Information Session/Workshop - Waihoro Spreydon-Cashmere-Heathcote Community Board
NOTES ATTACHMENTS

Date: Thursday 26 February 2026
Time: 4.05 pm
Venue: Linwood Boardroom, Gate B, 180 Smith Street, Woolston

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Coastal Pathway Group Update

Hanno Sander & Tim Lindley
26 February, 2026

Christchurch Coastal Pathway Group (CCPG)

To promote and facilitate the creation and use of an international-standard coastal pathway from Ferrymead to Scarborough Beach, Sumner, for the benefit of the people and city of Christchurch.

Governance & Structure

- Current MOU with the Community Board and Christchurch City Council
- Constitution updated and registered under the Incorporated Societies Act 2022
- Volunteer committee composed of elected officials
- More than 2,000 social media subscribers

Community engagement via:

- Website
- Instagram and Facebook
- Public meetings

Track Record

- Sustained delivery over the past decade
- Funding raised approximately equally from City Council and national sources
- Pathway now a prized city asset with strong community support
- Approximately 1 million users per year

Awards include:

- NZPI Rodney Davies Project Award – Environmental Planning
- CCNZ Canterbury/Westland Annual Award 2023 – Sub-Contractor of the Year (Hunter Civil)
- IPEWA Excellence in Road Safety – Fulton Hogan
- PMI Awards 2025 – Best Public Sector Project
- IPEWA Awards Finalist – Best Public Works Project Over $5.0m
- CCNZ Canterbury/Westland Annual Award Finalist – Best Project Over $5m

Current Projects

- Lookout Platforms and Artistic Lighting were part of the original pathway vision
- Publicly discussed over the past three years
- Shared with Community, Community Board, City Council, Estuary Trust, Andrew Crossland, and Ngāi Tahu

Lookout Platforms – Purpose & Vision

Purpose:
- Safe places to step off and rest
- Designated viewing points
- Break up the long linear stretch
- Enhance visitor experience

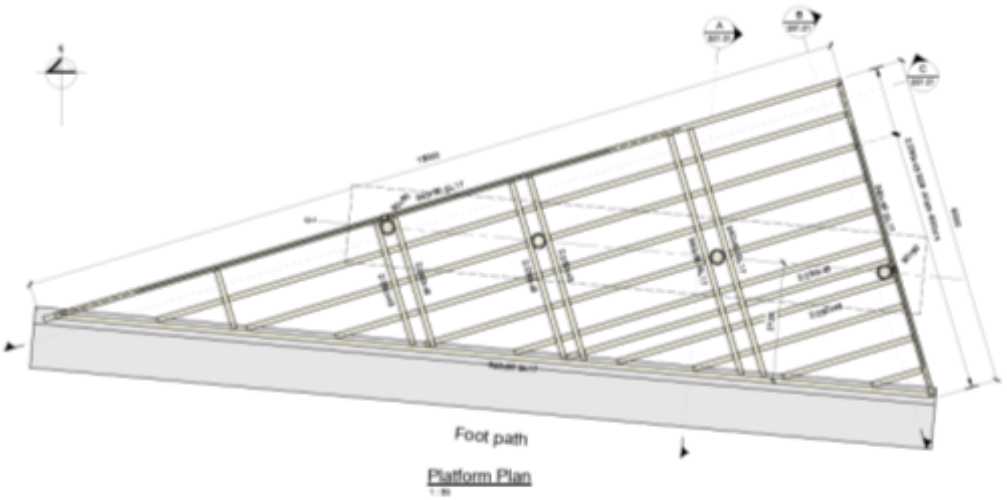
Platforms will:
- Support ecological and cultural interpretation
- Manage foot traffic responsibly
- Include sculptural shelters
- Create landmark, photogenic moments

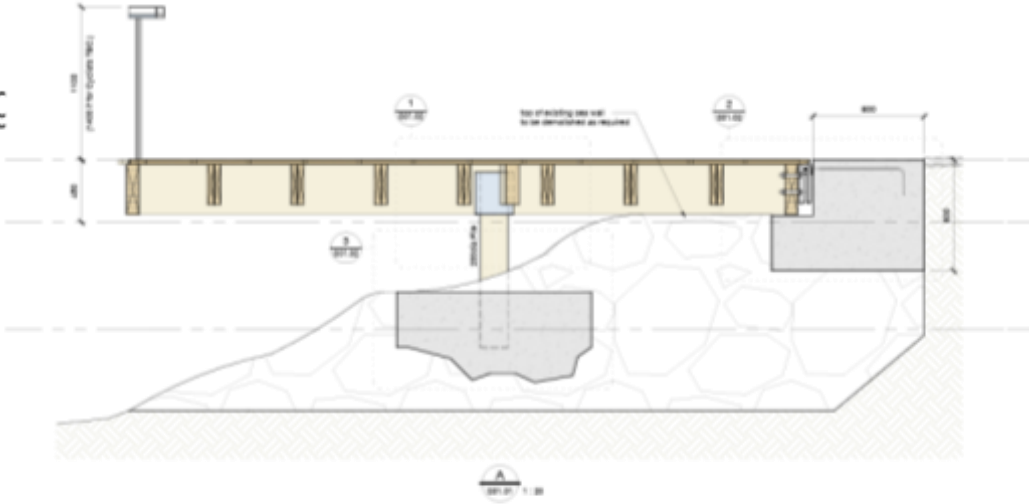
Christchurch City Council

Design & Delivery

Environmental protection:
- No disturbance to estuary floor or wate
- Footings integrated into existing rockwall
- No extension beyond current footprint
- Durable, marine-rated design featuring cantilevered recycled timber decking

