

**Workshop - Council**  
**NOTES ATTACHMENTS**

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**Date:** Tuesday 19 May 2026  
**Time:** 9.32 am  
**Venue:** Council Chambers, Civic Offices,  
Camellia Chambers, Civic Offices,  
53 Hereford Street, Christchurch

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# National direction on natural hazards for resource consenting

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Sarah Oliver, Team Leader City Planning

## Overview

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- New direction has been introduced by central government to help manage the impacts of natural hazards.
  - National Policy Statement for Natural Hazards 2025 (NPS-NH).
  - Section 106A of Resource Management Act which applies to land use.
- Applies to new development and focuses on managing life/safety/wellbeing risk and potential damage to land and buildings.
- It does not address existing buildings and homes prone to hazards.

## National Policy Statement on Natural Hazards

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- Applies to all new subdivision, use, and development activities where resource consent is required
- Does not apply to infrastructure and primary production activities.
- Relevant hazards are: flooding, landslips, coastal erosion, coastal inundation, active faults, liquefaction, and tsunamis.
- Its application can be limited depending on the type of application. For example:
  - An application may trigger rules in the District Plan that requires consideration of effects that do not relate to hazards. The NPS-NH will not be relevant.
  - An application may trigger rules in the District Plan that require consideration of specific hazards. The NPS-NH will be relevant for those hazards.
  - An application may be of a type where all effects are required to be considered. The NPS-NH will be relevant for all hazards.

# National Policy Statement on Natural Hazards

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- Decision makers are required to use the best available information and not to delay making decisions due to uncertainty about the information available.
- Risk must be assessed using a specified risk matrix that takes into account the 'likelihood' of an event occurring and the 'consequence' that event may have. Consequences include damage to property and the safety of people.
- Required to take into account existing or planned mitigation measures and climate change scenarios to at least 100 years into the future.

## Direction

- Very high natural hazard risk must be avoided.
- High or medium natural hazard risk is to be avoided or mitigated proportionate to the level of risk.
- Creation or increase of natural hazard risk on other sites is also to be avoided or mitigated in a proportionate way.

## Section 106A of RMA

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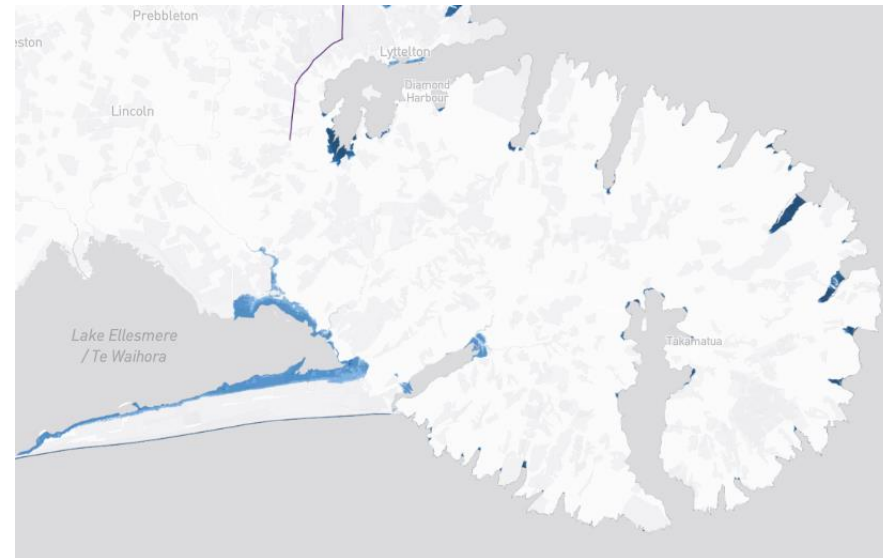
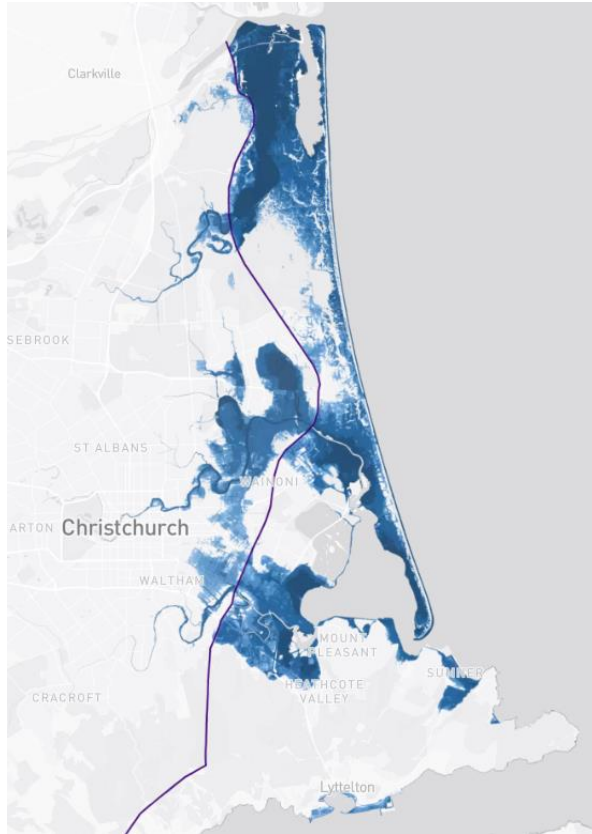
- Applies to all resource consent applications, except subdivision, infrastructure and primary production.
- Requires consideration of whether there is a significant risk from any natural hazards.
- The RMA sets out what to consider in determining whether there is a ‘significant risk from natural hazards’. Factors include: the likelihood of the hazard occurring, damage to land and buildings, and health and safety.
- Enables decision makers to refuse consent or impose conditions to mitigate significant risk.

