
Waihoru Spreydon-Cashmere-Heathcote Community Board AGENDA

Notice of Meeting Te Pānui o te Hui:

The ordinary meeting of the Waihoru Spreydon-Cashmere-Heathcote Community Board will be held on:

Date: Thursday 12 March 2026
Time: 4 pm
Venue: Linwood Boardroom, Gate B,
180 Smith Street, Woolston

Membership Ngā Mema

Chairperson	Keir Leslie
Deputy Chairperson	Sophie Bond
Members	Melanie Coker
	Will Hall
	Nathaniel Herz Jardine
	Kate Hodgins
	Roy Kenneally
	Tim Lindley
	Tim Scandrett

5 March 2026

Principal Advisor

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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

To watch the meeting live, or a recording after the meeting date, go to:

<https://www.youtube.com/@waihorospreydon-cashmere-h3561/streams>

To view copies of Agendas and Minutes, go to:

<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>



What is important to us?

Our Strategic Framework is a big picture view of what the Council is aiming to achieve for our community

Our focus this Council term 2022–2025

Strategic Priorities



Be an **inclusive and equitable city which puts people at the centre** of developing our city and district, prioritising wellbeing, accessibility and connection.



Champion Ōtautahi-Christchurch and collaborate to build our role as a leading New Zealand city.



Build trust and confidence in the Council through meaningful partnerships and communication, listening to and working with residents.

Adopted by the Council on 5 April 2023



Reduce emissions as a Council and as a city, and invest in **adaptation and resilience**, leading a city-wide response to climate change while protecting our indigenous biodiversity, water bodies and tree canopy.



Manage ratepayers' money wisely, delivering quality core services to the whole community and addressing the issues that are important to our residents.



Actively balance the needs of **today's residents** with the **needs of future generations**, with the aim of leaving no one behind.

Our goals for this Long Term Plan 2024–2034

Draft Community Outcomes



Collaborative and confident

Our residents have the opportunity to actively participate in community and city life, have a strong sense of belonging and identity, and feel safe.



Green and liveable

Our neighbourhoods and communities are accessible and well connected, supporting our goals to reduce emissions, build climate resilience and protect and regenerate the environment, especially our biodiversity, water bodies and tree canopy.

To be adopted by the Council as part of the Long Term Plan 2024–2034



A cultural powerhouse

Our diverse communities are supported to understand and protect their heritage, pursue their arts, cultural and sporting interests, and contribute to making our city a creative, cultural and events 'powerhouse'.



Thriving and prosperous

Our city is a great place for people, business and investment where we can all grow our potential, where enterprises are innovative and smart, and where together we raise productivity and reduce emissions.

Our intergenerational vision

A place of opportunity for all.

**Open to new ideas, new people,
new investment and new ways
of doing things – a place where
anything is possible.**



Ngāi Tahu has rangatiratanga over its takiwā – the Council is committed to partnering with Ngāi Tahu to achieve meaningful outcomes that benefit the whole community

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

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Karakia Whakakapi

Actions Register Ngā Mahinga Tuwhera

Karakia Tīmatanga

Kia tau te mauri o runga	<i>May the essence of above settle here</i>
Kia tau te mauri o raro	<i>May the essence of below settle here</i>
Paiheretia te ture wairua	<i>Bind together that we can't see and bind that we can see</i>
Paiheretia te ture tangata	<i>And have them guide us at this time</i>
Hei pou arahi i a tātou i tēnei wā	<i>May the thought be true</i>
Kia tika te whakaaro	<i>May the words be true</i>
Kia tika te kupu	
Tihei Mauri Ora!	

Waiata

Nei rā te tai ō mihi	<i>Heartfelt greetings and best wishes</i>
Ki a tatou e ngā iwi	<i>To all of us who have gathered here</i>
Kua tae mai mātou	<i>We have arrived here today</i>
Hei tautoko	<i>To show our collective support</i>
Ki te kaupapa o te rā	<i>For the purpose of the occasion</i>
He waka eke noa	<i>We are all in this together</i>
Nā te Kaunihera o Ōtautahi e	<i>On behalf of the Christchurch City Council</i>

1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

2. Declarations of Interest Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision-making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

That the minutes of the Waihoru Spreydon-Cashmere-Heathcote Community Board meeting held on [Thursday, 12 February 2026](#) be confirmed (refer page 6).

4. Public Forum Te Huinga Whānui

A period of up to 30 minutes will be available for people to speak for up to five minutes on any issue that is not the subject of a separate hearing process.

4.1 Hoon Hay Community Association Update

Jenny Goodman and Daniel Hay will speak on behalf of the Hoon Hay Community Association and provide an update on the Association.

4.2 Acknowledging and Celebrating the Cultural Heritage of Te Rae Kura/Redcliffs

Martin Ward and Alex Green will speak on behalf of the Redcliffs Residents' Association, joined by Sam Duggan from the Moa Kids Early Childhood Centre Committee regarding acknowledging and celebrating the cultural heritage of Te Rae Kura/Redcliffs.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

Deputations will be recorded in the meeting minutes.

6. Presentation of Petitions Ngā Pākikitanga

There were no petitions received at the time the agenda was prepared.

To present to the Community Board, refer to the [Participating in decision-making](#) webpage or contact the meeting advisor listed on the front of this agenda.

Waihoru
Spreydon-Cashmere-Heathcote Community Board
OPEN MINUTES

Date: Thursday 12 February 2026
Time: 4.03 pm
Venue: Linwood Boardroom, Gate B,
180 Smith Street, Woolston

Present

Chairperson	Keir Leslie
Deputy Chairperson	Sophie Bond
Members	Melanie Coker
	Will Hall
	Nathaniel Herz Jardine
	Kate Hodgins
	Roy Kenneally
	Tim Lindley

Principal Advisor

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

Karakia Tīmatanga

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

1. Apologies Ngā Whakapāha

Part C

Community Board Resolved SCBCC/2026/00001

That the apology from Tim Scandrett for absence be accepted.

Keir Leslie/Nathaniel Herz Jardine

Carried

2. Declarations by Member Te Ki Taurangi

Part B

Will Hall completed his oral and written declaration in the presence of John Filsell, Head of Community Support & Partnerships (acting on behalf of the Chief Executive) in accordance with Clause 14, Schedule 7 of the Local Government Act 2002.

3. Declarations of Interest Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

4. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

Part C

Community Board Resolved SCBCC/2026/00002

That the minutes of the Waihoru Spreydon-Cashmere-Heathcote Community Board meeting held on Thursday, 11 December 2025 be confirmed.

Kate Hodgins/Tim Lindley

Carried

5. Public Forum Te Huinga Whānui

Part B

There were no public forum presentations.

6. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

6.1 Spokes Canterbury - Cashmere - Penruddock Roundabout

Anne Scott spoke on behalf of Spokes Canterbury regarding Item 9 – Cashmere-Penruddock Roundabout.

Attachments

A Spokes Canterbury Presentation

6.2 Kate Woods - Cashmere - Penruddock Roundabout

Kate Woods, local resident spoke regarding Item 9 – Cashmere-Penruddock Roundabout.

6.3 Wendy Parlane - Rose Street Intersection - No Stopping Restrictions

Wendy Parlane, local resident spoke regarding Item 11 Rose Street Intersections - Proposed No Stopping Restrictions Report.

Attachments

A Wendy Parlane - Presentation to the Board - Photos

Secretarial note: for privacy concerns the individual requested their name in relation to Item 6.4 be protected.

6.4 Hoon Hay Road/Lewis Street - Pedestrian Improvements

Submitter 100, local resident could not attend the Board meeting and their written deputation regarding Item 16 – Hoon Hay Road/Lewis Street - Pedestrian Improvements was read aloud to the Board.

Attachments

A Hoon Hay/Lewis Street - Pedestrian Improvement - Submitter 100 notes

7. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

8. Correspondence

Community Board Resolved SCBCC/2026/00003

Officer Recommendations accepted without change

Part B

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the correspondence report dated 12 February 2026 from Ian Anderson in relation to Purau Reserve.
2. Receives the information in the correspondence report 12 February 2026 from Honourable Casey Costello, Minister for Seniors in relation to the Age Friendly Aotearoa Programme.

3. Receives the information in the correspondence report dated 12 February 2026 from Spokes Canterbury in relation to the Cashmere-Penruddock Roundabout.
4. Receives the information in the correspondence report dated 12 February 2026 from Kate Woods in relation to the cycle connection on Cashmere Road.

Nathaniel Herz Jardine/Kate Hodgins

Carried

The meeting adjourned at 5.05 pm and reconvened at 5.10 pm.

9. Cashmere - Penruddock Roundabout

Community Board Comment

1. The Board took into consideration the deputations at Items 6.1 and 6.2 and relevant correspondence in Item 8.
2. Council Officers Jacob Bradbury, Peter Rodgers and Weng-Kei Chen joined the table to speak to this Item and answered questions from elected members.
3. Council Officers presented the image in Attachment A (tabled) to explain safe driving speeds of the proposed roading layout.
4. Melanie Coker then Moved Option 2 from the agenda report, to approve the proposed roundabout layout and traffic control devices with speed humps on the approaches and exits from the roundabout (Attachment B to the report on the meeting agenda). This was seconded by Kate Hodgins.
5. Will Hall then Moved a foreshadowed Motion to approve a variation of Option 1 from the agenda report with one speed hump on the northbound entry lane for the new subdivision road. This was seconded by Nathaniel Herz Jardine.
6. At conclusion of debate, the Board voted on the Motion as Moved by Melanie Coker and was declared carried.

Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board recommends that the Council:

1. Receives the information in the Cashmere - Penruddock Roundabout Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the south side of Cashmere Road, commencing at a point approximately 166 metres east of its intersection with Penruddock Rise and extending in a westerly direction for 126 metres, as detailed on **Attachment A** to the report on the meeting agenda.
4. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of southbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the east side of Penruddock Rise, commencing at a point approximately 21 metres south of its intersection with

Cashmere Road and extending in an southerly direction for a distance of 10 metres, as detailed on **Attachment A** to the report on the meeting agenda.

5. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of northbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the west side of Penruddock Rise, commencing at a point approximately 33 metres south of its intersection with Cashmere Road and extending in a northerly direction for a distance of 10 metres, as detailed on **Attachment A** to the report on the meeting agenda.
6. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the south side of Cashmere Road, commencing at a point approximately 31 metres west of its intersection with Brookford Place and extending in an easterly direction for a distance of 74 metres, as detailed on **Attachment A** to the report on the meeting agenda.
7. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the north side of Cashmere Road, commencing at a point approximately 31 metres west of the prolongation of the western kerb line of its intersection with Brookford Place and extending in an easterly direction for a distance of 76 metres, as detailed on **Attachment A** to the report on the meeting agenda.
8. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the north side of Cashmere Road, commencing at a point approximately 39 metres east of the prolongation of the eastern kerb line of Penruddock Rise and extending in an easterly direction for a distance of 127 metres, as detailed on **Attachment A** to the report on the meeting agenda.

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

9. Receives the information in the Cashmere - Penruddock Roundabout Report.
10. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
11. Under Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 12 – 17 below.

Cashmere Road frontage – 250-258 Cashmere Road

12. Approves the roundabout, new paths, kerb alignments, traffic calming, road surface treatments and road markings, on Cashmere Road commencing at a point 166 metres east of its intersection with Penruddock Rise and extending in a westerly direction to a point 31 metres west of its intersection with Brookford Place as detailed on **Attachment A** to the report on the meeting agenda.

13. Approves the roundabout, new paths, kerb alignments, traffic calming, road surface treatments and road markings, on Penruddock Rise commencing at its intersection with Cashmere Road and extending in a southerly direction for a distance of 36 metres as detailed on **Attachment A** to the report on the meeting agenda.

No Stopping and Bus Stops - Cashmere Road

14. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time:
 - a. On the southern side of Cashmere Road, commencing at a point 161 metres east of its intersection with Penruddock Rise and extending in a westerly direction for a distance of 82 metres as detailed on **Attachment A** to the report on the meeting agenda.
 - b. On the southern side of Cashmere Road, commencing at a point 65 metres east of its intersection with Penruddock Rise and extending in a westerly direction to its intersection with Penruddock Rise as detailed on **Attachment A** to the report on the meeting agenda.
 - c. On the southern side of Cashmere Road, commencing at its intersection with Penruddock Rise and extending in a westerly direction to its intersection with a point 65 metres east of its intersection with Penruddock Rise and extending in a westerly direction to its intersection with Brookford Place as detailed on **Attachment A** to the report on the meeting agenda.
 - d. On the southern side of Cashmere Road, commencing at its intersection with Brookford Place and extending in a westerly direction for a distance of 31 metres as detailed on **Attachment A** to the report on the meeting agenda.
 - e. On the northern side of Cashmere Road, commencing at a point 31 metres west of the prolongation of the western kerb line of Brookford Place and extending in an easterly direction to its intersection with Penruddock Rise and the new subdivision road as detailed on **Attachment A** to the report on the meeting agenda.
 - f. On the northern side of Cashmere Road, commencing at its intersection with Penruddock Rise and the new subdivision road and extending in an easterly direction for a distance of 87 metres as detailed on **Attachment A** to the report on the meeting agenda.
 - g. On the northern side of Cashmere Road, commencing at a point 101 metres east of the prolongation of the eastern kerb line of Penruddock Rise and extending in an easterly direction for a distance of 23 metres as detailed on **Attachment A** to the report on the meeting agenda.
15. Approves that a bus stop in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, be reserved for large passenger service vehicles only, for the purposes of setting down or picking up passengers only, as part of a bus service as defined in the Land Transport Management Act 2003.
 - a. This restriction will apply on the southern side of Cashmere Road commencing at a distance 79 metres east of its intersection with Penruddock Rise and extending in a westerly direction for a distance of 14 metres as detailed on **Attachment A** to the report on the meeting agenda.
 - b. This restriction will apply on the northern side of Cashmere Road commencing at a distance 87 metres east of the prolongation of the eastern kerb line of

Penruddock Rise and extending in a easterly direction for a distance of 14 metres as detailed on **Attachment A** to the report on the meeting agenda.

No Stopping restrictions – Penruddock Rise

16. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time:
 - a. On the western side of Penruddock Rise, commencing at the new intersection with Cashmere Road detailed on **Attachment A** and extending in a southerly direction for a distance of 38 metres as detailed on **Attachment A** to the report on the meeting agenda.
 - b. On the eastern side of Penruddock Rise, commencing at the new intersection with Cashmere Road detailed on **Attachment A** and extending in a southerly direction for a distance of 38 metres as detailed on **Attachment A** to the report on the meeting agenda.
17. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, a bi-directional shared path, reserved for road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004 be established:
 - a. On the southern side of Cashmere Road commencing at its intersection with Penruddock Rise and extending in an easterly direction for a distance of 161 metres as detailed on **Attachment A**.
 - b. On the southern side of Cashmere Road commencing at its intersection with Penruddock Rise and extending in a westerly direction for a distance of 45 metres as detailed on **Attachment A**.
 - c. On the northern side of Cashmere Road commencing at a point 22 metres west of the prolongation of the western kerb line of Brookford Place and extending in an easterly direction to its intersection with Penruddock Rise and the new subdivision road as detailed on **Attachment A**.
 - d. On the northern side of Cashmere Road commencing at its intersection with Penruddock Rise and the new subdivision road and extending in an easterly direction for a distance of 116 metres as detailed on **Attachment A**.
18. Approves that for any parking restrictions on land currently vested with Council as Road Reserve, these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place.
19. Approves that for any parking restrictions on land not yet vested with Council as Road Reserve, these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place and when the land has been vested with Council.

Community Board Resolved SCBCC/2026/00004

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

9. Receives the information in the Cashmere - Penruddock Roundabout Report.
10. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

11. Under Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 12 – 17 below.

Cashmere Road frontage – 250-258 Cashmere Road

12. Approves the roundabout, new paths, kerb alignments, traffic calming, road surface treatments and road markings, on Cashmere Road commencing at a point 166 metres east of its intersection with Penruddock Rise and extending in a westerly direction to a point 31 metres west of its intersection with Brookford Place as detailed on **Attachment B** to the report on the meeting agenda.
13. Approves the roundabout, new paths, kerb alignments, traffic calming, road surface treatments and road markings, on Penruddock Rise commencing at its intersection with Cashmere Road and extending in a southerly direction for a distance of 36 metres as detailed on **Attachment B** to the report on the meeting agenda.

No Stopping and Bus Stops - Cashmere Road

14. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time:
 - a. On the southern side of Cashmere Road, commencing at a point 161 metres east of its intersection with Penruddock Rise and extending in a westerly direction for a distance of 82 metres as detailed on **Attachment B** to the report on the meeting agenda.
 - b. On the southern side of Cashmere Road, commencing at a point 65 metres east of its intersection with Penruddock Rise and extending in a westerly direction to its intersection with Penruddock Rise as detailed on **Attachment B** to the report on the meeting agenda.
 - c. On the southern side of Cashmere Road, commencing at its intersection with Penruddock Rise and extending in a westerly direction to its intersection with a point 65 metres east of its intersection with Penruddock Rise and extending in a westerly direction to its intersection with Brookford Place as detailed on **Attachment B** to the report on the meeting agenda.
 - d. On the southern side of Cashmere Road, commencing at its intersection with Brookford Place and extending in a westerly direction for a distance of 31 metres as detailed on **Attachment B** to the report on the meeting agenda.
 - e. On the northern side of Cashmere Road, commencing at a point 31 metres west of the prolongation of the western kerb line of Brookford Place and extending in an easterly direction to its intersection with Penruddock Rise and the new subdivision road as detailed on **Attachment B** to the report on the meeting agenda.
 - f. On the northern side of Cashmere Road, commencing at its intersection with Penruddock Rise and the new subdivision road and extending in an easterly direction for a distance of 87 metres as detailed on **Attachment B** to the report on the meeting agenda.
 - g. On the northern side of Cashmere Road, commencing at a point 101 metres east of the prolongation of the eastern kerb line of Penruddock Rise and extending in an easterly direction for a distance of 23 metres as detailed on **Attachment B** to the report on the meeting agenda.

15. Approves that a bus stop in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, be reserved for large passenger service vehicles only, for the purposes of setting down or picking up passengers only, as part of a bus service as defined in the Land Transport Management Act 2003.
 - a. This restriction will apply on the southern side of Cashmere Road commencing at a distance 79 metres east of its intersection with Penruddock Rise and extending in a westerly direction for a distance of 14 metres as detailed on **Attachment B** to the report on the meeting agenda.
 - b. This restriction will apply on the northern side of Cashmere Road commencing at a distance 87 metres east of the prolongation of the eastern kerb line of Penruddock Rise and extending in an easterly direction for a distance of 14 metres as detailed on **Attachment B** to the report on the meeting agenda.

No Stopping restrictions – Penruddock Rise

16. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time:
 - a. On the western side of Penruddock Rise, commencing at the new intersection with Cashmere Road detailed on **Attachment B** to the report on the meeting agenda and extending in a southerly direction for a distance of 38 metres as detailed on **Attachment B** to the report on the meeting agenda.
 - b. On the eastern side of Penruddock Rise, commencing at the new intersection with Cashmere Road detailed on **Attachment B** to the report on the meeting agenda and extending in a southerly direction for a distance of 38 metres as detailed on **Attachment B** to the report on the meeting agenda.
17. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, a bi-directional shared path, reserved for road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004 be established:
 - a. On the southern side of Cashmere Road commencing at its intersection with Penruddock Rise and extending in an easterly direction for a distance of 161 metres as detailed on **Attachment B** to the report on the meeting agenda.
 - b. On the southern side of Cashmere Road commencing at its intersection with Penruddock Rise and extending in a westerly direction for a distance of 45 metres as detailed on **Attachment B** to the report on the meeting agenda.
 - c. On the northern side of Cashmere Road commencing at a point 22 metres west of the prolongation of the western kerb line of Brookford Place and extending in an easterly direction to its intersection with Penruddock Rise and the new subdivision road as detailed on **Attachment B** to the report on the meeting agenda.
 - d. On the northern side of Cashmere Road commencing at its intersection with Penruddock Rise and the new subdivision road and extending in an easterly direction for a distance of 116 metres as detailed on **Attachment B** to the report on the meeting agenda.
18. Approves that for any parking restrictions on land currently vested with Council as Road Reserve, these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place.

19. Approves that for any parking restrictions on land not yet vested with Council as Road Reserve, these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place and when the land has been vested with Council.

Melanie Coker/Kate Hodgins

Carried

Will Hall, Nathaniel Herz Jardine and Keir Leslie requested that their votes against the resolutions be recorded.

Community Board Decided SCBCC/2026/00005

Part A

That the Waihoru Spreydon-Cashmere-Heathcote Community Board recommends that the Council:

1. Receives the information in the Cashmere - Penruddock Roundabout Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the south side of Cashmere Road, commencing at a point approximately 166 metres east of its intersection with Penruddock Rise and extending in a westerly direction for 126 metres, as detailed on **Attachment B** to the report on the meeting agenda.
4. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of southbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the east side of Penruddock Rise, commencing at a point approximately 21 metres south of its intersection with Cashmere Road and extending in an southerly direction for a distance of 10 metres, as detailed on **Attachment B** to the report on the meeting agenda.
5. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of northbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the west side of Penruddock Rise, commencing at a point approximately 33 metres south of its intersection with Cashmere Road and extending in a northerly direction for a distance of 10 metres, as detailed on **Attachment B** to the report on the meeting agenda.
6. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the south side of Cashmere Road, commencing at a point approximately 31 metres west of its intersection with Brookford Place and extending in an easterly direction for a distance of 74 metres, as detailed on **Attachment B** to the report on the meeting agenda.
7. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined

in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the north side of Cashmere Road, commencing at a point approximately 31 metres west of the prolongation of the western kerb line of its intersection with Brookford Place and extending in an easterly direction for a distance of 76 metres, as detailed on **Attachment B** to the report on the meeting agenda.

8. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the north side of Cashmere Road, commencing at a point approximately 39 metres east of the prolongation of the eastern kerb line of Penruddock Rise and extending in an easterly direction for a distance of 127 metres, as detailed on **Attachment B** to the report on the meeting agenda.

Melanie Coker/Kate Hodgins

Carried

Will Hall, Nathaniel Herz Jardine and Keir Leslie requested that their votes against the resolutions be recorded.

Attachments

- A Cashmere-Penruddock vehicle tracking speeds for 85th percentile car - Image

10. Huntsbury Avenue - Proposed No Stopping Restrictions

Community Board Resolved SCBCC/2026/00006

Officer Recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Huntsbury Avenue - Proposed No Stopping Restrictions Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Under Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolution 4 below.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the stopping of vehicles be prohibited at any time on the east side of Huntsbury Avenue, commencing at a point 326 metres south of its intersection with Aotea Terrace and extending in a southerly direction for a distance of 23 metres, as detailed on Attachment A (TG148397, dated 20/01/26) to the report on the meeting agenda.
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

Tim Lindley/Kate Hodgins

Carried

11. Rose Street Intersections - Proposed No Stopping Restrictions

Community Board Comment

1. The Board took into consideration the deputation from Wendy Parlane at Item 6.3.

Community Board Resolved SCBCC/2026/00007

Officer Recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Rose Street Intersections - Proposed No Stopping Restrictions Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Under Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4-5 below.

Fairview Street / Rose Street

4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, and as detailed on Attachment A (TG151677, dated 15/01/2026) to the report on the meeting agenda, that the stopping of vehicles be prohibited at any time:
 - a. on the southeast side of Rose Street, commencing at its intersection with Fairview Street and extending in a southwest direction for a distance of 10 metres;
 - b. on the southeast side of Rose Street, commencing at its intersection with Fairview Street and extending in a northeast direction for a distance of 22 metres; and
 - c. on the southwest side of Fairview Street, commencing at its intersection with Rose Street and extending in a southeast direction for a distance of 23 metres.

Palmside Street / Rose Street

5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, and as detailed on Attachment B (TG151681, dated 21/01/2026) to the report on the meeting agenda, that the stopping of vehicles be prohibited at any time on the southeast side of Rose Street, commencing at its intersection with Palmside Street and extending in a northeast direction for a distance of 26 metres.
6. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

Melanie Coker/Nathaniel Herz Jardine

Carried

12. Studholme Street - Proposed No Stopping Restrictions

Community Board Resolved SCBCC/2026/00008

Officer Recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Studholme Street - Proposed No Stopping Restrictions Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. In accordance with Clause 6(2) of the Christchurch City Council Traffic & Parking Bylaw 2017, revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the removal of parking or stopping restrictions described in resolutions 4 and 5 below.
4. Approves the installation of no stopping restrictions, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-west side of Studholme Street commencing at a point 267 meters north-east of its intersection with Barrington Street and extending in a nor'easterly direction for a distance of 17 meters as detailed in **Attachment A** (TG151695, Issue 1, dated 04/11/2025) to the report on the meeting agenda.
5. Approves the installation of no stopping restrictions, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-east side of Studholme Street commencing at a point 267 meters north-east of its intersection with Barrington Street and extending in a nor'easterly direction for a distance of 16 metres as detailed in **Attachment A** (TG151695, Issue 1, dated 04/11/2025) to the report on the meeting agenda.
6. Approves that these resolutions take effect when road markings that evidence the restrictions described in this staff report are installed.

Keir Leslie/Sophie Bond

Carried

13. Cashmere Technical Football Club Lighting Application - Addington Park

Community Board Resolved SCBCC/2026/00009

Officer Recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Cashmere Technical Football Club Lighting Application - Addington Park Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

3. Grant a ground lease to Cashmere Technical Football Club pursuant to the Reserves Act 1977 for a lease period of 20 years including renewals for four floodlights on Addington Park, being Part Rural Section 72, RoT: CB82/184, as shown generally on **Attachment A** to the report on the meeting agenda.
4. Approves construction of four (4) new flood lights at Addington Park Part Rural Section 72, RoT: CB82/184) as shown in **Attachment A** to the report on the meeting agenda.
5. Authorise the Manager Property Consultancy to conclude negotiation and administer the terms and conditions of the lease.

Will Hall/Roy Kenneally

Carried

14. Canterbury Adventure Park - Parking Overflow Lease **Community Board Resolved SCBCC/2026/00010**

Officer Recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Canterbury Adventure Park - Parking Overflow Lease Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Grant a lease pursuant to Section 61(2) of the Reserves Act 1977, of land located at 55R Worsleys Road, being an area of 2,695m² as detailed in **Attachment A** to the report on the meeting agenda, for a period of 15 years total, to Leisure Investments NZ Limited Partnership, on the terms as detailed within this report.
4. Delegates authority to the Manager Property Consultancy to carry out any actions necessary to complete the lease documentation.

Roy Kenneally/Tim Lindley

Carried

Melanie Coker declared an interest in this Item and took no part in any discussion or voting.

15. Centaurus Road/St Martins Road - Pedestrian Safety Improvements **Community Board Resolved SCBCC/2026/00011**

Officer Recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Centaurus Road/St Martins Road - Pedestrian Safety Improvements Report.