Programme: 9–15 months
Ownership: Christchurch City Council
Funding: CCPG fundraising





Artistic Lighting

Integrated balustrade lighting along the Moncks Bay section.

- Creates a beautiful, subtle evening identity
- Encourages use after dark
- Improves evening visibility and safety
- Adjustable light levels
- Independent road-facing and water-facing control

Lighting – Environmental Sensitivity

Wildlife protection:

- Avoidance of blue spectrum (400–500nm)
- Fully programmable scenes (dimmable and adjustable spectrum)
- Research references include studies on penguins and Artificial Light at Night

Dark sky considerations:

- Minimal upward spill
- Output lower than street lighting
- Adjustable through commissioning and remote control
- Evening-focused operation

Lighting – Design & Delivery

- Marine-rated system with 50-year design intent
- Durable with high vandal resistance

Programme:
- Design complete
- Manufacture approximately 12 weeks
- Installation 3–4 weeks
- Commissioning phase

Ownership: Christchurch City Council
Funding: CCPG fundraising

Regulation & Partnership

Both projects:

- Progressed in consultation with Christchurch City Council
- Subject to required consents and engineering approvals
- Delivered by experienced professionals
- Integrated into Council asset ownership and maintenance systems

Conclusion

- Community engagement is ongoing and transparent
- Publicly discussed for several years
- Both projects align with the original pathway vision
- Environmentally considered and professionally designed
- CCPG continues to operate in partnership with Council and stakeholders

More info at: http://ccp.org.nz

Lookout Platforms – FAQ

About the Project

Q: What are the Lookout Platforms?

The lookout platforms are two viewing structures designed to allow pathway users to safely step off the main pathway along the long Causeway section and enjoy views over the estuary, including bird and wildlife activity. The concept of incorporating lookout platforms along the Causeway formed part of the original Coastal Pathway vision developed by Wraight Associates in 2012.

Q: Why is this needed?

The Causeway section is the longest straight stretch of the Coastal Pathway (approximately 1.3 km). While it offers expansive estuary views, its length and linear form provide limited opportunity for pause or reflection. The proposed platforms will:

- Provide rest areas where users can safely step off the pathway, sit, and take in uninterrupted views of the estuary
- Create safe, designated viewing points
- Enhance the overall visitor experience by breaking up the long Causeway section

The platforms also present an opportunity to install **interpretive information panels** highlighting:

- Estuary flora and fauna
- Migratory bird species
- The ecological importance of the wetland system
- Cultural and historical narratives of the area

The Avon-Heathcote Ihutai Estuary holds international recognition through the East Asian-Australasian Flyway Partnership as a critical habitat within the migratory route of shorebirds, especially godwits. The platforms will help foster awareness and appreciation of this ecological significance while managing foot traffic in a controlled and environmentally responsible way.

The proposed shelter structures draw inspiration from the woven rain capes traditionally used by local iwi. Their sculptural form is intended to reflect this cultural narrative, creating distinctive yet respectful landmarks along the pathway. These elements are designed not only to provide shelter from wind and light rain, but also to contribute aesthetic and cultural depth to the Causeway experience.

In addition, the platforms are expected to create photogenic moments that showcase the estuary landscape, the Coastal Pathway, and Christchurch more broadly. By offering elevated vantage points and architecturally distinctive shelters, they will support place-making, encourage sharing through social media and tourism promotion, and strengthen the identity of the pathway as a destination in its own right.

Location

Q: Where will the platforms be located?

The platforms will be positioned on the estuary side of the pathway along the Causeway section:

- One across from the Moncks Bay Community Centre (MPCC)
- One between the Main Road bridge and the east corner of the Causeway

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Design and Engineering

Q: Will the platforms intrude into the estuary?

No. The design ensures the estuary floor and water are not disturbed.

- Four piles will be supported by concrete footings integrated into the existing rockwall.
- Some rocks within the rockwall will be temporarily moved to allow the footings to be poured.
- The estuary floor will not be touched.
- The estuary water will not be affected.
- The platform will also be supported by a newly poured concrete footing integrated with the pathway.
- The structure will cantilever from the footpath footing over the piles to the extent of the existing rockwall only.

The platform does not extend beyond the current rockwall footprint.

Q: Who is involved in the design?

Engco has completed concept and preliminary structural design for the two platforms.