## Coastal Hazards are the Key Challenge

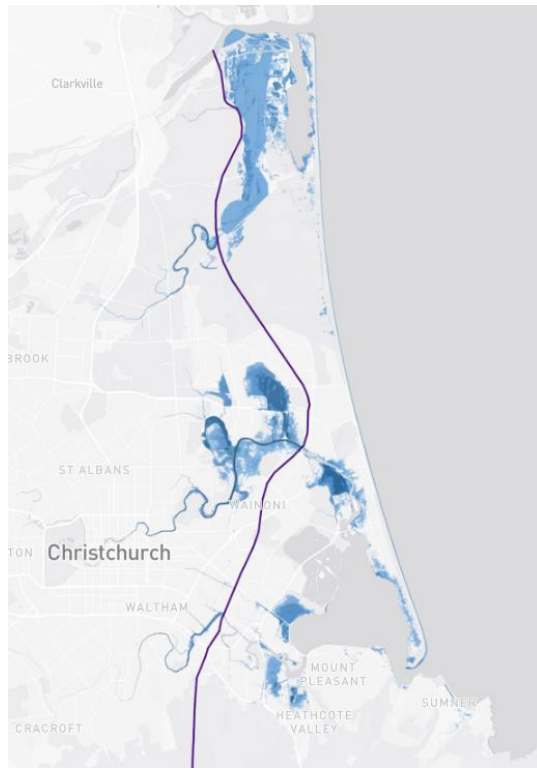
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- Most natural hazards are already well managed by the District Plan and allied processes and only minor modifications to current practices are necessary.
- The main exceptions are coastal hazards (inundation, tsunami and erosion) which are not fully addressed in the District Plan. Of these, coastal inundation is shaping as the most influential for applicants.
- Over a 100 year timeframe, we are accounting for 1.2m sea level rise plus vertical land movement. This aligns with direction from the Ministry for the Environment and specialist advice.
- In some parts of the Christchurch District this means considering up to 1.5m of relative sea level rise.
- Current consenting focus has been on eastern Christchurch, although it will be relevant to all coastal areas in the District.

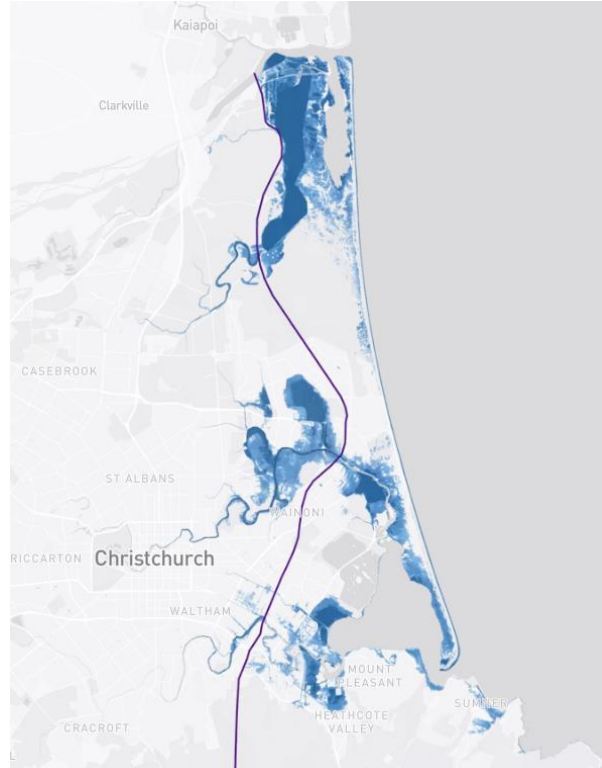
# Coastal Inundation – 1 in 100 year event with 1.4/1.5m SLR