2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves, pursuant to Section 331 and 334 of the Local Government Act 1974, the road layout, including all road surface treatments, pedestrian facilities and road markings on Centaurus Road and St Martins Road as detailed on plan TG151658 dated 09/01/26 in Attachment A to the report on the meeting agenda.

Kate Hodgins/Sophie Bond

Carried

16. Hoon Hay Road/Lewis Street - Pedestrian Improvements

Community Board Comment

1. The Board took into consideration the deputation at Item 6.4.

Community Board Resolved SCBCC/2026/00012

Officer Recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Hoon Hay Road/Lewis Street - Pedestrian Improvements Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Under Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4 to 17 below.
4. Approves, pursuant to Section 331 and 334 of the Local Government Act 1974, the road layout, including all road surface treatments, traffic islands, pedestrian facilities and road markings on Hoon Hay Road as detailed in Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
5. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the northeast bound approach of Lewis Street at its intersection with Hoon Hay Road be controlled by a Stop Control as detailed in Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
6. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northwestern side of Lewis Street, commencing at its intersection with Hoon Hay Road and extending in a south-westerly direction for a distance of 12 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
7. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the parking of vehicles on northwestern side of Lewis Street be restricted to a maximum period of 10 minutes commencing at a point 12 metres southwest of its intersection with Hoon Hay Road and extending in a south-westerly direction for a distance of 24 metres, as detailed on Attachment A to the report on the

- meeting agenda (Plan TG150187 dated 12/01/26). This restriction is to apply from 8am-6pm Monday- Sunday, excluding public holidays.
8. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwestern side of Hoon Hay Road, commencing at its intersection with Lewis Street and extending in a north-westerly direction for a distance of 56 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
 9. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeastern side of Hoon Hay Road, commencing at a point 86 metres northwest of its intersection with Smartlea Street and extending in a north-westerly direction for a distance of 38 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
 10. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, a bus stop be installed on the northeastern side of Hoon Hay Road, commencing at a point 72 metres northwest of its intersection with Smartlea Street and extending in a north-westerly direction for a distance of 14 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
 11. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeastern side of Hoon Hay Road, commencing its intersection with Smartlea Street and extending in a north-westerly direction for a distance of 72 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
 12. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northwestern side of Smartlea Street, commencing its intersection with Hoon Hay Road and extending in a north-easterly direction for a distance of 16.5 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
 13. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southeastern side of Smartlea Street, commencing its intersection with Hoon Hay Road and extending in a north-easterly direction for a distance of 15.5 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
 14. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the southwest bound approach of Smartlea Street at its intersection with Hoon Hay Road be controlled by a Give Way Control.
 15. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeastern side of Hoon Hay Road, commencing its intersection with Smartlea Street and extending in a south-easterly direction for a distance of 22.5 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
 16. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwestern side of Hoon Hay Road, commencing its intersection with Lewis Street and extending in a south-easterly direction for a distance of 95.5 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).

17. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southeastern side of Lewis Street, commencing at its intersection with Hoon Hay Road and extending in a south-westerly direction for a distance of 16 metres, as detailed on Attachment A to the report on the meeting agenda (Plan TG150187 dated 12/01/26).
18. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in 4 to 17 are in place or removed in the case of revocations.

Melanie Coker/Nathaniel Herz Jardine

Carried

17. Waihoru Spreydon-Cashmere-Heathcote 2025-26 Discretionary Response Fund - Sumner Bays Union Trust, Westland Free Kindergarden, Youth and Cultural Development

Community Board Resolved SCBCC/2026/00013

Officer Recommendations accepted without change

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Waihoru Spreydon-Cashmere-Heathcote 2025-26 Discretionary Response Fund - Sumner Bays Union Trust, Westland Free Kindergarden, Youth and Cultural Development Report.
2. Approves a grant of \$1,397.00 from its 2025/26 Discretionary Response Fund to Sumner Bays Union Trust towards entertainment costs for the Sumner Community Christmas Carols.
3. Approves a grant of \$3,000 from its 2025/26 Discretionary Response Fund to Canterbury Westland Free Kindergarden Association Incorporated towards Sustainable Refresh of Outdoor Climbing Equipment.
4. Approves a grant of \$12,000 from its 2025/26 Discretionary Response Fund to The Youth and Cultural Development Society Incorporated towards FRESH Pool Parties at Pioneer Pool.

Tim Lindley/Roy Kenneally

Carried

18. Waihoru Spreydon-Cashmere-Heathcote Community Board Area Report - February 2026

Community Board Resolved SCBCC/2026/00014

Officer Recommendation accepted without change

Part B

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Waihoru Spreydon-Cashmere-Heathcote Community Board Area Report - February 2026.

Kate Hodgins/Sophie Bond

Carried

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

Part B

Members exchanged information on the following matters of interest to the Board:

- Providing feedback on Council's Draft Annual Plan.
- Age-friendly Group advocating for a metro-level resource.
- A member met with organisers of the Sumner Sports Pavillion rebuild group to discuss upcoming events.
- Chair received correspondence, sought staff advice and responded regarding concerns about the Board's decision in September 2025 on the Christchurch Yacht Club - Application for Building and Site Development.
- Attendance at Sommerfield Residents' Association meeting noting new Chairperson and Association's concerns about intensification in the Sommerfield area.
- Concerns raised about trucks use of Bridle Path Road and road-users' speed.
- A member met with Spokes Canterbury.
- A member reported on a meeting at Highcrest Reserve regarding planting plan.

Karakia Whakakapi

Meeting concluded at 5.54 pm.

CONFIRMED THIS 12th DAY OF MARCH 2026

KEIR LESLIE
CHAIRPERSON

7. Correspondence

Reference Te Tohutoro: 26/446620

Responsible Officer(s) Te
Pou Matua: Jonathon Jones, Community Board Advisor

Accountable ELT
Member Pouwhakarae: Andrew Rutledge, General Manager Citizens and Community

1. Purpose of Report Te Pūtake Pūrongo

Correspondence has been received from:

Name	Subject
Patrick Kennedy	Thank you - Selwyn Street pedestrian safety improvements

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the correspondence report dated 12 March 2026 from Patrick Kennedy thanking the Board in relation to Selwyn Street pedestrian safety improvements.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Correspondence - Patrick Kennedy	26/446623	26

[Redacted]

[Redacted]

From: Patrick Kennedy <[Redacted]>
Sent: Thursday, February 26, 2026 09:29
To: Coker, Melanie <Melanie.Coker@ccc.govt.nz>
Subject: Re: Selwyn St pedestrian safety improvements.

You don't often get email from [Redacted]. [Learn why this is important](#)

Kia ora

Yes, of course. Please feel free to share with the community board.

[Redacted]

Thanks again
Patrick

Sent from [Outlook for Android](#)

From: Coker, Melanie <Melanie.Coker@ccc.govt.nz>
Sent: Thursday, February 26, 2026 9:25:20 AM
To: Patrick Kennedy <[Redacted]>
Subject: Re: Selwyn St pedestrian safety improvements.

Hi Patrick,

[Redacted]

I'm so pleased we've done a good job here and hope it's all right to pass on your comments to the community board.

Ngā mihi nui,
Melanie

From: Patrick Kennedy <[Redacted]>
Sent: Thursday, February 26, 2026 07:07
To: Coker, Melanie <Melanie.Coker@ccc.govt.nz>
Subject: Selwyn St pedestrian safety improvements.

You don't often get email from [REDACTED] [Learn why this is important](#)
Kia ora councillor Coker

I think it escaped my attention at the time it was out for consultation, but I have seen the construction under way on the side street buildouts on Selwyn St and the pedestrian refuge islands on Somerfield St, Selwyn St intersection.

The lack of an island on Somerfield Street and the massively wide intersections on the likes of Stenness Ave and Cooke Street have made walking around the area quite unpleasant at times, so you can imagine how pleasantly surprised I was to see these new developments. It will definitely make walking the dog or a trip to Moon Under Water or the restaurants nearby a little better.

I'd just like to thank the community board and the council for making these little but meaningful improvements to our neighbourhood.

Thanks very much
Patrick Kennedy

[REDACTED]

Sent from [Outlook for Android](#)

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8. Mowbray Street - P5 Loading Zone

Reference Te Tohutoro: 26/372314

Responsible Officer(s) Te
Pou Matua: Toni Dakers, Traffic Engineer

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waihoru-Spreydon-Cashmere-Heathcote Community Board to approve changes to the P5 Loading Zone outside 94 Mowbray Street.
- 1.2 This report has been written in response to requests from the adjacent business for this Loading Zone to be removed from the current location and unrestricted parking reinstated.
- 1.3 The recommended option is to relocate the Loading Zone to outside the neighbouring property (100 Mowbray Street), in accordance with Attachment A.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Mowbray Street - P5 Loading Zone Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Under Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4-5 below.
4. Approves, in accordance with Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the Loading Zone located on the southwest side of Mowbray Street, commencing at a point 112 metres west of its intersection with Wilsons Road, and extending in a westerly direction for a distance of six metres, be revoked.
5. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Loading Zone be installed on the southwest side of Mowbray Street, commencing at a point 96 metres west of its intersection with Wilsons Road, and extending in a westerly direction for a distance of nine metres. This loading zone is to be restricted to a maximum loading period of five minutes between 8am and 6pm Monday to Sunday.
6. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 A Loading Zone was originally approved outside 94 Mowbray Street in 2005 to provide short term parking for a food outlet that was operating at that time.

- 3.2 To better service existing businesses in the area, it is proposed to relocate the Loading Zone to 100 Mowbray Street and extend the length to 9 metres to accommodate standard delivery trucks.
- 3.3 The recommended option is shown in Attachment A.

4. Background/Context Te Horopaki

- 4.1 Mowbray Steet provides access to industrial / commercial activity. A high parking demand is observed during weekdays which is associated with the surrounding business activity. On-street parking is unrestricted except for a P5 Loading Zone outside 94 Mowbray Street.
- 4.2 The six-metre-long Loading Zone was approved in 2005 to provide short term parking for a food outlet. The food outlet has not been operating at this site for many years. Over time the Loading Zone signs were removed but the markings remained. During this period, the space no longer functioned as a Loading Zone but it was never formally revoked.
- 4.3 Staff received a request to reinstate the signs to provide a usable Loading Zone for nearby businesses. In response to this, the signage was reinstated by Council's Maintenance Team in August 2025.
- 4.4 In response to a separate request to consider changes to the Loading Zone and acknowledging the time since it was last in operation, staff agreed to consult with the affected businesses to work toward a suitable solution.
- 4.5 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.6 The following reasonably practicable options were considered and are assessed in this report:
 - 4.6.1 Relocate the Loading Zone further west (outside the neighbouring property - 100 Mowbray Street)
 - 4.6.2 Do Nothing, retain the Loading Zone outside 94 Mowbray Street
 - 4.6.3 Remove the Loading Zone

Options Descriptions Ngā Kōwhiringa

- 4.7 **Preferred Option:** Relocate the Loading Zone to outside 100 Mowbray Street in accordance with Attachment A.
 - 4.7.1 **Option Advantages**
 - This option is supported by both affected businesses.
 - Allows the Loading Zone to be extended to 9 metres to accommodate standard delivery trucks.
 - Retains a short-term loading space to service properties in the immediate vicinity.
 - 4.7.2 **Option Disadvantages**
 - Cost to implement, although this is minimal (line marking and sign relocation).
- 4.8 **Option 2:** Do Nothing, retain the Loading Zone outside 94 Mowbray Street.
 - 4.8.1 **Option Advantages**

- Provides a short-term loading and unloading option for nearby businesses.

4.8.2 Option Disadvantages

- The Loading Zone is only six metres long which is not sufficient to accommodate larger vehicles, including many delivery trucks.

4.9 Option 3: Remove the Loading Zone

4.9.1 Option Advantages

- Reinstates a further unrestricted parking space.

4.9.2 Option Disadvantages

- Cost to implement, although this is minimal (removal of signs only).
- No loading space for business deliveries.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do Nothing	Option 3 - Remove
Cost to Implement	Approximately \$200 for new line marking and sign relocation	Nil	Approximately \$80 for sign removal
Maintenance/Ongoing Costs	No change to existing	No change to existing	N/A
Funding Source	Traffic Operations Team Operational budget	N/A	Traffic Operations Team Operational budget
Funding Availability	Funding available	N/A	Funding available
Impact on Rates	Negligible	N/A	Negligible

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 None identified

Legal Considerations Ngā Hīraunga ā-Ture

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

6.2.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.

6.2.2 Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to subsequently amend or revoke any resolution made under this bylaw at any time.

6.2.3 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Delegations Register. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.

6.2.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

6.3 Other Legal Implications:

- 6.3.1 There is no other legal context, issue, or implication relevant to this decision.
- 6.3.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in this report.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.4 The required decision:
 - 6.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#).
 - 6.4.2 The recommendations in this report are consistent with the Christchurch Suburban Parking Policy.
 - 6.4.3 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 6.5 The community engagement and consultation outlined in this report reflect the assessment.
- 6.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.7 Transport
 - 6.7.1 Activity: Transport
 - Level of Service: 10.3.3 Maintain customer satisfaction with the ease of use of Council on-street parking facilities - >=50%

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.8 The two affected businesses were contacted by letter drop, and the proposal was also discussed on site. Written feedback was received from representatives of both businesses.
- 6.9 Both submissions were supportive of the option to relocate the Loading Zone to outside 100 Mowbray Street.
- 6.10 The business operating from 100 Mowbray Street receives and redistributes food to community organisations across Canterbury. The Loading Zone allows community groups to load food into their vans safely and efficiently as well as accommodate larger deliveries that are received on a weekly basis. They consider the Loading Zone to be critical for their operations and note it is also utilised by other businesses in the area.
- 6.11 They were opposed to the removal of the Loading Zone and support either retaining it in its current location or relocating it in accordance with Attachment A.
- 6.12 The business adjacent to the existing Loading Zone are supportive of the recommended option to relocate the Loading Zone to outside 100 Mowbray Street but opposed to it being retained in its current position. Reasons for opposing it being retained include the loss of unrestricted parking outside the property which was previously utilised prior to the recent reinstatement.
- 6.13 The Team Leader Parking Compliance supports the preferred option.
- 6.14 The decision affects the following wards/Community Board areas:
 - 6.14.1 Heathcote Ward

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.15 The decision does not involve a significant decision concerning ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.16 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, staff will arrange for the signage and line marking changes to be undertaken.

Attachments Ngā Tāpirihanga

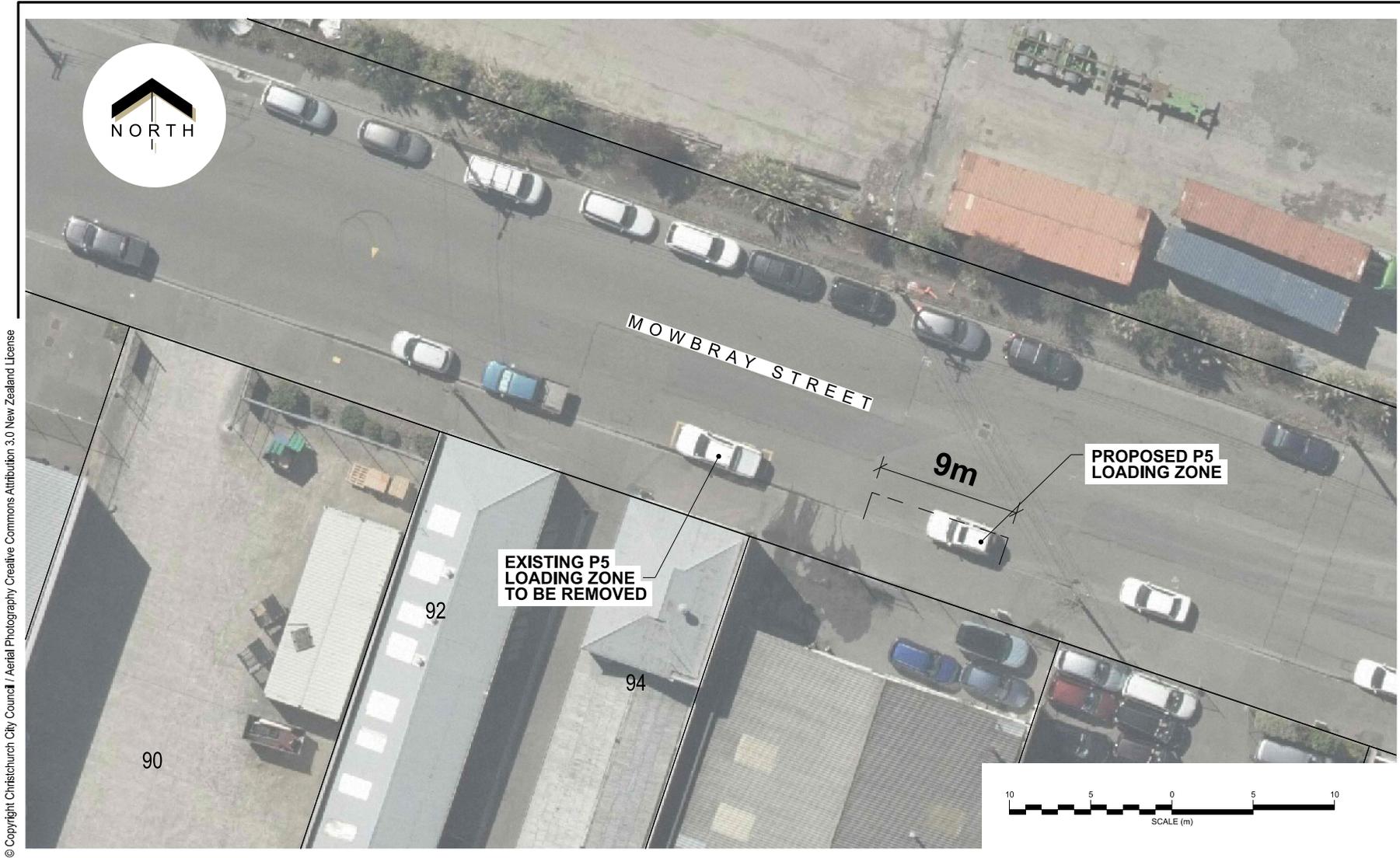
No.	Title	Reference	Page
A 	Site Plan - Mowbray Street P5 Loading Zone	26/423459	34

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Toni Dakers - Traffic Engineer
Approved By	Kathy Graham - Team Leader Traffic Operations Stephen Wright - Head of Transport & Waste Management



Christchurch
City Council

Mowbray Street
P5 Loading Zone
For Community Board Approval

Original Plan Size: A4
Drawn: MJR Issue 1 26/02/2026
Designed: TD Drawing: TG153016
Approved: Project:

9. Bus stop upgrades on Mathers, Sparks, and Main Roads

Reference Te Tohutoro: 26/173580

Responsible Officer(s) Te Pou Matua: Mansour Johari, Passenger Transport Engineer

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 To approve the proposed bus stop improvements on Mathers, Sparks, and Main Roads.
- 1.2 This report has been prepared by staff in response to community requests.
- 1.3 The proposed bus stop upgrades were consulted on together and are presented in a single report to streamline time and costs. However, the decisions concerning each bus stop are independent, and they can be pursued separately if necessary.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Bus stop upgrades on Mathers, Sparks, and Main Roads Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Under Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 revokes any previous resolutions pertaining to parking or stopping restrictions and traffic controls made pursuant to any bylaw to the extent that they conflict with the parking or stopping restrictions and traffic controls described in resolutions 4 to 7 below.

Bus stop 33115 – 4 Mathers Road (Attachment A)

4. Pursuant to Section 339(1) of the Local Government Act 1974:
 - a. Approves that a bus passenger shelter be installed on the north side of Mathers Road commencing at a point 73 metres west of its intersection with Hoon Hay Road and extending in an easterly direction for a distance of approximately 3.6 metres.

Bus stop 43397 – 59 Sparks Road (Attachment A)

5. Pursuant to Section 339(1) of the Local Government Act 1974:
 - a. Approves that a bus passenger shelter be installed on the north side of Sparks Road commencing at a point 40 metres west of its intersection with Pablo Place and extending in an easterly direction for a distance of approximately 3.6 metres.

Bus stop 42596 – Outside Sumner Coronation Garden on Main Road (Attachment A)

6. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. Approves that the stopping of all vehicles be prohibited at any time, on the west side of Main Road commencing at a point 53 metres south of its intersection with Clifton Terrace and extending in a northerly direction for a distance of 12 metres.

7. Approves that a hardstand area and tactile pavers be installed at the bus stops in clauses 4 and 5 above, and that a green surfacing treatment be implemented at the bus stop in Clause 6 above, as shown on **Attachment A**.
8. Approves that these resolutions, described in clauses 4 to 7 above, take effect when traffic controls or parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Based on community requests, staff are proposing several bus stop upgrades, as listed in Table 1.

Table 1: Proposed bus stop upgrades.

Adress and ID	Origin	Upgrades
4 Mathers Road - 33115	Community	Shelter installation
59 Sparks Road - 43397	Community	Shelter installation
Outside Sumner Coronation Garden on Main Road - 42596	Community	Lead-in no stopping restrictions

- 3.2 The proposed plans also incorporate tactile pavers and a hardstand area to improve accessibility in the waiting area, including for people getting on and off the bus. Green surfacing is proposed at the bus stop on Main Road to increase the awareness and potential presence of people riding bicycles.
- 3.3 A bus stop is deemed well-used if, on average, it serves around 20 or more passengers daily. This is the traditional CCC threshold for bus shelter installation.
- 3.4 These upgrades have been prioritised based on patronage and community requests.

4. Background/Context Te Horopaki

4 Mathers Road - 33115

- 4.1 The bus stop serves bus route 60. On average, 20 passengers use this bus stop each day.
- 4.2 The existing bus stop includes standard bus box marking and signage. Also, the driveways before and after the bus box function as lead-in/out no stopping restrictions for buses.

59 Sparks Road - 43397

- 4.3 The bus stop serves bus route 60. On average, 22 passengers use this bus stop each day.
- 4.4 The existing bus stop includes standard bus box marking, lead-in no stopping restrictions, and signage. Also, the driveway after the bus box functions as lead-out no stopping restrictions for buses.

Outside Sumner Coronation Garden on Main Road - 42596

- 4.5 The bus stop serves bus route 3. On average, 31 passengers use this bus stop each day.
- 4.6 The existing bus stop includes standard bus box marking, lead-out no stopping restrictions, signage, and a shelter.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4 Mathers Road – 33115 and 59 Sparks Road - 43397

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

- 4.7.1 Shelter installation.
- 4.7.2 Do nothing.

Outside Sumner Coronation Garden on Main Road - 42596

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

- 4.8.1 Provision of standard lead-in no stopping restrictions.
- 4.8.2 Do nothing.

Options Descriptions Ngā Kōwhiringa

4 Mathers Road – 33115 and 59 Sparks Road - 43397

4.9 **Preferred Option:** Shelter installation.

4.9.1 **Option Advantages**

- Provides weather protection for bus users.

4.9.2 **Option Disadvantages**

- Costs associated with shelter cleaning and maintenance.

4.10 **Do nothing Option:**

4.10.1 **Option Advantages**

- The Council will not incur any costs.

4.10.2 **Option Disadvantages**

- No improvement in weather protection for people waiting for the bus.

Outside Sumner Coronation Garden on Main Road - 42596

4.11 **Preferred Option:** Provision of standard lead-in no stopping restrictions.

4.11.1 **Option Advantages**

- Improved access to bus stop for buses.
- Buses would no longer block the traffic lane.

4.11.2 **Option Disadvantages**

- On-street parking loss (2 spaces)

4.12 **Do nothing Option:**

4.12.1 **Option Advantages**

- The Council will not incur any costs.

4.12.2 **Option Disadvantages**

- None of the identified advantages associated with the preferred option would be realised.

5. Financial Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 5.1 The estimated costs for the recommended option and the do-nothing option are provided in the table below.
- 5.2 The implementation costs in the table below include the expenses for investigation, design, and construction of bus stop upgrades.
- 5.3 Maintenance/Ongoing costs - The Transport Unit Operational Expenditure budgets include maintenance of bus stop infrastructure.
- 5.4 Funding Source – Traffic Operations budget for public transport infrastructure upgrades.

4 Mathers Road – 33115

	Recommended Option	Option 2 – Do nothing
Cost to Implement	\$33,000	\$0
Funding Source	CPMS 50465	N/A
Maintenance/Ongoing Costs	Bus stop maintenance contract - minimal effects to the overall asset	N/A
Funding Availability	Available	N/A
Impact on Rates	N/A	N/A

59 Sparks Road - 43397

	Recommended Option	Option 2 – Do nothing
Cost to Implement	\$33,000	\$0
Funding Source	CPMS 50465	N/A
Maintenance/Ongoing Costs	Bus stop maintenance contract - minimal effects to the overall asset	N/A
Funding Availability	Available	N/A
Impact on Rates	N/A	N/A

Outside Sumner Coronation Garden on Main Road - 42596

	Recommended Option	Option 2 – Do nothing
Cost to Implement	\$7,500	\$0
Funding Source	CPMS 50465	N/A
Maintenance/Ongoing Costs	General maintenance contract - minimal effects to the overall asset	N/A
Funding Availability	Available	N/A
Impact on Rates	N/A	N/A

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Should the Community Board proceed with Option 2, the do-nothing option, there will be

4 Mathers Road – 33115 and 59 Sparks Road – 43397

- No improvements in weather protection for people waiting for the bus.

Outside Sumner Coronation Garden on Main Road - 42596

- No improvements in access to the bus stop.
- Buses would continue to block the traffic lane when stopping at this bus stop.

Legal Considerations Ngā Hiraunga ā-Ture

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

6.2.1 The relevant Community Board or Committee have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolutions of:

- Stopping, standing, and parking restrictions (including bus stops) under Clause 7 of the Traffic and Parking Bylaw 2017.
- Bus passenger shelters under Section 339 (1) of the Local Government Act 1974.
- To hear and determine objections to bus stop shelters.

6.3 Other Legal Implications:

6.3.1 This report has not been reviewed and approved by the Legal Services Unit.

Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decisions:

6.4.1 Align with the [Christchurch City Council's Strategic Framework](#).

6.4.2 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the number of people impacted by each individual plan, the low risk and cost associated with the decision.

6.4.3 Are consistent with Council's Plans and Policies.

6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):

6.6 Transport

6.6.1 Activity: Transport

- Level of Service: 10.4.1 More people are choosing to travel by public transport - ≥ 14 million trips per year
- Level of Service: 10.4.4 Improve customer satisfaction with public transport facilities (quality of bus stops and bus priority measures) - $\geq 73\%$

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 Consultation has been carried out with affected property owners and tenants.

6.8 The consultation period ran from 27 January to 10 February 2026. Letters were delivered to the property owners and tenants affected.

6.9 Environment Canterbury support the proposed upgrades.

6.10 The Parks Unit has indicated that it has no issues with the proposed plan for bus stop 42596 outside Sumner Coronation Garden on Main Road.