The Coastal Pathway Group (CCPG) has signed a Professional Structural Services Agreement with Engco covering:

- Concept design
- Preliminary design
- Developed and detailed design
- Construction inspections
- Construction support and administration
- Post-construction administration and PS4 certification

In addition, we have identified the potential for collaboration with local architecture students to develop the sculptural shelter elements on the decks. This presents an opportunity to involve emerging designers in elements such as shelter form, detailing, or interpretive components, fostering community engagement and supporting local educational pathways while maintaining professional oversight.

Q: What experience and credentials do the team members have?

Engco is a New Zealand-based, multi-disciplinary consultancy specialising in integrated structural, civil, and geotechnical engineering.ENGCO has been involved in significant Christchurch projects including The Crossing.

The firm is led by experienced directors and senior engineers with specialist expertise in structural systems and ground engineering. Being Christchurch-based, ENGCO brings strong local knowledge of coastal and seismic conditions.

Ownership and Maintenance

Q: Who will own and maintain the platforms once installed?

Like all Coastal Pathway assets, the Christchurch City Council will own and maintain the platforms once installed.

Programme and Timeframe

Q: What is the expected timeframe for design, installation, and review?

Typical timeframes for a coastal platform project of this scale are:

- **Concept and preliminary design:** Completed
- **Developed and detailed design:** 2–4 months
- **Consents and approvals:** 2–4 months (subject to Council process)
- **Procurement and contractor engagement:** 1–2 months
- **Construction period:** Approximately 8–12 weeks
- **Final inspections and PS4 certification:** Following completion

Overall delivery is generally expected within a 9–15 month window, depending on approvals, procurement timelines, funding availability and tidal/weather constraints.

Materials and Durability

Q: What materials are used, and are they suitable for a coastal environment?

The platforms are being designed specifically for long-term performance in a marine environment. Materials are expected to include:

- **Marine-treated structural timber** (H5 or equivalent) suitable for coastal exposure
- **Recycled timber decking**, proposed for the platform surface to support sustainability objectives while providing durability and slip resistance
- **Marine-grade stainless steel fixings and hardware** (e.g., 316 stainless) to resist corrosion
- **Reinforced concrete footings** designed for coastal conditions
- **Locally sourced rocks**, positioned as informal bollards to prevent vehicle access onto the platforms while maintaining a natural aesthetic consistent with the existing rockwall

All materials are selected to withstand salt spray, tidal influences, UV exposure, and wind loading typical of the Causeway environment, while also aligning with environmental responsibility and integration into the coastal setting.

Design Life and Maintenance

Q: How long will the platforms last, and what maintenance is required?

The design intent is a **50-year design life**, consistent with public infrastructure standards.

In a marine environment, maintenance typically includes:

- Periodic inspection of fixings and structural elements
- Replacement of sacrificial components (if required)
- Surface maintenance of timber elements
- Routine Council asset inspections

By using marine-rated materials and robust structural detailing, long-term maintenance requirements are expected to be manageable and consistent with other coastal pathway assets.

Regulation and Safety

Q: What consents or approvals are required?

The project is being progressed in consultation with the Christchurch City Council. Required approvals may include land-use consent, building consent, and engineering approvals as determined by Council. All regulatory requirements will be met prior to construction.

Q: How will installation and maintenance be managed safely?

Construction will be undertaken by experienced contractors with expertise in coastal and structural works.

Health and safety plans will address:

- Working near tidal environments

- Public interface management
- Temporary rockwall access
- Safe handling of materials and plant

Ongoing maintenance will fall under Christchurch City Council's standard asset management and safety systems once the platforms are vested.

Community and Funding

Q: How much will it cost, and who is funding it?

The Coastal Pathway Group is raising funds for the installation and associated project costs.

As with other Coastal Pathway assets, Christchurch City Council will own and maintain the platforms once installed.

Community members and stakeholders are invited to support the project through fundraising initiatives.

Q: How will the community be consulted and kept informed?

The Coastal Pathway Group will:

- Seek public feedback opportunities
- Present a deputation to the Community Board in early 2026
- Provide regular project updates
- Use online communication channels
- Engage directly with local residents and stakeholders

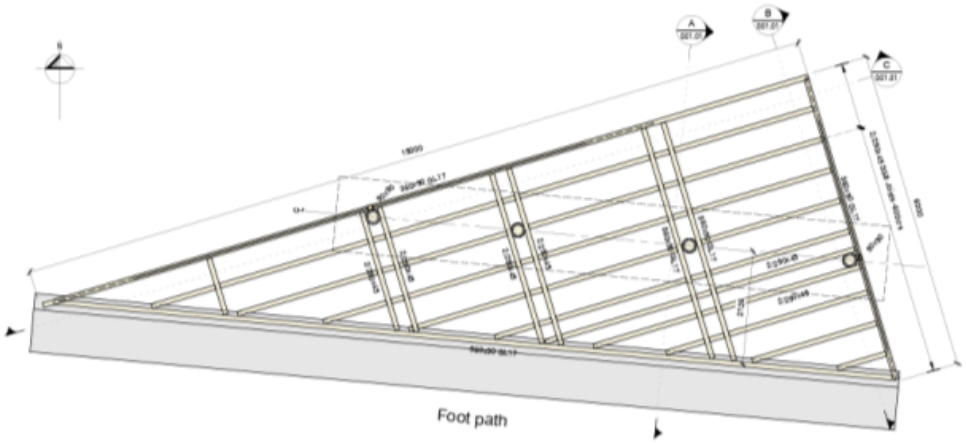
The intention is to ensure transparency and meaningful community input throughout the project.

