

**Te Pātaka o Rākaihautū
Banks Peninsula Community Board
MINUTES ATTACHMENTS**

Date: Monday 2 March 2026
Time: 10 am
Venue: Akaroa Community Boardroom,
78 Rue Lavaud, Akaroa

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BANKS PENINSULA CONSERVATION TRUST

Helping Nature Thrive – Looking ahead to the next
25 years

An Update for the BPCB February 2026



Our Vision

In 2050, native biodiversity is thriving across Te Pātaka o Rākaihautū / Banks Peninsula. Native ecosystems underpin our resilient communities, recognising that when nature thrives, people thrive.

Our 10 Ecological goals

1. Protect all remaining old-growth forest remnants
2. Protect the full range of rare and naturally uncommon ecosystems
3. Protect streams and coastal seas through better land management
4. Establish four large biodiversity hubs of indigenous vegetation
5. Enhance native biodiversity within rural environments
6. Increase the abundance of rare and uncommon species
7. Re-establish populations of locally extinct plant and animal species
8. Eliminate or control pest animals to protect native biodiversity
9. Eliminate or control 'transformer' ecological weeds
10. Improve biodiversity habitat corridors across the Peninsula, Christchurch, and wider Canterbury



Our Focus



Community Engagement



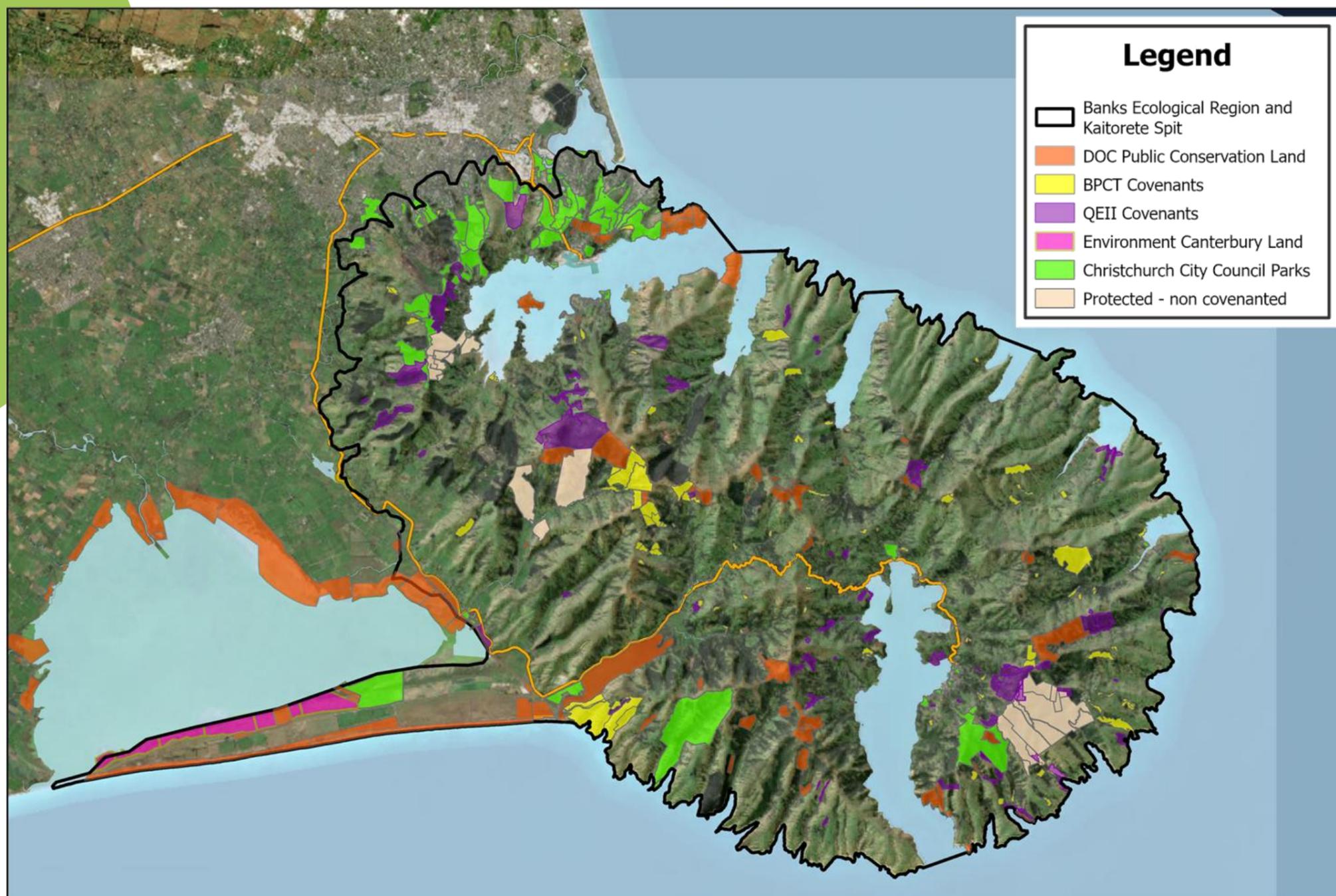
Pest Management



Habitat Protection and Restoration

Protected land on Banks Ecological Region and Kaitorete Spit

January 2026



Celebrating Key Successes

Habitat Protection and Restoration

- Significant Areas of legally protected land including 4 bio hubs (2x 2x established and emerging)
- 113 covenants on private land, totalling almost 2,159 ha
- Almost 7,000 podocarps planted by Te Kāhahu Kahukura partners on the Port Hills



Engaging Community

- Landowners, Manawhenua, Schools, agencies = the power of collaborative action
- 1000s of ha of farmland benefitting from our Farm Biodiversity programme



Pest Management

- Currently 4,500ha free of possums
- Largest feral goat eradication operation in New Zealand (~4,500 goats over 45,000 ha)
- On track to eliminate feral pigs (20,000ha) south of Gebbies Pass
- Multi-species elimination programme in progress on Kaitorete (5,500ha) targeting six+ species with possums, ferrets, and hedgehogs elimination on track for June 2026



Priorities Looking ahead

- **Building on our first 25 years of serving the Banks Peninsula community**
- **Continuing to support the community's aspirations for native biodiversity on Banks Peninsula**
- **Legal protection of what remains – Old remnants and rare ecosystems**
- **Develop with partners a Species Reintroduction Strategy (could include feasibility work for kiwi, tuatara, takahe, various 'bush birds' etc)**
- **Ungulate free Port Hills**
- **Supporting community resilience in a changing climate**
 - **Land and biodiversity management approaches to mitigate risks from fire, drought, high rainfall events, etc.**



Why it matters

Take a look around you – from Christchurch city to the Port Hills, across parts of Selwyn District and every corner of Banks Peninsula...you will see evidence of community-led conservation successes.



Thank you + Questions



Stanley Park Three Year Plan January 2026 – December 2028

Prepared by Stanley Park Reserve Committee
V4-3 – Adopted 11 February 2026



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1. Background

Stanley Park is a 6.8 hectare Recreation Reserve in the centre of Akaroa. It stretches from sea level to approximately 120m in altitude, and offers excellent views over the town and the harbour. The terrain is generally steep with some flatter areas. The Park has a mix of open grassland and regenerating kanuka, with some larger trees. There is a network of walking tracks providing access around and through the park, with entrances in the town centre from Beach Road and in the residential areas of Akaroa from Penlington Place, Watson Street and Rue Noyer.

The Park is used extensively by local residents to access the town centre from residential areas and for recreational and dog walking. The connectivity between residential areas and the town centre is therefore important. It is also extensively used by visitors to the town.

Grassland in the Park is managed with light sheep grazing, and the rural working farm atmosphere is recognised as part of the Park's unique character. General maintenance, including the mowing of some track sections is carried out by the CCC Community Parks Team based in Duvauchelle.

A Stanley Park Reserve Management Committee (the 'Committee') was active prior to the amalgamation of Banks Peninsula into Christchurch City Council. Work on a Reserve Management Plan commenced in 2005 under the Banks Peninsula District Council, and the current Reserve Management Plan was adopted in 2013.

Since the amalgamation Christchurch City Council has carried out work to improve the entrances to the Park. There is a good set of steps leading up to the Park from Beach Road, and down to the Park from Watson Street. User friendly kissing gates have replaced the former awkward stiles. Some areas of bush have also been fenced off to enable full regeneration free from sheep browsing

However, very little has been done to improve the tracks within the Park itself. These tracks are largely sheep tracks and hence in many places they are steep and very slippery when wet, and in some places cross over large tree roots. In the few places where work has been carried out to improve tracks, improvements have subsequently gone backwards - sometimes due to grazing with too large a mob of sheep, and in another case due to external contractor damage while laying water pipes. Unsuitable chip surfacing has been used on steep slopes causing accidents when gravel rolls underfoot. There has also been a lack of maintenance of track surfaces, exposing slippery plastic honeycomb, and unmaintained broken steps.

Figure 1 Map on Main Entrance sign showing park layout and existing track network

This is the map displayed on the main entrance sign to the Park (a copy of which is on the Plan cover). This shows the existing network of tracks denominating them with the Easy Walking symbol.



Stanley Park Three Year Development Plan

1

2. Purpose of the Plan

The purpose of this Three Year Plan is to improve the safety, amenity and maintenance of Stanley Park through a combination of new capital works funded by CCC, ongoing CCC maintenance and volunteer working bees over the three year period from January 2026 to December 2028. The Plan does not aim to change Stanley Park or to introduce new features or landscapes to it, but merely to bring the standard of existing facilities to an acceptable level as there have been several nasty accidents in the Park in recent years due to the poor standard of the infrastructure.

The Plan has been developed by the Stanley Park Reserve Committee under the auspices of the Stanley Park Reserve Management Plan. It builds on the work done in the Park over many years by both CCC and the Committee. In developing this Plan the Committee has conducted group walkabouts in the Park, discussed the proposed works with an experienced local contractor, and approved the concepts of the Plan at its most recent meeting in November 2025.

The overall objectives of the Plan are to:

- Improve public safety on the existing network of walking tracks
- Improve the overall amenity and public access throughout the Park and achieve the Easy Walking track standard to the extent possible given the terrain of the Park
- Continue management of the grassed open areas through light sheep grazing, without damaging improved walking tracks
- Make it easier for Community Parks staff to maintain the Park by providing tracks with a more durable base and by reducing the overall number of tracks
- Maintain views from the tracks and across open grassed areas in the Park
- Secure funding from CCC for the work required, through the various funding streams available, including the Banks Peninsula Reserves Development Fund, the Annual Plan 2026-27 and the next Long Term Plan (2027-37).
- To complete the planned work by the end of December 2028, staging it over a three year period. Work listed in the Plan is classified as Priority 1,2 or 3, with the aim of completing Priority 1 work by July 2026, Priority 2 work in Financial year 2026-27, and Priority 3 work by December 2028.

The next steps to bring the Plan to fruition are:

- Explore with Parks and Council Project Managers the available sources of funding
- Apply as necessary to the Community Board, Council funding processes and the LTP process to secure the funding
- For Council to assign a Project Manager to oversee the issue of contracts for external work,
- For the Committee to commence volunteer working bees to make such improvements as fall within the remit of volunteers

The following sections of the Plan now set out the work proposed to the tracks, signage, park benches and fencing, and then consider how this may be achieved in terms of funding, compliance and the next steps forward.

3. Tracks

The main focus of this Plan is on improving the existing network of tracks to achieve the “Easy Walking” standard to the extent possible on the Park’s relatively steep terrain. This would enable people to walk in ordinary walking shoes (ie trainers, not tramping boots) without being in danger of slipping or getting muddy. Safe tracks will encourage residents to be able to walk from their homes to carry out daily activities in Akaroa township throughout the year and more visitors to use and have a high quality experience in the Park.