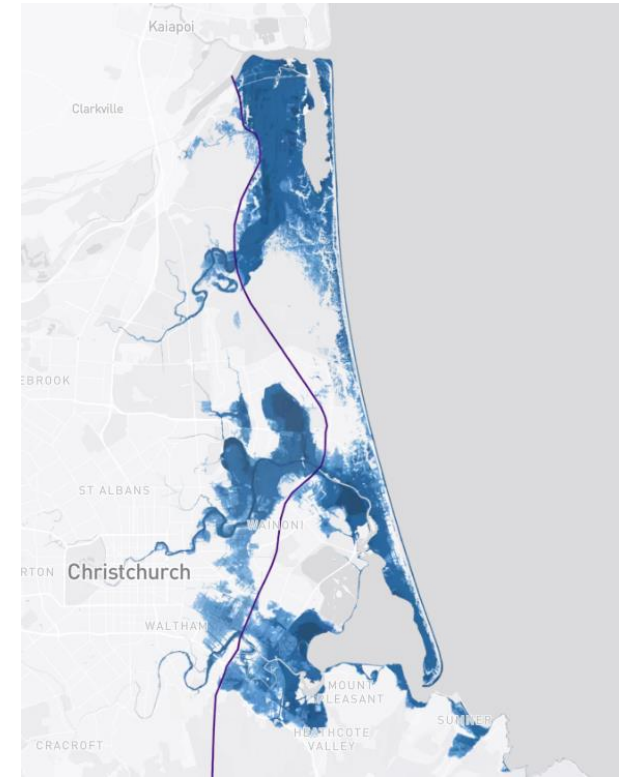
# Coastal Inundation – 1 in 1 year event