Visual Integration

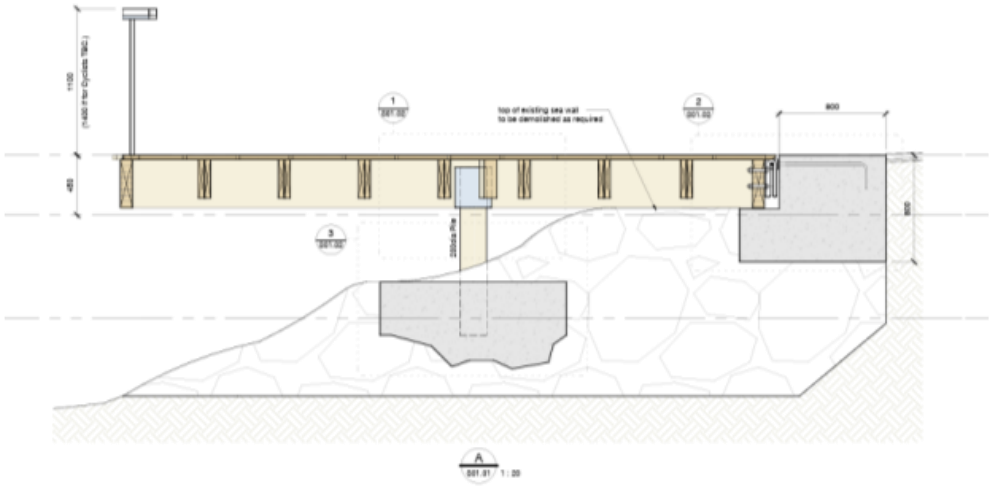
Q: How will the platforms blend into the coastal environment?

The platforms have been designed to integrate carefully into the existing rockwall and pathway along the Causeway.

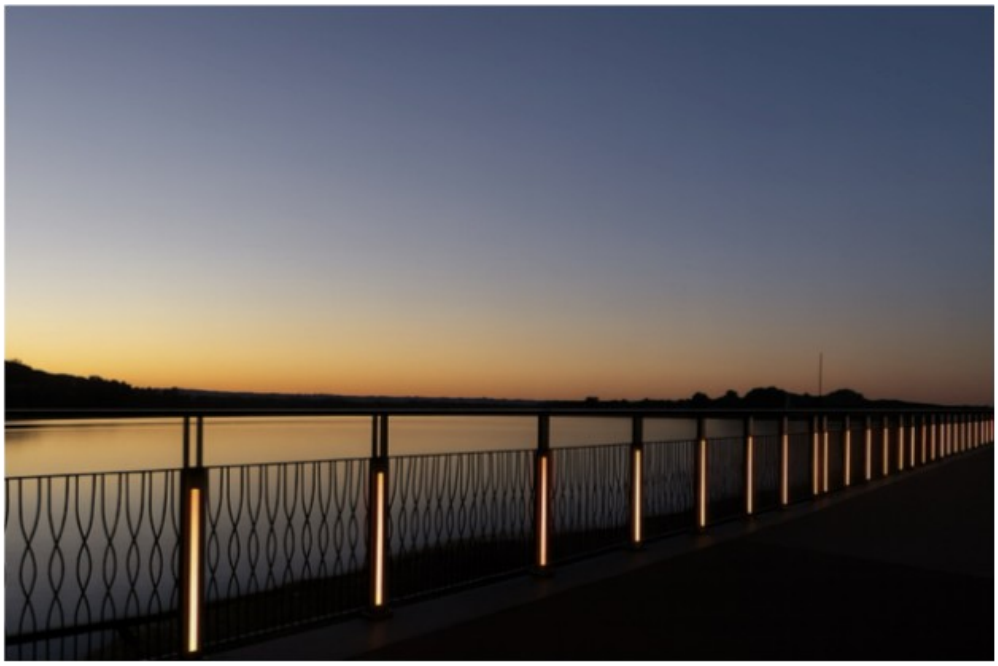
They do not extend beyond the current rockwall footprint and are intended to appear as a natural extension of the pathway rather than a standalone structure. Material selection and detailing aim to complement the coastal setting and maintain the visual character of the estuary environment.



Platform Plan



Coastal Pathway Lighting Project – FAQ



About the Project

Q: What is the Coastal Pathway Lighting Project?

The design intent is to provide a functional and decorative lighting solution. This will create a platform whereby illumination is provided to the pathway which is also customisable in its output, allowing for decorative scenes.