In developing the track plan, Committee members walked every track in Stanley Park, assessed the current condition, and determined the broad scope of improvements needed. Working names were also given to each track to make it easier to specify and identify them during discussions. A further walk was then undertaken with local contractor Steffan Kraberger, a CCC approved vendor with experience in developing tracks in Akaroa and other CCC reserves, to determine the most feasible and practical ways to achieve the desired improvements.

3.1 State of existing Tracks

The existing tracks link to providing access from the Main Entrance on Beach Road to the top of the Park, with a circular return route. They provide connectivity between the various entrances, and include the walking track to Rue Noyer which links in the southern streets in Akaroa. .

The tracks are currently in a varying state of repair from acceptable to very poor. The Committee is aware that there have been several accidents on tracks resulting in serious injuries from falls. Several of the tracks are in reality sheep tracks used by walkers and have never been properly formed or sensibly routed for human use.

Factors that require addressing include:

- Steepness of tracks with no or poor steps and loose shingle causing a slipping hazard.
- Type of chip used – it was noted that larger round chip had been used in places that was poorly bedded in or was loose on the surface and created a slip hazard when chip rolled under the foot. “Teddington” chip is preferred or slightly smaller Peninsula chip.
- Bare earth or grassed tracks – on flatter tracks or through paddocks that are well grassed then these tracks were good however under trees and steeper tracks often with poor drainage the tracks were poor e.g. slippery, unformed and in places dangerous.
- Maintenance – in places stepped tracks had been established e.g. track to Rue Noyer, steps below Watson St entrance however a lack of maintenance has caused steps to be eroded away, damaged by surface water and slippery through lack of chip.



Figure 2 Example of steep muddy unsurfaced track



Figure 3 Large poorly bedded gravel on a steep slope rolls underfoot and poorly maintained steps



Figure 4 Example of step with potentially dangerous protruding metal pipes



Figure 5 Exposed plastic honeycomb has highly slippery surface

3.2 Zig-Zag Track – the first step

Recently, and in parallel with the development of this Plan, the existing steep gravel track above the main entrance has been replaced with a gentler track which switch-backs up the hill. The gravel track had proved problematic over the years, with people falling and injuring themselves largely due to steepness and gravel conditions, and water runoff was difficult to manage leaving the track badly scoured. The new track is benched and surfaced with Teddington mix, a gravel which packs down tightly, and also has steps in a few steeper spots.

Funding for this work was sourced from the Banks Peninsula Reserves Development Fund. The work was carried out by Steffan Kraberger, Wood Ltd. The Committee was closely involved in designing the route of the track. The project was overseen by CCC project manager Emily Arthur.



Figure 6 New Zig-Zag track

3.3 Track improvement plan

The aim of this plan is now to improve most of the other existing tracks in the Park to a similar standard as the Zig-Zag track. The overall layout of the tracks will remain the same, and no new tracks are being introduced. Some tracks are to be slightly re-routed to take advantage of better gradients, and to include switch backs like the Zig-Zag track.

Two minor tracks are to be removed. These are both redundant given other tracks provide the same route and amenity, and both are unformed sheep tracks that would be difficult to upgrade and maintain.

The map and table show on the following pages reflect the decisions made by the Committee.

Each track is labelled on the map with a track number and has been given a name to assist with clarity during discussions.

When comparing this map with the map from the entrance sign, note that it is rotated to be intuitively more clear with the lowest altitude part of the Park is at the bottom and the highest at the top.

The table following the map lists each track and sets out work to be carried out by Council Maintenance staff, work to be carried out by volunteers, and capital work, which it is assumed will largely be carried out by external contractors, and for which funding will be needed.

Where capital works are listed to improve tracks, the standards to achieve are:

- assume benched tracks will be
 - 1m wide
 - surfaced with Teddington shingle
 - 80mm deep on tracks to remain shingle surface, 50mm where grass is expected to re-establish as the surface
- assume steps will be constructed from H4 tannelised pine unless otherwise specified

Figure 7 Stanley Park map tracks to be upgraded

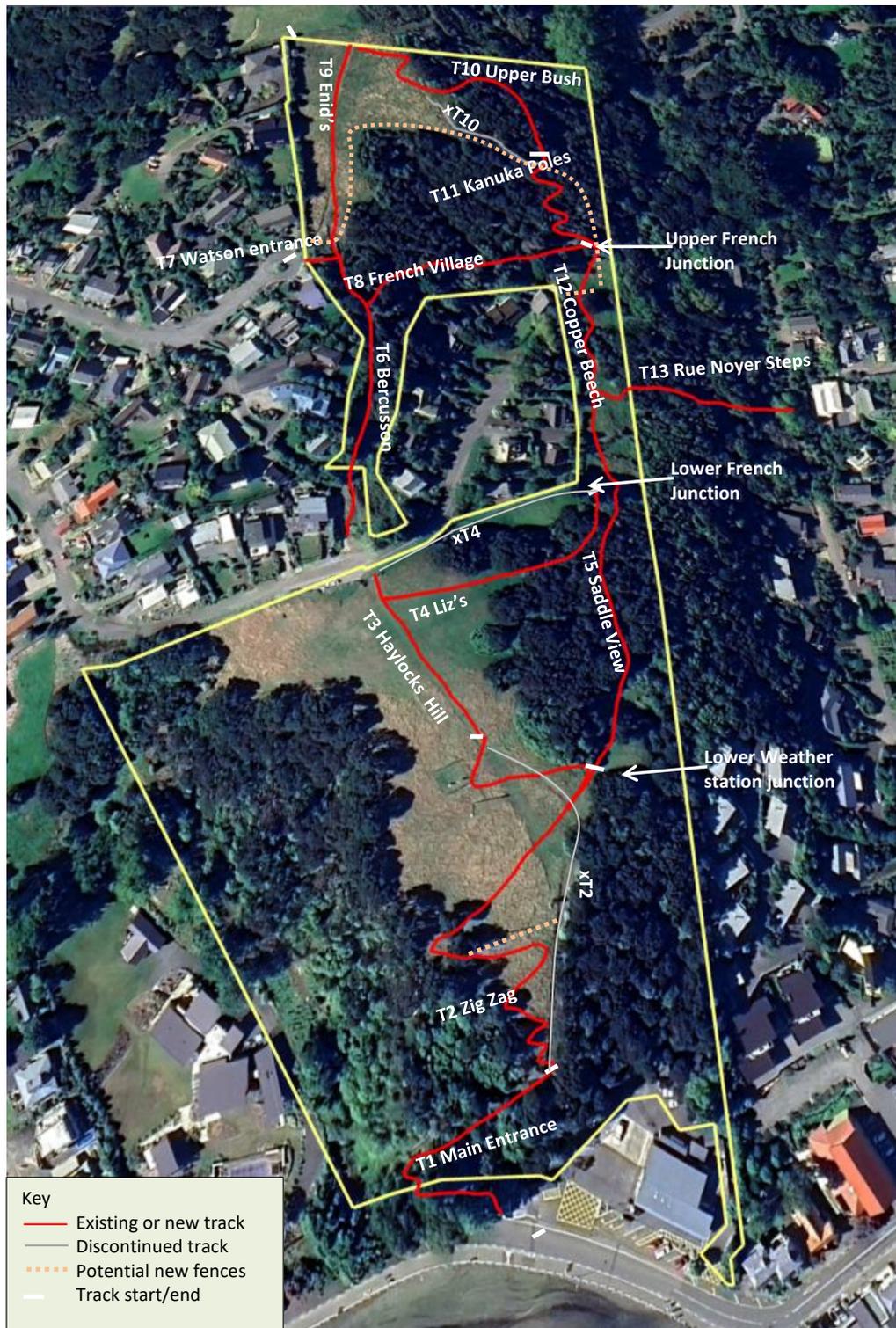


Table 1 Track summary table

Track Section	Location	Proposed name	Maintenance work required identifying whether to be carried out by Staff or Volunteers	Maintenance priority	Capital Works required	Capital work Priority
T1	Beach Road to Main Gate	Main Entrance Track	<p>Staff</p> <ul style="list-style-type: none"> weed and debris removal at entrance steps keeping drainage channel on upper section clear clear periwinkle from steps <p>Volunteers</p> <ul style="list-style-type: none"> clearing false broom 	<p>1</p> <p>2</p>	No capital works required. This track has already been upgraded to a good standard	
T2	Main Gate to Haylocks Hill junction above weather station	Zig Zag track	<p>Volunteers</p> <ul style="list-style-type: none"> keep a watching brief on track drainage 	1	<p>No capital works required at this stage. This track has already been upgraded to a good standard</p> <p>Potentially may require further work later if drainage issues become apparent</p>	
xT2	Main Gate to Haylocks Hill junction above weather station	Track discontinued	Replaced by Zig Zag Track			
T3	Upper Weather Station Junction to Penlington Place	Haylocks Hill	<p>Staff</p> <ul style="list-style-type: none"> track to remain mown grass using current route. Grass allowed to regrow on lower areas now redundant due to Zig-zag track 	1	Farm gate at Penlington Place to be replaced	3
T4	Haylocks Hill to French	Liz's Track	<p>Staff</p> <ul style="list-style-type: none"> Track to be mowed 	1	No capital work required.	

Track Section	Location	Proposed name	Maintenance work required identifying whether to be carried out by Staff or Volunteers	Maintenance priority	Capital Works required	Capital work Priority
	Village		<ul style="list-style-type: none"> Cease mowing discontinued track along fenceline Volunteer <ul style="list-style-type: none"> Remove old "Track" indicator sign and install on Liz's track. 	1		
xT4	Penlington Place fence line track	Track discontinued			No capital work required	
T5	Lower weather station junction to Lower French Junction	Saddle Hill View track	Volunteer <ul style="list-style-type: none"> Cut back vegetation obscuring views from plank bench 	2	<ul style="list-style-type: none"> 170m light benching (entire track) Light gravel to then grass over 	2
T6	Penlington Place to Watson Street	Bercusson Track	Staff <ul style="list-style-type: none"> Trim overhanging Ngaio 	1	<ul style="list-style-type: none"> 170m new surface on existing bench (between entrance gate at Penlington Place and French Village track junction) 20 new steps 5 existing steps to be redone Retain existing box drains 	1
T7	Watson Street entrance steps	Watson Entrance			<ul style="list-style-type: none"> Build up edge of existing platform below gate. Fill with shingle to cover exposed honeycomb 3 new steps from platform to track 	1
T8	Bercusson Reserve to Lower French Junction	French Village	Staff <ul style="list-style-type: none"> Spray ongaonga Volunteer <ul style="list-style-type: none"> Potential hand bench in advance of 	1 1	Description is from top down <ul style="list-style-type: none"> 40m new surfacing on already benched section 10m Build bund below totara tree roots with soil from benching 	2