6.11 Staff did not receive any submissions regarding the proposed plan for bus stop 33115 outside 4 Mathers Road.

- 6.12 Staff received three submissions regarding the plan proposed for bus stop 43397 outside 59 Sparks Road.
- 6.12.1 Two affected residents supported the proposed plan.
- 6.12.2 One resident objected to the proposed plan and raised the following concerns:
- Buses block the driveway for longer than a typical pick-up and drop-off stop.
 - Increased risk of graffiti, damage to fencing, fence break-ins, and litter.
 - Safety risks associated with the narrow road width.
- 6.12.3 Staff followed up the issue of longer dwell time with Environment Canterbury (ECan). ECan confirmed that this bus stop is used only for normal for pick-up and drop-off of passengers and has no other operational function (i.e. timing point or driver changeover). Staff informed the resident accordingly and advised them to contact ECan directly if the issue occurs again. In addition, the installation of a shelter is unlikely to affect this issue.
- 6.12.4 In terms of the second concern, staff have responded to the resident that vandalism, privacy issues, and graffiti may occasionally occur at some bus stops, but they are not widespread issues across Christchurch. Should such an incident arise, the police can be contacted, as this behaviour is unacceptable. In the case of graffiti, the relevant Council team will address the issue. Furthermore, the shelter is being installed at an existing, well-used bus stop. This means the concerns mentioned may already exist at this location, and the addition of a shelter will not significantly increase the likelihood of such incidents.
- 6.12.5 Staff will refer the concern about litter to the relevant Council team to consider installing a rubbish bin.
- 6.12.6 Staff have not proposed any changes to the current bus stop layout and have not identified any safety issues with the existing arrangement.
- 6.13 The decision affects the following wards/Community Board areas:
- 6.13.1 Waihoru Spreydon-Cashmere-Heathcote Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.14 The decisions do not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore these decisions do not specifically impact Mana Whenua, their culture, and traditions.
- 6.15 The decisions do not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.16 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions. However, providing shelters along with other bus stop upgrades will enhance public transport user satisfaction and encourage more people to use public transport.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Once the recommendation is approved, staff will engage with contractors to proceed with construction.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Attachment A: Proposed bus stop improvements	26/261043	42

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

Document Name - Location / File Link
Not applicable

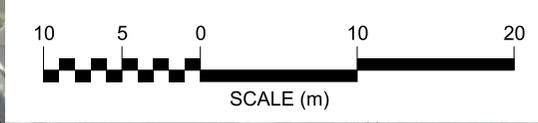
Signatories Ngā Kaiwaitohu

Authors	Mansour Johari - Passenger Transport Engineer Gemma Dioni - Principal Advisor Transportation Safety
Approved By	Kathy Graham - Team Leader Traffic Operations Stephen Wright - Head of Transport & Waste Management



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KEY	
	BUS STOP SHELTER
	TACTILE PAVERS



Christchurch
City Council



4 Mathers Road (Bus Stop #33115)
Bus Stop Upgrades Project 2025/26
For Community Board Approval

Original Plan Size: A4
Drawn: GA Issue 1 02/2026
Designed: TW Drawing: TG152720
Approved: BLH Project: CP503348



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KEY	
	BUS STOP SHELTER
	TACTILE PAVERS



59 Sparks Road (Bus Stop #43397)
Bus Stop Upgrades Project 2025/26
For Community Board Approval

Original Plan Size: A4
Drawn: GA Issue 1 02/2026
Designed: TW Drawing: TG152703
Approved: BLH Project: CP503348



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Outside Sumner Coronation Garden on Main Road (Bus Stop #42596)
Bus Stop Upgrades Project 2025/26
For Community Board Approval

Original Plan Size: A4
Drawn: GA Issue 1 02/2026
Designed: TW Drawing: TG152704
Approved: BLH Project: CP503348

10. 215 Taylors Mistake Road - Road Stopping Application

Reference Te Tohutoro: 25/2271106

Responsible Officer(s) Te Pou Matua: Colin Windleborn, Property Consultant

Accountable ELT Member Pouwhakarae: Anne Columbus, General Manager Corporate Services/Chief People Officer

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek a decision by the Community Board under delegated authority from the Council to a Road Stopping application under the Road Stopping Policy 2020 and pursuant to the Public Works Act 1981.
- 1.2 The Council's Transport team has accepted the Road Stopping application, subject to Community Board approval.
- 1.3 This report has originated from an application lodged by the owner of 215 Taylors Mistake Road, Taylors Mistake, to stop and purchase an area of road (being approx. 305m²) located adjacent to their property. **Attachment A**
- 1.4 The decisions proposed in this report will enable staff to process a stopping of the road and transfer of this land to the applicant. These actions will allow the applicant to develop a new dwelling and yard area on their land.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the 215 Taylors Mistake Road - Road Stopping Application Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Notes that the proposed Road Stopping details have been assessed and approved by Transport staff.
4. Resolve pursuant to Sections 116(1), of the Public Works Act 1981 to stop and sell to the adjoining owners, that parcel of land shown as Concept Attachment A to this report containing 305m², at market value, and to amalgamate that parcel of land with the owner's adjoining land contained in Record of Title CB374/135.
5. Authorises the Manager Property Consultancy under delegated authority to undertake all actions, negotiations and to conclude the agreements necessary to facilitate the above on terms and conditions acceptable to him at his sole discretion, and in doing so make any decisions necessary to give effect to this.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The owners of 215 Taylors Mistake Road have lodged an application for the Council to stop a 305m² section of legal road, adjacent to their land, located on a bend on Taylors Mistake Road, Taylors Mistake. The applicant wishes to purchase this land and amalgamate with their existing title, to enable redevelopment of their site.

- 3.2 The legal road area is currently being used by way of a Licence with Christchurch City Council for the applicants' garages, access ramp and currently forms a part of their garden space. The land has been maintained by the private owners since consent from Council was granted for the construction of the garage in 1988.
- 3.3 The land is not held by the Council for any current or future planned public work.
- 3.4 The existing footpath and public street accessibility will not be altered, and staff view the application as non-controversial. In consideration of the factors involved, staff are hereby recommending for the Public Works Act Road Stopping process to be utilised.
- 3.5 Once the road area is stopped, the land will be transferred to the applicant at market value and all costs involved in this process are being met by the applicant.

4. Background/Context Te Horopaki

- 4.1 The current owners of 215 Taylors Mistake have applied for Council to 'stop' a portion of legal road located adjacent to their property on a hairpin bend on Taylors Mistake Road. The owners intend to purchase this area of land and amalgamate with their existing title, enabling them to redevelop and landscape their property.
- 4.2 The road to be stopped totals an area of 305m² aligns with the applicant's existing boundary fence. Please refer to **Attachment A**, showing the area of road proposed to be stopped.
- 4.3 The applicant's existing garage landscaping and ramp have been in place for at least 38 years. The historical presence of the landscaping ramp and garage has provided a common local assumption that this land has always formed part of the adjoining private property. Until this time, the land has been managed by the property owner. Please refer to **Attachment B** for additional street view and aerial imagery.
- 4.4 The road stopping will not affect the public sealed roading or pedestrian footpath. Nor will this road stopping cause any accessibility or safety issues for users of the road or footpath.
- 4.5 There is no Council or external party infrastructure located under the area of road proposed to be stopped. However, there is a portion of the retaining wall immediately adjacent to the roading stopping and an easement will be put in place to ensure access is maintained to this.
- 4.6 Once the road area has been stopped, the land shall be transferred to the applicant at full market value and amalgamated with their existing land title. Staff have sourced a property valuation report which has been agreed with the applicant and supports the proposed transfer value.
- 4.7 The applicant's land is zoned 'Residential Hills Zone', and the addition of the stopped road area could result in an additional potential for subdivision. The minimum lot size permitted under the RH zone is 650m². Including the 305m² addition of the stopped road, the applicant's landholding will total 955m². A net site area of 650m² excluding driveways is required. A resource consent application for undersized lots can be made.
- 4.8 There is a rule within the Residential Hills zone that allows for conversion of an existing residential unit from one into two it is not reliant on the lot size, and the owner of the property could then subdivide.
- 4.9 Views of the community have not been sought on this occasion as there will be no effect on pedestrian or vehicular access. Nor will there be any impact on adjoining neighbours as mentioned above.

- 4.10 All costs in relation to this application, including staff time, legal review, survey and LINZ processing fees are being met by the applicant. A conditional agreement has been signed by the Council and applicant to record this obligation.
- 4.11 In summary, specifics of this Road Stopping application have been considered by Transport staff with reference to the Council’s Road Stopping Policy 2020, and a recommendation is hereby presented for the process to proceed, subject to Community Board approval, pursuant to the Public Works Act 1981.
- 4.12 The following related memos/information were circulated to the meeting members:

Date	Subject
Nil	

- 4.13 The following related information session/workshops have taken place for the members of the meeting:

Date	Subject
Nil	

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.14 The following reasonably practicable options were considered and are assessed in this report:
 - 4.14.1 Approve the road stopping process and transfer of land to the applicant.
 - 4.14.2 Decline the road stopping process and transfer of land to the applicant.
- 4.15 The following options were considered but ruled out:
 - 4.15.1 Nil

Options Descriptions Ngā Kōwhiringa

- 4.16 **Preferred Option:** Approve the road stopping process and transfer of land to the applicant.
 - 4.16.1 **Option Description:** Approve the road stopping pursuant to Section 116(1) of the Public Works Act 1981, as outlined in the Council’s Road Stopping Policy 2020 and the transfer of the stopped land to the applicant at a market value sum.

4.16.2 Option Advantages

- Is consistent with Council’s Strategic framework as it transfers rights to enable further development.
- Will tidy up the ownership of this section of land, which has long been located behind the applicant’s boundary fence, with little involvement from Council.
- Will remove the Council from any future maintenance of this section of land.
- Will enable the applicant to complete their intended property development.
- The Council will be remunerated appropriately for the transfer of land to the private owner.

4.16.3 Option Disadvantages

- There are no disadvantages as the land is not required for a current or future public work.

- 4.17 **Alternative Option:** Decline the road stopping process and transfer of land to the applicant.

- 4.17.1 **Option Description:** Do not approve the road stopping.

4.17.2 Option Advantages

- The Council would retain this section of road, albeit for no likely public purpose.

4.17.3 Option Disadvantages

- This alternative would be inconsistent with previous decisions made by Community Boards and previous applications for road stopping under the Council’s Road Stopping Policy 2020.
- The applicant will need to fund the Road Stopping application fee and staff costs incurred to date, with no positive outcome being achieved.
- The Council will need to contribute to maintenance costs of the land, when there is no projected need for the land.
- No transfer remuneration will be received by Council.

Analysis Criteria Ngā Paearu Wetekina

4.18 In making its decision, the Community Board needs to consider the impact of stopping and selling this land to the applicant. As outlined in the report, the impacts are low, given the location and historical use of the land. There are no impacts on the public’s ability to access the footpath or street.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option – Approve Road Stopping and transfer	Option 2 – Decline Road Stopping and transfer
Cost to Implement	Survey, staff, legal, LINZ processing fees	Staff time
Maintenance/Ongoing Costs	Borne by the Applicant	Borne by the Applicant
Funding Source	Borne by the Applicant	Borne by the Applicant
Funding Availability	Borne by the Applicant	Borne by the Applicant
Impact on Rates	Nil	Nil

5.1 All costs are recoverable from the applicant, including but not limited to, valuation, staff time, legal costs and LINZ processing costs.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 There are no significant risks identified with this process and implementation. The Transport unit have considered any risks and concluded there is no operational reason not to stop and transfer this portion of road.

Legal Considerations Ngā Hīraunga ā-Ture

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

6.2.1 The Council’s decision-making is in accordance with the general powers of competence set out in Section 12(2) “Status and Powers” of the Local Government Act.

- 6.2.2 This proposed Road Stopping has been determined by staff to meet the Public Works Act 1981 criteria, alongside Council’s Road Stopping Policy 2020, and the reasons and decision-making process is set out below.
- 6.2.3 The Community Board holds delegation to authorise the Road Stopping process, along with a transfer of the subsequent fee simple land to the adjoining property owner.

6.3 Other Legal Implications:

There are two statutory processes under which Road Stoppings can be enacted. The authority to determine which statutory procedure should be employed to undertake a particular road stopping (either under the Local Government Act 1974 or under the Public Works Act 1981) is delegated to staff. The Policy establishes:

4.5 The following criteria have been established to ensure that the appropriate statutory procedure is consistently adopted by the Council, and to avoid, as much as is practicable, such decisions being successfully contested by any party.

Local Government Act 1974 process

4.6 The Local Government Act 1974 road-stopping procedure will be adopted if one or more of the following circumstances apply:

- a. Where any public right of access to any public space could be removed or materially limited or extinguished as a result of the road being stopped; or*
- b. If it is found through the review process that the road stopping could injuriously affect or have a negative or adverse impact on any other property; or*
- c. The road stopping is, in the judgment of the Council, likely to be controversial; or*
- d. If there is any doubt or uncertainty as to which procedure should be used to stop the road; or*
- e. The Public Works Act 1981 process is not able to be used or is not used.*

Public Works Act 1981 process

4.7 The Public Works Act 1981 road stopping procedure may be adopted only if all of the following circumstances apply:

- a. Where there are no more than two properties, other than the applicant’s property, adjoining the road proposed to be stopped.*
- b. Where the written consent to the proposed road stopping of all adjoining landowners (other than the applicant) to the proposed road-stopping is obtained.*
- c. Where no other persons, including the public generally, are considered by the Council in its judgment to be adversely affected by the proposed road stopping.*
- d. Where the road proposed to be stopped is to be amalgamated with the adjoining property or properties (as appropriate); and*
- e. Where other reasonable access exists or will be provided to replace the access previously provided by the road proposed to be stopped (i.e. by the construction of a new road); and*
- f. Where the use of the Public Works Act 1981 road stopping procedure is approved by the relevant Government department or Minister.*

4.8 If any one of the circumstances referred to in clause 4.7 does not apply, then the Local Government Act 1974 process must be used.

6.3.1 The appropriate process in this instance is the Public Works Act 1981.

Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decision:

6.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#).

6.4.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The low level of significance was determined due to there being no change in use or appearance of the land which already appears to form part of the adjoining site. There is no change to access or use of the road or footpath for the public.

6.4.3 Is consistent with Council's Plans and Policies.

6.5 This report does not support the [Council's Long Term Plan \(2024 - 2034\)](#).

Community Impacts and Views Ngā Mariu ā-Hāpori

6.6 There is no impact on the public use of the sealed road and footpath, should the road stopping proceed. The area of land to be stopped has long been incorporated into the adjoining site by fencing and landscaping, therefore the appearance from the street will not change.

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

6.7.1 Waihoru Spreydon-Cashmere-Heathcote Community Board

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.8 The decision does not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.

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

6.10 The decision does not alter the appearance or use of the land as it has always been incorporated by fencing with the adjoining land.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

6.12 The use of the land will not change as it has long been used as part of the adjoining site and can only be used in the future by the adjoining site for landscaping.

7. Next Steps Ngā Mahinga ā-muri

7.1 Complete the process of application to Minister of Lands to approve the Road Stopping and amalgamation of the land with the adjoining site.

7.2 The Manager Property Consultancy will complete all documentation to implement this process.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Attachment A Concept	25/2567917	52
B  	Attachment B Aerial Location and Street Views	25/2569310	53

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Colin Windleborn - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy Andy Milne - Team Leader Asset Planning Stephen Wright - Head of Transport & Waste Management

Proposed Road Stopping 215 Taylors Mistake



Area Plan



Proposed Road Stopping 215 Taylors Mistake

Location Plan



Road Stopping Concept Plan



Access for 217 Taylors Mistake Road and Applicants Property

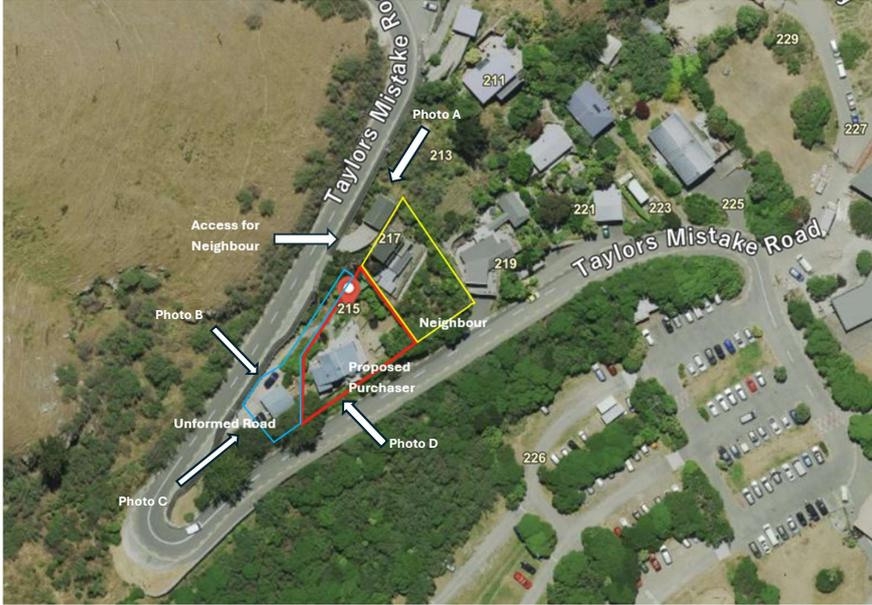


Photo A – Looking down Taylors Mistake Road Towards Property



Photo B – Looking across Taylors Mistake Towards 215 Taylors Mistake Road



Photo C – Looking up Taylors Mistake Towards 215 Taylors Mistake Road



Photo D – Looking up at Garage from Taylors Mistake Road



11. Port Hills Paragliding Schools - proposed new licences

Reference Te Tohutoro: 26/73043

Responsible Officer(s) Te Felix Dawson, Leasing Consultant, Marie Gordon, Team Leader

Pou Matua: Parks Planning and Policy

Accountable ELT

Member Pouwhakarae: Andrew Rutledge, General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to consider the proposals for new licences from three paragliding schools for new licences to operate generally from the Port Hills.
- 1.2 The report has been prepared in response to the expiry of the existing licences in March 2026 and follows a Request for Proposals process inviting new operators.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Port Hills Paragliding Schools - proposed new licences Report.
2. Approve licences for a period of five years with two rights of renewal, to Christchurch Paragliding Ltd; Cloudbase Ventures Ltd; Progress Paragliding Ltd for access to the sites listed in the schedule shown in **Attachment A** and generally as per the plan shown in **Attachment B** of the agenda report.
3. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
4. Requests that the Manager Property Consultancy do all things necessary and make any decisions at his sole discretion that are consistent with the intent of this report to implement the resolutions above including completing negotiations and administering the terms and conditions of the new licences.

3. Executive Summary Te Whakarāpopoto Matua

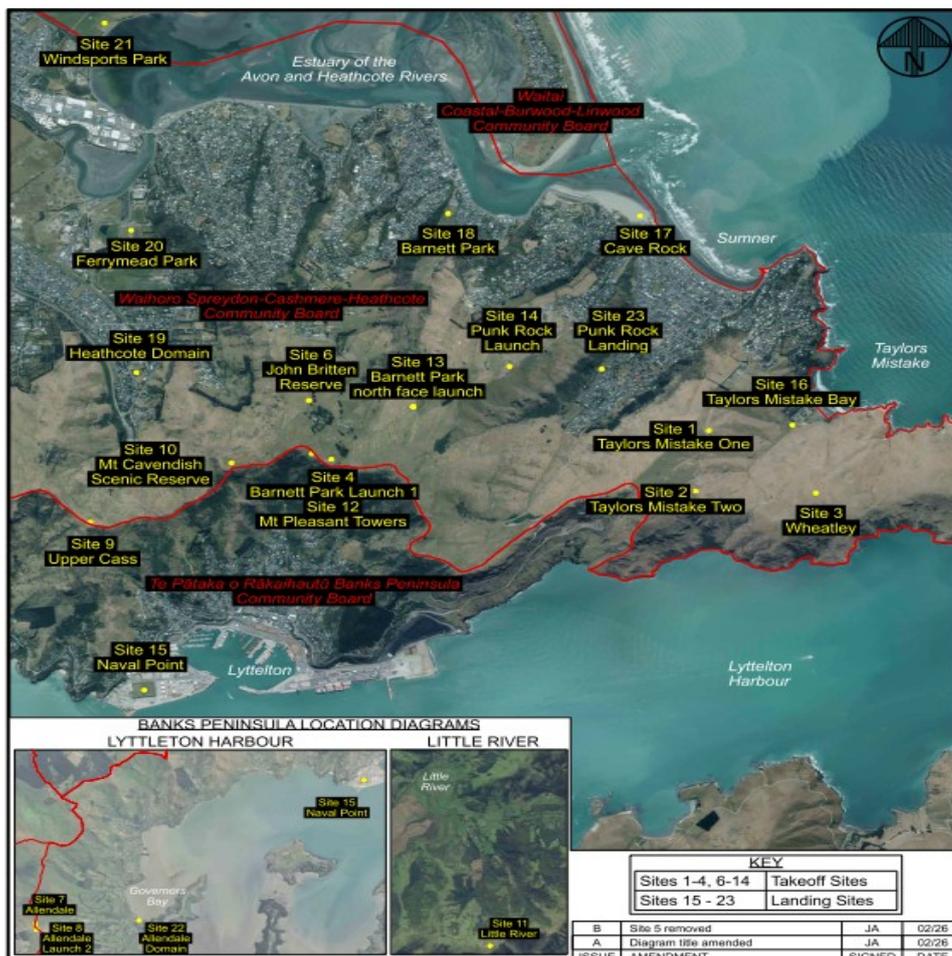
- 3.1 Paragliding is a popular recreational activity practiced from a range of sites on the Port Hills but also on some Banks Peninsula sites. It is regulated by the Civil Aviation Authority, and all paragliders must be trained and registered with the New Zealand Hang Gliding and Paragliding Association before being able to free fly.
- 3.2 Training is undertaken by registered paragliding schools who have used key sites on the Port Hills for this purpose. Existing Council licences to use park/reserve land for current operators expire this year and new licences have been requested.
- 3.3 Staff have considered the popularity of this activity and impact on other users to determine whether any or how many licences should be issued. There have not been any significant issues raised in consultation and staff support continuing with three licences for paragliding schools.
- 3.4 This report recommends the granting of licences to the three successful respondents to a Request for Proposal process.

- 3.5 Note that three take off and two landing sites as shown below fall into the Te Pātaka o Rāikaihautū Banks Peninsula Community Board ward and will require approval from that Community Board. The sites are not fundamental to the operation of the schools but if approved by that Board will be included in the licences.

4. Background/Context Te Horopaki

Port Hills Paragliding- the sites

- 4.1 Paragliding has been practiced in the Port Hills for over thirty years and remains popular. The Canterbury Hang Gliding and Paragliding Club (CHGPC/the Club) is the second biggest club in the country with around 300 members. This is due to the quality of the wind conditions and take off sites with Taylors Mistake being a premium learner’s site and the gondola being a top-quality intermediate/advanced site. Other sites are used periodically dependent on the wind conditions
- 4.2 Take off sites are 1-14 with landing sites 15-23 as shown on the map below. All take off sites are currently grazed with sheep for management purposes; the landing sites are generally sports grounds. The sites are a mix of Reserves Act recreation reserve/ scenic reserve together with Local Government Act park.
- 4.3 Note that take off sites 7 (Allendale), 11 (Te Oka) and 14 (Mt Pleasant Towers) together with landing sites 15 (Naval Point) and 22 (Allendale) are in the Banks Peninsula ward and are not subject to the decisions in this report. The sites are not fundamental to the operation of the schools but if approved by that Board will be included in the licences.



Paragliding Regulation and Training

- 4.4 Paragliding is regulated by the Civil Aviation Authority (CAA) who have delegated management of recreational paragliding by way of a Part 149 Aviation Recreation Certificate to the New Zealand Hang Gliding and Paragliding Association (NZHGPA) issued pursuant to the Civil Aviation Act 1990. Under this regulation all pilots are required to be members of the New Zealand Paragliding Association and to be trained to a minimum standard (PG1-2) with a qualification issued by the NZHGPA who set training qualifications and quality assurance standards. Local clubs such as CHGPC assist NZHGPA in a local liaison role.
- 4.5 Training schools are regulated with requirements to maintain the NZHGPA Operations and Procedures Manual which is audited together with the Business Safety Management System and Emergency Response Plan every three years by NZHGPA. Commercial Tandem Paragliding remains managed by the CAA with three yearly audits.

Paragliding Schools Licencing and use

- 4.6 Paragliding businesses offering flying instruction and/or tandem flights have operated informally from Council sites on the Port Hills for a number of years. In 2020 following a request from an operator wishing to undertake tandem flights, the Council undertook a trial of operating licences with a term of five years. Three licences were issued and have functioned successfully since that time. All operators offer instruction and one offers tandem flights as well. The licences expire on 31 March 2026.
- 4.7 Staff reviewed the operation of the schools in 2024 with a view to determining whether licences should be continued for this use. This involved interview of existing operators and CHGPC Board members to:
- identify level of overall and school use;
 - potential conflict with other users/stock management;
 - capacity of sites.
- 4.8 Staff noted that use of sites for all use either instruction or recreation is weather dependent and so determining average level of use is difficult. In terms of business use: two of the businesses would average around fifteen - twenty people per week in peak season which is September to March with April to August generally off season with low level use. One business runs at around half that level as it splits its business with paramotoring which is not permitted for instruction from Council land under the terms of the proposed licence.
- 4.9 The Taylors Mistake take off site near the Summit Road with landing behind the beach is by far the most popular as this is the best site for beginner level training and entry level recreational flying. At times this site can be congested with both types of use. The CHGPC have established protocols for sharing of the site in high use circumstances and the businesses have established informal communication to avoid unmanageable overlap. The other high use site is the gondola on Mt Cavendish. This is predominantly used by recreation users with a small amount of instruction undertaken.
- 4.10 In terms of conflict of paragliding with other use/users staff note that keeping sites clear for take-off on the hills can conflict with regeneration of native vegetation and use of sites for passive recreation. This is a particular issue on Mt Cavendish which is a scenic reserve with high native plant values. Staff have worked with the Club to establish a compromise that meets the needs of all parties. Dialogue with the Club over site issues has been undertaken with discussion of the potential for an Memorandum of Understanding style user agreement.

Generally given the relatively short periods that paragliders use the site all park users can be accommodated.

- 4.11 The take-off sites do not significantly restrict stock management.
- 4.12 Both the existing businesses and the CHGPA have advised that three schools are the optimum number. Given the popularity of the sport and the integral part that schools play in enabling participation, staff have proceeded on that basis with licences for three schools proposed to continue.