Q: Why is this needed?

The system will be customisable in colour and output to suit the desired light levels. The road and water side act independently allowing for a sensitive approach for wildlife.

We believe the decorative nature of the project will also attract positive attention for the pathway and increase usage.

Q: Where will it be located?

The lighting is to be installed along the balustrade of the Moncks Bay section of the pathway.

Q: Who is involved?

Light Project in conjunction with a trusted pixel control expert Martin Bevz for schematic design and commissioning. Clear Lighting are the manufacturer of the lighting equipment.

Q: What experience and credentials do the team members have?

Light Project – Ian Harrop has over two decades experience in the lighting industry with an Honours degree in Interior Architecture and Design. Pixel control expert Martin Bevz has a Masters degree in Architectural Science & Illumination design. Clear Lighting as the supplier of the luminaire have been producing this product type for 25 years. The proposed electrical contractors have significant experience in controls installation along with marine application.

Q: Who will own and maintain the lights once installed?

Like all Coastal Pathway assets, the Christchurch City Council will own and maintain the lights.

Q: What is the expected timeframe for design, installation, and review? Design is complete. Manufacture for custom items approx. 12 weeks plus freight (TBC). Installation approx. 3-4 weeks then a short commissioning stage

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Design and Materials

Q: What materials are used, and are they suitable for a coastal environment?

Aluminium profile to have a 25 micron anodised finish for marine environments, luminaire is silicone based and rated IK10 for impact resistance, solvent/UV/flame/saltwater resistant and IP68. This is supported by a 5 year warranty.

Q: How long will the system last, and what maintenance is required?

The design life is 50 years with minimal maintenance.

Q: What happens if a light is broken or vandalised? Can they be repaired? The intent is to supply some spares for easy replacement. As the product is factory sealed, any damage to the silicone product itself will require replacement as the IP rating will be compromised. We have considered ease of replacement as part of the overall design.

Q: How vulnerable is the equipment to theft or damage?

The product once installed is bolted to the handrail system in 4 points per strip and is protected by the steel but in addition has an IK10 rating itself – the highest on the impact scale. Whilst nothing is vandal/theft proof this has been designed to have high resistance to both.

Lighting Performance and Environmental Impacts

Q: What effects will the lights have on wildlife, especially penguins and seabirds?

There are articles which can be viewed online (Dark Sky Association and ALAN - Artificial Light At Night) which suggest the blue spectrum of light should be avoided 400-500nM although research on the impact of artificial light on seabirds and penguins is conflicting. Some studies suggest penguins prefer some artificial illumination to help guide them to their nests, possibly reducing predator risk.

Bright and early: artificial light affects arrival time, but not group size or vigilance in Little Penguins (Eudyptula minor) - Iasiello - 2025 - Ibis - Wiley Online Library

Waddling on the Dark Side - Airam Rodríguez, André Chiaradia, Paula Wasiak, Leanne Renwick, Peter Dann, 2016

We are proposing the white content will be warm white 2700k and all other colours can be tuned and dimmed to suit. This might include the water facing element to switch off or heavily dim during certain hours, perhaps when penguins are returning from sea.

Q: How will lighting design protect wildlife and preserve natural darkness?

The system is fully customisable allowing for control of colour/wavelengths of light, dimming and even different outputs on the water and road facing sides as required.

Q: Will the lights operate all night, all year?

This can be programmed to meet any requirement, but the intention is for an evening scene – time clocks can automatically adjust the timing as the sunset times change throughout the year.

Q: What control will there be over colour, brightness, and changes to lighting?

Through the commissioning process this can be tuned to suit in conjunction with light meter readings as necessary. Scenes can subsequently be adjusted remotely as required.

Q: Will the lights affect people's enjoyment of nature and the night sky?

Upward light spill can be calculated through lighting design software (worst case scenario at full output) or measured on site and adjusted as necessary but the intent is that light levels will be much lower than the current street lighting.

Q: How much power will the system use, and what is the energy source?

Power usage will be dependant on dimming levels and duration of operation and therefore difficult to calculate accurately. The intent is that this will be powered from the current power feed which has been allowed for. Smart timers will be part of the control system.

Regulation and Safety

Q: What consents or approvals are required?

We are working with Christchurch City Council to get their approval for this project.

Q: How will installation and maintenance be managed safely?
We are working with experts who have a proven track-record on delivering these types of projects.

Community and Funding

Q: How much will it cost, and who is funding it?

The Coastal Pathway Group is raising funds for the installation and ongoing costs. Please get in touch with us to support this project.

Q: How will the community be consulted and kept informed?

The Coastal Pathway Group will use public feedback opportunities, a deputation to the community board in early 2026, regular project updates, online channels, and direct engagement with local residents and stakeholders to ensure the community is kept informed and able to contribute throughout the project.

Concerns About Visual Impact

Q: Will this look like bright advertising or a "Christmas display"?

We are aiming for a subtle, low-level, natural-tone.

Q: How will the lights blend into the coastal environment?

