We are very appreciative of your proposal, as you have identified two of the principal actions which are worthy of consideration for improving the river environment and its appearance.

Yours sincerely



K J McDonnell

**Team leader, Stormwater Asset Planning Team**

Three Waters Unit

Christchurch City Council

# Ticket Report

01 11 2025 - 29 11 2025

Filter by Ward

Coastal-Burwood-Linwood

Filter by month

2025 (Year) + November (Month)

## 3384

# Reported Tickets last month

## 86.64%

Resolved within SLA

Status as of Report Date

Closed/Resolved

70.39%

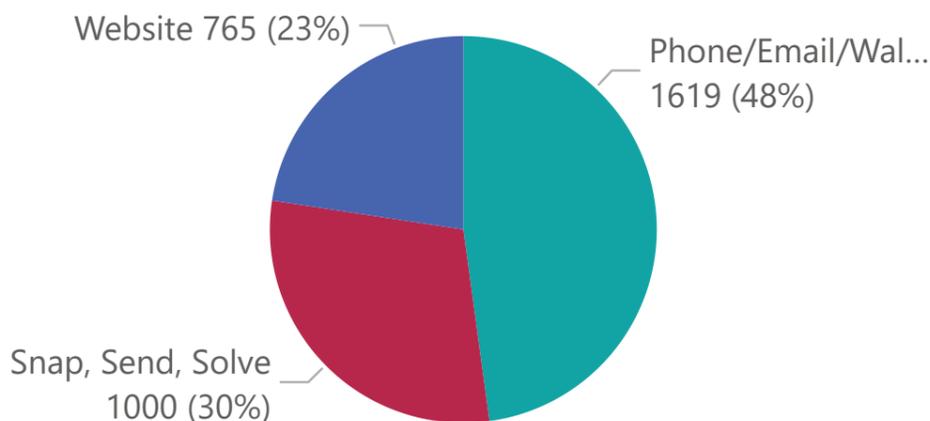
Open

27.96%

Programmed Work

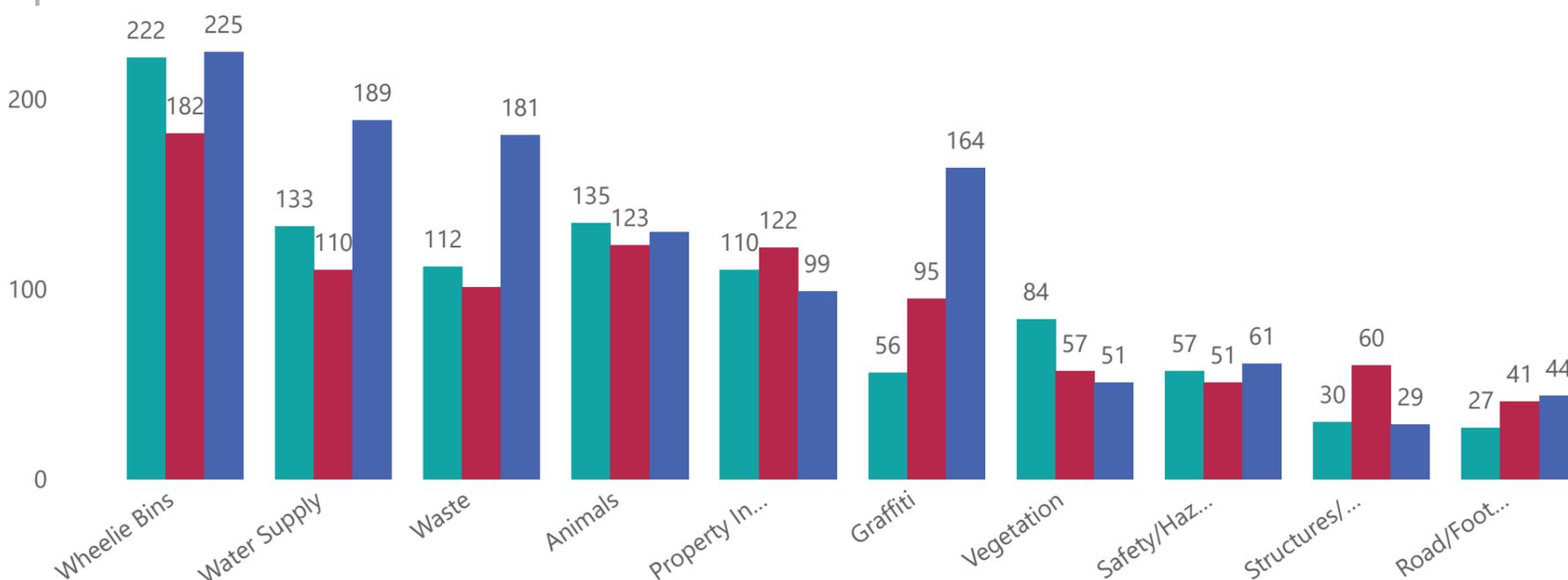
1.65%

Channels



Top 10 Incident Categories

Burwood Coastal Linwood



Top 10 Object Categories

# Tickets	ObjectCategory	+/- Previous Month
351	Litter	57
281	Water Leak	84
239	Damaged Bin	-55
221	Graffiti - Fence, building or structure	17
201	Bin Not Collected	-59
129	Residential LIM	-5
112	Residential Property Files	-5
98	Trees	-76
78	Dog Registration	-16
75	Wandering dog	7

Report date:  
30 Nov 2025

# Ticket Report

01 12 2025 - 31 12 2025

Filter by Ward

Coastal-Burwood-Linwood

Filter by month

2025 (Year) + December (Month)