Track Section	Location	Proposed name	Maintenance work required identifying whether to be carried out by Staff or Volunteers	Maintenance priority	Capital Works required	Capital work Priority
			capital work to make a single route more obvious		<ul style="list-style-type: none"> 10m Mulch over roots to create level track surface (not descending down the roots but staying level with top tree) 30m hand bench switchback to get down to existing track level 22 steps 30 m benching carefully above beech trees to link with Kanuka Poles track 	
T9	Watson Street Entrance to Top of Park	Enid's Track	<p>Staff</p> <ul style="list-style-type: none"> Upper mown section to carry on as is <p>Volunteer working bee</p> <ul style="list-style-type: none"> Possibly shift gravel from pile to improve tracks lower down 		No capital works required	
T10	Top of Park to lower stile of bush	Upper Bush	<p>Staff</p> <ul style="list-style-type: none"> Replace current straight mowed route with a route that switch backs to reduce steepness <p>Volunteer</p> <ul style="list-style-type: none"> Cut back overhanging vegetation in bush section Hand bench lower part of track in bush section prior to capital works 		<p>15m bench in grassed area prior to entering bush</p> <p>2 stiles replaced with kissing gates, each requiring 2 strainers</p> <p>10m bench at top of bush</p> <p>35 new steps</p> <p>100m bench below steps (hard)</p> <p>35 m benching before lower stile (easy)</p> <p>Machine access while stiles removed</p> <p>Kissing gates to be designed to lift off for future machine access</p>	3
xT13	Track outside upper bush		This track will be discontinued with T10 and T11 developed			

Track Section	Location	Proposed name	Maintenance work required identifying whether to be carried out by Staff or Volunteers	Maintenance priority	Capital Works required	Capital work Priority
T11	Lower bush stile to upper French junction	Kanuka Poles track			75m bench (hard) through young kanuka switchbacking as required to follow best line 40m bench (easy) below junction with French Village track	2
T12	Upper French junction to lower French junction	Copper Beech track			50m bench around Copper Beech tree and down to bridge 10 steps above bridge on west side 110 m light bench to gate at Lower French junction	2
T13	Steps to Rue Noyer	Rue Noyer Steps	Volunteer working bee <ul style="list-style-type: none"> • Make contact with neighbours to gain agreement to safety improvements • Trim vegetation pushing walkers off track • Remove obvious hazards including dangerous exposed pipes, or restore boards behind them • Bench out steps • Weedeat the entrance off Rue Noyer 	1	1 kissing gate and strainer to replace stile at top 61 new steps replacing existing steps like for like (hardwood timber)	3

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4. Signage

Three types of signage improvements are envisaged by this Plan.

4.1 Directional signage

The Park already has directional signage in the form of bollards with stick on labels. No new bollards are envisaged, but some of the labels will need replacing as the track layout is slightly altered.

Subject to confirmation, it is assumed that Community Parks staff can arrange for the new labels to be printed as required. The directional signage priorities match those of the tracks to which they pertain, so new stickers should be printed as the tracks are upgraded.

4.2 Map signs at entrances

The Park currently has an entrance sign at the Beach Road entrance only. This sign will need to be updated with a new map once the track work is completed. This will provide an opportunity to rotate the map 180° to create a more intuitive and user friendly image of the Park with the lowest part at the bottom of the map and the highest part at the top.

The Plan also envisages a second entrance sign with a map at the Rue Noyer entrance. This sign will also require a stand.

The new entrance signs are Priority 3.

4.3 Interpretation Panel

The lower part of Stanley Park is home to two important pieces of infrastructure, these being a NIWA weather station and the Fire Siren. While neither of these are attractive structures, they are both of public interest. Weather records have been collected in the Park since the 1800s, and the fire siren is an integral part of the rural community, used to summon the volunteer fire brigade to both fires, accidents and other emergencies.

Currently there is no information about these items in the Park, and the Plan envisages adding an interpretation panel in the lower part of the Park to explain both.

The Interpretation Panel is Priority 3.

5. Park Benches

Furniture in the Park has been kept minimal and low key. Currently there are 5 park benches – two with backs and three that are simple planks.

The Plan envisages adding a further 4 simple plank benches.

6. Fencing

The Park is currently grazed by sheep to keep the grass under control in the open areas. Several areas of bush have been fenced, but other areas still remain open to the sheep.

While the sheep are useful for keeping the grass under control and are a feature of the Park appreciated by the Committee and the public alike, they also have the potential to damage improved tracks, to create new “sheep tracks” and shortcuts which are undesirable for the public to use (if they are slippery or cause erosion issues). The Park boundary fencing needs to be maintained to ensure sheep are not escaping to neighbouring properties.

6.1 Ongoing grazing management

The Committee has determined that the grazing of the park should be reviewed and discussed by the incoming Committee as part of the park plan with options including:

1. Keeping the status quo
2. Improving fencing to some areas to encourage native regrowth and reduce sheep impact on tracks
3. Fencing to contain sheep to pasture only areas.

6.2 Repair of boundary fences

Most of the boundary fencing is relatively new, in good condition and stock proof.

However, there are some older areas that have not been replaced and are currently quite porous. These include the boundary between the upper part of the Park and properties on Watson Street, and the middle part of the Park and properties stretching up from Rue Noyer. The gate at the uppermost part of the Park also requires the gap below it to be closed up.

In total 30m of older fencing needs to be either repaired or replaced. This is considered as Priority 1 work, as it is not acceptable for Park sheep to be escaping into neighbouring gardens, as currently occurs. It is also distressing for Park users to see young lambs trapped on the wrong side of fences and continually bleating as they are unable to return to their mothers.

The access gate from Penlington Place in the Park is in relatively poor condition and in need of replacement. .

6.3 Additional fencing

Depending on the impact that sheep have on improved tracks, it may be necessary to fence off the lower part of the Park, and the open bushland in the upper part. The Committee intends to monitor the tracks as they are improved to determine whether there needs to be more separation between sheep and walking tracks in some areas.

The Plan makes provision to add 300m of internal fencing (as shown by the orange dotted lines on the map in Figure 7 Stanley Park map tracks to be upgraded to protect tracks and bush if needed. Any new fences would include kissing gates where tracks cross to make user access easy, and would also provide for sheep to graze both the upper and lower areas of the Park and to be contained in each area if needed.

This fencing is assigned Priority 3.

7. Funding for Capital improvements

The funding requirements for the plan are broken down over the three year period based on priority, with Priority 1 items to be completed as soon as possible, Priority 2 items to be completed by December 2027 and Priority 3 items by 2028. Existing budgets will therefore be needed to fund Priority 1 items and potentially some Priority 2 items, but the remaining Priority 2 and Priority 3 items could be funded through a new budget in the Long Term Plan, after it comes on stream in July 2027.

7.1 Costing method

Budgetary costings for the track improvements proposed have been prepared by contractor Steffan Kraberger, Wood Ltd. Wood Ltd has already carried out significant track work in Stanley Park, as well as in other reserves in Akaroa and the CCC area. These costs include compliance with sediment control and tree protection, but not cultural or other additional compliance requirements.

Budgetary costings for fencing are based on \$45 per metre – this is inclusive of new materials and labour. Kissing gates are costed at \$1,570 each.

Simple blank benches are costed at \$500 each including installation.

New map and interpretation signs are costed at \$3,000 each. Council staff are asked to advise whether they can obtain a better price, and the cost for re-skinning an existing sign. This cost assumes that Council staff will carry out detailed graphic design work in conjunction with the Committee for both the map signs and the interpretation panel.

Council staff are also asked to advise whether reprinting of bollard directional labels needs to be costed.

7.2 Total budgets requested by year

The following table lists the costs for all the items in the Plan by financial year.

Table 2 Annual budget

Priority/Year	Item	Budgetary cost ex gst
Priority 1 by mid 2026		
	Bercusson Track	\$9,948
	Watson St Track Entrance	\$580
	Fencing repairs 30m @\$25 per m	\$750
Total 2026		\$11,278
Priority 2 2026-2027		
	Saddle Hill View Track	\$7,344
	French Village Track	\$9,043
	Kanuka Poles Track	\$7,098
	Copper Beech Track	\$9,276
Total 2027		\$32,761
Priority 3 2027-28		
	Upper Bush Track	\$16,986
	Rue Noyer steps	\$9,984
	Benches 4 @ \$500 per bench	\$2,000
	Interpretation Panel	\$3,000
	Map signs	\$4,500
	New gate at Penlington Place	\$500
	Additional new internal fencing 300m	\$13,500
	Boundary fencing repair 200m	5,000
Total 2028		\$55,470
Grand total		\$99,509

7.3 Contracting work

The Committee prefers that all work is contracted on a year by year basis rather than track by track,, to minimise the overheads of showing contractors around and scheduling work, and to maximise co-ordination between contractors, staff project manager and the Committee.

8. Compliance requirements and costs

As stated above, compliance costs for sediment control and tree protection have been included in the track estimates above.

The Committee is aware that there will be compliance costs to meet cultural requirements given that the Park falls within a Silent File area. There may also be other compliance requirements that the Committee is not aware of.

Staff are asked to review the Plan and to add in an appropriate costing factor to cover compliance costs.

The Committee also requests that all compliance matters for the entire Plan are dealt with up front and once only, so that as the contracts are issued for each year, additional compliance matters do not have to be dealt with annually.

9. Operational Maintenance

The following operational maintenance schedule is taken from the previous Triennial Plan.

- 6 weekly roadside mow
- Paddock mow x2 a year
- 3mthly mow at entrance at Penlington Place
- 3mthly weed eat of all tracks
- Spray Onga Onga on tracks along with gorse & broom every 3 mths
- Annually check and spray old man's beard if required
- Put some gravel on the seaside of the kissing gates at Penlington
- 3mthly fencing check (for stock)
- Check signs and replace if necessary.
- Spray and or remove problem weeds e.g. Ink weed, Balm of Gilead, Mint.
- Cut Meulembeckia/Supple Jack off downed branches from storm from Totara/Kowhai near the baches
- Clear Poroporo from viewpoint

In addition all improved tracks should be checked and sprayed every three months to control problem weeds (such as thistles) and grass for those tracks which are not to re-grass over.

10. Next steps

The Committee asks to be guided by Staff on the next steps in bringing this Plan to fruition. We envisage that the following may be needed:

- Discussion with Hannah Murdoch and Paul Devlin regarding funding for the urgent Priority 1 work in 2026 from the Banks Peninsula Reserves Development Fund. Our aim is for this work to be completed prior to winter 2026.
- Discussions with Community Parks staff to adjust the mowing schedule to suit the new Zig-Zag track (reducing the area mowed) and to take a gentler gradient in the upper park.
- Further discussions with Hannah Murdoch and Paul Devlin regarding whether any of the Priority 2 work can also be covered by the Banks Peninsula Reserves Development Fund and take place prior to the next Long Term Plan, or whether some items can be covered through budgetary adjustments in the Annual Plan

- Discussion with project manager Steven Gray regarding funding for Priority 2 and 3 work through the Long Term Plan
- Approval of the Plan by the Te Pātaka o Rākaihautū/Banks Peninsula Community Board either during the course of or after the funding discussions with staff have been held.
- The Committee seeks that a project manager who is a member of the permanent staff be appointed to see the Plan through over the next three years to ensure a smooth delivery path.