The profile and its mounting has been designed to integrate into the existing handrail. We have conducted a mock up which has been installed for a number of weeks. We believe the luminaire blends into the handrail seamlessly.


ŌPĀWAHO HEATHCOTE RIVER NETWORK
Ōpāwaho Heathcote River Network
Chrissie Williams & Malcolm Long
26 February 2026

You know the ŌHRN

The Ōpāwaho Heathcote River Network (OHRN) is a community-based catchment network.

The ŌHRN is a voice for the river.

601 individual and group members

We umbrella 32 community groups working in the catchment

Relationship is important

The Ōpāwaho Heathcote River Network values the on-going relationship with the Waihoro Spreydon-Cashmere-Heathcote Community Board.

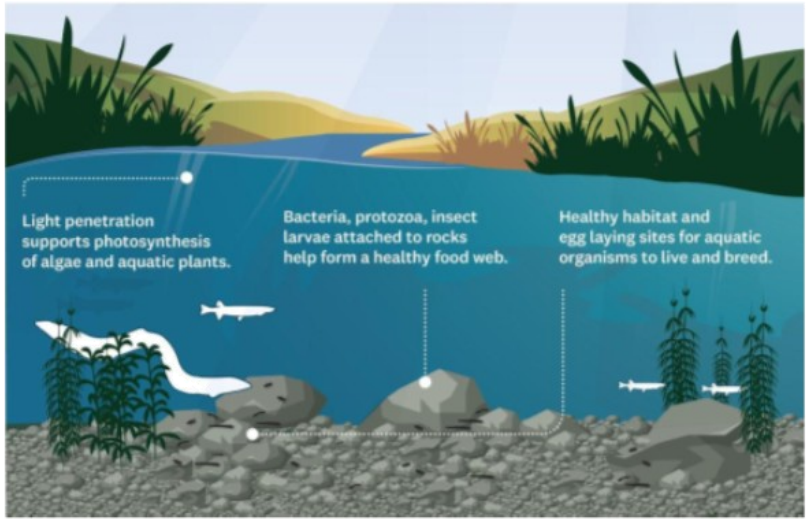
- Alignment of values
- Agreement on river issues
- Mutual support in advancing objectives especially Ki Uta ki Tai

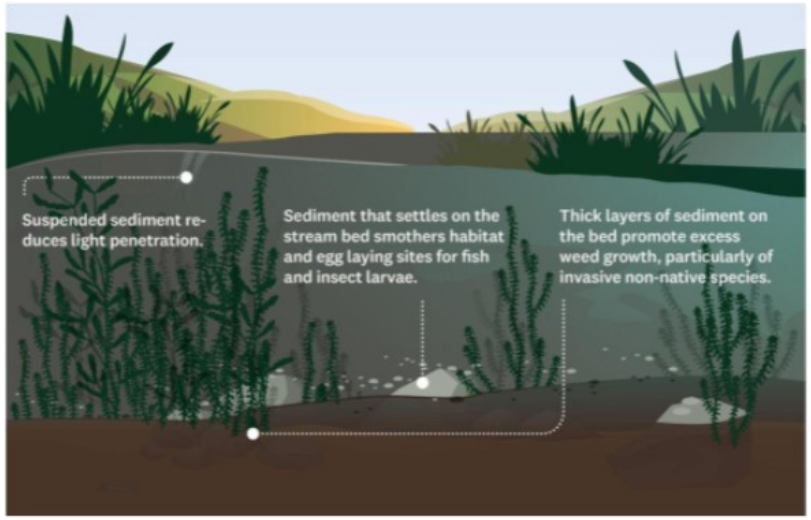
Erosion and Wildfires

- Erosion - loess soils on Port Hills
- Wildfires exacerbate erosion - soil disturbance, tree removal
- Only a small % of sediment settles in retention ponds
- Port Hills revegetation with appropriate natives must be part of the solution
- Co-ordinated response required - landowners, council, users
- Port Hills Vision and Port Hills Plan

Sediment

Sediment released into gullies, tributaries and the Ōpāwaho has grave effects on river habitat





Pest Plant Removal

- Glyceria maxima (Reed Sweetgrass)
  - 1st spraying Nov 2025 - Jan 2026 completed - some success but poor weather limited coverage
  - Will be multi-year project
- Phalaris canariensis (Reed Canary Grass)
  - Not able to be attempted this season
  - Investigating wiper technology
- Alisma aquatica (Water Plantain)
  - Assisting CCC with locating and removing