0/0.3m SLR

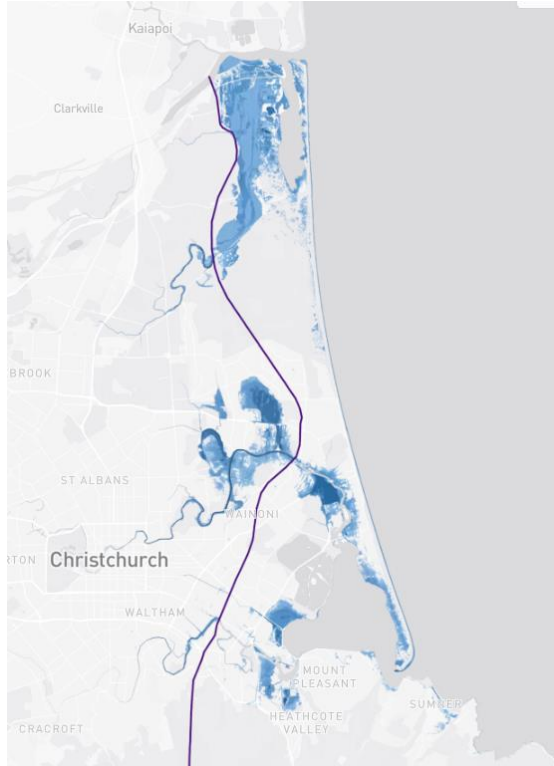


0.55/0.6m SLR

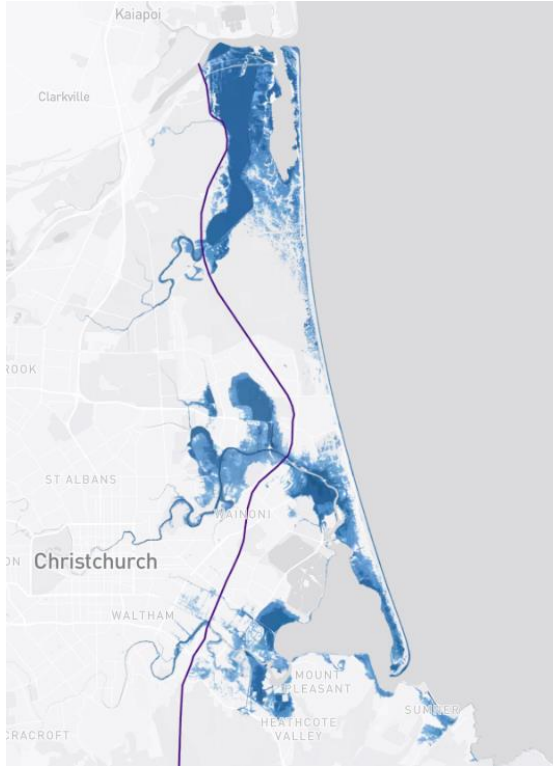


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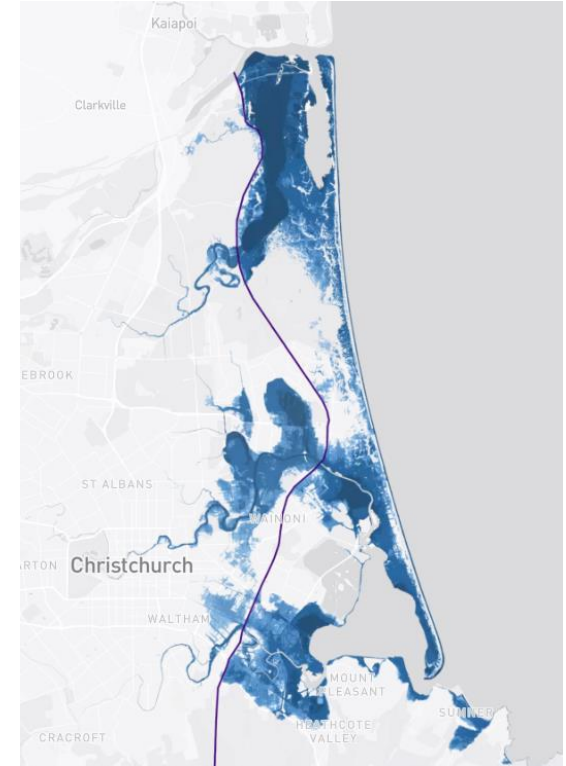
# Coastal Inundation – 1 in 10 year event



0/0.3m SLR

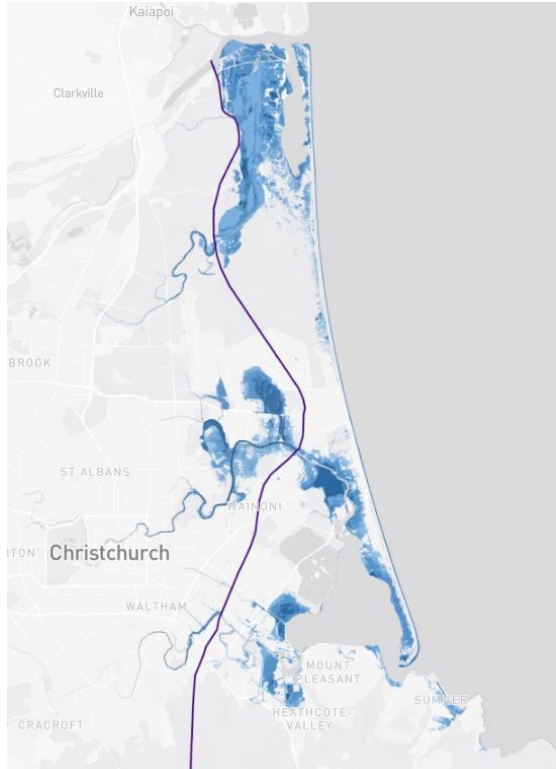


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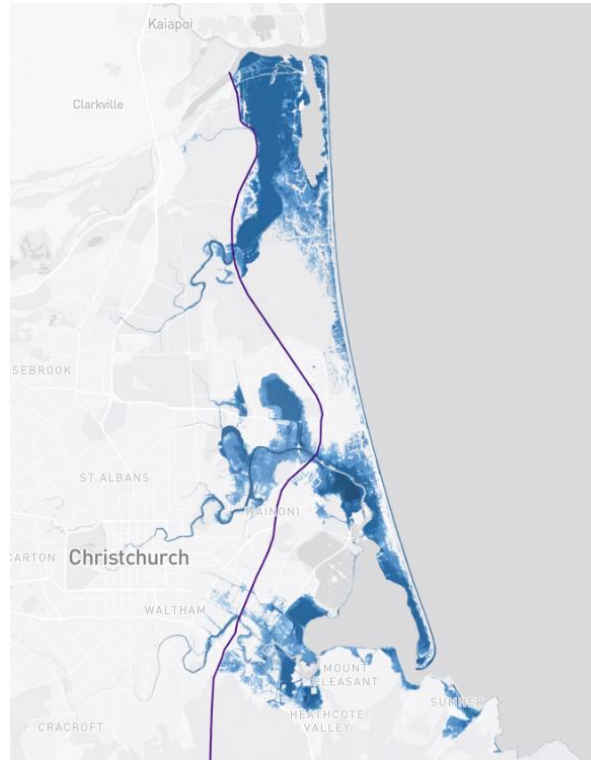


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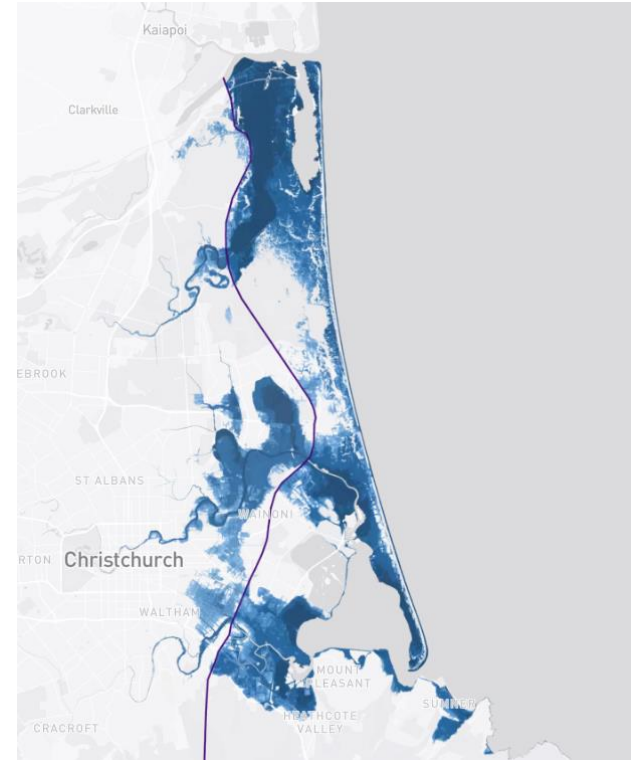
# Coastal Inundation – 1 in 100 year event