Stanley Park Three Year Plan

Presentation to Community Board
To support plan circulated

Stanley Park Reserve Committee

Chair Charles de Lambert
Committee member Suky Thompson

What is Stanley Park

- 6.8ha Council reserve
- Central Akaroa location
- Sealevel to 120m
- Mix of pasture and bush



Wonderful views



Network of tracks



Track map rotated

- Map rotated so top of park is top of map
- Map shows network of existing advertised tracks
 - Steep access up from Beach Road
 - Loop around lower part of park
 - Two tracks connect lower and upper parts
 - Loop in upper part to scenic view point



Access and safety problems

- Several are informal sheep tracks
 - Steep and slippery
- Where partly formed
 - Problems from lack of renewal
 - Use of poor or incorrect materials
- Numerous accidents incl. break of lower leg
- Park not useable in wet conditions
- Unsafe in areas in dry conditions

Examples



Steep muddy
unsurfaced track

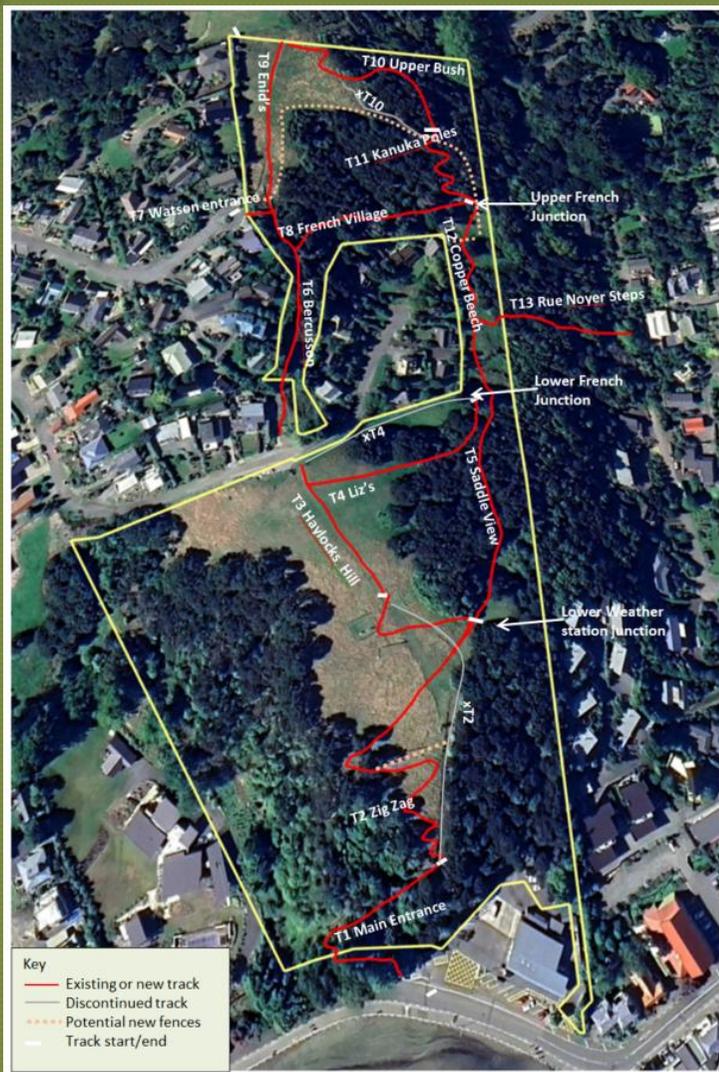


Large poorly bedded
gravel on a steep slope
rolls underfoot and
poorly maintained
steps



Dangerous protruding
metal step spikes

Track improvement plan



- Upgrade existing tracks to acceptable standard
- Some tracks re-routed
- Some retired/ removed
- Suitable chip used for surfacing
- Steps cut in steep sections
- Metal stakes removed

New Zig-Zag track

- Constructed in late 2025 – opened for Christmas
- Gentle gradient replaces former steep track
- Chip which packs down well used for surfacing
- Co-designed by contractor and committee
- Extremely positive feedback from community



Three year costs

Priority/Year	Item	Budgetary cost ex gst
Priority 1 by mid 2026		
	Bercusson Track	\$9,948
	Watson St Track Entrance	\$580
	Fencing repairs 30m @\$25 per m	\$750
Total 2026		\$11,278
Priority 2 2026-2027		
	Saddle Hill View Track	\$7,344
	French Village Track	\$9,043
	Kanuka Poles Track	\$7,098
	Copper Beech Track	\$9,276
Total 2027		\$32,761
Priority 3 2027-28		
	Upper Bush Track	\$16,986
	Rue Noyer steps	\$9,984
	Benches 4 @ \$500 per bench	\$2,000
	Interpretation Panel	\$3,000
	Map signs	\$4,500
	New gate at Penlington Place	\$500
	Additional new internal fencing 300m	\$13,500
	Boundary fencing repair 200m	5,000
Total 2028		\$55,470
Grand total		\$99,509

Community Parks Ranger has confirmed that she has secured funding from BP Reserves Committee Development Fund for Priority 1 and 2

Your support sought

- To understand the park condition and community concerns
- To formally support the Three Year Plan including the funding requirements:
 - \$11,278 this financial year
 - \$32,761 in FY 2026/27
 - \$55,470 in FY 2027/28
- The project aligns well with Draft Community Board Plan strategic guide to decision making e.g. meets 5 of 9 goals
- Thank you

Freedom Camping in Robinsons Bay

Background

Robinsons Bay is a close-knit community of approximately 80 households, 60% of which are holiday makers who frequently visit the Bay and take an active interest in its history, its culture, its facilities, and its public amenity.

1. Over the past 25 years or so, the Community has undertaken the following community achievements:
 - (a) Through the Robinsons Bay Reserve Committee, established a native tree reserve and interpretative trail explaining the history of the Bay in the 19th and 20th centuries in the Robinsons Bay Reserve, the area formerly occupied by the old Robinsons Bay School which closed in 1937. This is now the Robinsons Bay Reserve. Many current residents contributed to this historical and thoughtful recognition of Robinsons Bay's significant past.
 - (b) After the earthquakes, the Robinsons Bay Community, through Robinsons Bay Ratepayers and Residents Association (RBRRA) the Association worked in conjunction with the Christchurch City Council to refurbish the 110 metre wharf that was originally erected in 1914 and followed two previous wharves in the Bay that had been destroyed. Over a period of 18 months between 2017 and 2019, 23 working bees were held with 35 different members of the Community working with the Christchurch City Council's Head Ranger, and a qualified engineer in replenishing the wharf to an appropriate standard. The residents of the Bay contributed over \$25,000 and many hours of voluntary labour in achieving this restoration.
 - (c) The Community set up the Robinsons Bay Community Heritage Trust and acquired the ownership of the Pavitt Cottage in the Bay which was the site of the first ever sawmill first operating in Canterbury in the 1850's. That property known as Pavitt Cottage serves as a community asset and was the result of many hours of hard work and endeavours by the Robinsons Bay Community Heritage Trustees to acquire and refurbish the Cottage in recognition of its history and contribution to the Bay.
 - (d) Robinsons Bay therefore has a history of community and heritage recognition. Pavitt Cottage is used for community functions and events, and the Robinsons Bay Wharf, since its replenishment, is frequented and used by a multitude of locals, visitors and tourists who uses the wharf for fishing, swimming and boating recreation.
2. It is in this light, that we wish to approach NZTA, the Christchurch City Council and the Banks Peninsula Community Board to address the problem we suffer with Freedom Camping in the Bay.

3. For several years various residents of Robinsons Bay have sought to have Freedom Camping restricted or prohibited, particularly in the area on the southern side of the Bay. There are two separate but adjacent areas where Freedom Camping has been causing problems.

The two areas are:

- (i) The rest area just off of State Highway 75. This area is under the jurisdiction of NZ Transport Authority (NZTA); and
- (ii) The road leading to the Robinsons Bay wharf, and the parking area in front of the wharf. This road and parking area are under the jurisdiction of the Christchurch City Council (CCC).

During holiday periods, there are typically around 6 to 8 camper vans parked overnight across the two areas. Not all of these camper vans have self-contained toilets as is required by Freedom Camping legislation.

4. The problems caused by Freedom Campers include:

- defecating in the adjacent bushes or on the beach. Local residents have frequently found used toilet paper and faeces in these areas. (A port-a-loo was previously located within the NZTA rest area around five years ago after community concerns were raised. However, this was taken away approximately two years ago.) Toilet waste disposed in these areas pose a significant health risk to the general public.
- Littering in these areas.
- Restriction of access to the slipway/boat-launching area next to the NZTA parking area and at the end of the Jetty Road at the foot of the wharf. Both these launching areas have boat ramps installed specifically for the launching of small boats on trailers. Vehicles are unable to manoeuvre their vehicles and back onto those ramps when there are a multitude of vehicles parked in both areas. (Recently a local resident had considerable difficulty accessing the boat launch area due to 9 camper vans parked overnight in the rest area. That Resident was required to reverse on the Main Road with his boat into oncoming traffic because of an inability to manoeuvre on the picnic area because of the presence of a number of camper vans. Overnight camping is not the purpose of that area).
- Fire risk due to the use of flame-based cooking stoves. During the summer months, the surrounding bush typically becomes tinder dry which would enable fire to rapidly spread on the road bank up towards the row of holiday baches on the harbour side of SH75. Should fire become established in this area, all houses would be at risk due to the lack of available water for fire-fighting. None of these properties are on high pressure water supply. Also, there is a long row of macrocarpa trees on the opposite side of

SH75. An established fire could easily jump across the road, particularly if fanned by hot nor'wester winds.

Because of these issues, the Robinsons Bay Residents and Ratepayers Association believes that Freedom Camping should be prohibited in Robinsons Bay. There are three parts to achieving this outcome.

- (i) **The first is** for the Christchurch City Council to designate the Robinsons Bay jetty road and parking as a Freedom camping 'prohibited area' in accordance with Freedom Camping Bylaw 2021. This is the relevant bylaw that is used to prohibit Freedom Camping in other parts of Banks Peninsula including French Farm, Wainui, Onawe, Takamatua, Akaroa, Onuku, and Birdlings Flat. (see <https://ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Bylaws/Camping/Amended-Freedom-Camping-Bylaw-2021-adopted-15-November-2023.pdf>).
- (ii) **The second part is** for Christchurch City Council to request written consent from the NZTA chief executive to treat the NZTA rest area in Robinsons Bay as "local authority land" for bylaw purposes. Once this consent is given, then CCC will be able to prohibit Freedom Camping in the rest area.

The [Self-contained Motor Vehicles Legislation Act 2023](#) amended the Freedom Camping Act 2011 to allow local councils to manage and enforce freedom camping bylaws on [NZTA-controlled land](#). This requires the NZTA chief executive to give written consent, treating specified NZTA areas as "local authority land" for bylaw purposes.

Here are the key details regarding this change:

Legal Mechanism: Section 10A was added to the Freedom Camping Act 2011, enabling councils to declare NZTA land a "local authority area" via bylaw with consent.

Requirements: The NZTA (Waka Kotahi) must provide written consent for the council to apply its bylaws to that specific land.

Scope: Once consent is granted, councils can regulate or restrict camping on that land just as they do on their own property, subject to standard bylaw tests.

Purpose: The 2023 changes aimed to better manage camping impacts, primarily focusing on self-containment requirements, but also clarified management of roading authority land.

- (iii) **The third part is** that under Regulation 10 of the Freedom Camping By-Law 2021, Council through its Chief Executive has the power to temporary close an

area to Freedom Camping for the reasons set out in 10.1(a)(b)(c) and (d) of that By-Law.

For the reasons we have set out in the Submission, we urgently seek the Chief Executive of the Council to undertake the position of this temporary closure under Regulation 10 **now**.

Regulation 10 states as follows:

The Council May temporarily close an area to Freedom Camping

1. *The Chief Executive of the Council may temporarily close or restrict Freedom Camping in any area, part of any area where the closure or restrictions consider necessary to:*
 - (a) Prevent damage to the local authority area or facilities in the area; or
 - (b) Allow maintenance to the local authority area or facilities; or
 - (c) Protect the safety of persons or property; or
 - (d) Provide for better public access including in circumstances where events are planned for that area.
2. *Notice will be given at any temporary closure or restriction and the removal of any closure or restriction in any manner the Chief Executive considers is appropriate for the reason for the closure or restriction. Prior notice of any temporary closure or restriction will be given where possible.*

5. Summary

We have attached a letter from two members of the RBRRRA of the 2nd of February seeking redress in respect of this issue. RBRRRA support and endorse this submission.