Request for Proposal Process

- 4.13 Given the commercial nature of the licences, an open transparent tender process (RFP) was undertaken in accordance with Council property policy.
- 4.14 The current licensees submitted proposals with two making them in the alternative to other proposals provided by their operating managers who have made offers to purchase the business. The proposed new operators have been in training with existing owners since early 2025. They have entered into an agreement to purchase the business together with all the existing operating systems which have been proven and are certified. All operators offer the fundamental beginners training service with each offering a slightly different emphasis in terms of training options.
- 4.15 Staff are confident in the one existing and two new operators who have demonstrated capacity and sufficient skill either through the current licence or through their employment with the existing licensees.
- 4.16 The three operators have been recommended by both the Club President and the CE of NZHGPA and all three businesses have recently (December 2025) been audited and received accreditation from NZHGPA.
- 4.17 Staff have given conditional approval for licences to: Christchurch Paragliding Ltd (Ryan Scarlett); Cloudbase Base Ventures Ltd (Bevan Small) and Progress Paragliding Ltd (Ondrej Wieden). This report recommends approval to enter into licences with them
- 4.18 Key Licence terms:
 - Five year term with two rights of renewal;
 - Requirement to be certified by NZHGPA;
 - Rental: Base rate \$650 (plus GST) plus cost/flight. Method is a fair method of payment in proportion to use. Flight rate is comparable to CAA charges. At this rate for 2025, two existing schools would pay flat rate only and one would pay an additional \$137.00.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.19 The following reasonably practicable options were considered and are assessed in this report:
 - 4.19.1 Enter into three licences.
 - 4.19.2 Enter into less than three licences
 - 4.19.3 Do not enter into any licences.
- 4.20 The following options were considered but ruled out:
 - 4.20.1 Reduce/increase the number of sites: The previous sites available to licence were reviewed by staff prior to the RFP process and considered in terms of ongoing suitability for use in terms of capacity and impact. Some additional sites were requested through the RFP process and assessed in the same way. Staff consider the proposed sites meet the balance between competing demand for use.

- 4.20.2 Rental: f two alternative options were considered but not favoured: a flat rate would either punish businesses in low years or favour them disproportionately in a high year; base rate plus % of revenue- a percentage of revenue required high administrative costs for business to separate Council site revenue from other elements of the service, the charge per flight achieves the same end of paying in proportion to the level of use.
- 4.20.3 Additional licences: Existing licensees and the Club advised that the optimum number is three schools.

Options Descriptions Ngā Kōwhiringa

4.21 **Preferred Option:** Enter into three licences:

4.21.1 **Option Description:** Accept all three proposals submitted as part of the RFP, to run paragliding schools from the sites as shown and enter into operating licences with them.

4.21.2 **Option Advantages**

- Supports existing business
- Enables and supports paragliding recreation
- Is at a capacity that balances the competing needs of different users

4.21.3 **Option Disadvantages**

- Restricts other users
- Relatively high level of use for paragliding raising risk

4.22 **Option 2:** Enter into less than three licences.

4.22.1 **Option Description:** Enter into less than three licences.

4.22.2 **Option Advantages**

- Less pressure on sites and congestion at peak times
- Less risk from congestion
- Less impact on other users

4.22.3 **Option Disadvantages**

- One existing business will be forced to close.
- Paragliding users will have less choice of trainers
- There is no indication from the Club or NZHGPA that the current level is unmanageable from a safety perspective
- The impact on other users with current level is not considered unreasonable

4.23 **Option 3:** Do not enter into any licences.

4.23.1 **Option Description:** prioritise other users at the expense of paragliding schools

4.23.2 **Option Advantages**

- Less pressure on sites and congestion at peak times
- Less risk from congestion
- Less impact on other users

4.23.3 **Option Disadvantages**

- Three successful existing business will be forced to close.
- There will be no local trainers for new pilots
- Paragliding as a recreational activity will not be supported

Analysis Criteria Ngā Paearu Wetekina

4.24 Balance competing users: the popularity of recreational paragliding as against the values and use of the reserves/park for other uses.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option: Enter into three licences	Option 2: Enter into less than three licences	Option 3 Do not enter into any licences
Cost to Implement	Preparation of licence and running of RFP \$1,500, part to be recovered from licensee	Preparation of licence and running of RFP \$1,500, part to be recovered from licensee	nil
Maintenance/Ongoing Costs	minimal	minimal	nil
Funding Source	Operational funds	Operational funds	X
Funding Availability	yes	yes	X
Impact on Rates	minimal	minimal	x

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 Operation of schools will increase the number of paragliders and lead to unmanageable congestion with accidents occurring leading to bad publicity. The risk is considered medium in that operation of the schools in recent years has not led to an explosion of users. There is a natural attrition of students with relatively low numbers of pilots going on to take up the sport. NZHGPA has advised that the current level of schools is manageable from a congestion and safety management perspective. Existing site risks have been mitigated by Club operational guidelines.

Legal Considerations Ngā Hīraunga ā-Ture

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

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

“To grant leases of recreation reserves in accordance with this section” - section 54 Reserves Act 1977.

“To grant leases of recreation reserves in accordance with this section” - section 56 Reserves Act 1977.

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

- 6.2.2 Note licence covers land held as recreation reserve, scenic reserve and Park, so licence entered into pursuant to sections 54, 56, 59A Reserves Act 1977 and general provisions for 'Park'- Local Government Act
- 6.3 Other Legal Implications:
- 6.3.1 Local Government Act 2002-Decision Making including consideration of community views.
- 6.3.2 Reserves Act 1977, use consistent with recreation use classification, public notice pursuant to sections 54(1)(d), s56(1)(b).
- 6.3.3 Local Government Act 2002, use consistent with park, public notice pursuant to section s138.
- 6.3.4 Department of Conservation approval required pursuant to Reserves Act, authority delegated to CEO.
- 6.3.5 Legal advice is that the Council will be considered a 'Person Conducting a Business or Undertaking' in regard to the Health and Safety at Work Act 2015. Compliance requirements in regard to this act are overseen by the NZHGPA and legal advice is that the Council has limited practical control of the activity. Note also that the NZHGPA is not considered an adventure activity in terms of the Health and Safety at Work Act 2015 and so not subject to the regulations in that act applying to adventure activities, Refer Attachment C.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.4 The required decisions
- 6.4.1 Align with the Christchurch City Council's Strategic Framework, in particular the strategic priority of being an inclusive and equitable city that puts people at the centre. Paragliding is a popular recreation activity enabling wellbeing, accessibility and connection.
- 6.4.2 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by considering the number of people affected, the level of impact on those affected and the low cost to Council associated with entering into the licences.
- 6.4.3 Are consistent with Council's Plans and Policies.
- Physical Recreation and Sports Strategy 2002
 - Port Hills Recreation Strategy 2004
 - Lease Policy December 2015
- "When seeking to lease premises for which there is a broader market or public interest, the Council will seek tenants through an open and transparent public process, such as by tender, by request for proposals or by advertising to attract potential tenants."
- For the purpose of this policy lease is interpreted to include licence*
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.6 Parks, Heritage and Coastal Environment
- 6.6.1 Activity: Parks and Foreshore

- Level of Service: 6.8.10.1 Appropriate use and occupation of parks is facilitated - Processing of the application is started within ten working days of receiving application - 95%

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 Consultation started 17 November ran until 17 December 2025.
- 6.8 Consultation details including links to the project information shared on the [Kōrero mai | Let's Talk webpage](#) were advertised via:
- 6.8.1 An email sent to 32 identified stakeholders, including residents associations, sports clubs, environmental groups and paragliding bodies.
 - 6.8.2 Public Notice – Christchurch Press 17 November 2025
 - 6.8.3 Four signs up at the main commercial take-off and land sites.
- 6.9 The [Kōrero mai | Let's Talk page](#) had 144 views throughout the consultation period.

Summary of Submissions Ngā Tāpaetanga

- 6.10 Submissions were made by two organisations and 10 individuals. All submissions are available to read on the [Kōrero mai webpage](#).
- 6.10.1 **Canterbury Hang Gliding and Paragliding Club** submitted in support of the proposal, noting safety and operational procedures are well understood and that there was minimal environmental impact on the sites.
 - 6.10.2 **Beach Bar Sumner** submitted in support of the proposal, noting it was a great activity that brought people out to the area.
- 6.11 Overall, 75% (9) submissions were in support and the remainder (3) were somewhat in support of the licences.
- 6.12 Eight submitters made additional comments, relating to safety/emergencies (4), tourism (2), and general comments in support for paragliding as an activity (4).
- 6.13 The table below sets out issues raised in feedback and staff comment in response.

Issue	Staff Comment
Is there an emergency plan in place for each site?	Safety management is handled by NZHGPA with all safety and emergency management systems audited on a three yearly basis
It seems like every time there is a major rescue that puts volunteer rescuers at risk its involving a paraglider down. I support this activity but it does pose a higher risk for technical rescue. Do the groups that are involved in this activity contribute in any way to the organisations that rescue them? If not they should be required to pay a levy and not put that burden solely on the taxpayers	The question of tax payer costs for recreation activity is not a matter for Council decision
My feedback might be out of date - my wife paid for a tandem flight in port hills around 30 years ago. The operator at time didn't have a second person to assist him, and tried to land same place he took off. Top landings are difficult and problematic and in our case landed us in	All operational systems including staff levels and safety issues are subject to management oversight and audit by NZHGPA. All three businesses have recently received audit certification.

hospital. The safest and usual landing is a playground, beach, etc.	
Having more available landing sites could allow for easier landings in an emergency situation.	The proposed landing sites have been reviewed by the Club and business and are considered suitable and adequate.
The one near Little River may bother local residents.	The take off site is on Te Oka Reserve with a landing site on private land. It is only used periodically and staff consider that it will have low impact
Whether money from commercial operations would be passed on to the local communities for the inconvenience.	Rental as a matter of practice is contributed to the general income pool and is received by the community in that sense. Inconvenience to local communities is considered low overall and distribution would be problematic.

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

6.14.1 Waihoru Spreydon-Cashmere- Heathcote Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.15 The decisions do not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.

6.16 The decision does involve a matter of interest to Mana Whenua and could impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

6.17 Background material for the consideration of licences was forwarded to Whitiōra and Ngāti Wheke on 8 August 2025 prior to the RFP process in an early notice of the matter. No issues were identified at that point. The operators requested additional sites in their proposals and these additional sites were forwarded to both Whitiōra and Ngāti Wheke in a further notice on 13 November 2025. No issues were identified.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.18 The proposals in this report are unlikely to contribute significantly to adaption to the impacts of climate change or emissions reductions. The proposal to enter new licences does not have an impact on climate change as there is limited carbon footprint associated with licencing itself and there is no change to current emissions. In terms of the activities associated with the licence there is some travel involved getting to take off and pick up sites. The sites are generally local and this is considered reasonable in the circumstances.

7. Next Steps Ngā Mahinga ā-muri

7.1 Subject to approval of recommendations, Property staff to complete negotiation of licence terms and complete documentation.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Schedule- Take off and Landing sites	26/220406	67
B  	Paragliding Sites	26/231533	68
C  	Health and Safety obligations legal advice	26/262408	69

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

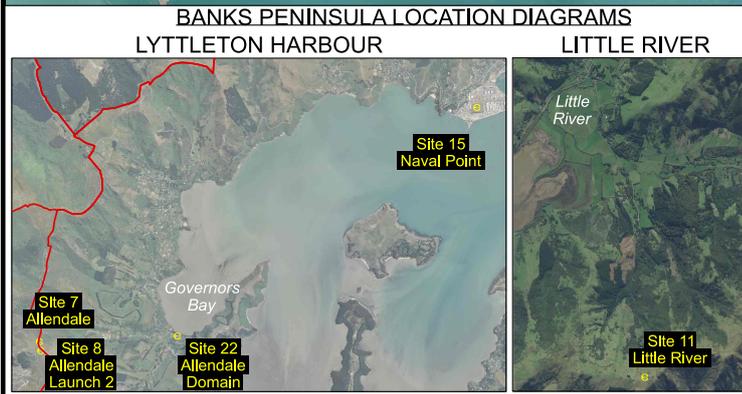
Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Felix Dawson - Leasing Consultant Paris Porter - Engagement Advisor
Approved By	Kathy Jarden - Team Leader Leasing Consultancy Angus Smith - Manager Property Consultancy Paul Devlin - Manager Regional Parks Al Hardy - Manager Community Parks Rupert Bool - Head of Parks

PROPERTY SCHEDULE

	Park /Reserve	Legal Description	Classification	
Takeoff				
1	Taylors Mistake one	Pt Lot 1 DP4807, CB43A/1050	Recreation	
2	Taylors Mistake two	Pt Lot 1 DP4807, CB43A/1050	Recreation	
3	Wheatley	Pt Lot 1 DP4807, CB43A/1050	Recreation	
4	Barnett Park one	Pt Lot 2 DP11832	Park	
6	John Brittain	Lot 2 DP83474, CB48C/724	Park	
7	Allendale	Lot 1 DP8199	Park	
9	Upper Cass	Pt Lot 3 DP2983, CB24A/40	Recreation	
10	Mt Cavendish	Lot 3 DP61966, CB37C/1205	Scenic	
13	Barnett Park North Face	Lot 3 DP331163, RT128261	Scenic	
14	Greenwood Farm (Punk Rock Launch)	Lot2 DP331163, RT128260	Park	
Landing				
16	Taylors Mistake	Lot 2 DP59234, CB35B/159	Park	
17	Cave Rock	Lot 1 DP4703, CB305/66	Recreation	
18	Barnett Park	Pt RS4979, RT328620	Recreation	
19	Heathcote Domain	RS41625, NZGZ1985, p2166	Recreation	
20	Ferrymead Park	Sec 1, SO303513, RT104044	Recreation	
23	Punk Rock Landing	Lot 16 DP37111, CB24F/548,	Park	



KEY

Sites 1-4, 6-14	Takeoff Sites
Sites 15 - 23	Landing Sites

B	Site 5 removed	JA	02/26
A	Diagram title amended	JA	02/26
ISSUE	AMENDMENT	SIGNED	DATE

PARAGLIDING SITES - LAUNCH AND LANDING AREAS

<p>Christchurch City Council</p> <p>TECHNICAL SERVICES & DESIGN</p>	SURVEYED		DRAWING NUMBER	ORIGINAL SHEET SIZE	SCALES
	DRAWN	JA	SM224104	A4	1:40,000
	DATE	02/2026	WBS		
© COPYRIGHT CHRISTCHURCH CITY COUNCIL AERIAL PHOTOGRAPHY CREATIVE COMMONS ATTRIBUTION 3.0 NEW ZEALAND LICENSE			PROJECT NUMBER	SHEET	
			RPS6397	1 OF 2	

Dawson, Felix

From: Gordon, Marie
Sent: Monday, 2 February 2026 1:28 pm
To: Dawson, Felix
Subject: FW: Paragliding licences

Here is the advice regarding H & S

From: Wijnveld, Will <Will.Wijnveld@ccc.govt.nz>
Sent: Tuesday, 14 October 2025 4:27 pm
To: Dawson, Felix <Felix.R.Dawson@ccc.govt.nz>; Gibbs, Rob <Rob.Gibbs@ccc.govt.nz>
Cc: Gordon, Marie <Marie.Gordon@ccc.govt.nz>; Connell, Chris <Christopher.Connell@ccc.govt.nz>
Subject: RE: Paragliding licences

Hi Felix,

In my view the Council will be a PCBU for the purposes of the licence, however our level of control is very limited given we have no practical control of the activity and the health and safety requirements of operators are overseen by the NZHGPA. I understand our H&S obligations may also change once the licensee's activities become airborne, but I think we can disregard that for the meantime.

I would be comfortable with the audit clauses being removed, although I would prefer there was a requirement for the licensees to notify the Council of any notifiable events. The Council should also retain any requirements for the licensee to comply with the HSWA generally (~~_____~~)

Happy to discuss.

Thanks
Will

Will Wijnveld

Senior Legal Counsel– Commercial and Property
Te Ratonga Ture me te Manapori – Legal Services

-  03 941 6780
-  Will.Wijnveld@ccc.govt.nz
-  Te Hononga Civic Offices, 53 Hereford Street, Christchurch
-  PO Box 73015, Christchurch 8154
-  ccc.govt.nz

Licence Proposal – Christchurch City Council



10 Worksafe letter

11 November 2021

Nick Taber
New Zealand Hang Gliding and Paragliding Association
[REDACTED]
Nelson
7010

Dear Nick

I'm writing in response to your request to review the status of the New Zealand Hang Gliding and Paragliding Association (NZHGPA) Hang Gliding and Paragliding activities (the activities) under the Health and Safety at Work (Adventure Activities) Regulations 2016. [the Regulations].

On 04 October 2021 you provided WorkSafe with information about the activities. I have considered that information, and other information available to me from Worksafe Guidance '*What do we mean by 'adventure activity'*' 09 September 2021 and the Worksafe NZ website [What we mean by adventure activity | WorkSafe](#). I have also consulted with Paula Moore from Civil Aviation Authority (CAA) and a colleague within the Health & Technical Services Team.

The Regulations outline criteria to determine what constitutes an 'adventure activity'. The criteria are set out in regulation 4 of the Regulations. I have considered them in light of the information available to me about your activity. The criteria and my notes on them are attached as appendix 1.

On that basis, it appears that at this time New Zealand Hang Gliding and Paragliding Association **is not** an adventure activity operator (as defined by the Regulations) because:

- Parachuting and Hang gliding are not Land or Water based activities
- Hang gliding and Paragliding are described as Adventure Aviation on our website. Adventure Aviation is subject to CAA rules AND
- New Zealand Hang Gliding and Paragliding Association is registered as an Incorporated society, registered associations of this nature are currently not subject to the regs

[I must advise you that it is an offence under regulation 8 of the Regulations to provide an adventure activity when not registered to do so.

Please review this letter carefully, including the information documented in appendix 1. If the circumstances of the activity as I have outlined them are not accurate, or if you consider that there is other information that may materially affect my view, please contact me immediately.

It remains your responsibility to determine if New Zealand Hang Gliding and Paragliding Association is subject to the Regulations and accordingly whether you are required to apply for registration; and to obtain the legal and professional advice you need to do so. However, if we do not hear further from you within 10 working days from the date of this letter, we will record that New Zealand Hang Gliding and Paragliding Association is **NOT SUBJECT** to the Regulations.

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Version: 1.0

Date: 14 August 2025

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12. Ōpāwaho Pathway Hunter Terrace Stage 1

Reference Te Tohutoro: 26/248204

Responsible Officer(s) Te Pou Matua: Emily Arthur, Project Manager, Community Parks

Accountable ELT Member Pouwhakarae: Andrew Rutledge, General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek approval for the Landscape Concept Plan for Ōpāwaho Pathway Hunter Terrace Stage 1 as shown in **Attachment A**.
- 1.2 This is a staff generated report.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board (the Board):

1. Receives the information in the Ōpāwaho Pathway Hunter Terrace Stage 1 Report.
2. Notes that the decision in this report is assessed as low significance under the Christchurch City Council's Significance and Engagement Policy.
3. Approves the Landscape Concept Plan for Ōpāwaho Pathway Hunter Terrace Stage 1, as shown in **Attachment A** the area marked Indicative Stage 1 Extent, excluding the area marked on **Attachment A** as Future Potential Stages.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 This report seeks approval of the Landscape Concept Plan for Stage 1 of the Ōpāwaho Pathway. Stage 1 involves removal of the former sealed carriageway outside Christchurch South Library, Ōmōkihi, and its replacement with new pathways and native planting, consistent with the Mid Heathcote Ōpāwaho Master Plan (2009).
- 3.2 The project is being delivered alongside the library rebuild to provide a coordinated outcome and improve access, amenity, and ecological values along the Ōpāwaho Heathcote River corridor.
- 3.3 Targeted engagement with Ngāi Tūāhuriri and key community groups has shown broad support for Stage 1. The preferred option is to approve the Landscape Concept Plan, excluding future potential stages, to enable timely delivery aligned with the library opening and efficient coordination of works.

4. Background/Context Te Horopaki

- 4.1 The Mid Heathcote Ōpāwaho Masterplan (2009) provides guidance for the long-term management of the Ōpāwaho Heathcote River corridor between Colombo Street and Opawa Road. The Masterplan includes the removal of the existing sealed carriageway along the section of Hunter Terrace outside the library and for this to be replaced with plantings and new pathways.

- 4.2 The rebuild of Christchurch South Library, Ōmōkihi, is currently underway and is expected to be completed by October 2026.
- 4.3 The development of an approximately 800 metre section of the former Hunter Terrace, consistent with the Mid Heathcote Ōpāwaho Masterplan, is being planned to align with the library rebuild and to open at the same time.
- 4.4 The area being developed as part of stage 1 starts at Colombo Street and continues for 800 metres. It is outside of the Christchurch South Market lease area.
- 4.5 The following related memos/information were circulated to the meeting members:

Date	Subject
13 January 2026	Memo - Hunter Terrace Draft Landscape Concept Plan Stage 1

- 4.6 The memo was included in the Board’s agenda for its meeting on 12 February 2026, attached to Item 18 - Waihoru Spreydon-Cashmere-Heathcote Community Board Area Report - February 2026, and staff answered questions from the Board in relation to the memo at that meeting.
- 4.7 The following related information session/workshops have taken place for the members of the meeting:

Date	Subject
	Nil

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.8 The following reasonably practicable options were considered and are assessed in this report:
 - 4.8.1 Approve the Landscape Concept Plan.
 - 4.8.2 Decline the Landscape Concept Plan.
- 4.9 The following options were considered but ruled out:
 - 4.9.1 Leaving the sealed carriageway in place. This was ruled out due to the provisions in the Mid Heathcote Master Plan and a general desire to reduce the area of hard surface adjacent to the river and increase ecological values.
 - 4.9.2 Developing the entire closed road portion. This was ruled out as there is currently a lease held by the Christchurch South Market on the remaining area, and their preference is to retain the extent of the current hard surface for practicality.

Options Descriptions Ngā Kōwhiringa

- 4.10 **Preferred Option:** Approve the Landscape Concept Plan.
 - 4.10.1 **Option Description:** Approve the Landscape Concept plan, excluding the potential future stages shown in the plan.
 - 4.10.2 Option Advantages
 - Supported by Ngāi Tūāhuriri, and key community groups.
 - 4.10.3 Option Disadvantages
 - No further amendments to plans can be made.
- 4.11 Decline the Landscape Concept Plan.

- 4.11.1 **Option Description:** Decline the current Landscape Concept Plan and request that staff develop an alternative design that remains consistent with the Mid Heathcote Ōpāwaho Master Plan (2009). This option would include undertaking further engagement with Ngāi Tūāhuriri and key community stakeholders prior to presenting a revised concept for consideration.
- 4.11.2 Option Advantages
 - The community have a further opportunity to offer alternative suggestions to the proposed plan.
- 4.11.3 Option Disadvantages
 - The library may open before the surrounding area is finished, which could affect how the area looks and feels at opening and reduce opportunities to save costs by coordinating stormwater works.

Analysis Criteria Ngā Paearu Wetekina

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

- It enables delivery of the landscape works in alignment with the library opening, providing a coordinated and complete outcome for the community.
- It supports timely implementation of the Mid Heathcote Ōpāwaho Master Plan objectives.
- It allows stormwater and related infrastructure works to be coordinated efficiently, helping to manage costs.
- It reflects the feedback received through engagement while balancing time, cost, and delivery risks.

5. Financial Implications Ngā Hiraunga Rauemi

5.1 Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2
Cost to Implement	\$228,000	\$238,000 (Allows for further design work , staff costs and further consultation with Whitiora)
Maintenance/Ongoing Costs	<ul style="list-style-type: none"> • To be covered under the Parks and Garden Maintenance operations programme. The effect will be minimal on the overall operation. • There is potential reduced maintenance costs compared with repairs and maintenance required for the existing 13m wide closed road. 	<ul style="list-style-type: none"> • To be covered under the Parks and Garden Maintenance operations programme. The effect will be minimal on the overall operation. • There is potential reduced maintenance costs compared with repairs and maintenance required for the existing 13m wide closed road.
Funding Source	Funded through the Mid-Heathcote Master Plan Implementation Project (CPMS: Project Number 1410)	Funded through the Mid-Heathcote Master Plan Implementation Project (CPMS: Project Number 1410)

Funding Availability	Yes	Yes
Impact on Rates	Minimal	Minimal

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Implementation costs are based on quantity surveying estimates. More accurate costs will be confirmed at the tender stage. If costs exceed the approved budget, minor shortfalls will be managed through small design adjustments. Any significant impacts on the level of service will be discussed with the Community Board before the project proceeds.
- 6.2 Asbestos contamination has been identified in one area of the project footprint. This contamination is currently below the depth of the proposed works. A survey will be undertaken to confirm the extent of contamination, and construction methods will be adjusted if required. A Contaminated Site Management Plan will guide works in this area.
- 6.3 Flooding or ground saturation during construction could delay works or cause damage. A buffer will be included in the construction programme to allow for potential delays.

Legal Considerations Ngā Hiraunga ā-Ture

- 6.4 Statutory and/or delegated authority to undertake proposals in the report:
 - 6.4.1 As per the Christchurch City Council’s Delegation Register 9 August 2024, the Community Board has the delegation to approve the location of, and construction of, or alteration and addition to, any structure or area on parks and reserves provided the matter is within the policy and budget set by the Council (Part D – Sub Part 1- Community Boards – Pg 96).
- 6.5 Other Legal Implications:
 - 6.5.1 There is no legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.6 The required decision:
 - 6.6.1 Align with the Christchurch City Council’s Strategic Framework [Christchurch City Council’s Strategic Framework](#).
 - 6.6.2 Is assessed as low significance based on the Christchurch City Council’s Significance and Engagement Policy.
 - 6.6.3 Is consistent with the Council’s Plans and Policies.
- 6.7 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.8 Parks, Heritage and Coastal Environment
 - 6.8.1 Activity: Parks and Foreshore
 - Level of Service: 6.0.3 - Customer satisfaction with the presentation of Community Parks - >=60%

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.9 In December 2025, staff shared the draft Landscape Concept Plan with the Beckenham Neighbourhood Association (BNA), the Ōpāwaho Heathcote River Network Trust (OHRN) and Whitiora. Whitiora, went on to seek feedback from the Ngāi Tūāhuriri kaitiaki committee.

6.10 Summary of feedback and staff response to issues raised. (Refer to **Attachments B, C and D** for the full feedback from the three groups, including feedback on the remaining closed portion of Hunter Tce).

- There is broad support for Stage 1 of the project
- None of the groups engaged with opposed the removal of the former Hunter Terrace
- Naturalisation of the riverbank and riparian planting were widely supported.
- Ecological restoration and improvement of freshwater values were strong shared priorities.