0/0.3m SLR

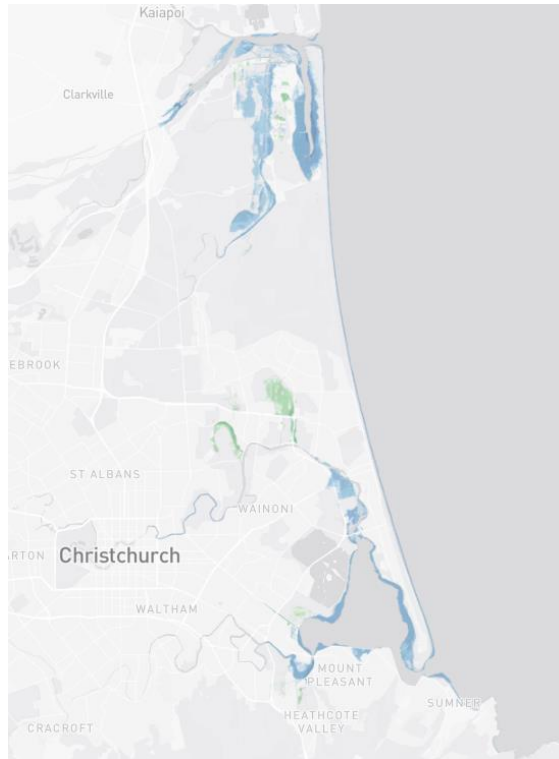


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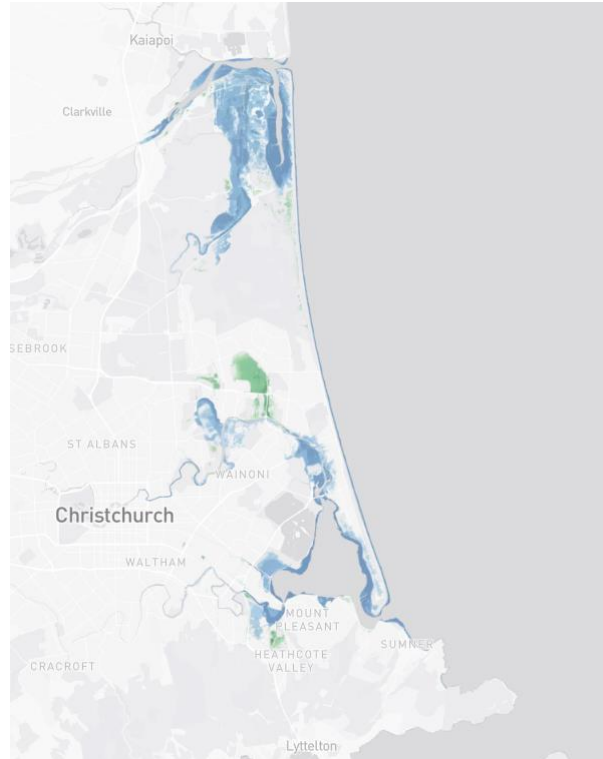


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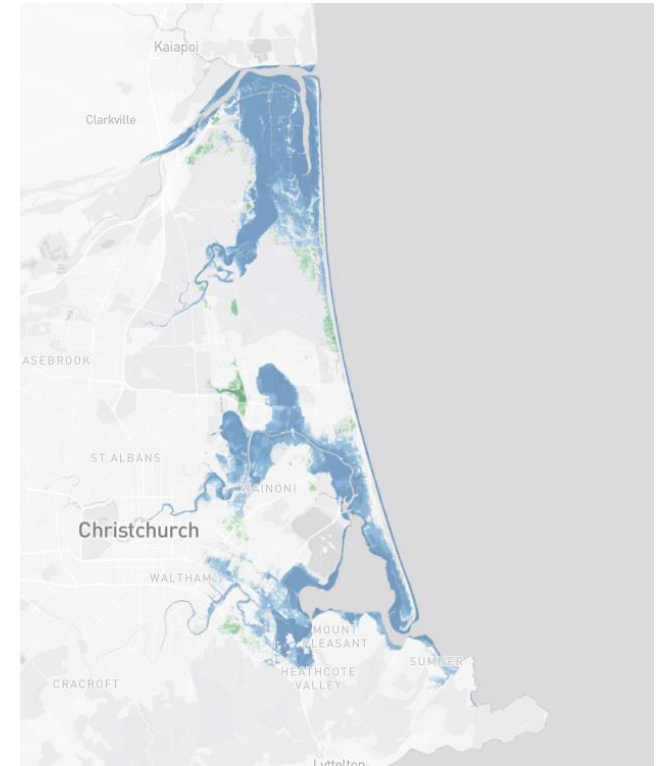
# Tidal Flooding – Monthly