Numerous photographs have been attached to that Submission which are also attached here. These photographs are self-explanatory.

We urgently seek support from NZTA and Christchurch City Council in this matter.

Robinsons Bay Ratepayers and Residents Association (Inc)
Per:

John Curry
Chair
23/2/2026



Saunders
Robinson
Brown

23 February 2026

Tyrone Fields
Banks Peninsula Community Board

[REDACTED]

NZTA

Steve Rusbatch [REDACTED]
cc: Liesa Hunter [REDACTED]
cc: James Leverett [REDACTED]
Steffi Brightwell [REDACTED]
Dr Ramon Pink [REDACTED]
John Curry [REDACTED]
Roz Rickerby [REDACTED]
Sue Church [REDACTED]
Peter Steel [REDACTED]

Cc: Mary Richardson
CEO - Christchurch City Council

[REDACTED]

Dear Tyrone

FREEDOM CAMPING IN ROBINSONS BAY

We have been asked to represent the Robinsons Bay Ratepayers and Residents Association (Inc) (the "Association") in respect of the above matter.

We enclose the Association's Submission that it proposes to present to the Banks Peninsula Community Board. Please note:

1. This follows a letter and enclosures dated 2 February 2026 forwarded by Peter Steel, and the writer, in their private capacities, to the recipients of this letter. We are therefore forwarding this current letter and submission to you as a matter of courtesy.
2. We are instructed that the Association is happy to endorse and support the letter of 2 February 2026.

The Association has requested a time to present this submission at the Banks Peninsula Community Board meeting on 2 March 2026.

Please also note that the Association, on behalf of the Robinson Bay Community, stands ready to constructively deal with all the relevant parties in respect of this long-standing issue, and resolve the important issues of;

- Severe health risk;
- Health and Safety;

2

- Safe access and egress to the areas; and
- Appropriate use of the area; while the summer months continue and there are frequent visitors to the area.

We do however seek the support of NZTA and the CCC to the passing of the appropriate regulations and the legal solutions sought in this Submission.

Full details of all of the issues and the remedies sought are set out in the attached submission from the Association.

Thank you.

Yours faithfully

Saunders Robinson Brown



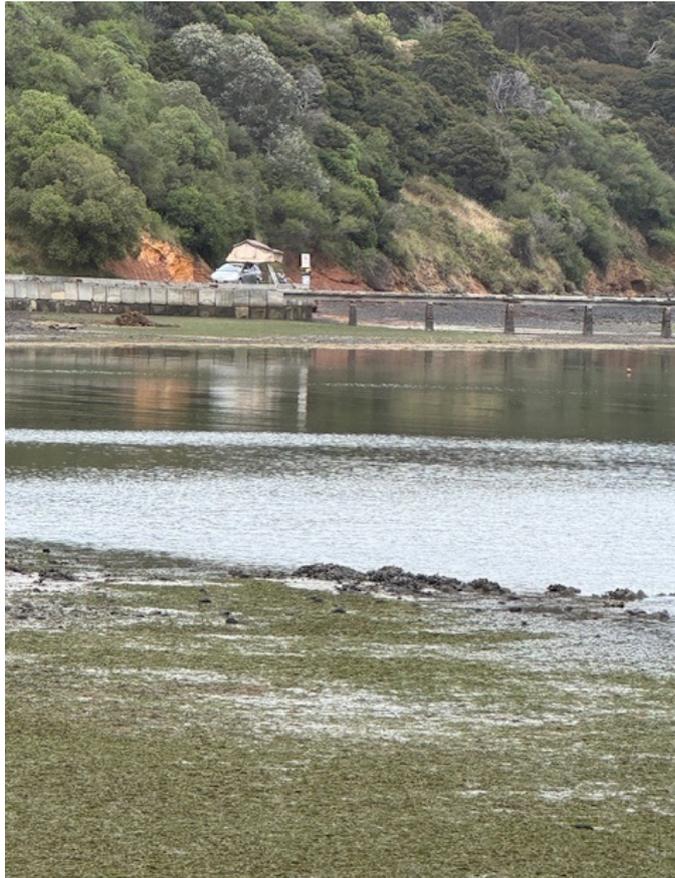
Lee Robinson

Consultant

Email:



Saunders Robinson Brown





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IMG 3668





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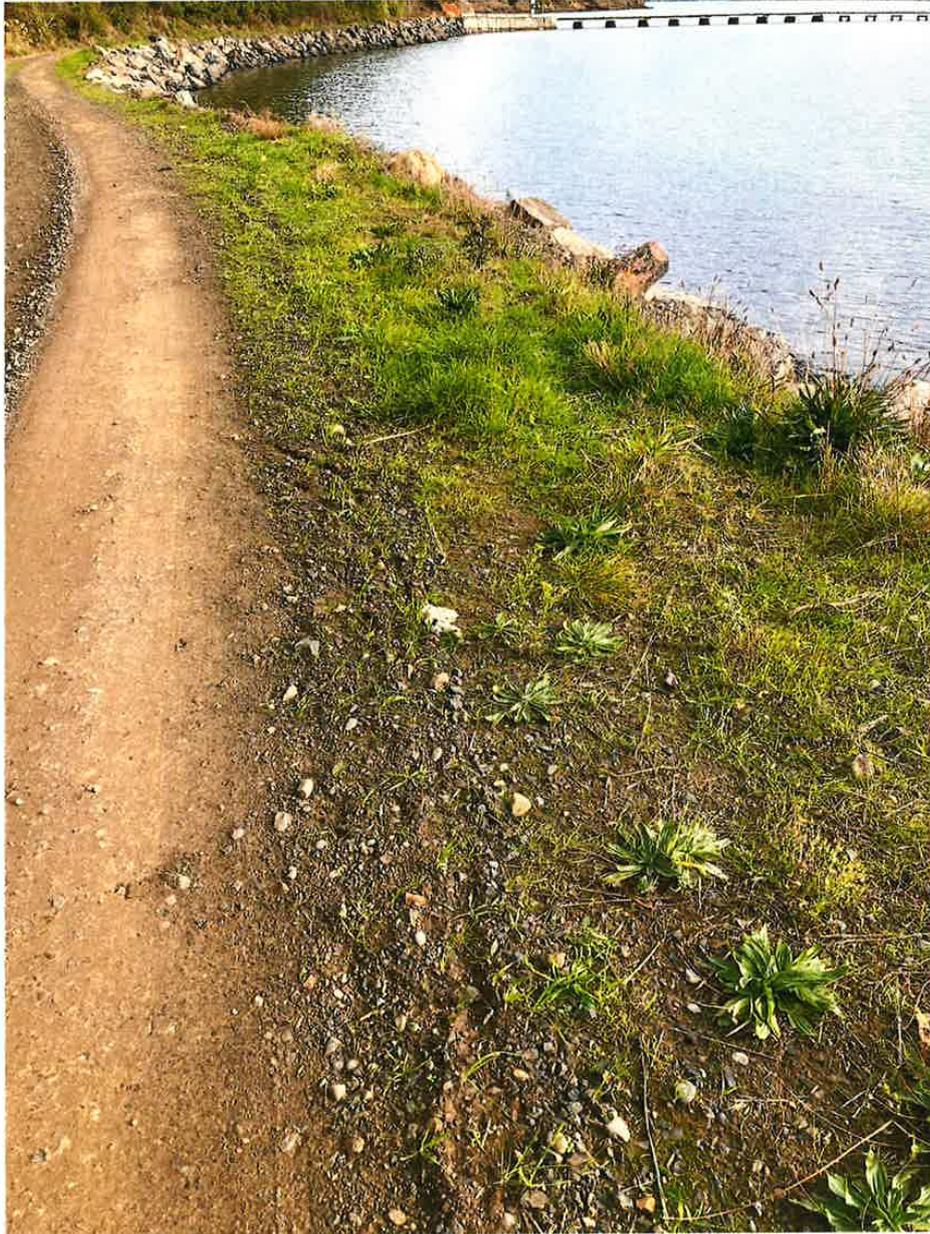
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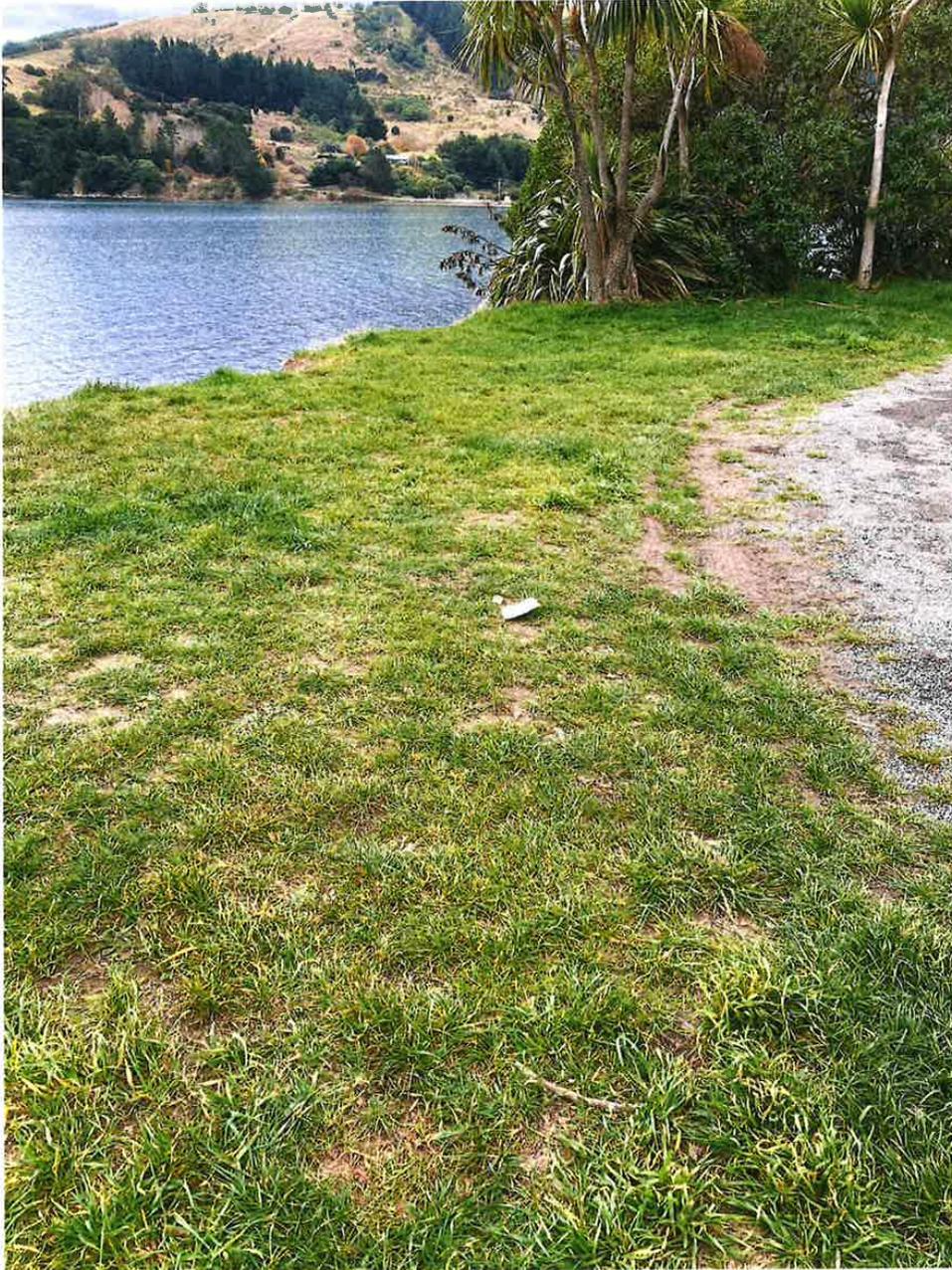
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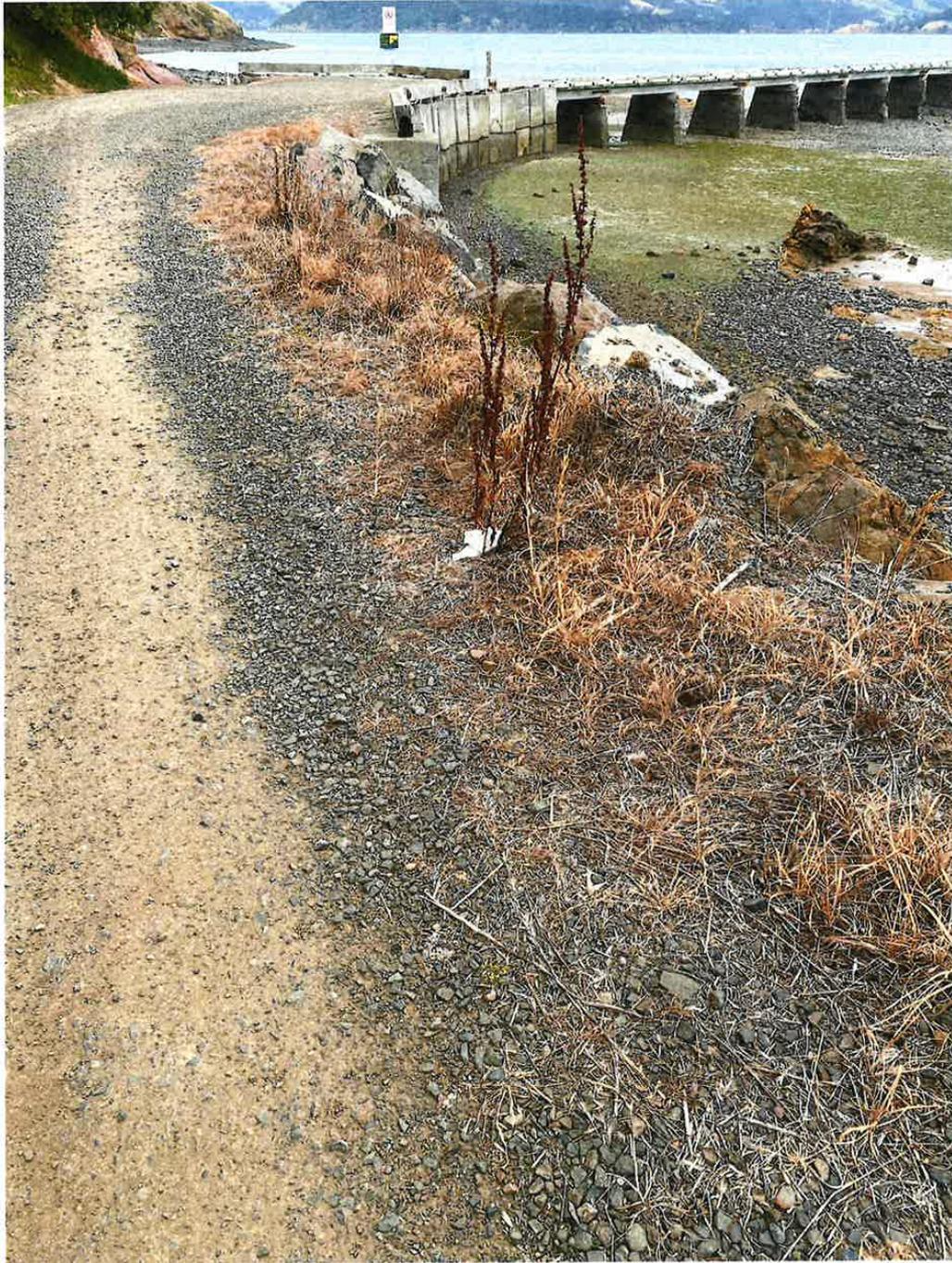
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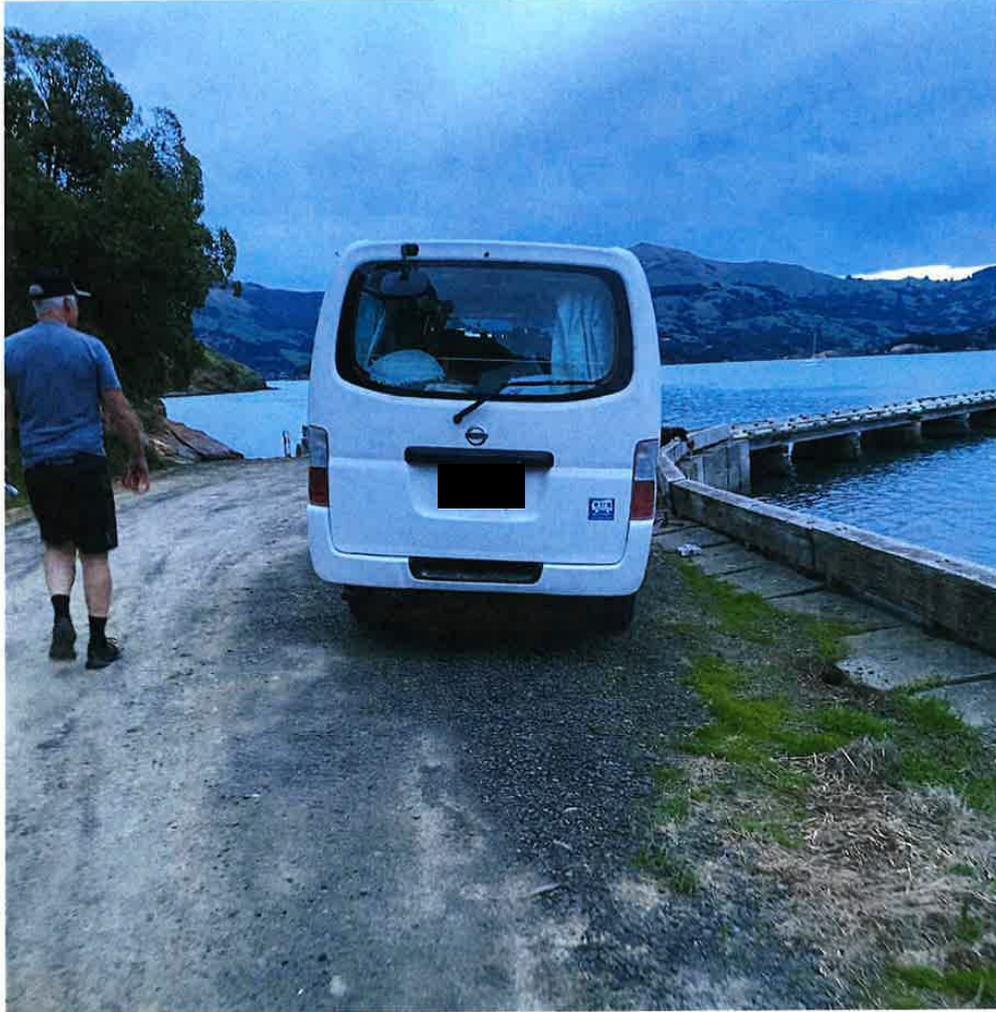