Staff response to Issues raised:

Feedback theme	Feedback received	Staff response
River access and structures	Ngāi Tūāhuriri see some benefit in access to the river but requested that no structures be placed within the river.	Further engagement with Ngāi Tūāhuriri will occur during planning of future stages to ensure alignment with their values.
Path surfaces	Ngāi Tūāhuriri and OHRN requested minimising hard surfacing within the riparian margin, with OHRN preferring a gritted surface rather than asphalt. BNA supported sufficient hard surfacing to accommodate a functional shared walking and cycling path. OHRN recommended the gravel pathway connects directly connects to the sittable terracing to avoid informal, unsightly desire lines forming through use.	A three-metre-wide sealed shared path with an additional gravel walking path is considered an appropriate compromise. If the sittable terracing is created in a future stage this will be considered.
Arrival space and public art	OHRN suggested whāriki/mat paving for the arrival space and reinstatement of the removed sculpture. BNA supported relocation of the sculpture on or near the site in consultation with the artist. Ngāi Tūāhuriri requested separate engagement on public art.	A staff meeting is planned to discuss public art. Further engagement is required before finalising art for the space.
Vegetation – exotic species	OHRN and BNA supported removal of certain weedy exotic species on the riverbank.	Self-seeded flowering cherries and other woody weeds will be removed.

Vegetation – planting location	Ngāi Tūāhuriri requested new native trees be planted only above the basalt wall.	Only low-growing species will be planted between the basalt wall and the river edge.
Willow management	OHRN supported selective pruning of the dominant willow on the true right bank to maintain shading while improving views of the river.	This will be discussed with a CCC arborist.
Cycle parking	OHRN and BNA raised concerns about adequate cycle parking provision.	Cycle parking is planned on both the northern and southern sides of the new library.

6.11 None of these community suggestions described above required changes to the Landscape Concept Plan for Stage 1.

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

6.12.1 Waihoru Spreydon-Cashmere-Heathcote Community Board

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.13 The decision does not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.

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

6.15 While the decision does not involve a significant statutory impact on Mana Whenua interests, engagement has confirmed that the proposal aligns with Ngāi Tūāhuriri aspirations to see waterways returned to a more natural state.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.16 The decisions in this report are likely to:

6.16.1 Contribute positively to adaptation to the impacts of climate change by reducing hard surface and increasing the area vegetated.

6.16.2 Contribute positively to emissions reductions by facilitating improved passive transport.

7. Next Steps Ngā Mahinga ā-muri

7.1 The next steps include detailed design, consenting, tendering and then construction.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Landscape Concept Plan for Ōpāwaho Pathway Hunter Terrace Stage 1	26/328414	80
B  	BNA feedback on draft Landscape Concept Plan Ōpāwaho-Hunter Terrace Stage 1	26/328763	95
C  	OHRN feedback on draft Landscape Concept Plan Ōpāwaho-Hunter Terrace Stage 1	26/328790	97
D  	Ngāi Tūāhuriri feedback on draft Landscape Concept Plan Ōpāwaho-Hunter Terrace Stage 1	26/328719	100

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Emily Arthur - Project Manager - Community Parks
Approved By	Bridie Gibbings - Manager Operations - Parks Development Rupert Bool - Head of Parks



Boffa Miskell

ŌPĀWAHO SHARED PATHWAY STAGE 1 LANDSCAPE CONCEPT REPORT

JANUARY 2026

DOCUMENT QUALITY ASSURANCE

BIBLIOGRAPHIC REFERENCE FOR CITATION:

Boffa Miskell, 2025. *Ōpāwaho Pathway - Stage 1. Landscape Concept Report*
Prepared for Christchurch City Council.

PREPARED BY:	Ella Wood Landscape Architect / Graduate Boffa Miskell Ltd
REVIEWED BY:	Megan Walker Landscape Architect / Principal Boffa Miskell Ltd
STATUS:	Revision 1
FINAL	Issue date: 16.01.2026



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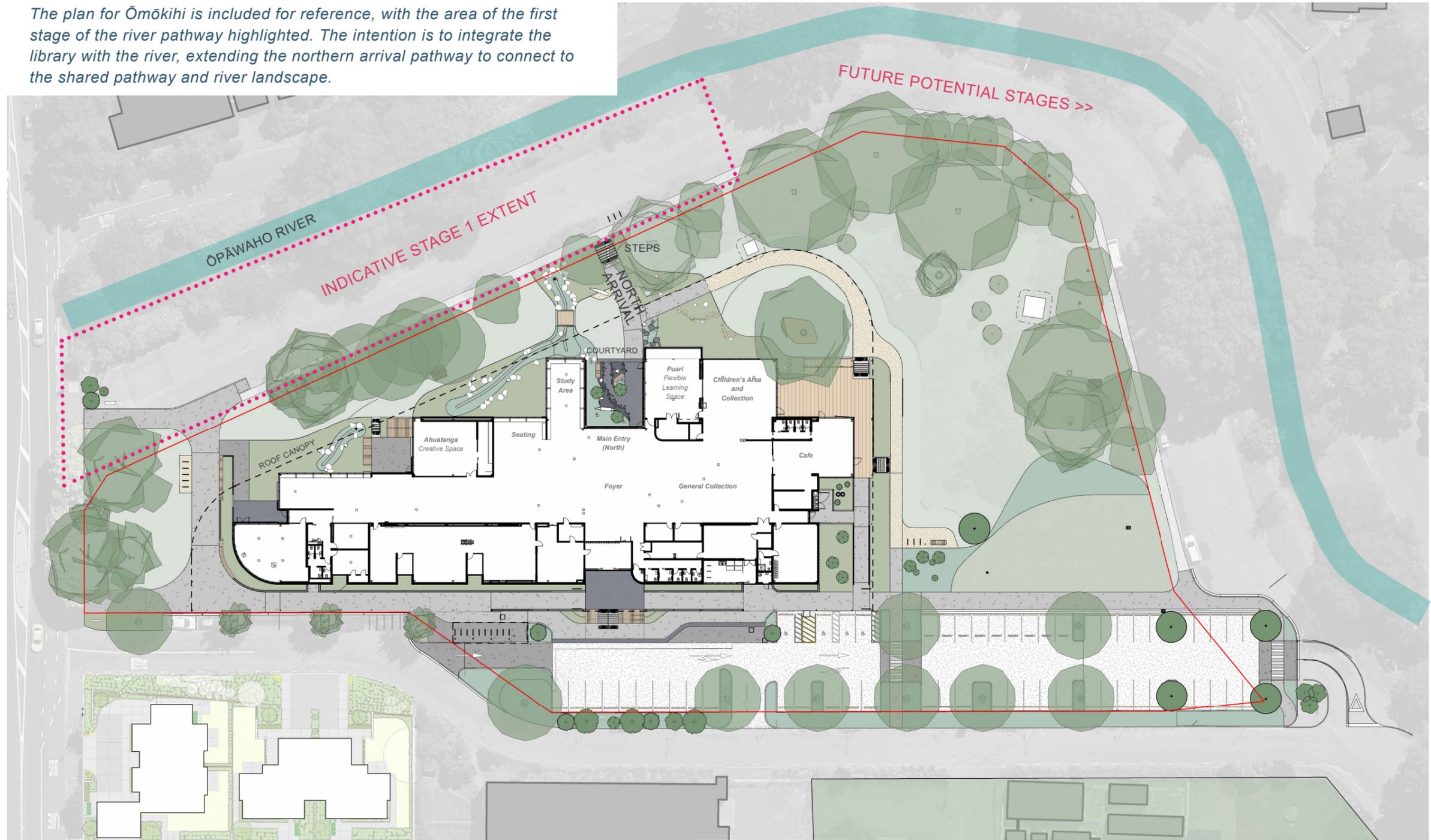
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LANDSCAPE CONCEPT

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SITE CONTEXT ŌMŌKIHI LANDSCAPE PLAN + SCOPE

The plan for Ōmōkihi is included for reference, with the area of the first stage of the river pathway highlighted. The intention is to integrate the library with the river, extending the northern arrival pathway to connect to the shared pathway and river landscape.



BOFFA MISKELL | ŌPĀWAHO SHARED PATHWAY STAGE 1

SITE CONTEXT

EXISTING SITE PHOTOS + OPPORTUNITIES



RIVER BANK

The river bank with approximately 1.2m high retaining wall of stacked rock in exotic grass. Library site is to the left of the view. The bank edge could pose safety risks for falling with increased people moving along the river edge. Sketch options explore different edge treatments.



EXISTING ASPHALT TO BE REMOVED

The view towards Colombo Street with area of asphalt to be removed and existing trees to the east on the river bank. Some trees are exotic and could be replanted with native trees for improved ecological outcomes.



VIEW FROM NORTHERN ENTRANCE OF LIBRARY

The view from the northern entrance is directly to the houses across the river. There is opportunity to buffer views by increasing native planting to the river corridor. Due to the height of the river bank, the water is not visible. Options explore ways to better connect with the river.



VIEW FROM RIVER TO ŌMŌKIHI

The Ōmōkihi northern arrival path will align with the right hand side of the building in this view, adjoining the courtyard. This connection can be extended to the river and shared pathway.

SITE CONTEXT

EXISTING SITE PHOTOS + OPPORTUNITIES



EXISTING VEGETATION

There are clusters of cabbage trees with exotic grass along the river bank. Native planting of flax and toetoe is established on the northern river bank at the bend in the river, this planting character could be extended with native trees retained.



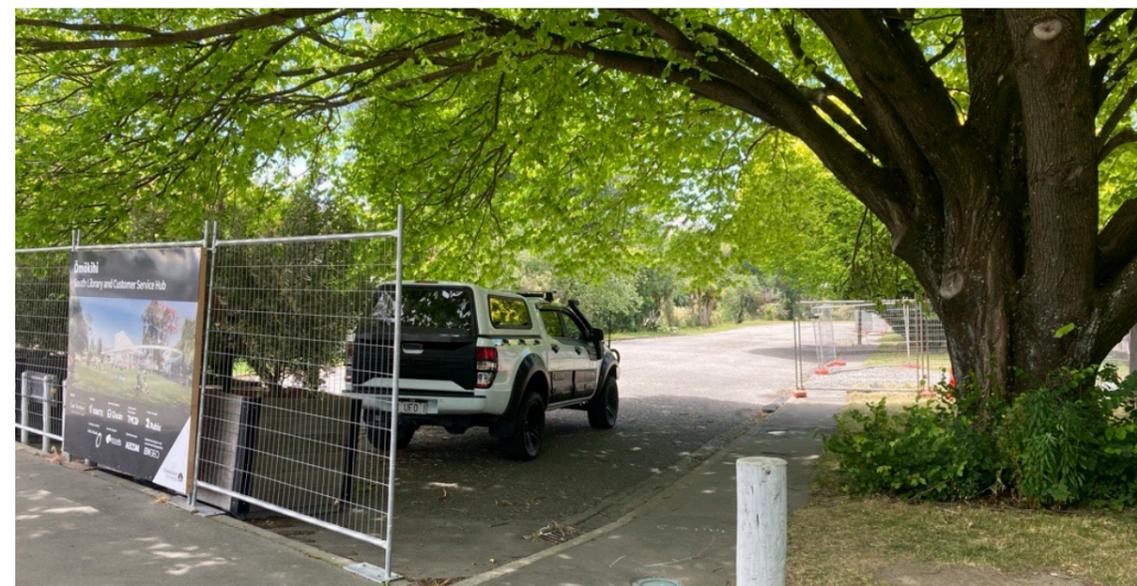
HERITAGE BRIDGE

The bridge has ornate iron balustrade that could be refurbished. The extension is constructed from timber and mesh has a temporary appearance. This could be upgraded as part of the arrival experience to the library/river corridor.



EXISTING VEGETATION

Trees are more dense near the bridge on the south side of the river bank with a mix of exotic and native trees. Views to the river are obscured. Large Elm trees within the library site (left of image) will be protected during works.



VIEW TO LIBRARY ENTRANCE COURTYARD

The alignment of the shared path could give greater clearance to this significant tree, which is lifting the existing footpath.

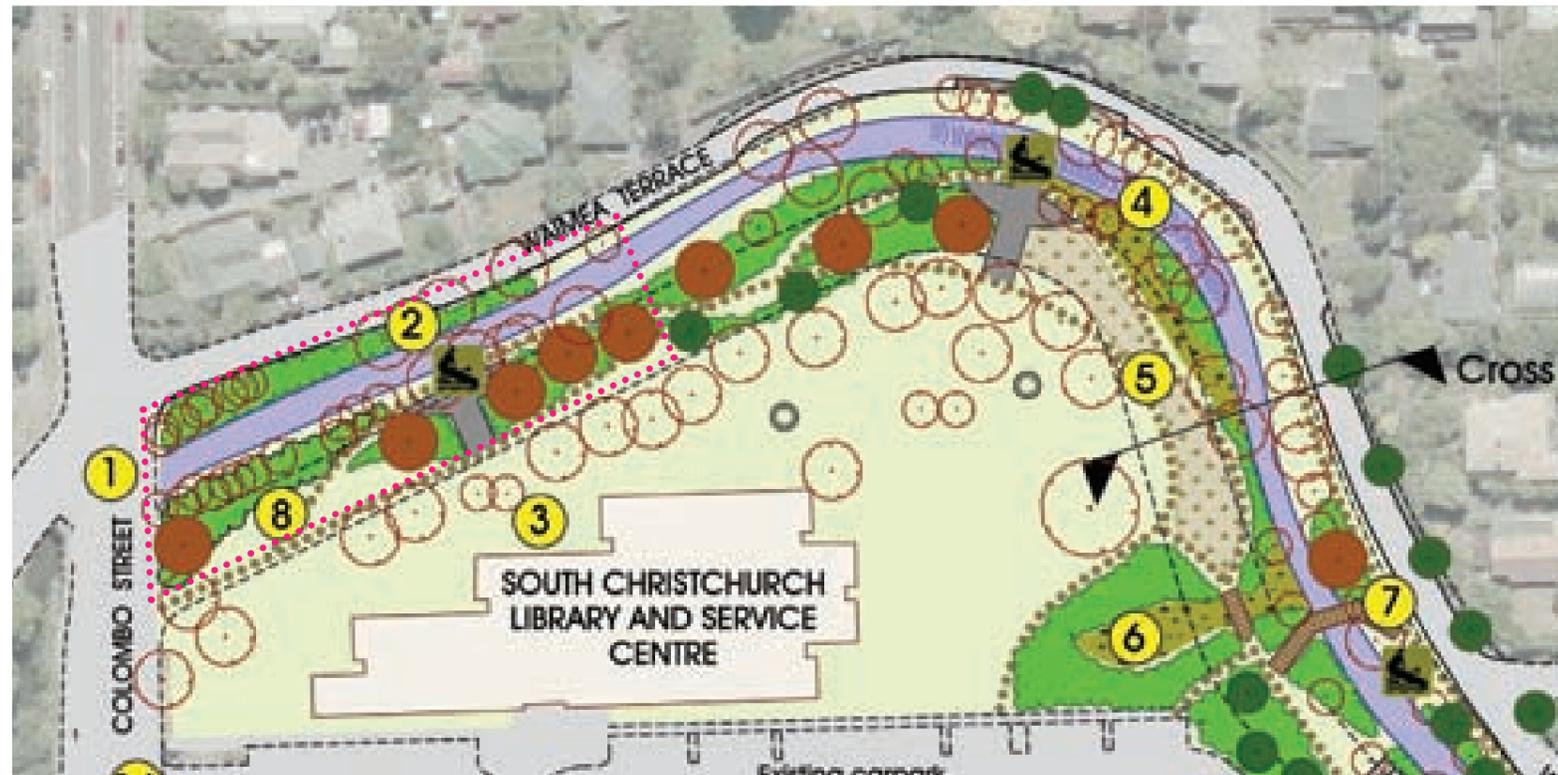
SITE CONTEXT

MID-HEATHCOTE RIVER / ŌPĀWAHO LINEAR PARK MASTERPLAN

In 2009 the Christchurch City Council prepared a masterplan for the river corridor which included the Library site. Some of the features that can be progressed through the scope of this project include:

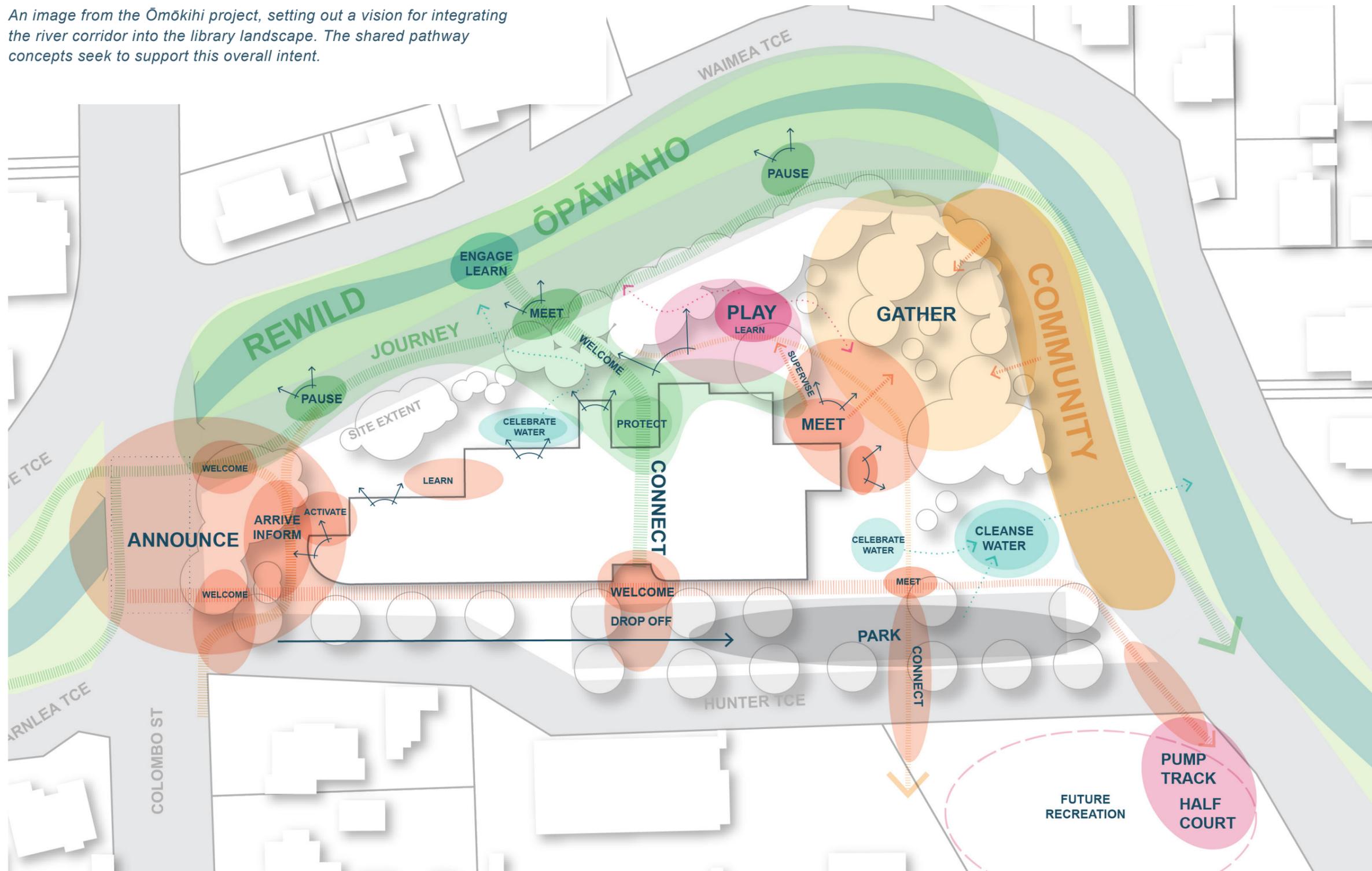
- 1 Celebrate the 1863 heritage bridge.
- 2 'Old Dam' site - new path and steps to the water.
- 8 Remove seal and introduce paths and soft landscape.

 Scope of Stage 1 of the shared pathway



SITE CONTEXT ŌMŌKIHI CONCEPT DIAGRAM FOR WIDER SITE

An image from the Ōmōkihi project, setting out a vision for integrating the river corridor into the library landscape. The shared pathway concepts seek to support this overall intent.



BOFFA MISKELL | ŌPĀWAHO SHARED PATHWAY STAGE 1

LANDSCAPE CONCEPT SKETCH PLAN

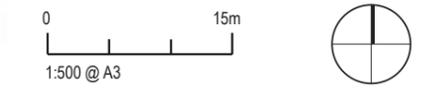
A 3m wide shared path with the option to add sittable terracing in the future.
An arrival space and ramp connecting to the northern entrance of Ōmōkihi.
Native planting to river banks with clusters of larger shrubs and trees.



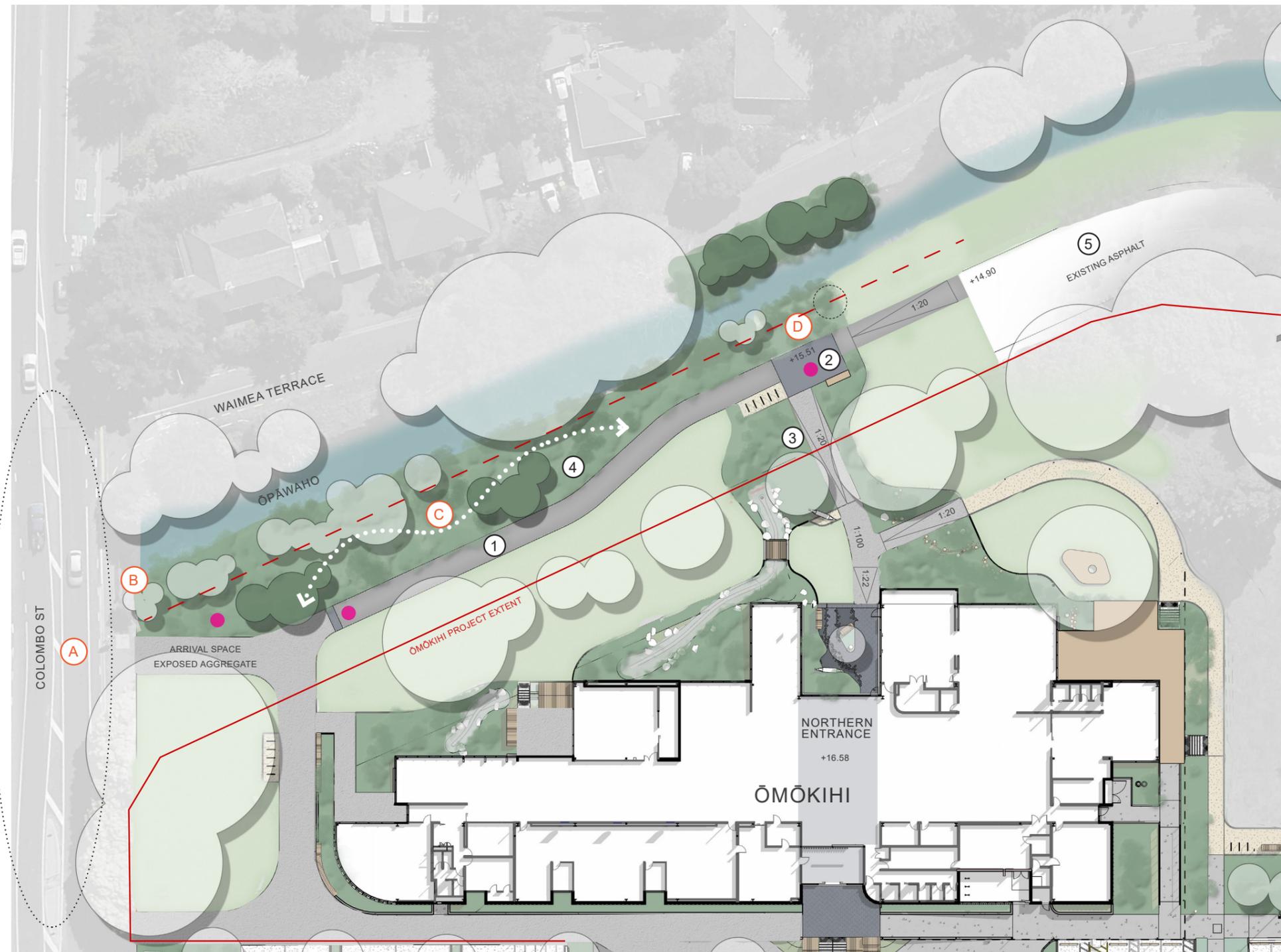
- KEY**
- LIBRARY SITE BOUNDARY
 - - - EXISTING ROCK RETAINING (~1m HIGH)
 - ASPHALT
 - FEATURE PAVING
eg Bluestone reclaimed from South Library.
 - EXPOSED AGGREGATE CONCRETE
 - NATIVE PLANTING
 - GRASS
 - ARTWORK OPPORTUNITY
Eg sculpture, paving pattern/etching, wayfinding.
 - EXISTING TREE RETAINED
 - PROPOSED NATIVE TREE
 - TREE REMOVED (1 x Prunus ssp.)

- KEY FEATURES**
- 1 **SHARED PATH**
3m wide shared pathway, predominantly asphalt surfacing. Change in texture and material where people and children are likely to be pausing or crossing the flow of movement (eg entrance to Ōmōkihi).
 - 2 **ARRIVAL SPACE**
Paved space at the northern entrance to Ōmōkihi with seat and wayfinding signage.
 - 3 **RAMP**
Library pathway connected with 1:20 ramp for step free access to library.
 - 4 **NATIVE PLANTING**
To river banks with clusters of native trees.
 - 5 **EXISTING ROAD**
Asphalt retained in the interim for the market to continue operating. Potential to introduce colourful temporary linemarking relating to children learning to ride bikes.

- POTENTIAL FUTURE WORKS**
- A **UPGRADE CROSSING**
To provide for increased use of the river corridor and new desire lines.
 - B **REFURBISH HERITAGE BRIDGE**
Remove existing mesh / timber balustrade, replace with planting and bollards if needed.
 - C **TEDDINGTON CHIP PATHWAY**
Meandering through planting.
 - D **SITTABLE TERRACING**
With steps to the river edge. Existing retaining wall removed, river bank relaxed and planted, basalt rock reused in new design.



LANDSCAPE CONCEPT CONCEPT PLAN



KEY

- LIBRARY SITE BOUNDARY
- - - EXISTING ROCK RETAINING (~1m HIGH)
- PROPOSED ASPHALT
- FEATURE PAVING
eg Bluestone reclaimed from South Library.
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Eg sculpture, paving pattern/etching, wayfinding.
- EXISTING TREE RETAINED
- PROPOSED NATIVE TREE
- TREE REMOVED (1 x Prunus ssp.)