3228

# Reported Tickets last month

85.75%

Resolved within SLA

Status as of Report Date

Closed/Resolved

77.23%

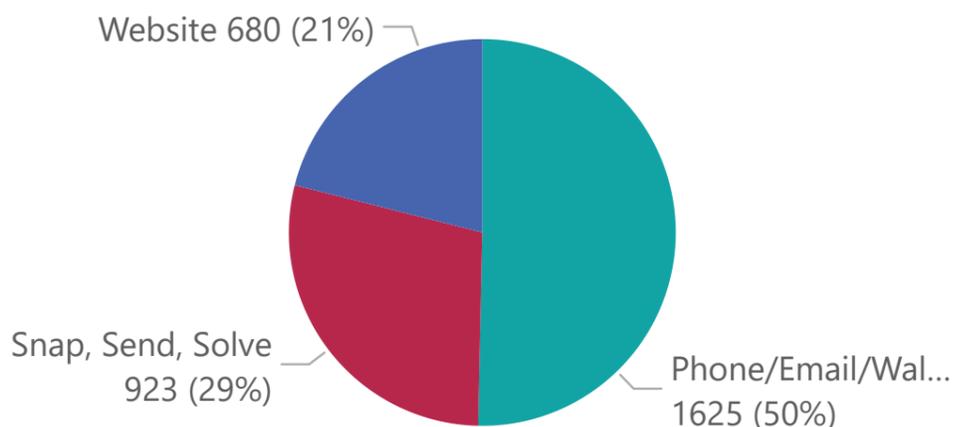
Open

20.35%

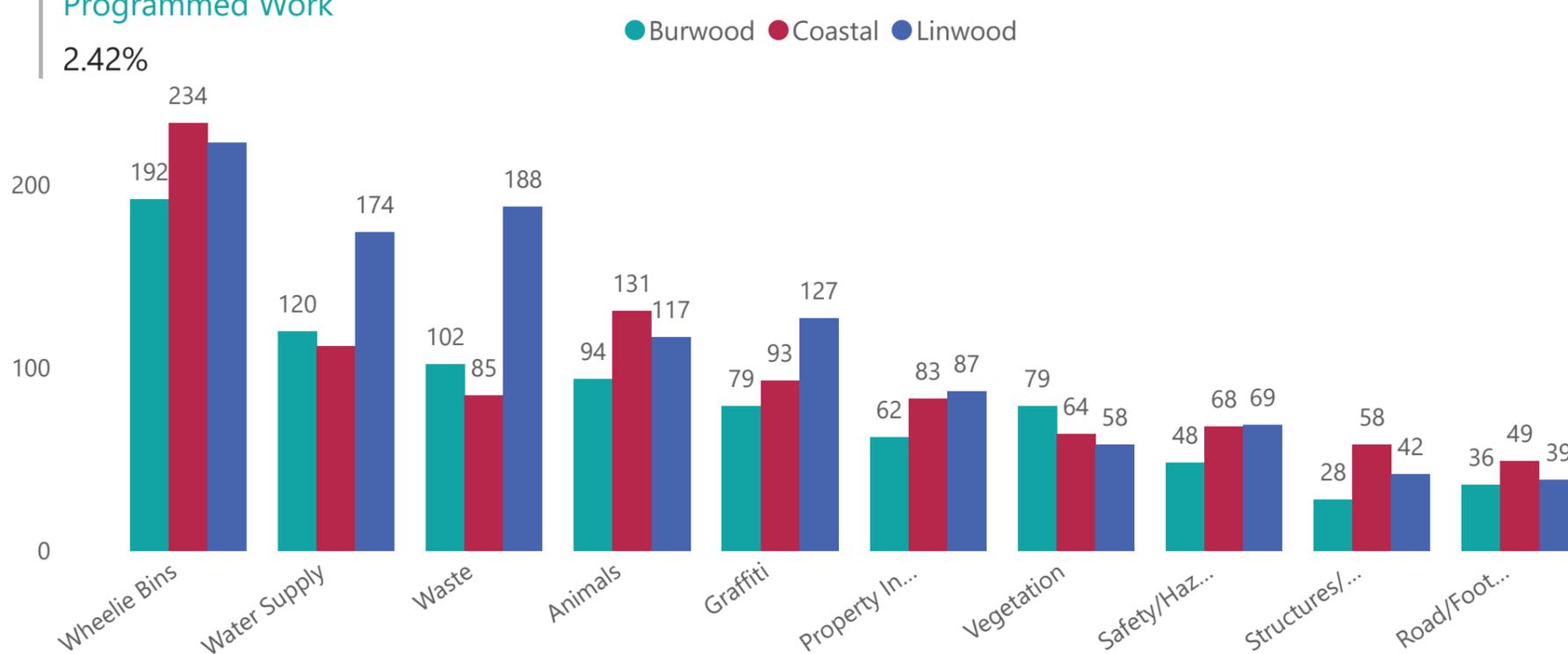
Programmed Work

2.42%

Channels



Top 10 Incident Categories



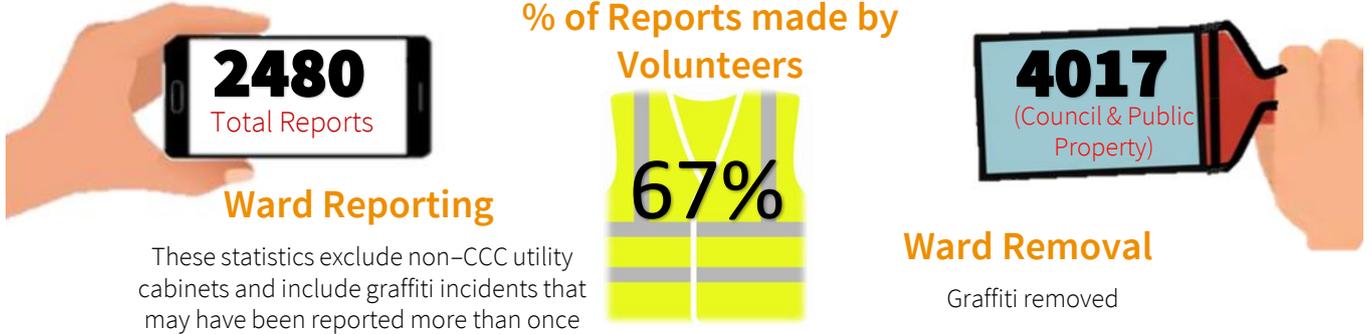
Top 10 Object Categories

# Tickets	ObjectCategory	+/- Previous Month
334	Litter	-33
257	Water Leak	-28
247	Bin Not Collected	46
235	Damaged Bin	-6
214	Graffiti - Fence, building or structure	-8
103	Trees	4
86	Residential LIM	-43
75	Dog Registration	-9
70	Water Supply	19
68	Residential Property Files	-45

Report date:  
13 Jan 2026

# GRAFFITI SNAPSHOT November 2025

## Ward and Suburb Insights



Ward	Graffiti reported November 2025	Graffiti reported October 2025	% Monthly Change
Central	1038	798	30%
Heathcote	372	238	56%
Linwood	165	132	25%
Spreydon	146	117	25%
Riccarton	140	166	-16%
Innes	99	72	38%
Coastal	88	113	-22%
Banks Peninsula	80	24	233%
Papanui	65	48	35%
Cashmere	64	50	28%
Hornby	57	54	6%
Burwood	54	52	4%
Halswell	50	17	194%
Harewood	27	24	13%
Fendalton	20	27	-26%
Waimairi	15	18	-17%
Unknown	2	2	-100%
<b>Total</b>	<b>2,480</b>	<b>1,952</b>	<b>27%</b>

Ward	Graffiti cleaned mtrs2 November 2025	Graffiti cleaned mtrs2 October 2025
Central	1628	1539
Heathcote	683	1151
Linwood	370	275
Coastal	291	349
Spreydon	191	189
Halswell	177	290
Banks Peninsula	128	21
Innes	113	113
Riccarton	83	140
Papanui	82	129
Cashmere	67.5	36
Harewood	64	87
Burwood	56	113
Hornby	51	134
Fendalton	26	26
Waimairi	9	9
<b>Total</b>	<b>4017</b>	<b>4599</b>