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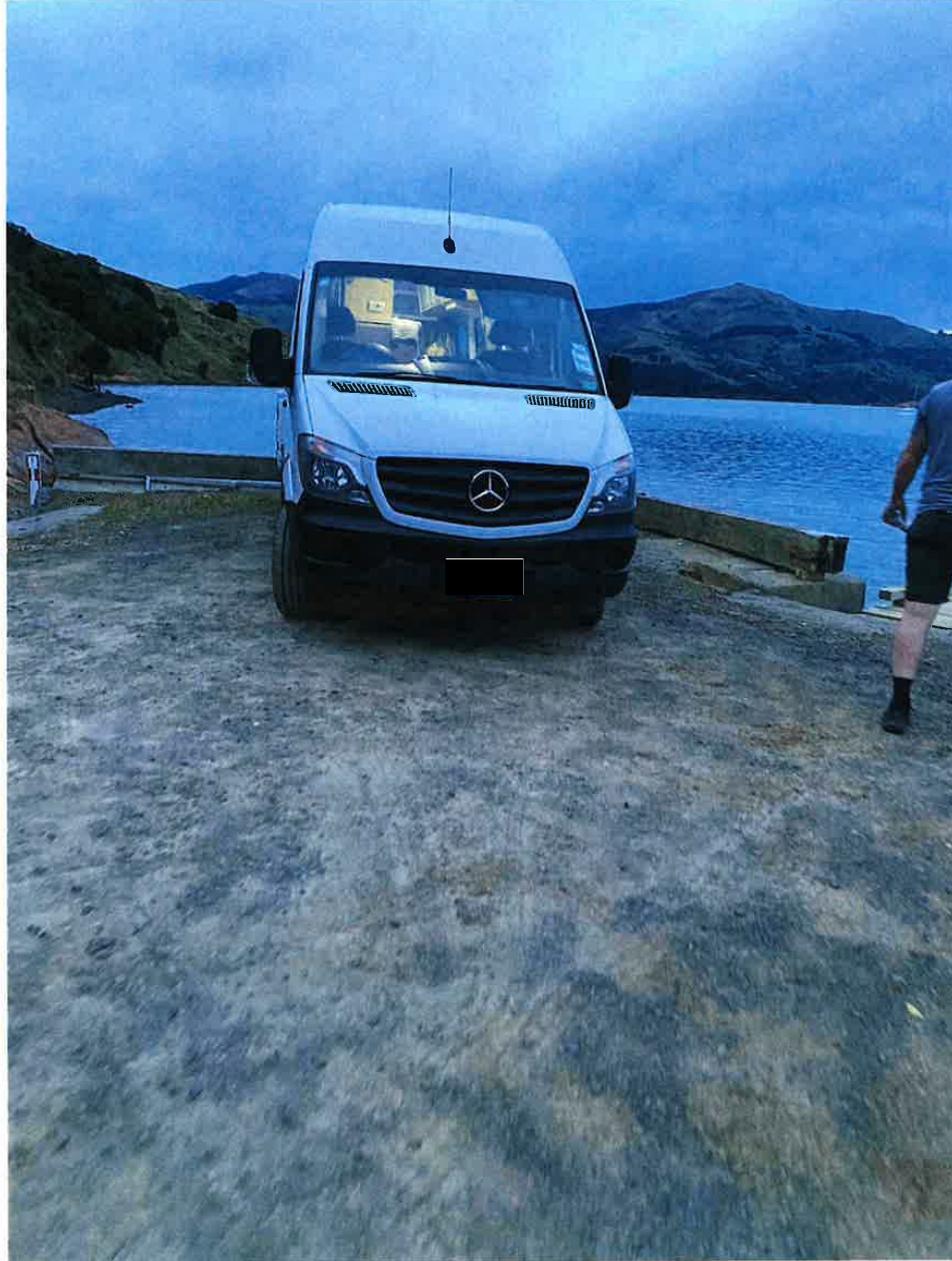