Pest Plants - Surveillance

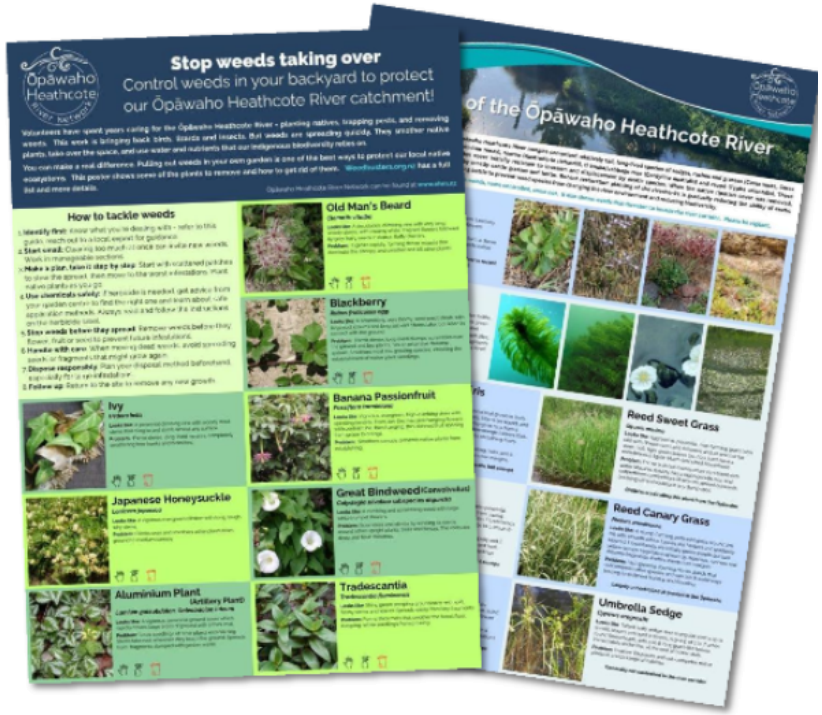
- Weed intrusion is increasing
- Surveillance for weeds appears to be a matter of luck - not an outcome of deliberative CCC process
- We need a more open and welcoming role for the community in weed surveillance and reporting
- For new weeds Council needs a quick and thorough response

Christchurch City Council

Pest Plants - Community Awareness

ŌHRN has published two posters

- "Stop weeds taking over" for neighbours of the river - mostly terrestrial weeds.
- "Weeds of the Ōpāwaho Heathcote River" for general identification and awareness-raising
- We will be distributing widely.
- You will receive copies and can obtain more.



Attachment A Item 2

Predator Free Ōpāwaho

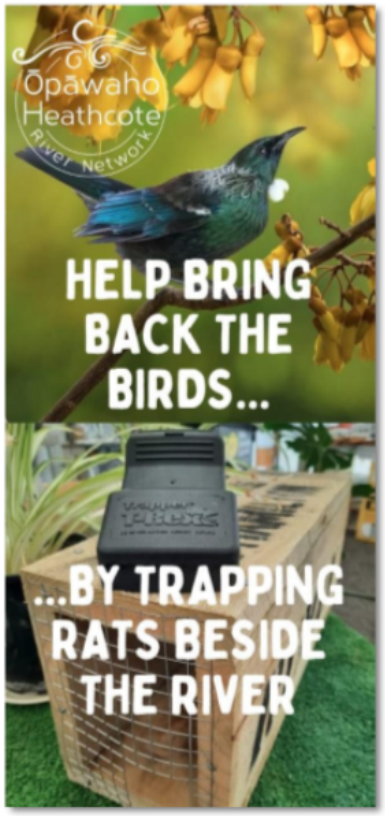
- **Stage 1: Tunnel Rd - Opawa Rd**
  - **Implemented: 118 traps serviced by 18 community trappers**
  - **Caught since 1 August 2025:**

    Mouse 80 Rat 116 Weasel 1 **Total 197**

- **Stages 2 and 3: Opawa Rd - Colombo St**
  - **Timing is funding dependent - expected to be completed in 2026**
  - **CCC Environmental Partnerships Fund, ECan Biodiversity Fund, and Waitaha Impact to Action Fund**

Predator Free Ōpāwaho

- Reporting catches is vital but…
  - Monitoring outcomes for birds is even important but difficult in urban areas
- Funding for AI birdsong monitoring equipment has been sought.
  - Uses thermal cameras to also monitor trapping effectiveness.
- Long-term random sound sampling will provide a measure of birdsong increase/decrease over time.



Lower Ōpāwaho River Guidance Plan

- CCC 3-Waters developing implementation plan
- ŌHRN is working alongside planning team
- Our focus is on getting quick wins
  - removing weed tree species from riverbanks
  - native revegetation complying with Ōpāwaho Heathcote River Planting Plan.

Springs

- On-going testing for nitrates to track changes
- ŌHRN working with CCC Parks Visitor Experience team on interpretation
- We are trying to promote the importance of springs for a healthy river

Tributaries

- Tributaries often abused in the past as merely inconvenient drains
- ŌHRN is investigating one or more tributaries for ecological study
- Objective is to engage the local community to value the tributaries
- Jacksons Creek Lower deserves special treatment
  - encourage Community Board to help residents improve this stream