### Reporting Hot Spots

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

Suburb	Reports made November 2025	Reports made October 2025
Central City	830	621
Sydenham	254	166
Addington	134	88
Linwood	100	71
Waltham	84	51
Lytelton	77	18
Phillipstown	73	35
St Albans	68	42
Woolston	64	67
Riccarton	60	108
Upper Riccarton	52	21
Hornby	50	36
New Brighton	48	62
Papanui	41	32
Sockburn	33	20
Bromley	32	16
North Linwood	26	19
Opawa	26	22
Shirley	26	19
Richmond	24	47
Wainoni	22	14

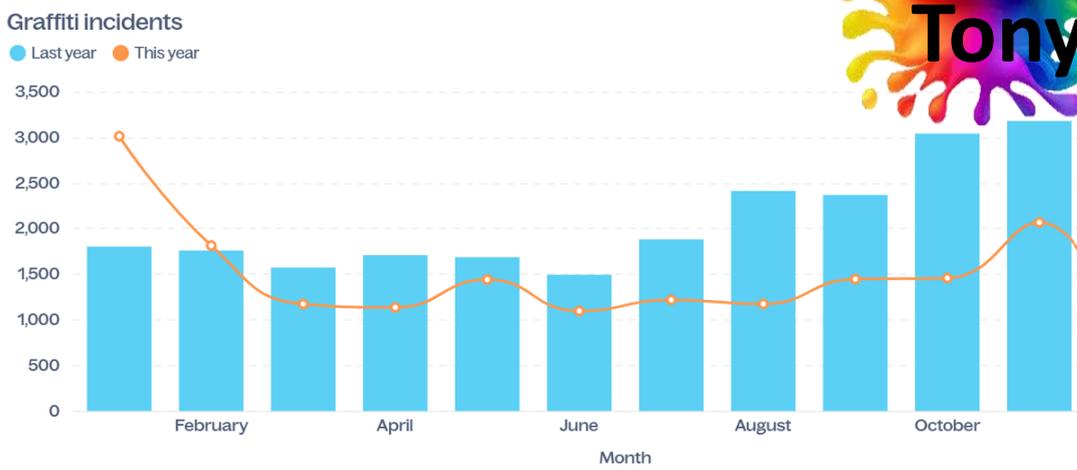
### Removal Hot Spots

Locations with the most graffiti removed (m2)

Street	Cleaned graffiti m2
Tuam Street	203
Thomson Park	145
Manchester Street \ Salisbury Street, Central City	96
Nash Reserve	96
Pilgrim Place, Moorhouse to Moorhouse	71
Cass Street, Orbell to Colombo	61
Ferry Road, Barbadoes to Fitzgerald	60
Cathedral Square, Worcester to Colombo	54
Dyers Road, Ferry to Palinurus	45
Settlers Reserve	44
Park Terrace, Salisbury to Dorset	42
Moorhouse Avenue \ Pilgrim Place, Sydenham	40
Walter Park	39
Colombo Street \ Bath Street, Central City	39
Ferry Road	39
Gloucester Street	37
Chelsea Street	36
South New Brighton Park	36
Sydenham Park	35.25
Annex Road, Mokihiki to End	35
Oxford Street \ Norwich Quay, Lyttelton	32
Washington Way Reserve	32
Linwood Park	30
Bath Street, Durham to Colombo	30
Dyers Road, Linwood to Maces	30
Moorhouse Avenue	30

# GRAFFITI SNAPSHOT November 2025

## Further Insights Monthly Draw Winner:



Latest artwork – Artist Tide Lei - 32 Park Terrace, Lyttleton  
Kaitiaki – the Guardian



**Design story:**

In a park with beautiful scenery, urban facilities are ingeniously combined with elements of wild animals, bringing a refreshing visual experience. On the front, a lifelike rhinoceros is depicted. The colors of the picture are soft and rich, making people feel as if they are on the African savannah under the sun, experiencing the atmosphere where tranquility and wildness coexist. On the back, there is a roaring lion, as if it is breaking out of the electrical box. It has a majestic presence, full of a sense of power, giving a strong visual impact. These two works not only beautify the public space but also attract many citizens and tourists to stop and admire, and take photos. They have become a distinctive small scenic spot in the park. Through the form of art, these wall paintings inject a sense of natural wildness and vitality into urban life, shortening the distance between people and animals, as well as between the city and nature.

