
Council Workshop NOTES

Date: Tuesday 28 April 2026
Time: 9.35 am
Venue: Camellia Chambers, Civic Offices,
53 Hereford Street, Christchurch

Present

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

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The agenda was dealt with in the following order.

The workshop commenced at 9.35 am with the public excluded for consideration of item 7 advertised at the end of the public agenda.

1. Apologies Ngā Whakapāha

An apology was received from Deputy Mayor Henstock.
Councillor Harrison-Hunt joined by audiovisual link.

The public were re-admitted to the workshop at 10.30 am for consideration of items 2 and 3.

Councillors Barber and Coker left the workshop at 10.29 am during consideration of item 7 with the public excluded. They rejoined the workshop at 10.32 am during consideration of item 2.

Councillor Moore was not present for consideration of item 2.

Councillor MacDonald left the workshop at 10.33 am and rejoined at 11.57 am in public excluded session.

Councillor Keown left the workshop at 10.36 am and rejoined at 10.43 am.

Councillor Cotter left the workshop at 10.46 am and rejoined 10.48 am.

2. Regulatory Compliance Unit Update

Tracey Weston, Head of Regulatory Compliance, joined the table to provide the Council with an update on the Regulatory Compliance Unit's activities for the period July to December 2025.

***Secretarial note:** an updated Regulatory Compliance Unit Update – July to December 2025 was provided – see Attachment A.*


Key presentation points

- Regulatory compliance demand increased over spring and summer, driven by seasonal activity including freedom camping, major events, alcohol consumption, noise, outdoor social activity, higher property market turnover and increased resource consent applications submitted ahead of the new Development Contributions policy coming into effect.
- Alcohol licensing activity included monitoring major events, implementing both phases of the Christchurch Local Alcohol Policy, replacing approximately 140 off-licences, and declining the first application tested under the new policy due to inconsistency with harm-reduction objectives.
- LIM request volumes remained steady with seasonal peaks linked to property sales. New LGOIMA requirements were implemented, with LIMs now including comprehensive natural hazard information.
- Environmental compliance activity increased, including higher noise complaints in late spring and increased investigations, particularly RMA-related matters linked to short-term accommodation because of the shift from reactive to proactive monitoring.
- Animal management activity met priority response targets, delivered education programmes, and continued enforcement under the Dog Control Act.

Key discussion points

- Animal management infringements are actively pursued, with unpaid fines progressing through the court process where required.
- Local Alcohol Policy implementation has generated no negative feedback and improved certainty for licensees.
- Freedom camping complaint volumes and enforcement outcomes varied across wards, with a consistent enforcement model applied district-wide. Litter-related complaints are difficult to enforce, as offending must be directly observed and cannot be inferred from associated activity.

Attachments

- A Updated Regulatory Compliance Unit Update - July to December 2025 

Councillor Moore was not present for consideration of item 3.

3. 2025 Elections - Voter turnout statistics & resident perspectives

Aimee Martin, Senior Research Analyst, joined the table and provided the Council with an overview of voter turnout statistics and resident perspectives from the 2025 local elections (refer to the presentation included in the agenda).

Key presentation points

- Voter turnout varied significantly by ward, ranging from the mid-50 per cent range to the mid-20 per cent range, with lower participation concentrated in wards with higher levels of socio-economic deprivation.
- Voter participation increased steadily with age, with people aged 65-79 years of age around twice as likely to vote as those aged 18-24, resulting in voters aged 50 and over having greater election influence relative to their share of the enrolled population.
- Survey results showed high reported ease of voting, with most respondents finding enrolling, receiving voting packs, completing voting papers, and returning votes straightforward.
- Lower participation was more common among people aged 35-64, those in busy households with children or extended whānau, and higher-income households, indicating time pressure as a key factor.
- Barriers to voting included forgetting or not getting around to voting, being away during the voting period, difficulty returning voting papers, limited access to candidate information, and lack of alignment with candidates' views or priorities.
- Respondents identified online voting, improved access to candidate information, greater candidate visibility in communities, and more convenient vote return options as changes likely to improve participation.

Key discussion points

- Lower voter turnout aligned with wards experiencing higher deprivation, lower home ownership, and reduced awareness of candidates and their positions.

- Younger and mid-aged voters were more affected by competing time demands than by the mechanics of voting, which were generally reported as easy.
- Access to candidate information beyond Council channels remained a significant constraint, with voters seeking clearer information about candidates' values, priorities, and positions.
- Online voting was identified as a potential enabler of convenience but insufficient on its own to address participation gaps without improvements in candidate information and engagement.