KEY FEATURES

- 1 **SHARED PATH**
3m wide shared pathway, predominantly asphalt surfacing. Change in texture and material where people and children are likely to be pausing or crossing the flow of movement (eg entrance to Omōkihi).
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Paved space at the northern entrance to Omōkihi with seat and wayfinding signage.
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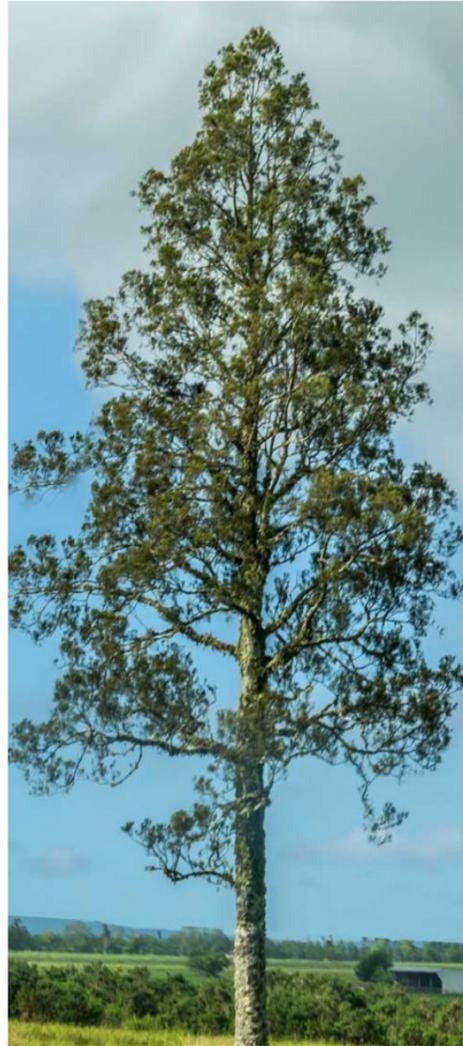
POTENTIAL FUTURE WORKS

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Meandering through planting.
- D **SITTABLE TERRACING**
With steps to the river edge. Existing retaining wall removed, river bank relaxed and planted, existing basalt rock reused in new design.



LANDSCAPE CONCEPT NATIVE TREES

Native trees planted in clusters along the river banks, to provide shade over the water for ecological benefit. Key species include:



KAHIKATEA



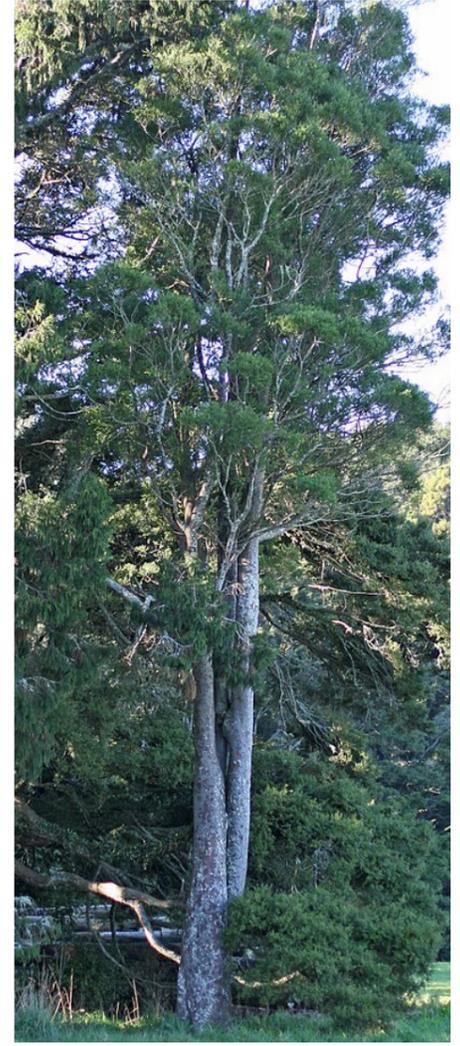
TĪ KŌUKA



KŌWHAI



MANATU



MATAĪ

LANDSCAPE CONCEPT NATIVE UNDERPLANTING

Planting will be arranged in natural swathes from the wet river margins to the drier upper terrace. Some larger shrubs will be planted in clusters, while ensuring good visibility for safety using the pathway. A selection of key species are illustrated below with the full palette on the following page.



Juncus edgariae
wiwi



Carex secta
purei



Carex maorica
NZ sedge



Cortaderia richardii
Toe toe



Anemanthele lessoniana
hunangamoho



Libertia ixiodes
mikoimikoi



Astelia fragrans
kakaha



Phormium tenax
Harakeke



Coprosma propinqua
mikimiki



Pseudopanax arboreus
whauwhaupaku



Leptospermum scoparium
manuka



Hebe salicifolia
koromiko

LANDSCAPE CONCEPT PLANT PALETTE

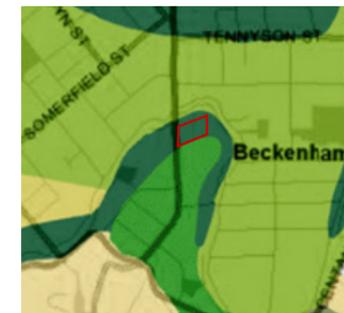
		DISTRIBUTION				
	BOTANICAL NAME	COMMON / MĀORI NAME	STREAM MARGIN	BANKS	UPPER TERRACE	SUN / SHADE
GRASSES / REEDS / FLAXES	<i>Anemanthele lessoniana</i>	hunangamoho / bamboo grass		●	●	● ●
	<i>Astelia fragrans</i>	kakaha / bush flax		●	●	● ●
	<i>Carex forsteri</i>	forest sedge		●		● ● ●
	<i>Carex secta</i>	pukio	●	●	●	● ● ●
	<i>Carex maorica</i>	NZ sedge	●	●		● ● ●
	<i>Carex virgata</i>	swamp sedge	●	●	●	● ● ●
	<i>Cortaderia richardii</i>	toetoe	●	●	●	● ● ●
	<i>Cyperus ustulatus</i>	upoko-tangata / umbrella sedge	●	●		● ● ●
	<i>Dianella nigra</i>	turutu / blue berry		●	●	● ●
	<i>Juncus edgariae</i>	wiwi / tussock rush	●			● ● ●
	<i>Libertia ixioides</i>	mikoikoi / NZ iris		●	●	● ● ●
	<i>Phormium tenax</i>	harakeke / NZ flax	●	●	●	● ● ●
	<i>Pratia angulata</i>	panakeneke / creeping pratia			●	● ●
	FERNS	<i>Blechnum novae-zelandiae</i>	swamp kiokio	●	●	
<i>Dicksonia fibrosa</i>		wheki		●	●	● ●
<i>Microsorium pustulatus</i>		maratata / hounds tongue fern		●		● ●
SHRUBS	<i>Coprosma robusta</i>	karamu			●	● ● ●
	<i>Coprosma propinqua</i>	mikimiki / mingimingi			●	● ● ●
	<i>Griselinia littoralis</i>	kapuka / broadleaf			●	● ● ●
	<i>Hebe salicifolia</i>	koromiko			●	● ● ●
	<i>Leptospermum scoparium</i>	manuka / tea tree		●	●	● ● ●
	<i>Melicytus ramiflorus</i>	mahoe / whiteywood			●	● ●
	<i>Pittosporum tenuifolium</i>	kohuhu / black matipo			●	● ● ●
	<i>Pseudopanax arboreus</i>	fivefinger / whauwhaupaku		●	●	● ● ●
	<i>Pittosporum eugenioides</i>	tarata / lemonwood			●	● ● ●
TREES	<i>Cordyline australis</i>	ti kouka / cabbage tree		●	●	● ● ●
	<i>Dacrycarpus dacrydioides</i>	kahikatea / white pine		●	●	● ● ●
	<i>Hoheria angustifolia</i>	houhere		●	●	● ● ●
	<i>Plagianthus regius</i>	manatu / lowland ribbonwood		●	●	● ● ●
	<i>Podocarpus totara</i>	totara		●	●	● ● ●
	<i>Prumnopitys taxifolia</i>	matai / black pine		●	●	● ● ●
	<i>Pseudopanax crassifolius</i>	horoeaka / lancewood		●	●	● ● ●
	<i>Sophora microphylla</i>	kowhai		●	●	● ● ●

The “1856 Black Map” shows that the site was swampy and covered with flax, toetoe and raupo, with areas of surface water:



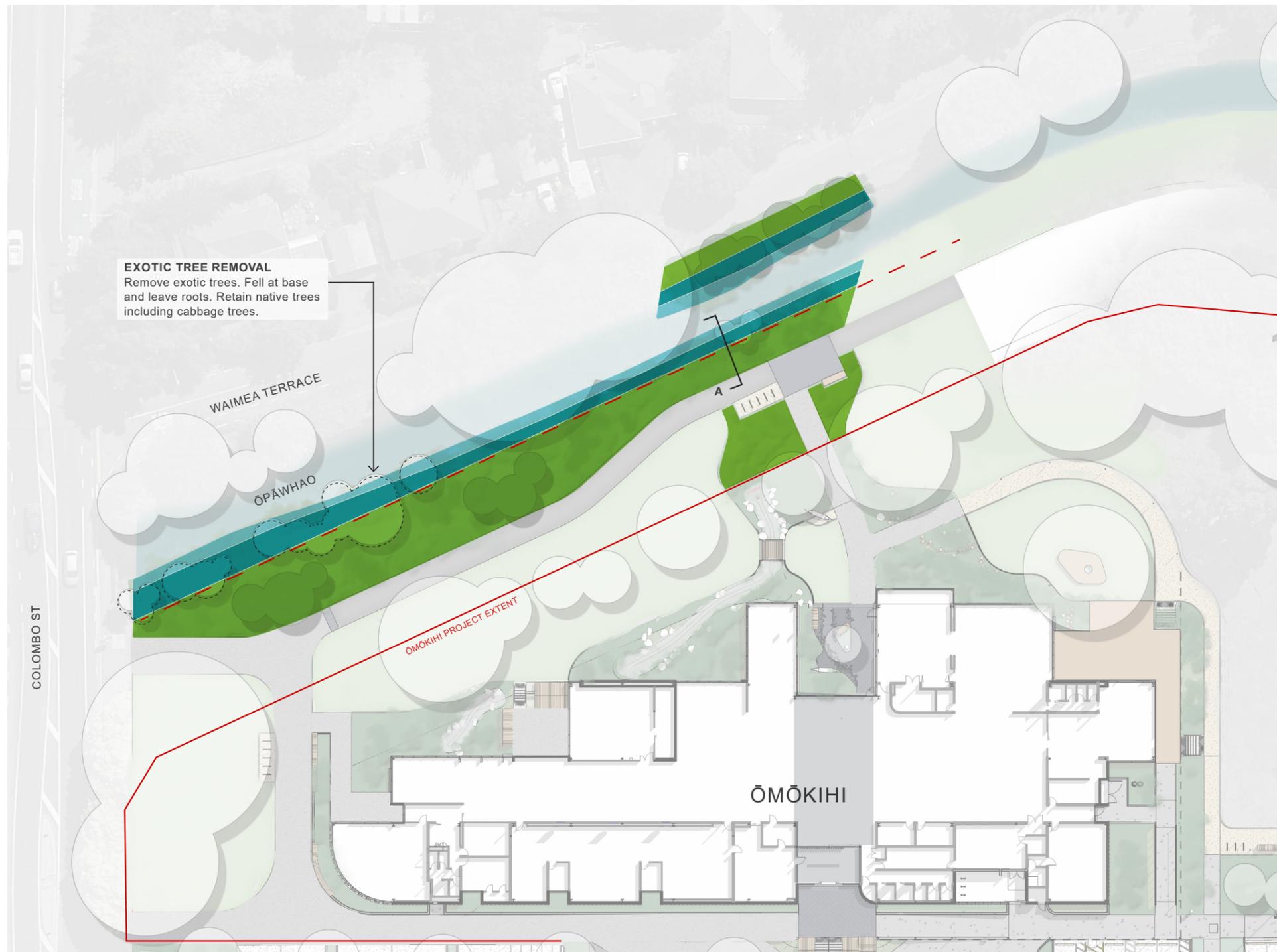
<https://www.lucas-associates.co.nz/assets/ChCh-Historical-Maps/blackmap-environmentecology.jpg>

Plant species are selected from the Christchurch Ecosystems maps (Lucas Associates), which include plants that would naturally have grown on the site from the Kahikatea ecosystem:



SITE

LANDSCAPE CONCEPT PLANTING AREAS



EXOTIC TREE REMOVAL
Remove exotic trees. Fell at base and leave roots. Retain native trees including cabbage trees.

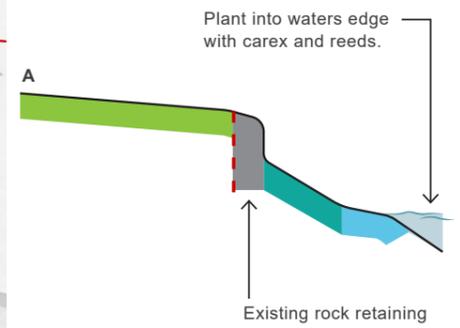
LOW PLANTING PALETTES

- UPPER TERRACE - 740m²
- BANKS - 270m²
- RIVER EDGE - 125m²

KEY

- EXISTING ROCK RETAINING (~1m HIGH)
- EXOTIC TREES TO BE REMOVED

PLANT PALETTE LOCATION



About Boffa Miskell

Boffa Miskell is a leading New Zealand professional services consultancy with offices in Auckland, Hamilton, Tauranga, Wellington, Christchurch, Dunedin and Queenstown. We work with a wide range of local and international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, cultural heritage, graphics and mapping. Over the past four decades we have built a reputation for professionalism, innovation and excellence. During this time we have been associated with a significant number of projects that have shaped New Zealand's environment.

www.boffamiskell.co.nz

Auckland 09 358 2526 **Hamilton** 07 960 0006 **Tauranga** 07 571 5511 **Wellington** 04 385 9315 **Christchurch** 03 366 8891 **Queenstown** 03 441 1670 **Dunedin** 03 470 0460

Arthur, Emily

From: Dave Kelly <[REDACTED]>
Sent: Thursday, 15 January 2026 6:32 pm
To: Arthur, Emily; Simon Kingham
Subject: RE: Concept plan for closed portion of Hunter Tce (Stage 1)

Hi Emily, Simon

Thanks for the meeting, and the summary. I think it's a good summary except for 9 (assuming that refers to the meandering gravel path through plantings between the 3 m wide path and the river). We did start by saying gravel path not needed, but after considering possible cycle traffic, I think changed our tune to thinking it could be useful to keep this. Also, the OHRN folk liked that path.

In relation to sealed path width of 3 m, I checked the dedicated separated cycleway in Grove Road in Addington north of Church Square. That path is 3 m wide and it seems pretty good for bikes (albeit that Grove Rd has a separate pedestrian path behind the row of trees). The paths around the edges of Hagley Park are wider (at least 4 m) but I think there's more joggers and cyclists there than we will get outside Omokihi. So I think 3 m with potential for widening would be OK, but see what the cycleways team say.

cheers
Dave

Emeritus Professor Dave Kelly FRSNZ
Biological Sciences, University of Canterbury, Christchurch, New Zealand
Chair, Hellaby Grasslands Research Trust
Ph [REDACTED] mobile [REDACTED]
Post: Private Bag 4800 Christchurch 8140. Courier: Warehouse, 20 Kirkwood Ave, Chch 8041
Email [REDACTED] Web <https://profiles.canterbury.ac.nz/Dave-Kelly>

In-Confidence

From: Arthur, Emily <Emily.Arthur@ccc.govt.nz>
Sent: Thursday, 15 January 2026 1:20 pm

To: Dave Kelly <[REDACTED]>; Simon Kingham <[REDACTED]>

Subject: RE: Concept plan for closed portion of Hunter Tce (Stage 1)

Hi Dave and Simon,
Nie to catch up today. What do you think of this?

- 1. Overall support**
Overall, supportive of the concept plan, particularly the general layout, design, and planting plan.
- 2. Shared cycle / walkway**
Support the proposed 3 m wide shared cycle and walkway and consider it important that this is a sealed surface rather than chip seal. Recommend coordination with cycleway planners, as this route could form part of a major cycleway. If so, 3 m may not be sufficient in the long term. To future-proof the design, suggest limiting planting alongside the path to low-growing species to allow for potential widening. Alternatively, consideration could be given to providing a separate walking path.
- 3. Northern entrance paved area**
Support the wider paved area near the northern entrance, as it provides space for people to gather without obstructing cyclists.
- 4. Market location**
In relation to the wider area, support the market remaining in its current location or relocating to another area, provided it remains adjacent to the library and continues to meet the needs of the market.
- 5. Colombo Street connection**
A safe and effective connection across Colombo Street is important. The current crossing is awkward and does not connect well with the proposed path. If this route is intended to function as a significant cycleway, signalised traffic lights are recommended.
- 6. Artwork**
Would like to see the existing artwork relocated either within the site or to a nearby location, in consultation with and acceptable to the artist.
- 7. Cycle parking**
Recommend providing cycle parking on both the northern and southern sides of the library.
- 8. Cherry trees**
Recommend removing the cherry trees from the bank.
- 9. Gravel path**
Consider that the gravel path may not be necessary.

Apparently Jacob is not the guy to talk to but he is trying to track down who is.

Ngā mihi

Arthur, Emily

From: Malcolm Long (Secretary OHRN) <info@ohrn.nz>
Sent: Monday, 12 January 2026 5:59 pm
To: Arthur, Emily
Subject: Re: Concept plan for closed portion of Hunter Tce (Stage 1)

Kia ora Emily

As promised, here is our considered feedback about the concept plan for Stage 1 of the Hunter Terrace project. We have deliberately ventured to comment on aspects outside of the current project in the hope that at least some of these ideas may motivate future plans and action. The order of comment does not represent any particular priority.

Key Features:

1. Shared Path: Support the concept. a) Suggest that alternatives to asphalt are considered - like the gritted path beside the Otakaro Avon River on Cambridge Tce. b) Provision of public seating at regular intervals along this pathway would be appropriate.
2. Arrival Space: Support the concept. Suggest that whariki/mat paving for the design similar to CCC/Ngāi Tahu used along the central Otakaro/Avon corridor.
4. Native Planting: Strongly support as described. Suggest a) Removal of Prunus (flowering cherry) trees, elderflower and other exotics on true right; b) Suggest exposing the basalt rock wall to make it more of a feature; c) Keep new native trees planted well above the basalt wall (rather than along the line of it - unless the concept is to replace the wall with the trees); d) Suggest bulk removal of exotic grasses (spray) and heavy mulching on true right prior to implementing the planting of natives.
5. Existing Road: Support continued community uses for this area

Potential Future Works:

A) Upgrade crossing: Strongly support. Suggest that this should be a priority to happen prior to the opening of Ōmōkihi. This is a particularly unsafe crossing for children and families. Roadway needs to be narrowed or other traffic calming feature. Crossing needs to be better aligned with shared path. Safety of pedestrians at the intersection of Colombo St and Ashgrove Terrace needs urgent attention also. This is an ideal opportunity to integrate safety aspects with much better recognition of the heritage bridge and river.

B) Refurbish Heritage Bridge: Strongly support. Suggest as above that this could be part of safety improvements to intersection and crossing. All aspects of the bridge treatment deserve reconsideration and recognition. The white wooden bullastrades on all bridge abutments need to be replaced/improved so that the addressing of the bridge is augmented, especially the entry to Ōmōhiki and to recognise the river at this point.

C) Teddington Chip Pathway: Support concept. Suggest that it ought to link directly to the sittable terracing otherwise usage will make the linkage in informal ways that will be unsightly.

D) Sittable Terracing: Strongly support. a) Suggest that this facility deserves to be completed in time for the opening of Ōmōhiki. b) Suggest that this needs to be sized so that it can be used by a class of children as a teaching/learning space as well. c) Suggest that even if construction of this facility is not undertaken immediately, planting of vegetation on the opposite (true left) bank should be undertaken in the current plan to screen houses/road more at this point - toe toe/harakiki/ti kouka/kaihikatea.

Other suggestions:

a) Interpretation/Way-finding: Suggest collaboration with CCC Parks Interpretation Team who have been designing river way-finding and interpretation that they may want to use here.

b) Strongly support the removal of the exotic next to the bridge on the true left - particularly the large Tree of Heaven that hides the heritage bridge from being properly appreciated. Also, suggest the removal of other weed species from true left and the planting of native grasses instead of "grass" (presumably exotic) as indicated at this point.

c) Strongly support the judicious pruning/limbing of the dominant willow on true right so that while it will still shade the river, the view of the river is not as impeded as it currently is from the true right bank.

d) Suggest that cycle parking should a) all be near the northern entrance, b) be more extensive in capacity than in previous library provision

e) Query whether the sculpture that was previously on the north side of the Library will be re-instated? We suggest that it should.

f) If there is cycle parking at the southern entrance that appears to be more convenient than any at the northern entrance, then the track (desire line) between the bridge and the southern entrance (running between the large trees on Colombo Street) will be used. If this is expected, it would be better if this desire line was properly created as a path (it is currently very obvious on the grass area as a mud track).

g) We have considered the suggestion that if the market moved to a reformed parking area, the remainder of the closed portion of Hunter Terrace might be used for the river. We believe that the pace of the river at this point and its current path means that it is very unlikely that the river would

better use the vacated land, even with extensive earthworks. We suggest that if the market is moved to a reformed parking area in time, renovation of the vacated space would best follow the pattern of Stage 1 with the continuation of the path and enhanced native planting. Overall, we believe that the closed portion of Hunter Terrace currently reserved for the market serves an excellent community purpose and focus. Enhancement of this area with power provision could be considered.

h) Enhancement of community use of the grass outside the library needs to be planned: eg tables and seating, BBQ, performance staging.

i) In at least one place in the full plan, Ōpāwaho is spelt Ōpāwhao.

Thank you for the opportunity to comment on this Stage 1 of the project. We welcome any further opportunities to provide a community voice for this project.

Malcolm Long
Secretary, Communications, Operations
Ōpāwaho Heathcote River Network ohrn.nz
- the voice for the Ōpāwaho Heathcote River



On Thu, Dec 18, 2025 at 5:03 PM Arthur, Emily <Emily.Arthur@ccc.govt.nz> wrote:

Kia ora Malcom,

As discussed, here is the concept plan for stage 1 of the Hunter Tce project. The idea is to develop the first 800m from Colombo Street to tie in with the library landscape design and be ready for the opening in October next year. As you will see from the plan, the road is to be removed and a shared cycle/ walking path put in. Also, native planting is to be included. The rest of the closed portion of Hunter Tce is used by the South Christchurch Market. They have a lease until 2032.



WHITIORA

TO: Christchurch City Council

ATTN: Emily Arthur, Project Manager – Community Parks Green Landscapes

RE: Ōpāwaho/Hunter Terrace Redevelopment

DATE: 21 January 2026

Tēnā koe,

Whitiora Centre Limited (Whitiora) is mandated by Ngāi Tūāhuriri Rūnanga to undertake advocacy and advisory functions, in the takiwā of Ngāi Tūāhuriri. Whitiora staff work with project convenors and managers from various private, local and central government organisations, to better understand mana whenua priorities and achieve project outcomes.

The Christchurch City Council has Engaged Whitiora to provide advice on behalf of Ngāi Tūāhuriri in relation to the proposed redevelopment of Ōpāwaho/Hunter Terrace.

Project Background

Christchurch City Council (CCC) is proposing to redevelop the Ōpāwaho Hunter Terrace and Pipe Yards Reserve.

The first stage of this project includes removing the old Hunter Terrace Road and naturalising the south bank of the Ōpāwaho/Heathcote River (including creating a 10–15 metre wide floodplain). Native riparian planting is proposed as well as the construction of walking pathways. The proposed 'site' is approximately 800m in length and stretches from Colombo Street through to the entrance of the new Ōmōkihi library carpark and is bordered by the Ōpāwaho/Heathcote river.

In the plans provided to Whitiora there is access to the river proposed as 'potential future works'. While this is not included in the first stage, CCC has asked us to advise if the concept is supported in principle.

Site context





W H I T I O R A

The Opawa/Heathcote awa was historically used by Ngāi Tūāhuriri tūpuna for mahinga kai. Kai such as tuna, kanakana, tuere, patiki, waikoura and waikakahi was gather from the awa and its banks. Black maps indicate that raupo, harakeke/flax, toetoe, tutu and aruhe/makumaku (fern) were some of the plants that grew in the general area.

Today, the water quality of the awa is poor due to run-off from the urban and industrial development that has occurred along the riverbanks and surrounding areas.

Feedback

Ngāi Tūāhuriri kaitiaki are supportive of the proposed works to remove the stretch of road and naturalise the riparian. This work aligns with Ngāi Tūāhuriri aspirations to see waterways returned to a more natural state. Naturalisation and riparian planting can support the improvement of freshwater and mahinga kai values in waterways. Ngāi Tūāhuriri also supports the reduction of hard surfacing within the riparian area.

Ngāi Tūāhuriri kaitiaki are supportive of the proposed plan, including the 'future proposed works' - to create access down to the river. While our kaitiaki generally don't support structures within waterways and riparian margins, there are benefits to the proposed concept as it will allow people to engage with the waterway. It also ties in with the historical context of the site and cultural narrative for the Ōmōkihi Library.

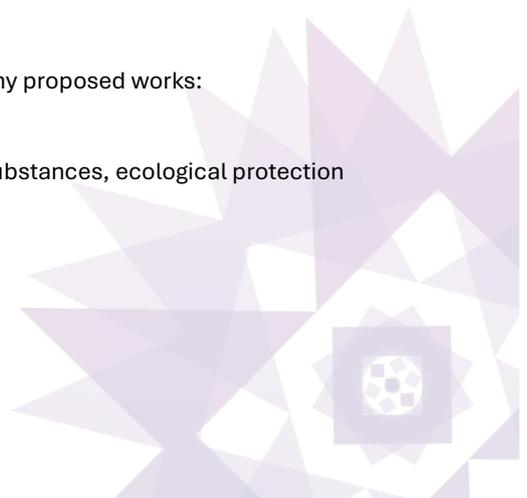
As the concept design for the access progress, we request that:

- No structures are proposed within the river
- Hard surfacing is kept to a minimum in the riparian
- Ngāi Tūāhuriri kaitiaki are provided with the final concept to review prior to it being approved.

Whitiora also expect the following to be implemented during any proposed works:

- Best practice erosion and sediment control
- Best practice management of machinery, hazardous substances, ecological protection
- Accidental Discovery Protocol

CONTACT DETAILS





WHITIORA

Whitiora Centre Limited

351 Lincoln Road, Addington, Christchurch 8024

Contact person: Ruiha Johnson, Kaitohu Taiao/Environmental Advisor

Email: 

Phone: 



13. Waihoru Spreydon-Cashmere-Heathcote Community Board Area Report - March 2026

Reference Te Tohutoro: 26/158817

Responsible Officer(s) Te Pou Matua: Josh Wharton, Community Governance Manager

Accountable ELT Member Pouwhakarae: Andrew Rutledge, General Manager Citizens and Community

1. Purpose of Origin of the Report Te Pūtake Pūrongo

- 1.1 This report provides the Board with an overview of initiatives and issues current within the Community Board area.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receives the information in the Waihoru Spreydon-Cashmere-Heathcote Community Board Area Report - March 2026.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Walk n Talk Programme - Beckenham	<p>The Beckenham Walk 'n' Talk group is now in its second month, with participants enjoying an away walk to Historic Addington on 5 February.</p> <p>Council staff joined the group for a meet-and-greet walk around Beckenham on 12 February, connecting with participants and supporting the programme.</p> <p>Online programme: Walk 'n' Talk: Christchurch City Council</p> 	January – July 2026	<p>Strengthening Communities Together Strategy</p> <p><i>Objective 2.3: Support community activation and kaitiakitanga of public places and spaces.</i></p> <p><i>Objective 1.4: promoting lifelong learning through active participation.</i></p>

House of Hoopz
- Addington

The Addington House of Hoopz event at Cornelius O'Connor Reserve Basketball Court drew a great crowd and created a positive, energetic atmosphere. It was rewarding to see rangatahi who had originally advocated for the development of the basketball court progress through to the finals round, ultimately placing second against the rangatahi from Rowley. Rowley will progress to the finals on 15 March at New Brighton.