Other projects

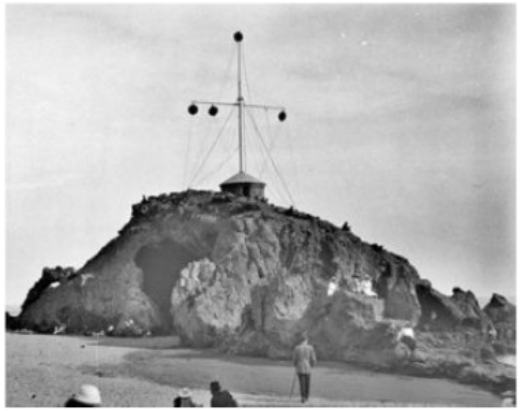
- Riverside parking esp. Ashgrove Terrace
- Community Group support and creation
- Naming the tributaries
- Litter boom and barrier
- Climate Change Report
- Te Tuna Tāone outreach programme
- Waterways interns and summer research projects
- etc


ŌPĀWAHO HEATHCOTE RIVER NETWORK
Ōpāwaho Heathcote River Network
Thank you for the opportunity to advocate on behalf of the river

Tuawera Cave Rock Lighting

Signal Mast Recap

1864



The Signal Station was built 34 years later in 1898 and pilots ceased to operate from the station in the 1920s

Mast lit in the 1990s and Post Earthquake

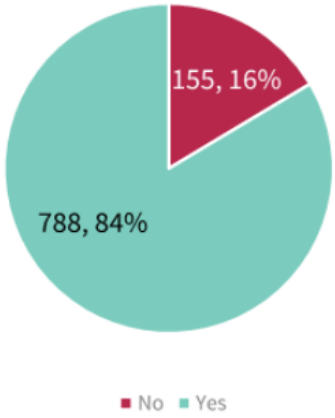
1997

2021

Consultation Recap

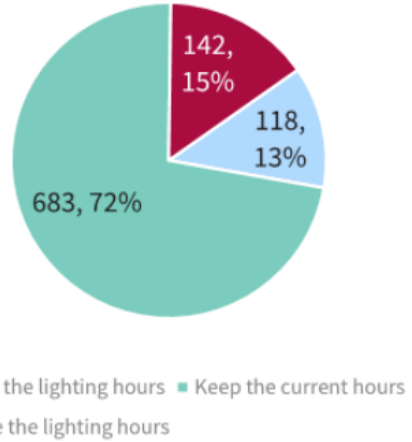
- We consulted on light frequency and operating hours
- We had 943 submissions, 622 from Sumner area

Support of the current frequency (N=943)



Light frequency – daily expect for week of Matariki

Preference for operating hours (N=943)



Operating hours (daily from dusk until 11pm)

Community comment's

716 submitters provided comments:

Liked

Configuration not being religious (50)
Configuration being religious (36)
Illuminating the area to create a sense of safety (26)
Brightness due to the presence of other lights (24)
Enjoyment/attraction for visitors to the area (23)
Help with navigation and orientation on water and land (18)
Significance as a memorial, remembering lives lost (8)

Disliked

Configuration being religious and inappropriate on a public landmark (163)
Potential to cause issues for wildlife and/or human health (42)
Distraction from the natural environment, impeding views and enjoyment of the landscape and night sky (38)
Configuration not being aligned with the 1937/initial installation (23)
Deed Holder being a religious/Christian organisation (21)
Cultural significance of Tuawera Cave Rock for mana whenua, who's views should be considered (13)
Lack of functional reason (7)

There were request for:
Change the lighting configuration to highlight the mast and remove perceived religious symbolism (161)
Limit when the lights are turned on, such as public holidays only (81)
Remove them entirely (43)
Reduce the brightness of the lights (30)

Board requested staff to negotiate:

1. Turn the lights off during the week prior to and including the date of the Matariki public holiday each year.

2. Explore ecologically friendly types of lights.

3. Extend or reduce the lights to emphasise the form of the maritime mast.

2. Ecologically Friendly Lighting

DarkSky principle	Alignment	Action
Useful *Use light only if it is needed.*	Aligned. A defined civic/commemorative purpose is legitimate under "useful," provided impacts are considered	Lights are commemorative. No Action required
Targeted *Direct light only where needed; shield and aim.*	Mostly aligned. Avoiding panoramic/skyward spill is positive; full shielding and downward aim would strengthen compliance.	Consider shielding the lights, these lights can be supplied with a light shield, or use strip lighting
Low level *No brighter than necessary (use the lowest light level required).*	Directionally aligned. Dark Sky emphasises minimum necessary illumination. Total Lumen output aim for <1,000. Each bulb is 30 lumens, 41 bulbs, that is 1,200 lumens	Consider reducing the number of bulbs (33) or use another type of lighting
Controlled *Use light only when it is needed; timers/motion; turn off when not needed.*	Aligned. A curfew is in place; opportunities exist to dim earlier and/or use event-based scheduling. The lights are turned off at 11pm.	The lights turnoff at 11pm. No action required
Warm-coloured *Prefer warmer colour lights; limit blue-rich content.*	Aligned in principle. Dark Sky encourages ≤3000 K CCT (often ≤2700 K where feasible), especially in sensitive environments. The lights are 2700 K.	The lights are 2700 K. No action required

3. Alter the configuration


Questions
Christchurch City Council