0m SLR



0.6m SLR



1.5m SLR

## Decision Making

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- Coastal inundation will increase through time and may lead to life/safety risk and the inundation of buildings on a site. It will also likely impact on the ability to safely get to / from a site.
- Not straight forward. Will add time and complexity, increase costs for applicants due to the need for specialist assessments, and may result in constraints on developments. Initial decision making will be made by a panel of commissioners.
- Mitigation options range, dependent on the risk (e.g. setting of floor levels, use of durable materials). Where the risk is significant, applications may be declined or approved for a limited duration.

## National Direction

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- These provisions have been put in place for a good reason. They seek to manage natural hazard risk to people and property.
- The District Plan generally deals with natural hazards well, which has meant less impactful changes to our existing processes for most natural hazards.
- Coastal hazards are not dealt with in a comprehensive way in the District Plan, which is meaning more impactful changes to processes.
- Will prompt discussions with our communities on coastal hazards.

## Plan Change 12 – finding the balance

### 3.3.1 Objective - Enabling recovery and facilitating the future enhancement of the district

- a. The expedited recovery and future enhancement of Christchurch as a dynamic, prosperous and internationally competitive city, in a manner that:
  - i. Meets the community’s immediate and longer term needs for **housing, economic development, community facilities, infrastructure, transport, and social and cultural wellbeing**; and
  - ii. Fosters **investment certainty**; and
  - iii. Sustains the important qualities and values of the **natural environment**.



#### National Policy Statement for Natural Hazards 2025

December 2025

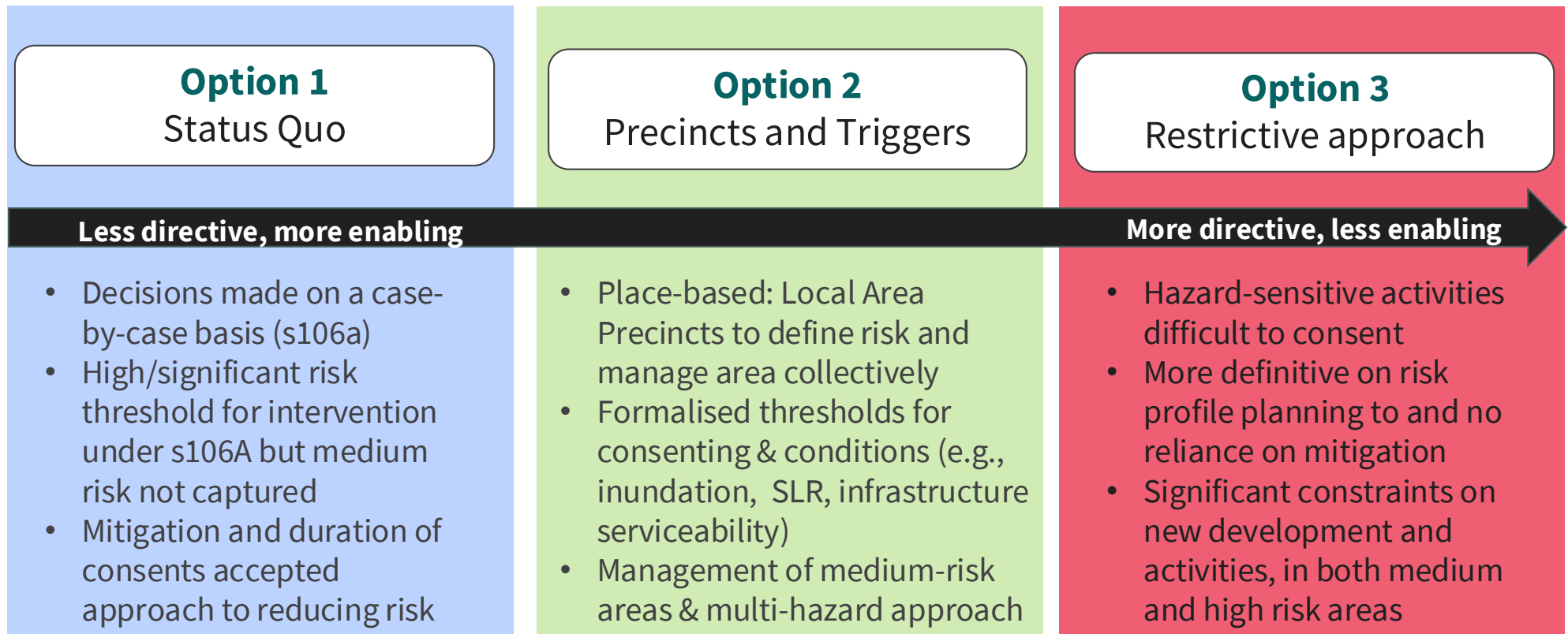
- (a) very high natural hazard risk is avoided;
- (b) high or medium natural hazard risk is avoided or mitigated proportionate to the level of risk; and
- (c) any creation of, or increase in, significant natural hazard risk on other sites is avoided or mitigated proportionate to the level of natural hazard risk.