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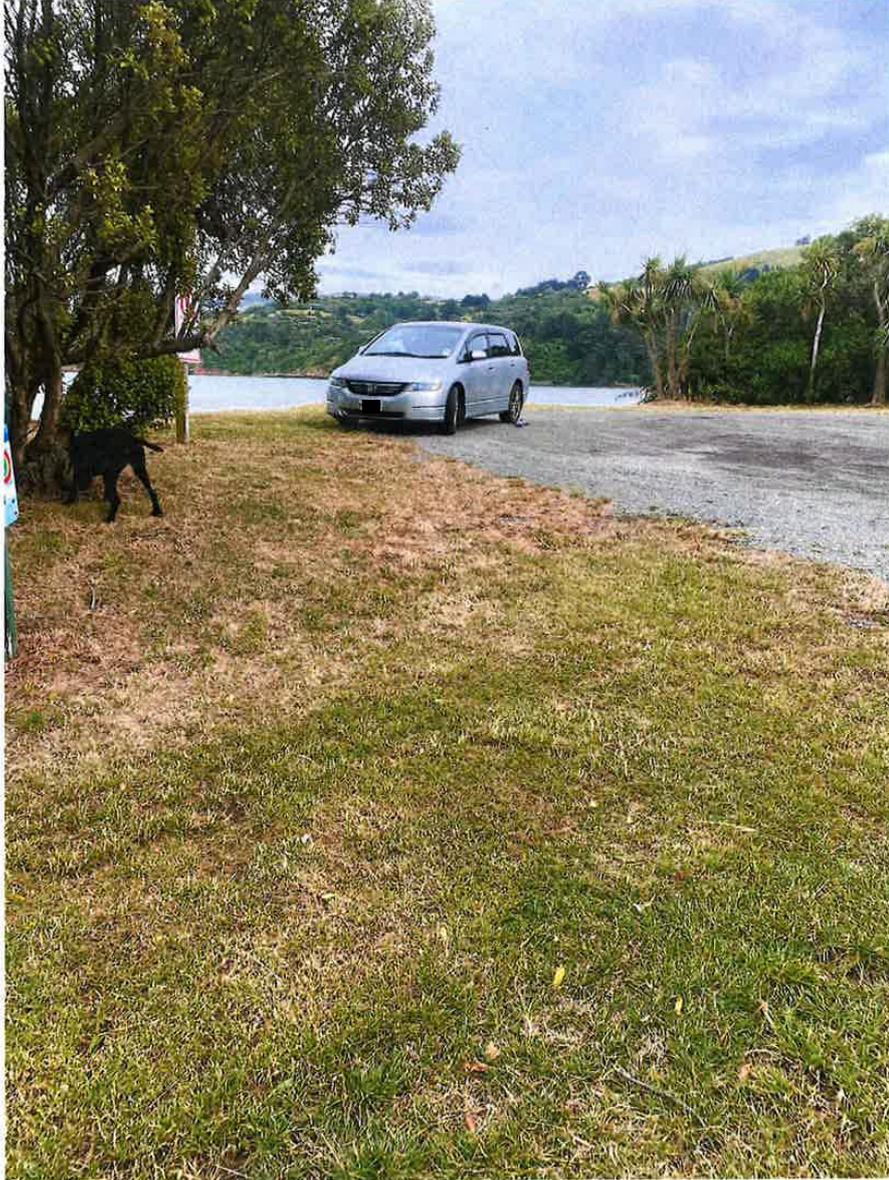
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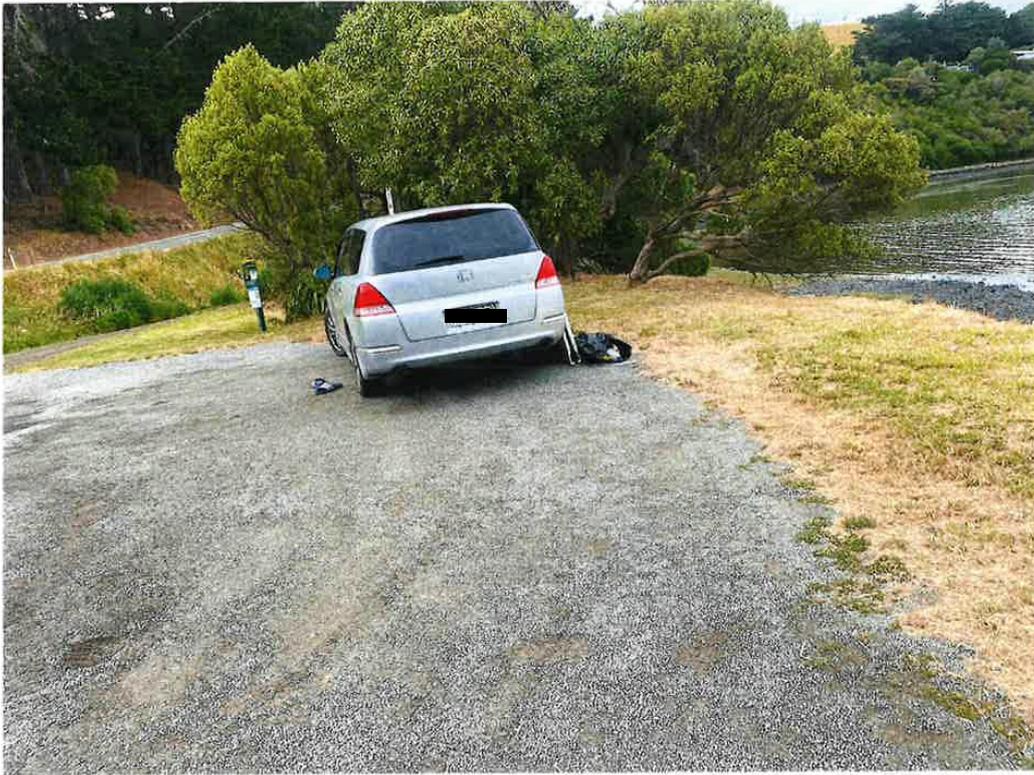
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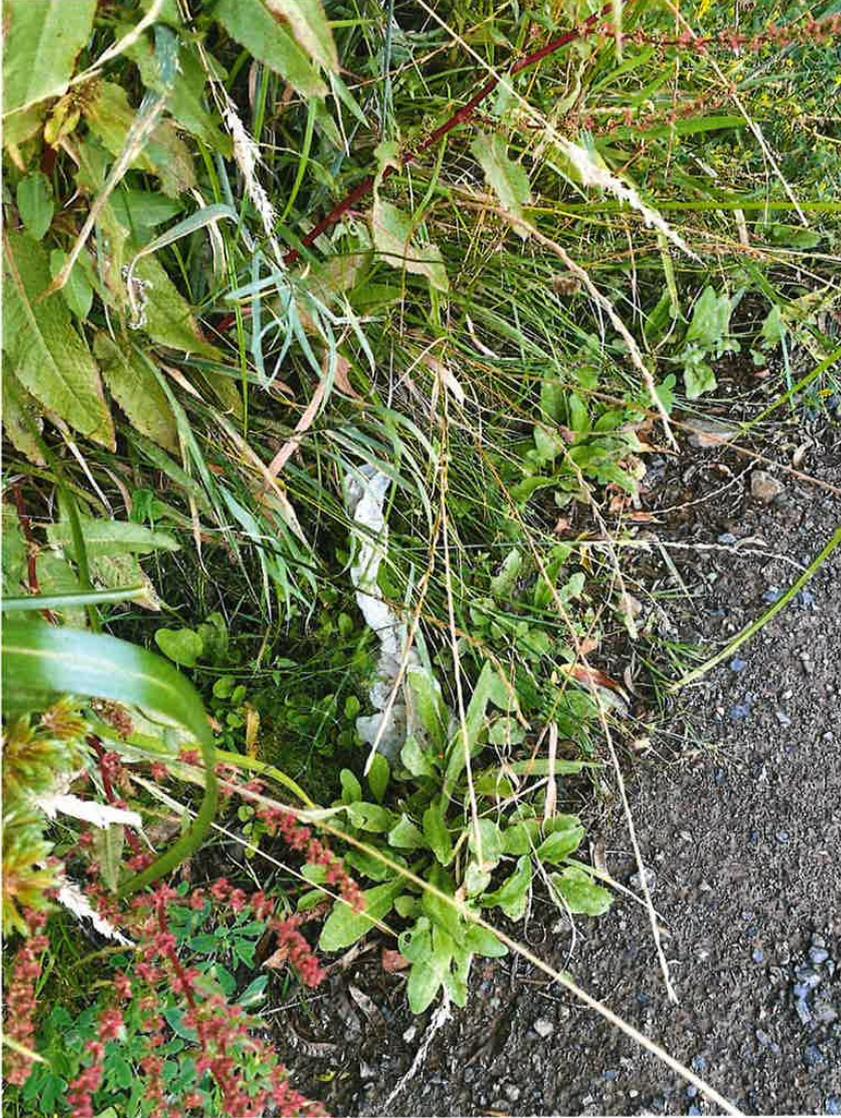
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6755

2 February 2026

NZTA

Steve Rusbatch [REDACTED]

cc: Liesa Hunter [REDACTED]

cc: James Leverett [REDACTED]

Steffi Brightwell [REDACTED]

Tyrone Fields - [REDACTED]

Dr Pink [REDACTED]

John Curry [REDACTED]

Roz Rickerby [REDACTED]

Sue Church [REDACTED]

Peter Steel [REDACTED]

Lee Robinson

[REDACTED]effreys Road
Fendalton

[REDACTED]Robinsons Bay
SH75
Banks Peninsula

Ph: (021) [REDACTED]

Peter Steel

[REDACTED]Archdalls Road
Robinsons Bay
Banks Peninsula

Ph: (021) [REDACTED]

Dear Steve,

ROBINSONS BAY FREEDOM CAMPING

I am sending this letter on behalf of Peter Steel and myself, residents of Robinsons Bay who have been in correspondence with NZTA, the Christchurch City Council, the Department of Conservation and the Canterbury Medical Officer of Health.

We have copied in other people who we have corresponded with, as well as Community Board Representative Tyrone Fields and the Robinsons Bay Ratepayers' and Residents' Association, the latter of which we are both members. The Robinsons Bay Ratepayers' and Residents' Association endorse this letter.

Peter Steel has corresponded with NZTA over many years on this matter and in an email from Liesa Hunter (NZTA) on 19th February 2025, NZTA advised that a "No Freedom Camping" sign would be erected at the picnic area at the foot of Robinsons Bay and at the commencement of the Jetty Road around to the Robinsons Bay Jetty. This correspondence came on the back of 3 or 4 years of communications requesting action in respect of unlawful freedom camping in our Bay and major concerns as to the health risks of the area being used as a public toilet by those staying overnight in the picnic area. This issue therefore is by no means a recent one.

Despite the understanding by NZTA that the sign had been erected, in April 2025, it is clear in the correspondence in December 2025 that no sign has ever been erected.

I commenced corresponding with NZTA again on the 16th December 2025, after I had spent most of the previous weekend undertaking what were in fact the Councils tasks including weed eating and spraying the Jetty Road, weed eating grass, spraying and mowing the camping area and cleaning up toilet paper and faeces left by overnight residents in the area. As I explained at that time, it was nothing short of disgusting.

In addition to cleaning up the area for aesthetic and better use by the Community, it has been imperative for some years to ensure long dry grass is kept to a minimum to avoid fire risk. The properties on the main road above the jetty (9 in total) are all on rainwater and fire fighting in the event of a fire is extremely problematic. Our own property was subject to a fire in December 2023 as a result of an electrical fault. The Fire Service advised that if the fire had not been brought under control, within a matter of further minutes, all the properties on the Main Road above the jetty would have been at extreme risk from a prevailing north easterly, and the Fire Service would have been unlikely to contain it.

The authorities lack of upkeep and maintenance of the area for all of the reasons outlined in this letter, is a clear and obvious failure in its duties to provide not only amenities to the Community, but also to provide it a safe environment.