4. Environment Canterbury Briefing - Public Transport Improvement Programme and Network Review Public Engagement

Secretarial note: this item was postponed due to Environment Canterbury Staff being unavailable.

The workshop adjourned at 11.07 am and reconvened at 11.57 am. A Council informal session was held during the adjournment.

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

The workshop went into public excluded at 11.57 am to consider the confidential items 9 and 8 advertised at the end of the public agenda.

The public were re-admitted to the workshop at 12.37 pm.

The workshop adjourned at 12.37 pm and reconvened at 1.32 pm for consideration of item 5. Councillor Fields was not present for consideration of item 5, with an apology for early departure. Councillors Barber, Cartwright, Johanson and McLellan were not present at the start of item 5. Councillor Cartwright rejoined the workshop at 1.33 pm. Councillor Barber rejoined the workshop at 1.34 pm. Councillor Coker left the workshop at 1.33 pm and rejoined at 1.34 pm. Councillor Moore left the workshop at 1.35 pm and rejoined at 1.45 pm. Councillor Johanson rejoined the workshop at 1.45 pm. Councillor McLellan rejoined the workshop at 2.09 pm.

5. Christchurch City Holdings Ltd - Progress on achieving Greenhouse Gas Emissions Reduction Plans

Matthew Slater and Allanah Kidd (Christchurch City Holdings Limited), Pip Waghorn (Orion), Krystal Lenky (Lyttelton Port Company), and Claire Waghorn (Christchurch International Airport) joined the table to provide the Council with an update on progress toward greenhouse gas

emissions reduction across the Christchurch City Holdings group (refer to the presentation included in the agenda).

Key presentation points

- Christchurch City Holdings Ltd applies a coordinated, group-wide approach to greenhouse gas emissions reduction, aligned with Council climate objectives and a science-aligned 1.5-degree pathway.
- Emissions reduction activity across the group focuses on electrification of vehicles, plant and equipment, supported by investment in renewable and resilient electricity generation and distribution infrastructure.
- Significant progress has been made in reducing scope 1 and 2 emissions (direct emissions from operations and vehicles, and indirect emissions from purchased electricity), with several subsidiaries operating ahead of their emissions reduction trajectories.
- Scope 3 emissions (indirect emissions across supply chains and activity outside an organisation's direct control) represent the most material source of emissions for many subsidiaries, particularly in energy-intensive sectors, with emissions reduction focused on influencing supply chains, enabling sector-wide transitions, and improving emissions efficiency alongside growth in activity volumes.
- Orion's role in emissions reduction centres on enabling large-scale electrification by minimising operational and embodied emissions within the electricity network while maximising avoided emissions across the wider community. This is achieved through smart use of existing infrastructure, demand-side flexibility, customer-centric network design, and careful timing of distribution upgrades to manage peak demand, limit new network build, and control costs while supporting increased electrification.
- Christchurch International Airport has reduced scope 1 and 2 operational emissions by over 90 per cent against its baseline and is operating ahead of its science-based targets, with remaining emissions concentrated in a small number of assets. The most material emissions lie in aviation (scope 3), with activity focused on enabling sector transition through large-scale solar generation, ground power infrastructure, and support for electric, hydrogen and sustainable aviation fuel pathways.
- Lyttelton Port Company's emissions reduction approach combines electrification of port equipment with long-term planning for increased electricity demand and parallel decarbonisation pathways linked to future port development. Scope 3 emissions are dominated by shipping activity, with emissions reduction focused on efficiency improvements and the staged introduction of shore-power infrastructure, beginning with fishing vessels.
- Climate change adaptation and resilience planning is increasingly embedded across the CCHL group, supported by shared risk assessment tools and disclosed through annual climate reporting.
- Residual emissions are expected to remain in some operational areas, with investment directed toward indigenous forestry and other sequestration projects that also deliver biodiversity, resilience and community benefits.

Key discussion points

- Group-wide collaboration is being used to trial electric vehicles and plant across subsidiaries, with procurement focused on testing suitability before scaling purchasing approaches.

- Indigenous forestry provides fire resilience, biodiversity outcomes, and wider community benefits and remains an active area of work for addressing residual emissions.
- The relative impact of prioritising initiatives with broader global influence, including world-leading technologies and sector-wide transitions, compared with focusing on incremental reductions from already low operational emissions.
- Electricity generation capacity in Canterbury is expected to be sufficient to support increased electrification, with distribution upgrades planned incrementally to align with demand growth and cost efficiency.
- Scope 3 emissions are expected to increase with higher activity volumes. However, infrastructure upgrades such as the proposed port upgrade will improve efficiency and reduce the emissions-to-activity ratio over time.

The workshop concluded at 2.24 pm.