The House of Hoopz events are presented by Youth and Cultural Development in partnership with Christchurch City Council, celebrating local talent while strengthening connections within the community.



27 January
2026

Strengthening Communities Together Strategy
Objective 1.5: Support groups involved in arts, culture, heritage, recreation and environmental care.
Objective 1.7: Work with others to reduce loneliness and social isolation with an intergenerational focus.
Objective 2.3: Support community activation and kaitiakitanga of public places and spaces.

T20 Sumner Smash

The T20 Sumner Smash was a fantastic day, bringing together players and spectators for an afternoon of friendly competition and community spirit. Team Rugby came away with the win over Team Cricket, playing for the trophy that honours Des Lyons, a true Sumner icon and much-loved figure across the local sports clubs. His legacy of community spirit and sportsmanship was celebrated throughout the day. The event also had a strong fundraising focus, with proceeds supporting the rebuild of the



Sumner Pavilion. Organisers raised an estimated \$20,000–\$25,000, and Council staff are working closely with the volunteer project committee to provide guidance and support for funding.

Sumner Sports Pavilion Facebook page link: <https://www.facebook.com/profile.php?id=61578244375842>

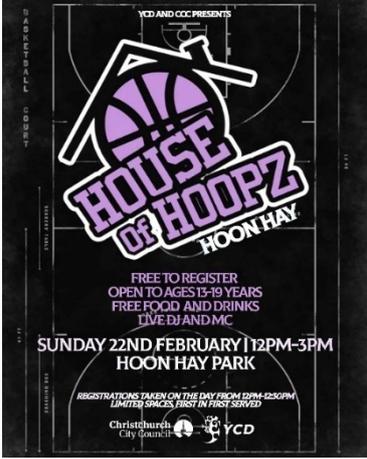


5 February 2026

Strengthening Communities Together Strategy
Objective 1.5: Support groups involved in arts, culture, heritage, recreation and environmental care.
Objective 2.1: Encourage communities to create and sustain a sense of local, identity and ownership.
Objective 2.3: Support community activation and kaitiakitanga of public places and spaces.

	<p>Website link: Sumner Sports Pavilion</p> 		
<p>Ferrymead Pump Track Launch Party</p>	<p>The Ferrymead Pump Track Launch took place on Saturday 31 January at the Heathcote Valley Mountain Bike Jump Park.</p> <p>The day was enjoyed by families and riders of all ages who took to the track and jumps. Skills were demonstrated and younger participants were encouraged to give it a go.</p> <p>The Heathcote Valley Community Association set up a tent with information about the project and how people can support the pump track build.</p>  <p>A sausage sizzle and newly launched Give-a-little page raised approximately \$1,000.</p>	<p>31 January 2026</p>	<p>Strengthening Communities Together Strategy</p> <p><i>Objective 1.5: Support groups involved in arts, culture, heritage, recreation and environmental care.</i></p> <p><i>Objective 2.1: Encourage communities to create and sustain a sense of local, identity and ownership.</i></p> <p><i>Objective 2.3: Support community activation and kaitiakitanga of public places and spaces.</i></p>
<p>FUSE Shoreline Youth Trust</p>	<p>FUSE Youth Group have relaunched, following a successful community promotion and fundraising campaign.</p> <p>The After School Youth Group for Year 6-9 started on 12th February at Matuku Takotako.</p>	<p>12 February then ongoing</p>	<p>Strengthening Communities Together Strategy</p> <p><i>Te Pou Tuatahi: Te Tāngata</i></p>

	<p>Serving young people in the Sumner, Redcliffs and Mount Pleasant area and providing a safe, welcoming and inspiring environment for youth to connect grow and thrive.</p> 		<p><i>Pillar 1: People Objective 1.5: Support groups involved in providing access to arts, culture, heritage, recreation, and those who care for the environment. Te Pou Tuarua: Te Whenua</i></p> <p><i>Pillar 2: Place Objective 2.3: Support the community activation and kaitiakitanga of public places and spaces.</i></p> <p>Board Priority 7. Community Facilities</p>
<p>Richmond Berry Garden Raspberry Pruning Workshop</p>	<p>Situated in Red Zone land at the bottom of Richmond Hill. The garden provides a food source for local people and a place to connect people and families. It has a picnic area and small playground.</p> <p>This free workshop will help people learn how to prune raspberries. Giving them the confidence to prune their own raspberries and boost their berry harvest.</p>  <p>RASPBERRY PRUNING WORKSHOP</p>	<p>21 February</p>	<p>Strengthening Communities Together Strategy</p> <p><i>Objective 2.3: Support community activation and kaitiakitanga of public places and spaces.</i></p> <p><i>Objective 2.1: Encourage communities to create and sustain a sense of local identity and ownership.</i></p> <p><i>Objective 1.5: Support groups involved in arts, culture, heritage, recreation and environmental care.</i></p>

<p>House of Hoopz – Hoon Hay</p>	<p>House of Hoopz series, presented by Youth and Cultural Development in partnership with Christchurch City Council, will host the next 3x3 Street Ball League at Hoon Hay Park on 22 February from 12pm – 3pm. Registrations will be open on the day, with the winning team advancing to the finals round in New Brighton on 15 March.</p> 	<p>22 February 2026</p>	<p>Strengthening Communities Together Strategy <i>Objective 1.5: Support groups involved in arts, culture, heritage, recreation and environmental care.</i> <i>Objective 2.3: Support community activation and kaitiakitanga of public places and spaces.</i></p>
<p>Ferrymead Heritage Park</p>	<p>Ferrymead Park Trust continue their transformative programme of works, with a February update included in the attachments.</p> <p>By way of a few highlights:</p> <ul style="list-style-type: none"> December financial results show an operating profit with no Grant income or reserves used. <i>This is the first time in two years this has been achieved.</i> Ferrymead have secured corporate sponsorship with Isaac Construction for pavements and road infrastructure to be upgraded. A record school holiday visitor result saw income grow 60% on the same period last year. This is on a wage bill 50% lower than in that period. 	<p>February update</p>	<p>Strengthening Communities Together Strategy <i>Objective 2.1: Encourage communities to create and sustain a sense of local identity and ownership</i> <i>Objective 2.3: Support the community activation and kaitiakitanga of public places and spaces.</i></p>
<p>Ōpāwaho Heathcote River Day</p>	<p>Plans are well underway for the Ōpāwaho Heathcote River Day that is set to take place on Sunday 8 March 2026 at 12pm. The event will start on the Ōpāwaho Heathcote River, beginning at the Beckford Road bridge and following the river around Hansen Park to Aynsley Terrace, before finishing back at Hansen Park where there will feature entertainment, community stalls, hot drinks, and a BBQ. Entries are limited to 75 rafts and pre-registration is required.</p>	<p>8 March 2026</p>	<p>Strengthening Communities Together Strategy <i>Objective 2.3: Support community activation and kaitiakitanga of public places and spaces.</i> <i>Objective 2.1: Encourage communities to create and sustain</i></p>

	<p>Council staff are working alongside the volunteer organising committee to support planning and delivery of the day, including providing resources, funding support, and assistance with post-event follow-up.</p> <p>Website link: Ōpāwaho Heathcote River Day – Ōpāwaho Heathcote River day in Hansen Park, Christchurch NZ including a raft race.</p>  <p>3.6m x 2m Pontoon</p> 		<p><i>a sense of local identity and ownership.</i> <i>Objective 1.5: Support groups involved in arts, culture, heritage, recreation and environmental care.</i></p>
<p>Para/Blind Low Vision Lawn Bowls Tournament</p>	<p>With the two-day tournament fast approaching on Saturday 14 and Sunday 15 March 2026 at the Barrington United Bowling Club, preparations are well underway. Since registrations opened, participation has steadily increased, attracting entrants from across Ōtautahi.</p>	<p>14-15 March 2026</p>	<p>Strengthening Communities Together Strategy <i>Objective 1.4: Harness the strengths of diverse communities and address issues of social exclusion.</i> <i>Objective 1.5: Support groups involved in arts, culture, heritage, recreation and environmental care.</i></p>

	<p>Council staff have provided funding support and continue to work closely with the organising committee, offering guidance and advice to assist with planning, delivery, and post-event follow-up.</p> <div data-bbox="507 412 890 555" style="text-align: center;">  </div> <p style="text-align: center;">2026 PARA & BLIND LOW VISION LAWN BOWLS TOURNAMENT</p> <p style="text-align: center;"><small>Hosted by BARRINGTON UNITED BOWLING CLUB</small></p> <div data-bbox="497 656 922 745" style="text-align: center;">    </div> <p>WHEN: Saturday 14th and Sunday 15th March 2026 LOCATION: 270 Barrington Street, Barrington Park, Christchurch 8042 ELIGIBILITY: This event is a Classification B1 – B8 Bowling Tournament</p> <p style="text-align: center;">REGISTRATION OF INTEREST TO PARTICIPATE IS OPEN NOW!! Barrington United Bowling Club has a single green. Entries will be LIMITED to a MAXIMUM of 64 Players.</p> <p>CONTACT: Warren Chapman, Tournament Convenor <small>Email: BarringtonUnitedBowls@outlook.com Post: c/o P.O. Box 33-031, Christchurch 8244</small></p> <p style="text-align: center;"><small>Further details and ENTRY FORMS will be released closer to the date as they become available. Your PRE REGISTRATION will ensure these details are sent to YOU personally.</small></p> <p>Information and registration: PARA & BLIND BOWLS TOURNAMENT - Bowls New Zealand Aotearoa</p>		
<p>Neighbourhood Building Project</p>	<p>We have the following update on the Neighbourhood building project from Neighbours Aotearoa (shortened for brevity):</p> <p>“In Addington, Wilby has finished up his contract. The Addington work that Willby has been involved in will be picked up by Manuka Cottage going forward. In Waltham, Neighbours Aotearoa are pleased to confirm the appointment of Leeza Green, who has been doing similar work in Hoon Hay.</p> <p>Leeza will be delivering a <i>Participation Culture Community of Practice</i>. This will focus on creating opportunities for communities to connect, swap stories, and learn alongside one another. The focus is on practical tools, shared reflection, and building confidence to work in more participatory ways.”</p>	<p>Ongoing</p>	<p>Strengthening Communities Together Strategy <i>Objective 4.2: Support the capacity of the community and voluntary sector to plan, adapt and respond to risk, disruption and change.</i></p> <p>Community Board Plan 2023-25 <i>Support community development in Waltham and Addington.</i></p>

3.2 Community Funding Summary

3.2.1 Community Board Discretionary Response Fund 2025/26 –

As of 13 February 2026. Available balance of the Discretionary Response Fund at the time of writing this report is **\$60,416.00**

The 2025/26 Discretionary Response Fund Spreadsheet as of 13 February 2026 is **attached** for record purposes.

3.2.2 Youth Development Fund Applications

The following Youth Development Fund applications have been approved by the Board since the last Area Report:

Name	Event	Amount
Kieran Alexander Funcke	Fiji Service Project held in Fiji, June 29 – July, 2026	\$500
Grace Bradley	CKTA National Korfball Association Cup held in New Taipei City, Taiwan, April 20 – April 30, 2026	\$500
Brooke Charlotte Goldsmith	Surf Life Saving Championships 2026 held in Eastern Bay of Plenty, March 5 – March 8, 2026	\$300
AVAILABLE BALANCE (at time of writing):		\$7,150.00

The Youth Development Fund Matrixes are **attached** for record purposes.

3.2.3 Off the Ground Fund Applications

There have been no Off the Ground Fund applications since the last Area Report.

Available balance of the Off the Ground Fund at the time of writing this report is **\$2,700.00**

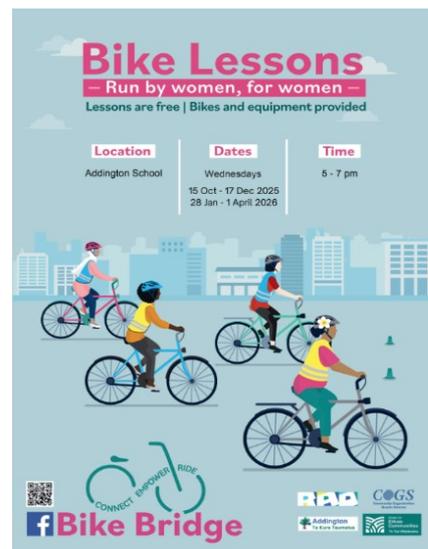
3.3 Waihoru Community Events and Activities

3.3.1 Edible and Sustainable Garden Awards 2026 -

entries for this year’s awards closed on Monday 12 January 2026. We have had 13 nominations. Assessment of the nominated gardens are currently being organised and will be undertaken by the Canterbury Horticultural Society. The awards ceremony will be held in conjunction with the Community Garden Pride Awards 2026, date to be confirmed.

3.3.2 Bike Bridge – sessions will run from 28 January to 1

April 2026 at Addington School on Wednesdays from 5–7pm (10 sessions planned). This women-only programme welcomes all abilities, provides bikes and helmets, requires no booking, allows drop-ins at any time, and shares updates via the Bike Bridge Christchurch Facebook page: [Bike Bridge Christchurch | Facebook](#)



- 3.3.3 **Tsunami Talk** – held on 25 February 2026 - organised by Sumner Community Residents Association & Hub. Information evening was held at Matuku Takotako led by Dr Rachel Hunt CDEM, the session covered:



- 3.3.4 **Earthquake and the Alpine Fault** – to be held on 10 March 2026 - an information evening to be held at Cashmere Presbyterian Church, 2 MacMillan Avenue, the session will cover:



- 3.3.5 **Port Hills restoration newsletter for Autumn 2026** – was circulated on 21 January 2026. The newsletter provides an update from the Council's Parks team about planting and activities in the Waihoru Spreydon-Cashmere-Heathcote area. The newsletter includes the upcoming volunteer plant care days – see the newsletter **attached**.



3.4 Council Engagement and Consultations

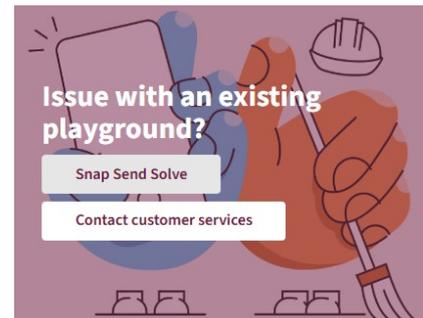
- 3.4.1 **Percival Street renewal** was open for feedback from 27 January to 22 February 2026. The renewal will include replacing the current deep-dish gutters with a standard kerb and channel, resurfacing the road and footpath and upgrading the streetlights. The renewal will also consider: street trees and landscaping, traffic calming and other safety features such as pedestrian crossings, signs and road markings and changes to the footpath.

3.5 Governance Advice

- 3.5.1 **Public Participation** - The Board received the following deputation presentations at its 12 February 2026 meeting:

- Anne Scott spoke on behalf of Spokes Canterbury regarding the Cashmere-Penruddock Roundabout.
- Kate Woods, local resident spoke regarding the Cashmere-Penruddock Roundabout.
- Wendy Parlane, local resident spoke regarding the Rose Street Intersections - Proposed No Stopping Restrictions.
- Submitter 100, local resident could not attend the Board meeting and their written deputation regarding the Hoon Hay Road/Lewis Street - Pedestrian Improvements was read aloud to the Board.

3.5.2 **Customer Service Request (CSR) Report the Spreydon-Cashmere-Heathcote Wards** – a report on open and completed tickets (requests for service) in January 2026 can be found **attached** to this report. The report provides an overview of the number of CSRs that have been received, including the types of requests being received and a breakdown of how they are being reported.



[Snap Send Solve](#) is the smartphone app the Council offers to help make reporting issues easy, and it is still possible to [report issues online](#), by calling Council on 03 941 8999 or visiting one of the Council's [Service centres](#).

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

- 4.1 **Closed Information Requests from Community Open Forums** – January 2026 to February 2025 – none to report.
- 4.2 **Graffiti Snapshot Report** – The monthly report for December 2025 and January 2026 can be found as **attached** to this report. The Council also provides information on graffiti, including tips to prevent it, and about becoming a Graffiti Programme volunteer, at [this link](#).
- 4.3 **Memoranda** - memoranda related to matters of relevance to the Board have been separately circulated for the Board's information and are listed below.
 - Memo - Draft Plan Change 20 - Memo to Councillors and the Mayor – cc'd to Community Boards (*circulated 26 January 2026*)
 - Memo - Lincoln Road transport and three waters upgrade (*circulated 5 February 2026*) – refer: <https://www.newsline.ccc.govt.nz/news/story/transport-and-water-upgrades-planned-for-lincoln-road>.
- 4.4 **Staff advice to the Board** – the following staff advice has been received by the Board since the last Area Report in response to referrals for information from public forums and correspondence to the Board:
 - On 27 January 2026 the Board received staff advice in response to a request for staff to investigate the issues raised in a public forum presentation about road safety issues with cyclists on Sumner Hills presented to the Board on 11 December 2025. Staff advised that they passed on the video footage to Police and they have since been liaising with Police who put in a tasking to their motorcycle enforcement team to focus on Evans Pass and Wakefield Ave for cyclists and cars. As a result of the tasking, the

enforcement team got a couple of offenders. A separate action remains with staff to respond to the Board with advice on the roading layout and any options to improve road safety.

- On 29 January 2026 the Board received staff advice following a site visit at the Opawa Road easement on 8 December 2025 that was an action from a public forum to the Board on 14 August 2025. Staff advised about Parking Ticks that the vehicle crossings along this section of road are a lot wider than the driveway itself. Based on the Land Transport (Road user) Rule, drivers are not permitted to park within one metre of a driveway - this is measured from the prolongation of the driveway, not the kerb cutdown. It is standard practise for parking ticks to be marked in line with this rule, as a guide to drivers. Marking parking ticks in the correct way therefore has the potential to encourage drivers to park closer than they may be already. For this reason (based on site measurements), staff are not supportive of marking any further parking ticks. However further markings can be considered as part of the future proposal - for example yellow lines may be considered in locations with a history of driveway compliance issues. Staff are preparing a plan for consultation based on resident's feedback.



Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Ferrymead Heritage Park - February Update	26/206256	116
B  	Waihoru Discretionary Response Fund Spreadsheet - 13 February 2026	26/296495	121
C  	Kieran Alexander Funcke - YDF Matrix	26/325598	122
D  	Grace Bradley - YDF Matrix	26/325631	123
E  	Brooke Charlotte Goldsmith - YDF Matrix	26/325666	124
F  	Port Hills Newsletter - Autumn 2026	26/333953	125
G  	Hybris Ticket Report - Waihoru - January 2026	26/366524	130
H  	Graffiti Snapshot - January 2026	26/333285	131

Signatories Ngā Kaiwaitohu

Authors	Jonathon Jones - Community Board Advisor Nime Ah Kam-Sherlock - Community Recreation Advisor Heather Davies - Community Development Advisor Abbey McMillan - Support Officer
Approved By	Josh Wharton - Manager Community Governance, Spreydon-Cashmere-Heathcote Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

23RD JANUARY

VOL 23

FERRYMEAD GAZETTE

THE OFFICIAL NEWSLETTER OF FERRYMEAD PARK LTD

EDUCATION

Education starts with school bookings from next week, plus another couple of holiday groups coming in as well.

Education has a number of our Kiwiana programmes coming up, as part of this we have a gumboot throwing competition. We seem to be very low on gumboots, if anyone can help us out with any gumboots would be great. Does not matter if you only have one, or what size they are. Checking before I have to go op shopping. These can be left in the downstairs room of the General Store (by the back door)

The bookshop has started, we have made our first \$200, which is great considering nothing has been spent on getting this set up just time. The quantity of books that we had was slightly overwhelming for a while, but now we seem to have them sorted.

Thank you to everyone that has helped us out with donations of books, I have plenty to top up the book shop for some time. I am hoping to do a bigger sale at one of our events and have more books out. There are lots of books that would be of interest to Ferrymead people. From crafts, history, trains, cooking and gardening. A large number of good art books as well.



PROPERTY

Thank you to James from Canterbury Railway Society for moving the old concrete pad near the Dini building with the digger we really appreciate the help. The site is going to be used to install a new display supplied by the Lyttelton Port Company, it will be displaying items such as anchors, sluice gates and a whistling Buoy amongst other things. Adding another part to the Parks story and displaying the history of the Port. This project will be started on the 10th of February.

A big thank you to Barry from The Rural History Society for getting stuck in and cleaning the motorbikes and cars in the Hall of Wheels. A big undertaking and very much appreciated.

IDEA services have been busy around the Park. For those that don't know, they have a day base located behind the Trolley Bus Shed. Sandra and her team have been taking care of some of lawns and gardening.

23RD JANUARY

VOL 23



**NEW YEARS HONOUR OF
'MEMBER OF THE NEW
ZEALAND ORDER OF
MERIT' FOR SERVICES TO
RAILWAY HERITAGE**

Mr Bruce Shalders, over 40 years, has held various role governance roles including Treasurer and President of the Canterbury Branch of the New Zealand Railway and Locomotive Society (NZRLS), and its successor the Canterbury Railway Society (CRS). Mr Shalders joined the NZRLS in the mid-1960s, during which its Canterbury Branch was establishing a heritage railway at Ferrymead, Christchurch. He has contributed to the governance and development of the CRS and has provided valuable assistance to smaller rail heritage groups across the South Island. In his executive roles with the Federation of Rail Organisations of New Zealand and NZRLS, he has helped coordinate, guide, and encourage the direction of rail heritage nationally. He assists numerous heritage organisations and community groups that own or actively maintain railway stations and other rail heritage structures, including rolling stock throughout the South Island. He is recognised internationally as an expert in developing railway rolling stock conservation plans used by rail heritage groups. He was a founding member of the National Railway Museum of New Zealand (NRMNZ) in 2008 and was appointed President in 2018 and 2019. Mr Shalders has authored or co-authored several books and articles on various railway subjects, including "Through the Alps - The Otira Railway Tunnel", and "Railway Houses of New Zealand".

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SUPPORT GROWS FOR THE MOSQUITO RESTORATION PROJECT

Late last year Dag Guest searched around online for a supplier who stocks the thin gauges of plywood we need for the rebuild of the Mosquito wing which is this year's major step in the restoration. Once he found one in Auckland he placed an order which led to a conversation as to what was this society that wanted large sheets of said material,

which is not a much sought after product, and what was it going to be used for. After hearing of the Mosquito and its historic value being the

only surviving one used by 487 RNZAF Squadron of the Royal Air Force

during World War Two they were very keen to help. So Plytech Panels, part of Big River Industries of Australia, have come onboard as a corporate materials sponsor which will save the society several thousands of dollars.

Also recently we hosted a party from the 487 Squadron Families and Friends group of relatives and friends of those who served with Squadron. The group are now keenly following the progress and have financially contributed to help us along. FYI 487 had "R.N.Z.A.F." in its title as it was largely composed of New Zealanders and it is probably most commonly famous for its part as the lead unit in the Amiens Prison Raid of 1944, all of which contributes to the international interest in the project,



23RD JANUARY

VOL 23

Nostalgia

07 FEBRUARY 2026 | FERRYMEAD HERITAGE PARK



23RD JANUARY

VOL 23



NOSTALGIA 2026

Excitement is building as Nostalgia Festival makes its much-anticipated return in just a few weeks! This year, the festival will follow the same popular layout as last year, with the main stage located at the back near the Property Office, extending down to a DJ stage nestled in the Chapel Garden.

To prepare for the festival, Ferrymead Heritage Park will be closed from 5th February until 10th February while the team sets up and packs down.

If you have any questions about the festival or park access during this period, please don't hesitate to reach out. Get ready for another unforgettable celebration of music, community, and nostalgia!

UPCOMING EVENTS

January
30th - Chapel Garden Social

February
7th - Nostalgia
15th - TBC
20th - Chapel Garden Social

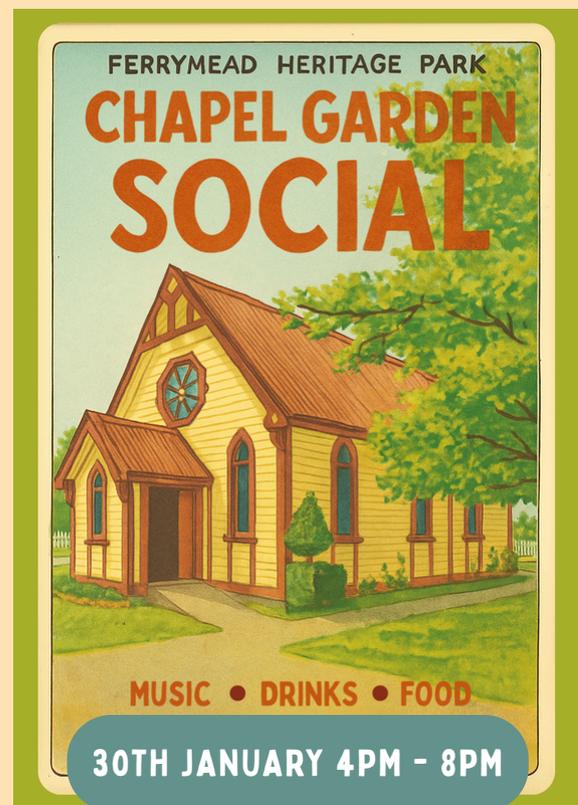
March
7th - Night Market
20th - Chapel Garden Social
28th - Southern Spice

CHAPEL GARDEN SOCIAL THIRD TIME LUCKY!

If there's one thing we've all learned this summer, it's that the weather has a mind of its own. After two postponements caused by some truly wild conditions, we're hopeful that third time will be the charm for our much anticipated Chapel Garden Social, now rescheduled for Friday 30th January.

The upside of the delays is that it's given us time to make the evening even better. We're excited to welcome No.19 Brewing as our beer vendor, bringing along a great selection of locally brewed beers to enjoy in the relaxed garden setting. Joining them will be Marco from local favourite L'Artigiano, serving up his much-loved, authentic pizzas. The perfect match for a summer evening in the gardens.

Due to a recent cancellation, we also have an opening for a musician to perform on the night. If you or someone you know would like to be involved, we'd love to hear from you.