# GRAFFITI SNAPSHOT December 2025

## Ward and Suburb Insights



Ward	Graffiti reported December 2025	Graffiti reported November 2025	% Monthly Change
Central	789	1,038	-24%
Heathcote	252	373	-32%
Linwood	124	165	-25%
Cashmere	122	64	91%
Spreydon	119	146	-18%
Coastal	92	88	5%
Riccarton	88	140	-37%
Innes	76	99	-23%
Burwood	76	54	41%
Papanui	43	65	-34%
Banks Peninsula	38	80	-53%
Fendalton	24	20	20%
Harewood	24	27	-11%
Halswell	23	50	-52%
Hornby	22	57	-63%
Waimairi	6	15	-60%
<b>Total</b>	<b>1,918</b>	<b>2,481</b>	<b>-23%</b>

### Reporting Hot Spots

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

Suburb	Reports made December 2025	Reports made November 2025
Central City	639	830
Sydenham	154	254
Addington	104	134
Linwood	100	100
Cashmere	61	8
New Brighton	61	48
Riccarton	52	60
Woolston	49	64
Waltham	45	84
Shirley	41	26
Lyttelton	37	77
North Linwood	31	26
St Albans	31	68
Richmond	28	24
Papanui	27	41
Marshland	22	12
Upper Riccarton	22	52
Sockburn	21	33
Somerfield	21	8
Avonside	20	10
Beckenham	20	6

Ward	Graffiti cleaned mtrs2 December 2025	Graffiti cleaned mtrs2 November 2025
Central	1294	1628
Heathcote	830	683
Linwood	458	370
Spreydon	388	191
Coastal	318	291
Riccarton	190	83
Innes	153	113
Burwood	130	56
Papanui	104	82
Fendalton	91	26
Harewood	57	64
Banks Peninsula	57	128
Cashmere	49	68
Hornby	12	51
Halswell	5	177
Waimairi	1	9
<b>Total</b>	<b>4136</b>	<b>4017</b>

### Removal Hot Spots

Locations with the most graffiti removed (m2)

Street	Cleaned graffiti m2
Washington Way Reserve	230
Thomson Park	150
Tanner Street \ Garlands Road, Woolston	110
Christchurch Southern Motorway, Christchurch Southern to Christchurch Southern	99
Lincoln Road, Hazeldean to Lincoln	98
Garlands Road	95
Tuam Street	92
Mandeville Reserve	91
Settlers Reserve	80
Ferry Road	74
Colombo Street	66
Barbadoes Street	66
Validation Park	63
Maces Road, Bromley to Wickham	55
Westminster Park	48
Colombo Street \ Moorhouse Avenue, Sydenham	45
Cathedral Square, Worcester to Colombo	42
Tuam Street, Mata to Manchester	42
Bath Street, Durham to Colombo	42
Ray Blank Park	41
Manchester Street	37.25
Waltham Road	36
Cuthberts Green	32
Gloucester Street	32
Montreal Street	31
Bronte Place	30

# GRAFFITI SNAPSHOT December 2025

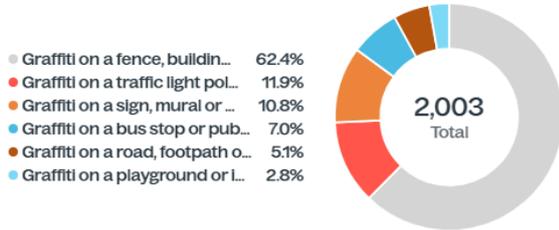
## Further Insights

### Monthly Draw Winner:



### Direct reports to Snap send Solve

Incidents breakdown



### December Reports

Reporter Type	202512
⊕ Non Volunteer	944
⊕ Individual Volunteer	790
⊕ Friend Volunteer	121
⊕ Group Volunteer	63
<b>Total</b>	<b>1,918</b>