## PC12 – purpose of the plan change

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1. Provide greater certainty for communities at a local neighbourhood level on how we will manage hazards until adaptation and asset management decisions are made, funded and implemented.
2. Consider the cumulative effects of individual consents and where the burden of risk (and cost) falls over the long term.
3. Draw in (long term) infrastructure function and service as a consenting matter. i.e. look beyond the property boundary.
4. Spatially depict the medium and high/very high risk areas as hazard management areas (take account of recent technical assessments).

# Options to manage coastal hazard risk under the District Plan



# Thank you

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# Whiti-reia Cathedral Square

Reopening of Cathedral,  
Supporting private  
investment & Revitalisation  
of the Square



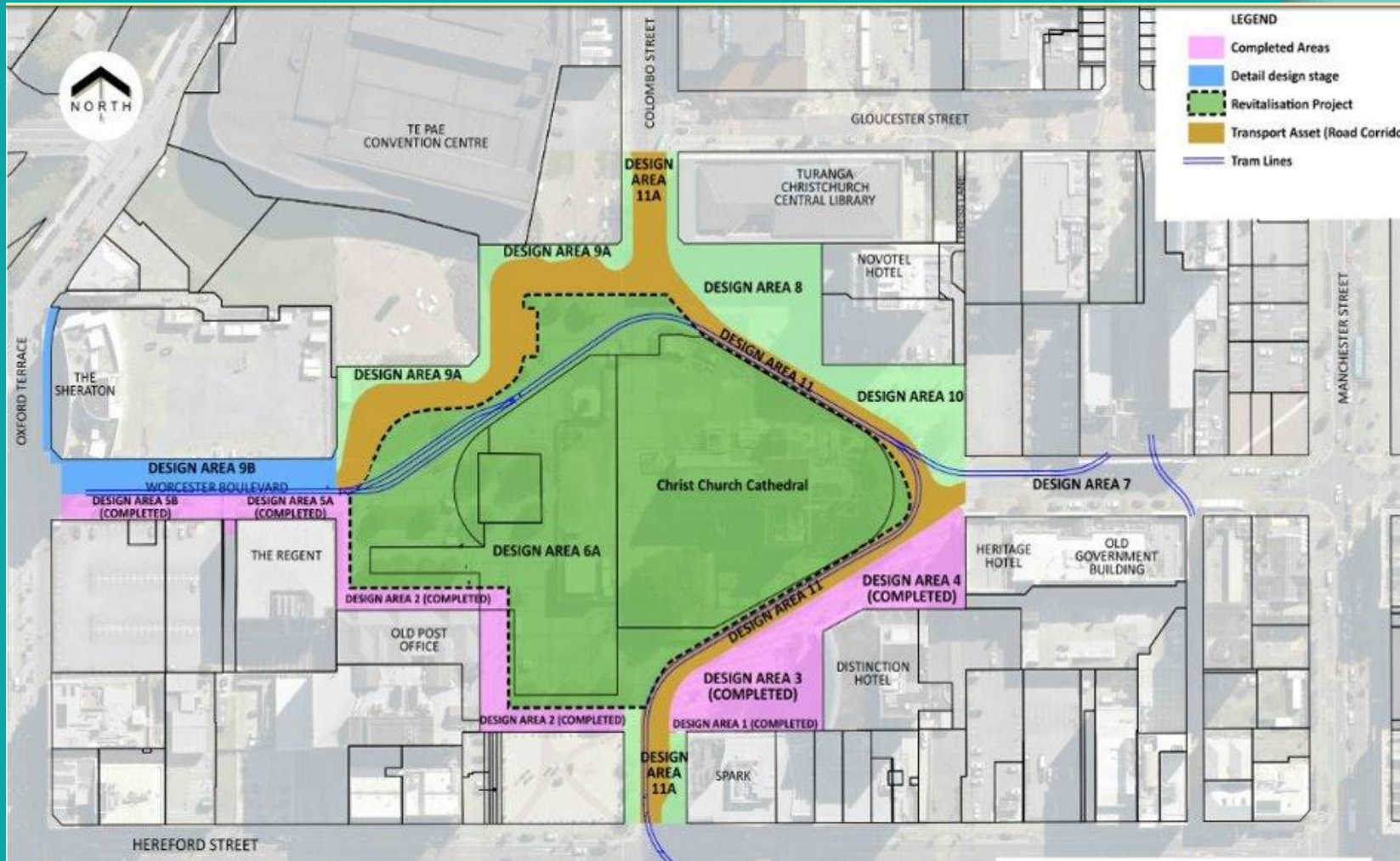
# Today's briefing

- Background on project
- Progress and current status.
- Summary of RFP process.
- Design intentions
- Next steps.