Reverting to the lack of the sign we have referred to; NZTA discovered in late December 2025 that there was no sign prohibiting freedom camping, and correspondence then ensued between the NZTA and the Christchurch City Council and subsequently the Conservation Department and Canterbury Medical Officer of Health about whose responsibility it was to erect the sign, who had jurisdiction over the area and what the consequences were from a health and safety perspective of this situation continuing.

We are now at the end of January 2026, the Christmas holiday season has come and gone and there are still no signs erected. We acknowledge that your very helpful contractor, Keith Wilmot, has advised that he will locate a sign and erect it in the first week of February; some one year after NZTA promised to erect it in the first place.

Compounding all this issue is the rather unkept state of the area particularly leading up to the Christmas holiday season. We have been advised that there is only funding available for 6 or 7 mowings of the area per year. This is ridiculous and unsatisfactory. Come Christmas, the grass is long, it is full of rubbish, and we are right on the cusp of 6 or 7 vans per night staying overnight in the area that simply needs to be kept and properly looked after.

Over and above the campers, lawful and otherwise, the area is used for boating, swimming, kayaking and general beach recreation. It is disgusting that the area is left in the state that we find it.

This Community has been grossly neglected. 4 or 5 years ago we negotiated with NZTA to place a toilet in the trees in the area to alleviate the problem. It remained for a couple of years and then was removed, apparently because of "lack of funding". It begs the question what is the cost, all this correspondence over a 12 month period for no result to date, compared to the cost of installing appropriate signage and a Portaloo for the benefit of the Community. Even while the toilet was in place, I had to approach NZTA on at least two occasions to clean it out, as the stench from as far away as 50 metres, was unbearable. It was left unattended.

The Robinsons Bay Community comprises over 80 households, many of whom are permanent residents. The Community itself has undertaken various projects:

- Through the previous Robinsons Bay Management Reserve Committee it refurbished and upgraded the whole school site as a historical site. This took some 10 years;

- Between 2010 and 2020, post-earthquakes, when the Council closed the wharf, the Community rallied together and raised \$25,000 and refurbished the old wharf in conjunction with the Council. This was a significantly large project at which some 35 different members of the Community attended over a period of 18 months to assist with those repairs. Their labour in this area was significant, over and above the financial contributions made by the Community to these wharf repairs;
- Before that in 2004, the Community of its own volition, and with the consent of the then Banks Peninsula District Council, replaced the planking on the T-Section of the wharf.

On the back of that, the Community has been treated with absolute disrespect in respect of this issue that has been raised now for some time. We are still putting up with used toilet paper and human faeces in the area where many people, local and visitors, frequent on a daily basis. By way of example, since the wharf has been repaired, there are 3 or 4 people on the wharf at any one time during the day, on many occasions right through the year, Summer and Winter.

The Community deserves better.

The Community is now in a position where it is not prepared to let this issue rest. We have copied into this correspondence the other interested parties who have been involved in recent times because the Community is entirely frustrated at the continuing passing the buck and not taking responsibility for what needs to happen as a matter of urgency. That urgency was advised most recently on the 16th December 2025 (still not remedied) and previously in correspondence referred to above.

We enclose a portfolio of photographs taken over the holidays (the latest on Friday 30th January 2026) evidencing the complaints that we have referred to in this letter.

We wish to seek an answer to the following questions:

1. Once the sign is erected, who will monitor it?
2. Who will issue non-compliance notices?
3. Who will enforce the non-compliance notices?
4. What are the penalties for non-compliance with these notices?
5. What is the response to the health issues raised as a result of human faeces being left in the area?
6. Who is responsible for this?
7. Who is responsible for the Portaloo installed in the Duvauchelle slipway, the beach immediately opposite Takamatua - Sandy Bay for boating residents – what is the objection to putting in place a Portaloo in Robinsons Bay, given that over the summer period there are often 6, 7 or 8 vans on site. Despite the illegality of many of these vans, they remain, there is no enforcement of the law and the health and other risks remain.
8. The belated installation of a sign in the picnic area this week would also only partially resolve the position. As you will see from the photographs, many freedom campers park on the Jetty Road and at the foot of the jetty; this area is under the jurisdiction of the Christchurch City Council so it too needs to expediate a no freedom camping sign in that area as well. One sign in the picnic area won't do it, it will simply shift the problem. Is it too much to ask for the Christchurch City Council and for NZTA to liaise to ensure both areas are covered in an effort to avoid this ongoing issue. It is simply a matter of communication and co-ordination.

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We look forward to a response from NZTA and the Council if necessary as a matter of urgency. Can we please have one point of contact to maintain efficiency in each case.

We have had a number of conversations with the Akaroa Mail who are wanting an update in respect of this process. We have resisted forwarding them a copy of this letter until such time we have provided you with an opportunity to respond.

We look forward to hearing from you. We are not adverse to a meeting in Christchurch or in Akaroa if that is a desired way forward.

Thank you, your faithfully



Lee Robinson



Peter Steel

Robinsons Bay Rest Area issues

updated to: 30/1/26

Prepared by Peter Steel

Excluding email correspondence to/from all the various parties, here is a summary of the outcomes to date. This issue has been ongoing for 5 or so years, including letters published in the Akaroa Mail.

The issue:

Campervans with no inbuilt bathroom/toilet facilities camping in the rest area/reserve area, SH75, in the area leading to the Robinsons Bay wharf. Five or so years ago there was a portaloos installed in the trees after community concerns were raised. But this was removed 2-3 years ago.

There is no signage to advise visitors of the freedom camping regulations.

Evidence shows campers defiling the area.

Portaloos are provided for “boaties” at Sandy Bay, Takamatua and at the slipway in Duvauchelle.

Communications have been with:

The CCC –

James Leverett, CCC Compliance & Investigations Team, (“JL”).

Tyrone Fields, CCC Councillor for Banks Peninsula; (“TF”).

Banks Peninsula Community Board: Liz Beaven, Nigel Harrison & Asif Hussain.

The NZ Transport Agency, Leisa Hunter, NZTA, Network Technician, System Management, Central South Island; (“LH”).

The Robinsons Bay Rate Payers Assn; John Curry, Sue Church and Suky Thompson.

The Akaroa Mail – Michael de Hamil.

The Canterbury Medical Health Officer: Dr Pink and Cheryl Brunton.

Dept of Conservation: Evelyn Fallen, Customer Service Centre Agency.

Local Residents: Lee Robinson & Peter Steel.

The Outcome, in summary:

19/2/25, email from LH confirmed Security Officer contracted by CCC and have agreed to erect suitable signage.

16/12/25, LH to follow up as to reason for no sign on site. Furthermore, advised no budget for portaloos and regular mowing; indebted to the community for caring of their surrounds.

5/1/26, LH again to check with maintenance team regarding lack of sign. Also advised that the CCC have the authority for the enforcement of the rest area and that NZTA were reliant on their enforcement team and patrols.

8/1/26, LH still awaiting response from “NOC” and CCC enforcement team.

9/1/26, email from JL: advised that it is this team that is responsible for CCC freedom camping enforcement. JL advised that the Dept of Conservation own and manage this area; CCC do not have the authority to enforce freedom camping requirements; previous infringement notices issued by CCC had to be cancelled. He advised that this area was outside the CCC jurisdiction.

14/1/26, email from TF; he had made inquiries within CCC and had advice from Kelly Shaw, Information Advisor Legal & Domestic Services (her email dd 13/1/26) that (in part and as confirmed in 2019), it is the NZTA responsibility and the CCC have no legal power over this area of land and cannot regulate freedom camping activities.

15/1/26, following an email to the Canterbury Medical Officer, (“CMO”), raising health issues at the reserve, Cheryl Brunton on behalf of the CMO advised the Robinsons Bay Rate Payers Assn that health issues are governed by the Health Act (1956) and were administered by local authorities; in this matter it was the responsibility of the CCC Environment Health Service.

16/1/26, email from Evelyn Fallen, Customer Service Centre Agency, Dept of Conservation, advising that the area is under the vested interest of the CCC and therefore is managed by the CCC not DoC.

21/1/26, email from LH advising that NZTA Maintenance would install sign within the next week; also finalising enforcement with CCC: to be updated.

22/1/26, email from Roz Rickerby, Osin Marketing to Lee Robinson & Peter Steel; confirmed area not covered by CCC freedom camping rules.

28/1/26 – JL reply from CCC: quote:- I have now managed to speak with Leisa from NZTA, who confirms they are the responsible landowner. Please accept my apologies for the earlier advice - the information provided to me previously that the land was managed by DOC was incorrect.

NZTA has advised that signage will be installed shortly to inform the public that freedom camping is prohibited at this location. My understanding is that you were advised of this update sometime last week. While Christchurch City Council does not have authority to enforce freedom camping rules on NZTA land, we have asked our enforcement contractor to speak with and provide education to anyone found freedom camping on the site. The contractor will be carrying out regular evening patrols of the Banks Peninsula until the end of April. It is hoped these measures combined will help reduce overnight camping activity.

If issues with human waste continue, could you or your neighbours please report incidents as they occur by calling Council on 09 341 8999, so we can attend and gather evidence. Photographs provided by residents in the first instance would also be very helpful. Without evidence of the mess being deposited onsite, we will be unable to take any action.

Kind regards, **James Leverett**

Team Leader Food Safety & Environmental Health Regulatory Compliance
UnitChristchurch City Council; [027-332-2222](tel:027-332-2222)

29/1/26: response from **Stephi Brighwater,** [REDACTED];

CCC – Kia ora kourua, - I'm Christchurch City Council's Community Development Advisor for Akaroa and the Bays.

I've been made aware of the issues you've both raised relating to freedom camping at Robinson's Bay.

I caught up with Teena yesterday and am confident that the right people have been contacted to try to identify possible solutions. I just wanted to get in touch, so you were aware that I am available to provide assistance/ a direct line of contact.

In this instance if you find you're not hearing anything back for a while, I could provide support by following up on the customer service ticket to identify any updates.

Please feel free to reach out if you need. Ngā mihi, Steffi



Ātaahua Community Trust



Who we are

- A Charitable Trust established in 2025 by a group of local residents who responded to the Christchurch City Council's call for the management of Kaituna Hall to be returned to the local community.



Our Vision

- To create a vibrant, caring, connected, and resilient Ātaahua community with a shared commitment to valuing and protecting the area's unique history and natural environment.



Our Purpose

- To make the Kaituna Hall, Kaituna Reserve, cricket pavilion and Ātaahua Domain a welcoming meeting place for the community
- Enable Kaituna Hall to become an attractive and well-used venue for locals and visitors to hire
- Support the community to enhance the natural environment of the Ātaahua region and preserve the area's history.
- Facilitate connectivity and resilience by creating community emergency readiness





Activities

- Hall functions - hire out & local events
- Christmas get together
- Domain use (eg cricket)
- Emergency preparedness: Okuti Hall/Red Cross collaboration
- ‘Summer with your neighbours’ - ‘Celebrating our community’
- Umbrella group for local Kaituna weeding team initiative



Test cricket at Kaituna

It was a test of many of the factors evident in proper test cricket - endurance, patience, sledging, baracking and applause from the spectators - but the cricketing skills themselves? Perhaps not. Anyway, Ataahua narrowly won the inaugural match against its neighbours from Birdlings Flat held at the Kaituna Domain last Saturday. The game was organised by the Ataahua Community Trust - which is now planning for a Summer with Your Neighbours event in March.



Ben Knowles shows cricketing skills.



A slightly unique style of batting from Megan Reynolds.



Eli Fowles takes a good swing.





Thankyou & Questions