Suburbs



## 'Christchurch tallest mural' in the running for international award

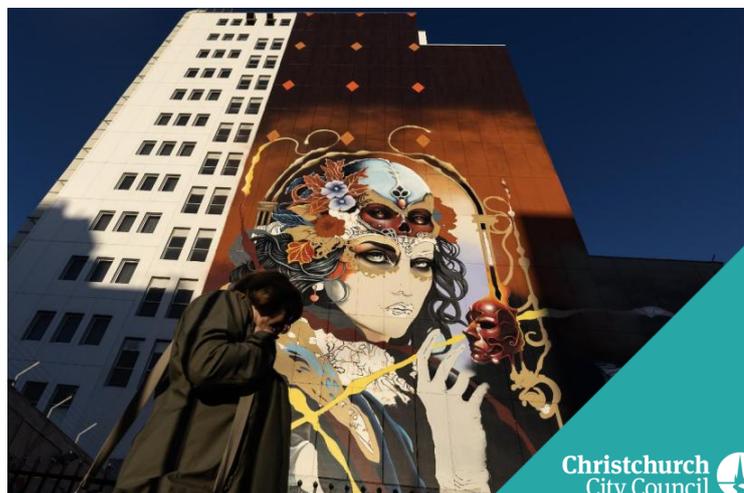
A towering piece of street art which casts a striking, sunset-toned visage across the heart of Christchurch is in the running for a prestigious international honour. The mural, thought to be the tallest in New Zealand, was painted early last year, as part of the 2025 Flare Ōtautahi Street Art Festival. It stands well over 50 metres tall, spanning the full 13-storey facade of Cathedral Square’s Distinction Hotel. It has been nominated for global street art mapping site Street Art Cities’ best mural of 2025 award. But it is facing stiff competition, with 49 other landmark art pieces from across Europe, the Americas, and Australia going head to head in a public vote. Yikes said even being nominated was “pretty sweet recognition”. He called the mural Narcissa, and said it did not have a set meaning. “I like to let the viewer decide their own narrative.” But Yikes said there were a few motific nods to his other works, including the butterfly, and the figure’s mask. “There’s a lot of ego in street art.” He said the mask was an attempt to “speak on that subtly”. In terms of inspiration, he said he had let the work’s design “create itself”.

**Artist:** Jacob Yikes (Jacob Ryan).

**Location:** Distinction Hotel, Cathedral Square

**Height:** 13 stories, approximately 55 meters (180 feet).

**Event:** Part of the Flare Ōtautahi Street Art Festival.



# GRAFFITI SNAPSHOT 2024/2025

## Ward and Suburb Insights



### Ward Reporting

These statistics exclude non-CCC utility cabinets and include graffiti incidents that may have been reported more than once

Ward	Graffiti reported 2025	Graffiti reported 2024	% Yearly Change
Banks Peninsula	388	482	Yearly change <b>-0.22</b>
Burwood	731	961	
Cashmere	736	1149	
Central	9957	13062	
Coastal	1579	2387	
Fendalton	492	678	
Halswell	390	296	
Harewood	277	364	
Heathcote	3045	3725	
Hornby	517	523	
Innes	918	1146	
Linwood	1386	1616	
Papanui	605	692	
Riccarton	1185	1431	
Spreydon	1452	1885	
Unknown	27	33	
Waimairi	148	223	
<b>Total</b>	<b>23833</b>	<b>30653</b>	

### Reporting Hot Spots

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

Suburb	Reports made 2025	Reports made 2024
Central City	17648	14144
Sydenham	5148	7211
New Brighton	2242	2925
Addington	1994	1675
Linwood	1864	1437
Woolston	1445	1744
Waltham	1183	1520
Middleton	1089	673
South New Brighton	1003	1235
Opawa	854	853
Papanui	840	638
St Albans	824	684
Riccarton	805	1382
Bromley	752	839
Phillipstown	659	344
Hornby	558	338
Richmond	554	619
Sockburn	545	441



### Ward Removal

Graffiti removed

Ward	Graffiti cleaned m2 2025	Graffiti cleaned m2 2024
Banks Peninsula	553	1357
Burwood	1328	988
Cashmere	515	1057
Central	20416	16428
Coastal	4324	4997
Fendalton	633	1098
Halswell	786	637
Harewood	954	2205
Heathcote	8203	10786
Hornby	970	964
Innes	1890	1513
Linwood	3231	3166
Papanui	1314	1113
Riccarton	1433	2165
Spreydon	3120	2878
Unknown	17	14
Waimairi	158	352
<b>Total</b>	<b>49842</b>	<b>51714</b>

### Removal Hot Spots

Locations with the most graffiti removed (m2)

Street	Cleaned graffiti m2 2025	Cleaned graffiti m2 2024
Margaret Mahy Family Playground	1156	183
Tuam Street	1134	220
Washington Way Reserve	1021	1243
Validation Park	766	174
Thomson Park	750	1194
Colombo Street	633	454
Pilgrim Place	570	335
Oxford Terrace, Colombo to Manchester	528	123
Cathedral Square, Worcester to Colombo	516	1104
Tuam Street, Mata to Manchester	497	971
St Asaph Street	493	296
Christchurch Southern Motorway	479	190
Hagley Park South	467	242
South New Brighton Park	392	703
Manchester Street, Salisbury to Aberdeen	391	0
Gloucester Street	370	118
Ferry Road	313	267
Linwood Park	277	283
Cathedral Square	269	190
Bishopdale Park	265	221
Moorhouse Avenue	252	28
Unknown	251	296
Rauora Park	239	60
Rail Corridor, Lyttelton Line between Lincoln and Whiteleigh	235	53
Ferry Road, Barbadoes to Fitzgerald	230	47
Brougham Street, Ensors to Opawa	222	128