	Allocation 2025-26	
Waihoru Spreydon-Cashmere-Heathcote Discretionary Response Fund	Amounts	Board Approval
Carry forward unspent 2024/25 Discretionary Response Fund	\$42,598.00	
2025/26 Discretionary Response Fund established from 2025/26 SCF	\$77,741.00	14/08/25
TOTAL 2025/26 DISCRETIONARY RESPONSE FUND	\$120,339.00	
Waltham Community Event(s) 2025/26	\$4,500.00	
Summer with Your Neighbours 2025/26	\$4,000.00	
Hoon Hay Fiesta 2025	\$8,000.00	
Community Awards 2025-26	\$3,000.00	
Youth Development Fund 2025/26	\$10,000.00	
Communicating with the Community	\$2,500.00	
Off the Ground Fund	\$3,000.00	
Cashmere High School Board of Trustees, National Readers Cup Challenge 2025	\$500.00	14/08/25
Cashmere Heathcote River Day Trust Board - Ōpāwaho Heathcote River Day – Annual Event in 2026	\$2,413.00	11/12/25
Library Knit Group - Venue Hire	\$1,350.00	11/12/25
Sumner Bays Union Trust - Sumner Community Christmas Carols	\$1,397.00	12/02/26
Canterbury Westland Free Kindergarten Association Inc - Outdoor Climbing Equipment	\$3,000.00	12/02/26
The Youth and Cultural Development Society Incorporated - FRESH Pool Parties Pioneer Pool	\$12,000.00	12/02/26
Discretionary Response Fund Balance	\$60,416.00	

Youth Development Fund	\$10,000.00	Approved
Zara Harrington, World Salsa Solo 2025 in Gold Coast, Australia	\$300.00	01/09/25
Melina Panapa, XP National Gymnastics Championships, Auckland	\$300.00	10/09/25
Leo O'Neill, New Zealand Secondary Schools Orienteering Team, Brisbane, Australia.	\$350.00	11/09/25
Zelia Hallam, Artistic Swimming New Zealand Nationals, Wellington	\$300.00	15/09/25
Liam Joy, Hoop Nations Basketball Tournament, Tauranga	\$300.00	10/11/25
Kieran Funcke, Fiji Service Project, Fiji	\$500.00	09/02/26
Grace Bradley, CTK National Korfball Association Cup, Taiwan	\$500.00	09/02/26
Brooke Goldsmith, AON NZ Surf Life Saving Championships 2026, Eastern Bay of Plenty	\$300.00	09/02/26
Youth Development Fund Balance - Available for allocation	\$7,150.00	

Off The Ground Fund	\$3,000.00	Approved
Christchurch South Community Patrol Incorporated	\$300.00	11/11/25
Off The Ground Fund Balance - Available for allocation	\$2,700.00	

Waihoru Spreydon-Cashmere-Heathcote Youth Development Fund

Application ID	00030
Applicant	Kieran Alexander Funcke
Age	12
School	Aidanfield Christian School
Ward	Spreydon
Purpose	Fiji Service Project
Dates	29/06/2026 - 09/07/2026
Total Cost	\$4,134.00
Amount Requested	\$750.00
Funding Other	\$44.00 – School sausage sizzle \$97.00 – Pizza and juicies sales \$156.00 – Ham and bacon sales \$1,650.00 – Personal contribution
Staff Recommendation	That the Waihoru Spreydon-Cashmere-Heathcote Community Board approves a grant of \$500.00 from its 2025-26 Youth Development Fund to Kieran Alexander Funcke towards costs associated with travel, excluding food for the Fiji Service Project held in Fiji, June 29 - July 9, 2026.
Summary	<p>Kieran Alexander Funcke (Kieran) is a Year 9 student at Aidanfield Christian School. She has been selected to take part in the Fiji Service Trip on 29 June 2026. This project will help develop her leadership skills, by learning about another culture and the challenges people face.</p> <p>All travelling students will work on service projects to benefit children and communities of rural Fiji. Accompanied by two teachers from the school, the group will be in Fiji for 11 days. During this time, the group will stay within a local community that includes an orphanage and school. The main goals of the trip are to build relationships, support the students to improve their english, complete service projects such as cleaning, maintenance or development of the physical environment through tasks for the school, orphanage or village, donation of sports or academic resources to the community, and learn about the local culture. By taking part in this project, Kieran aims to further develop and strengthen her leadership skills to better support her community and others here in Ōtautahi.</p> <p>Kieran applied and completed an interview process, which she was selected as one of the final students for the Fiji Service Project.</p>

Approved by the Board via email	Date: 8 February 2026
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Waihoru Spreydon-Cashmere-Heathcote Youth Development Fund

Application ID	00031
Applicant	Grace Bradley
Age	14
School	Cashmere High School
Ward	Cashmere
Purpose	CTKA National Korfball Association Cup in Taiwan
Dates	20/04/2026 - 30/04/2026
Total Cost	\$5,500.00
Amount Requested	\$3,000.00
Funding Other	<p>\$700.00 – Got your back fundraiser \$300.00 – Babysitting \$250.00 – Selling homemade lip balms and products \$80.00 – Stock taking \$200.00 – Pet sitting \$80.00 – Sausage sizzle \$250.00 – OSM Grant (approved)</p>
Staff Recommendation	<p>That the Waihoru Spreydon-Cashmere-Heathcote Community Board approves a grant of \$500.00 from its 2025-26 Youth Development Fund to Grace Bradley towards costs associated with travel, excluding food for the CTKA National Korfball Association Cup held in New Taipei City, Taiwan, April 20 - April 30, 2026.</p>
Summary	<p>Grace Bradley is a Year 10 student at Cashmere High School. She has been selected for the Mixx NZ U17 Korfball Team, that will travel to New Taipei City, Taiwan for the National Championships in April 2026. Having the opportunity to compete and train at a high level, Grace believes it will help her develop her skills, confidence, and leadership as an athlete. To help fund her trip to Taiwan, Grace works on Sunday's cleaning community centres.</p> <p>Selection for the NZ U17 team was highly competitive, with only a small number of players chosen based on skills, effort, and attitude.</p> <p>Grace has also represented Canterbury in basketball over the past two years, but this year she is focusing on korfball. She hopes to captain Cashmere High's Junior A Korfball team in 2026, sharing her knowledge with the team while further developing her leadership skills.</p> <p>Outside of her own training, Grace coaches primary school basketball teams, volunteers as a referee and coaches at junior and intermediate korfball tournaments.</p>

Approved by the Board via email	Date: 8 February 2026
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Waihoru Spreydon-Cashmere-Heathcote Youth Development Fund

Application ID	00033
Applicant	Brooke Charlotte Goldsmith
Age	20
School	University of Canterbury
Ward	Cashmere
Purpose	AON New Zealand Surf Life Saving Championships 2026
Dates	5-8 March, 2026
Total Cost	\$1,214.00
Amount Requested	\$1,000.00
Funding Other	<p>Team fundraising below contributes towards: Coach’s flights, ferry crossings, van hire and petrol.</p> <p>\$500.00 – Karma keg</p> <p>\$200.00 – Raffle</p> <p>\$200.00 – Sausage sizzle and fizzy drinks</p> <p>\$364.18 – Personal contribution</p>
Staff Recommendation	That the Waihoru Spreydon-Cashmere-Heathcote Community Board approves a grant of \$350.00 from its 2025-26 Youth Development Fund to Brooke Charlotte Goldsmith towards costs associated with travel, excluding food for the AON New Zealand Surf Life Saving Championships 2026 held in Eastern Bay of Plenty, March 5 - March 8, 2026.
Summary	<p>Brooke Charlotte Goldsmith (Brooke) is 20 years old and currently studying at the University of Canterbury. Brooke has been selected to compete at the AON New Zealand Surf Life Saving Championships 2026, held 5-8 March 2026 at Ōhope Beach, Eastern Bay of Plenty. She will be competing in the Open Women’s Category in all surf events.</p> <p>Recently awarded top Open Female competitor at the Canterbury Surf Life Saving Championship. She was also selected for the Surf Lifesaving NZ National Sprint Camp in Hastings, October 2025.</p> <p>Brooke has been involved in Surf Life Saving since the age of five years old and is a member of the Taylors Mistake Surf Life Saving Club, where she is a volunteer lifeguard completing 20 hours of service over the summer. Her future goals are focused on achieving excellence at a national level in Surf Life Saving. Brooke says, “making it into a New Zealand team would be an absolute dream.”</p>

Approved by the Board via email	Date: 8 February 2026
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Parks

Item 13

Kia ora koutu,



Attachment F

Bowenvale Valley lost in a sea of cloud

The festive season is a distant memory and autumn days are now approaching. The hot, dry weather at the start of summer didn't last, with the Port Hills experiencing cooler temperatures and more rainfall than normal. This has provided a good growing season for the young restoration plantings. Unfortunately, this also provides ideal growing conditions for the weeds!

It is time for the grass around the plants to be cut back. This allows light and air to reach the plants, providing better growing conditions. The assistance of volunteers for this vital plant care is much appreciated. If you are interested in helping to restore the native bush on the Port Hills, please come along to one of the plant care days planned for the autumn season, noted below.

The schedule for the rest of the year is included on the last page.

Keen to help native plants survive?

Volunteer plant care days run from 1pm to 3pm.

- Saturday 28th February [Barnett Park](#)
- Saturday 7th March [Dry Bush](#)
- Saturday 14th March [Barnett Park](#)
- Saturday 21st March [Eastside Bush \(Victoria Park\) – Followed by BBQ](#)

Barnett Park: Meet in the dog walking paddock accessed from the gate at the end of Bay View Road, Redcliffs. Look for the park ranger truck on the opposite side of the paddock. On-street parking. Please keep access ways clear for residents.

Dry Bush: Park at the top of Huntsbury Avenue and walk up Huntsbury 4WD track to site (1.3km approx. 25 minutes), or park on the Summit Road and walk down Huntsbury Track to Dry Bush (0.8km approx. 10 minutes). Look for the park ranger truck near the cattle stop at the fenced bush. There is no parking on Huntsbury Track.

Eastside Bush: Meet in the car park behind the Victoria Park Visitor Centre, next to Park Ranger HQ.

Come prepared for all weather and wear sturdy footwear for hill work. A limited number of hedge clippers and gloves will be provided by the rangers, but feel free to bring your own.

For more information, please visit ccc.govt.nz/port-hills-reserves-volunteer-days or contact Fiona Fenton on 027 506 1425 or fiona.fenton@ccc.govt.nz



Spring Plant Care Mahi – Spring 2025

The spring weather provided a mix of both beautiful blue-sky and damp, grey days for the plant care mahi. We are very grateful to the volunteers who give up their time and come out to help in all weather. Larger plants were cut free from old tree guards that were no longer required. Smaller plants were given space to grow when they were released from the choking grass surrounding them. Plants that were completely lost in the grass were uncovered.

Plant care is a bit of a treasure hunt at times. It is always rewarding to see the neat, clear area at the end of the session.



Cages piled up, ready to be bundled into the truck by the Student Volunteer army



Bishopdale Trampers enjoyed blue skies at Greenwood, while Meg managed to laugh in the rain at (not so) Dry Bush



Latters Spur and Bowenvale Valley – young plants revealed, cages back in place and new mulch around the plants



Smiles all round – Jackie at Latters Spur and young Toby at Mahoe Nui pleased with his flower for mum

Thank you

Thanks to all volunteers – your contribution is much appreciated!

Fiona, Di and the Port Hills Ranger Team

Volunteer Restoration Events 2026

Autumn Maintenance | Saturdays 1-3pm

28 February	Barnett Park
7 March	Dry Bush
14 March	Barnett Park
21 March	Eastside Bush (with a BBQ afterwards)

Winter Planting | Saturdays 1- 3pm

6 June	Barnett Park
13 June	Dry Bush
20 June	Eastside Bush (with a BBQ afterwards)

Spring Maintenance | Saturdays 1-3pm

26 September	Barnett Park
3 October	Dry Bush
10 October	Dry Bush
17 October	Eastside Bush (with a BBQ afterwards)

Ticket Report

01 01 2026 - 31 01 2026

Filter by Ward

Spreydon-Cashmere-Heathcote

Filter by month

2026 (Year) + January (Month)

4675

Reported Tickets last month

87.47%

Resolved within SLA

Status as of Report Date

Closed/Resolved

71.38%

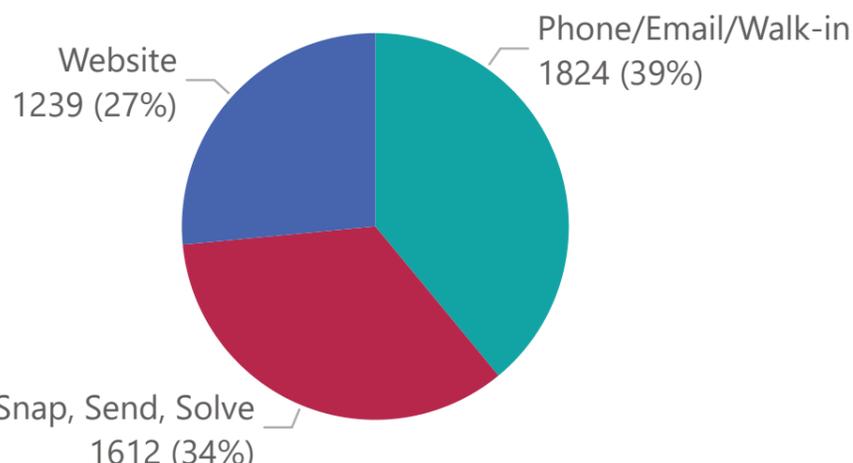
Open

26.84%

Programmed Work

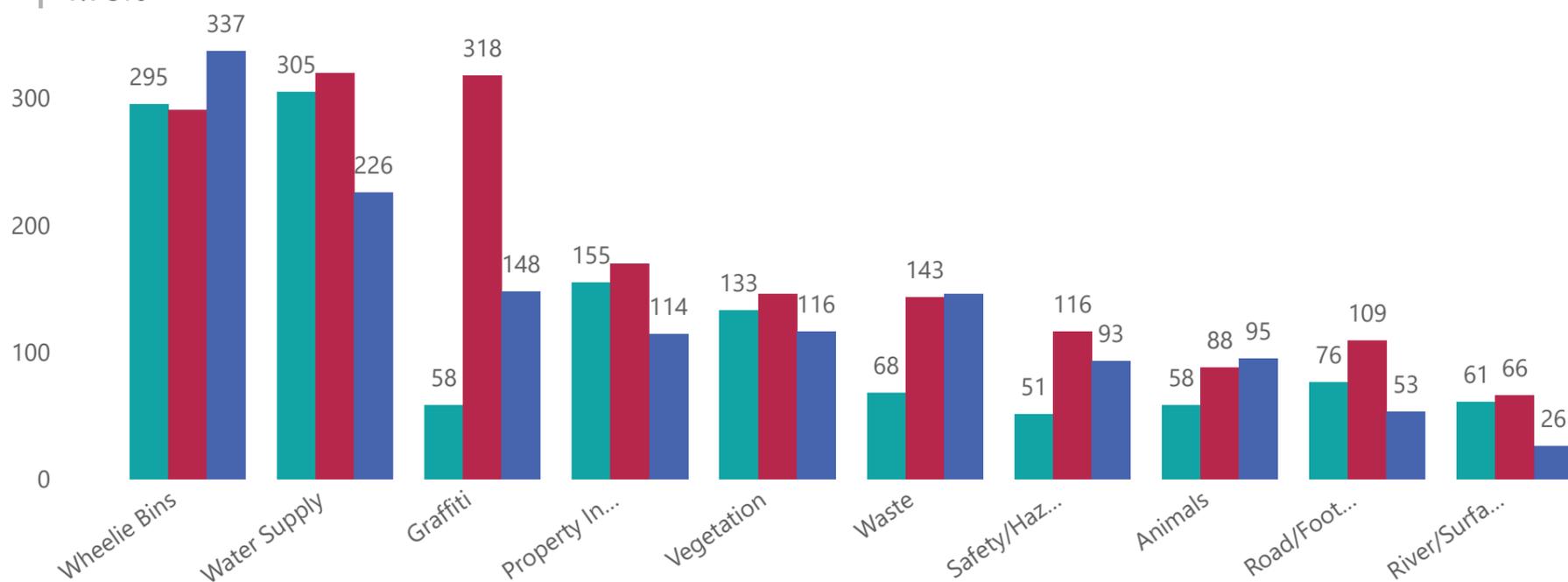
1.78%

Channels



Top 10 Incident Categories

Cashmere Heathcote Spreydon



Top 10 Object Categories

# Tickets	ObjectCategory	+/- Previous Month
587	Water Leak	43
368	Damaged Bin	62
328	Graffiti - Fence, building or structure	27
320	Litter	34
315	Bin Not Collected	-19
237	Trees	69
177	Residential Property Files	34
161	Residential LIM	38
129	Water Supply	8
122	Blockage/Water Not Draining	23

Report date:
01 Feb 2026

GRAFFITI SNAPSHOT January 2026

Ward and Suburb Insights



Ward Reporting

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

Ward	Graffiti reported January 2026	Graffiti reported December 2025	% Monthly Change
Central	864	789	10%
Heathcote	315	252	25%
Linwood	222	124	79%
Burwood	149	76	96%
Coastal	145	92	58%
Spreydon	143	119	20%
Riccarton	141	88	60%
Banks Peninsula	104	38	174%
Innes	99	76	30%
Harewood	69	24	188%
Papanui	59	43	35%
Cashmere	56	122	-54%
Hornby	33	21	57%
Fendalton	27	24	13%
Halswell	24	24	0%
Waimairi	12	6	100%
Total	2,462	1,918	28%

Reporting Hot Spots

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

Suburb	Reports made January 2026	Reports made December 2025
Central City	624	640
Sydenham	181	154
Addington	133	104
New Brighton	113	61
Linwood	110	100
Lyttelton	93	37
Woolston	84	49
Waltham	83	45
Richmond	70	28
St Albans	70	31
Riccarton	50	52
Wainoni	50	20
Bromley	46	16
Phillipstown	44	19
Sockburn	44	21
North Linwood	38	31
Opawa	36	19
Burwood	35	13
Papanui	33	27
Shirley	33	40
Bishopdale	32	8

Monthly Draw Winner:



Ward Removal

Graffiti removed

Ward	Graffiti cleaned mtrs2 January 2026	Graffiti cleaned mtrs2 December 2025
Central	845	1297
Heathcote	732	837
Linwood	406	459
Harewood	320	58
Spreydon	311	389
Coastal	276	318
Burwood	217	146
Innes	140	160
Hornby	131	12
Riccarton	84	190
Papanui	66	109
Banks Peninsula	65	60
Cashmere	57	49
Fendalton	18	91
Halswell	14	5
Waimairi	3	1
Total	3684	4181

Removal Hot Spots

Locations with the most graffiti removed (m2)

Street	Cleaned Graffiti sqm
Washington Way Reserve	280
Main North Road, Empire to End	194
Validation Park	141
Main South Road, Lowther to Symes	110
Ferry Road	90
Harbour Road \ Kainga Road, Brooklands	75
Bishopdale Park	74
Christchurch Southern Motorway, Christchurch Southern to Christchurch Southern	59
Newtown Street, Maces to Tanya	56
Colombo Street \ Bath Street, Central City	43
St Albans Park	38
Cypress Garden Reserve	36
Ruru Lawn Cemetery	36
Wordsworth Street \ Buchan Street, Sydenham	36
Ensors Road, Brougham to Sullivan	34
Mandeville Reserve	32
Brooklands Domain	29
Madras Street, Edgware to Edward	28
Worcester Street \ Tramway Lane, Central City	28
Derby Street	27
St Asaph Street, Duke to Fitzgerald	27
Tuam Street	26
Rail Corridor, Lyttelton Line between Lincoln and Whiteleigh	25
Jubilee Street, Bamford to End	24
Manchester Street \ Aberdeen Street, Central City	24

GRAFFITI SNAPSHOT January 2026

Further Insights

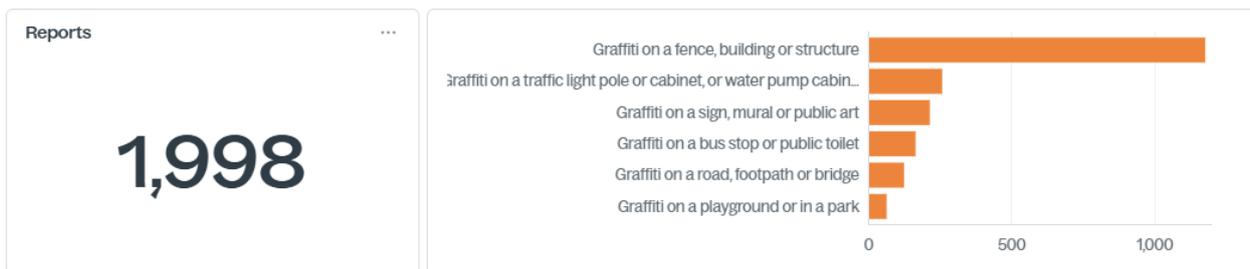
January Reports

Reporter Type	Reports made January
Friend Volunteer	47
Group Volunteer	60
Non Volunteer	897
Individual Volunteer	1457

% of Reports made by Volunteers



Direct reports to Snap send Solve



Painted outside popular Mexican restaurant 'Mexicano's' on Victoria Street, Dcypher's beautiful painting of a winged Virgin Mary figure standing in a desert landscape is fitting for the location.

Artist Guy Ellis aka Dcypher

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

This item provides an opportunity for Board Members to update each other on recent events and/or issues of relevance and interest to the Board.

Karakia Whakakapi

Tukuna te wairua kia rere ki te taumata Ko te matatika te mātāpono hei arahi i ngā mahi Ka arotahi te tira kia eke panuku, kia eke Tangaroa Haumi e, hui e, tāiki e	<i>May the spirit be released to soar to its zenith. Ethics is the principle that guides our work. As we focus on the success for our community Bring together! Gather together and bind together!</i>
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Actions Register Ngā Mahinga

When decisions are made at meetings, these are assigned to staff as **actions** to implement. The following lists detail any actions from this meeting that were:

- Open at the time the agenda was generated.
- Closed since the last ordinary meeting agenda was generated.

Open Actions Ngā Mahinga Tuwhera

REPORT TITLE/AGENDA SECTION	MEETING DATE	ACTION DUE DATE	UNIT	TEAM
14-15 Mary Muller Drive - Proposed No Stopping Restrictions	11 December 2025	12 March 2026	Transport & Waste	Traffic Operations
Public Forum - Noise from basketball court at Spreydon School	11 December 2025	12 March 2026	Regulatory Compliance	Regulatory Compliance
Public Forum - Road safety issues with cyclists on Sumner Hills	11 December 2025	12 March 2026	Transport & Waste	Traffic Operations
Taylor's Mistake Road Wastewater Pump Station - Proposed No Stopping Restrictions	11 December 2025	12 March 2026	Transport & Waste	Traffic Operations
Correspondence	11 September 2025	19 March 2026	Transport & Waste	Traffic Operations
Public Forum - Traffic management in the Beckenham Loop	11 September 2025	19 March 2026	Transport & Waste	Traffic Operations
Sumner Valley Riding School Trust - proposed new lease	10 April 2025	20 March 2026	F&P Unit	Property Consultancy
The Green Effect Trust (Trees for Canterbury) - Proposed new lease - Charlesworth Reserve	13 March 2025	25 March 2026	F&P Unit	Property Consultancy
Public Forum - Spokes Canterbury	12 June 2025	27 March 2026	Transport & Waste	Asset Planning
Cave Rock Lighting	28 August 2025	28 March 2026	Parks	Asset Management
Correspondence	11 September 2025	31 March 2026	Transport & Waste	Traffic Operations
Orion Easement at Waltham Park	10 April 2025	31 March 2026	F&P Unit	Property Consultancy
Public Forum - Old stone tram shelter Sumner	11 September 2025	31 March 2026	Transport & Waste	Asset Management
Grant an Easement over Waterworks Reserve 109 Scruttons Road Heathcote Christchurch.	15 February 2024	1 May 2026	F&P Unit	Property Consultancy
Canterbury Adventure Park - Parking Overflow Lease	12 February 2026	14 May 2026	F&P Unit	Property Consultancy
Cashmere Technical Football Club Lighting Application - Addington Park	12 February 2026	14 May 2026	Parks	Parks & Recreation Planning
Centaurus Road/St Martins Road - Pedestrian Safety Improvements	12 February 2026	14 May 2026	Transport & Waste	Traffic Operations
Hoon Hay Road/Lewis Street - Pedestrian Improvements	12 February 2026	14 May 2026	Transport & Waste	Traffic Operations
Huntsbury Avenue - Proposed No Stopping Restrictions	12 February 2026	14 May 2026	Transport & Waste	Traffic Operations
Rose Street Intersections - Proposed No Stopping Restrictions	12 February 2026	14 May 2026	Transport & Waste	Traffic Operations
Waihoru Spreydon-Cashmere-Heathcote 2025-26 Discretionary Response Fund - Sumner Bays Union Trust, Westland Free Kindergarden, Youth and Cultural Development	12 February 2026	14 May 2026	CS&P	CS&P - Governance (Spr-Cas-Hea)
Beach Hospitality Limited - Landlord Consent to Improvements and Request for Further Lease	13 March 2025	29 May 2026	F&P Unit	Property Consultancy
Spreydon, Somerfield, Waltham, Beckenham CRAF - Lyttelton Street safety improvements	10 July 2025	26 June 2026	Transport & Waste	Project Management
Spreydon, Somerfield, Waltham, Beckenham CRAF - Selwyn Street pedestrian and cycle safety improvements	10 July 2025	26 June 2026	Transport & Waste	Project Management
Spreydon, Somerfield, Waltham, Beckenham CRAF - Strickland Street/Somerfield Street safety improvements	28 August 2025	26 June 2026	Transport & Waste	Project Management

Kordia Licence at Sugarloaf and Thomson Scenic Reserves	11 September 2025	30 June 2026	F&P Unit	Property Consultancy
Public Forum - Basketball court at Ti Rakau Reserve	10 July 2025	30 June 2026	Parks	Parks & Recreation Planning
Public Forum - Parking Issues on Opawa Road	14 August 2025	30 June 2026	Transport & Waste	Traffic Operations
Redcliffs Village - Coastal Pathway safety improvements.	15 February 2024	30 June 2026	Transport & Waste	City Streets Maintenance
Richmond Hill Road - Proposed Parking Changes and Pedestrian Improvements	11 September 2025	30 June 2026	Transport & Waste	Traffic Operations
Sumner Tennis and Squash Club Application to lease 8-14 Heberden Avenue and 140 Nayland Street	11 May 2023	1 July 2026	F&P Unit	Property Consultancy
Cashmere - Penruddock Roundabout	12 February 2026	31 August 2026	Transport & Waste	Asset Planning

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

Actions closed from 4 February 2026 to 5 March 2026.

REPORT TITLE/AGENDA SECTION	MEETING DATE	DUE DATE	ACTION CLOSURE DATE	UNIT	TEAM
Studholme Street - Proposed No Stopping Restrictions	12 February 2026	14 May 2026	16 February 2026	Transport & Waste	Travel Demand Management