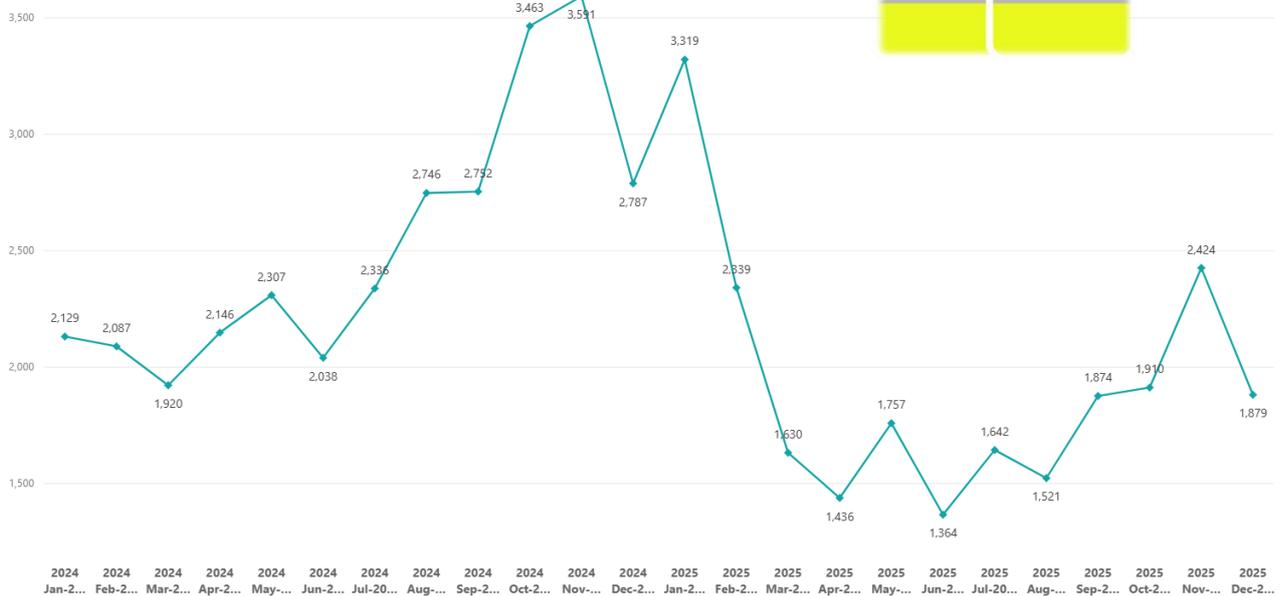
# GRAFFITI SNAPSHOT 2024/ 2025

## Further Insights

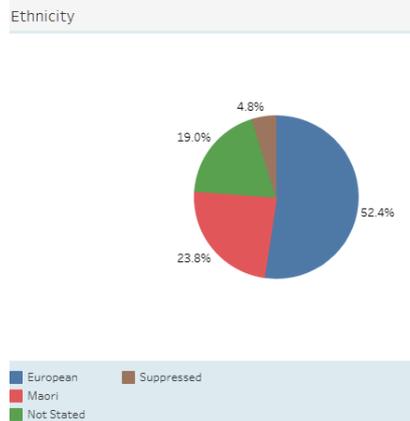
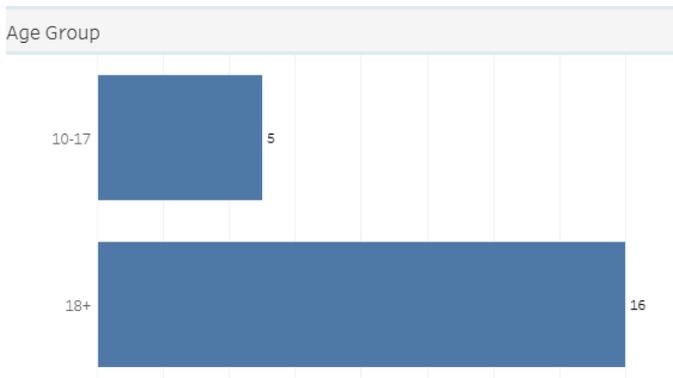
### Reporting

Reporter Type	2024 Reports made	2025 Reports made
Friend Volunteer	2857	1279
Group Volunteer	2251	1418
Non Volunteer	12274	11886
Individual Volunteer	13271	9250

### % of Reports made by Volunteers



### Police Data 2025 – 21 Apprehensions



## 23. 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 Whakamutunga

Unuhia, unuhia Unuhia ki te uru tapu nui Kia wātea, kia māmā, te ngākau, Te tinana te wairua i te ara takatā Koia rā e Rongo, whakairia ake ki runga Kia tina! TINA! Hui e! TĀIKI E!	<i>Draw on, draw on, Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind Rongo, suspended high above us (i.e. in 'heaven') Draw together! Affirm!</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 - James Ridpath - Rawhiti Domain Play Equipment	10 June 2024	31 January 2026	Parks	Parks & Recreation Planning
Grant an Easement over Birkdale Reserve	6 November 2023	4 February 2026	Facilities & Property Unit	Property Consultancy
Cypress Garden/Bromley Old School Reserves - park improvements and renewals	8 September 2025	13 February 2026	Parks	Parks & Recreation Planning
Chelsea Street Renewal - Linwood Woolston CRAF	11 August 2025	28 February 2026	Transport & Waste	Project Management
Burwood & Mairehau intersection improvements	8 December 2025	9 March 2026		
Burwood & Mairehau intersection improvements	8 December 2025	9 March 2026	Transport & Waste	Project Management
Public Forum - Shirley Sports Club	8 December 2025	9 March 2026	Parks	Community Parks
Waitai Coastal-Burwood-Linwood Community Board - Representation on Outside Organisations	8 December 2025	9 March 2026	Community Support & Partnerships	Governance (Coa-Bur-Lin)
North Beach Surf Life Saving Club- approval for new build and lease	11 August 2025	20 March 2026	Facilities & Property Unit	Property Consultancy
South New Brighton Park development- design approval	8 September 2025	27 March 2026	Parks	Community Parks
67989 Improving Bromley's Roads - Scheme Design for Approval and Approval to Proceed with Detail Design and Construction	9 December 2024	31 March 2026	Transport & Waste	Project Management
Grant of Electricity Easement over Linwood Park	11 August 2025	31 March 2026	Facilities & Property Unit	Property Consultancy
New Brighton Community Gardens - proposed new lease	10 March 2025	12 December 2026	Facilities & Property Unit	Property Consultancy

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

REPORT TITLE/AGENDA SECTION	MEETING DATE	DUE DATE	ACTION CLOSURE DATE	UNIT	TEAM
<b>Proposed Time Restrictions: Broadpark Road</b>	11 August 2025	16 February 2026	26 January 2026	Transport & Waste	Traffic Operations
<b>Public Forum - Winter Fireworks - Danette Wereta</b>	11 August 2025	10 November 2025	15 January 2026	Recreation, Sports & Events	Events & Arts
<b>Correspondence</b>	8 September 2025	8 December 2025	9 December 2025	Three Waters	Asset Planning Water & Wastewater
<b>OARC: Lake Kate Sheppard Sector and Bower Park Landscape Plan</b>	8 September 2025	8 December 2025	2 December 2025	Parks	Residential Red Zone
<b>Public Forum - Spokes Canterbury</b>	8 September 2025	9 March 2026	7 January 2026	Transport & Waste	Traffic Operations
<b>Community Parks Rolling Renewal Programme</b>	8 December 2025	9 March 2026	16 December 2025	Parks	Community Parks
<b>Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration</b>	8 December 2025	9 March 2026	11 December 2025	Community Support & Partnerships	CDEM
<b>Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration</b>	8 December 2025	9 March 2026	2 February 2026	Community Support & Partnerships	Governance (Coa-Bur-Lin)
<b>Waitai Coastal-Burwood-Linwood Community Board - 2026 - 2028 Meeting Schedule and Submissions Committee</b>	8 December 2025	9 March 2026	13 January 2026	Community Support & Partnerships	Governance (Coa-Bur-Lin)
<b>Waitai Coastal-Burwood-Linwood Community Board Community Board - Consideration of a Chairperson's Casting Vote</b>	8 December 2025	9 March 2026	13 January 2026	Community Support & Partnerships	Governance (Coa-Bur-Lin)
<b>Waitai Coastal-Burwood-Linwood Community Board Recess Committee 2025/26</b>	8 December 2025	9 March 2026	13 January 2026	Community Support & Partnerships	Governance (Coa-Bur-Lin)
<b>Waitai Youth Development Fund and Koru Fund Delegations</b>	8 December 2025	9 March 2026	2 February 2026	Community Support & Partnerships	Governance (Coa-Bur-Lin)