# Background

- Previous briefing on the 10<sup>th</sup> March covered EOI procurement process and Communication and Engagement plan.
- The square is key to forming a comprehensive urban space. Christchurch is currently seen as a vibrant, booming city in New Zealand. The stadium and Parakiore opening bring new interest.
- New infrastructure, facilities, and development contribute to changing role of the Square, creating opportunities to support community outcomes.
- Building on previous work and information post earthquake that indicates a need for a public realm suitable for a range of requirements.
- There are improvement projects continuing around the periphery that support adjoining land owners.
  - 9b to support Noah's hotel development
  - 9a initial concept scheme



# Progress and current status

- 9b will go out to procurement to complete work approved by council
- Initial scheme for 9a-commenced
- Council has completed an Expression of Interest (EOI) process to test the market and identify a shortlist of design teams capable of delivering this project.
- Ongoing stakeholder engagement with key partners such as CCRL and land owners.
- Budget exists for project but intended to be confirmed as part of LTP process following Council approval of a design concept.

# RFP (request for proposal)

- Expression for Interest attracted a good response and we have a short list of 5, who will now be invited to submit a proposal.
- This was the first stage of a 2 stage procurement process.
- The output of the next stage (the concept design) will be workshopped with elected members.
- Elected members will ultimately be asked to consider and make decisions on the preferred concept and the future of the Square.

# Design direction:

The design intentions remain the key anchor for the next stage to ensure Cathedral square a welcoming, vibrant civic space.

Connected  
and  
Accessible

Civic  
Heart

Economy  
and  
Tourism

Connect  
past,  
present and  
future

Sustainable  
and resilient

Flexible  
spaces for  
activity  
and events



# Next steps

- RFP on GETS
- Evaluation and selecting a supplier to do a concept.
- Engagement and feedback to contribute to design concept with
  - Elected members
  - Key stakeholders

# Footpaths Programme

Council Workshop

19 May 2026

## Previously Approved for Delivery

Council approved option:

- Prioritised locations with no existing footpaths
- 12 locations selected

Gardiners Road delivered with capital project.

All others in design, awaiting lighting assessments

Expected delivery from early 2027

Rank	Location	Notes
1	Springs Road (Halswell Junction Rd to Boston Ave)	Will require kerb & channel install, and some private tree removal
2	Gardiners Road 1 (111 Gardiners Rd to Claridges Rd)	Community Board report 18 May 2026
3	Sawyers Arms Road (411 Sawyers Arms Rd to Waimakariri Rd)	Will require kerb & channel install, and removal of private trees & vegetation
4	Main Road (Close to Church Lane, Allendale)	Space is an issue – may require property purchase and/or changes to road layout and/or below spec path widths. Private trees may require removal
5	Sutherlands Rd (Glendore to Muirhill)	No major risks or issues at this time
6	Bus Stop 15576 Outside 800 Ferry Road	Small distance so being delivered by Traffic Ops under minor improvements
7	Cashmere Road 3 (424 Cashmere Rd to 486 Cashmere Rd)	No major risks or issues at this time
8	Hendersons Road (shoulder to Cashmere Road)	Area is prone to springs, and there are potential level and private vegetation issues. No power in this area so lighting likely to be expensive
9	Awatea Road 1 (Wilmers Rd to Owaka Rd)	No major risks or issues at this time
10	Awatea Road 2 (Owaka Rd to Barbara Joan Rd)	No major risks or issues at this time
11	Hills Road (Innes Rd to East Ellington Dr)	No major risks or issues at this time
12	Birmingham Drive (Craft Place to Hands Road)	Significant services identified in this location. Works being co-ordinated with pedestrian crossing installation in another project. Will require consultation with businesses.

## Constraints on delivery

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### Consultation:

- Mostly limited in scope (focused inform)
- Small number of sites where full consultation is required (Birmingham Dr)

### Property:

- One site (Allandale) may need some property purchase, and/or changes to the road layout, and/or spec relaxation
- A number of sites where private trees/hedges require trimming or removal

### Costings:

- A number of sites are coming out far higher than the original allowance
  - Eg. Henderson Road - Allocation: \$82k; Estimate: \$700k
- May be different solutions to mitigate this:
  - Drawdown more budget from future years?
  - Relaxation of standards? (no/below spec lighting? Narrower paths in some places?)

## Previously Approved for Scoping

Location	Progress
Cashmere Road (Sutherlands to Halswell Quarry)	Outline designs have been developed, and costings are being developed. Likely to be high cost and complexity.
Main South Road (north side between Woolworths and The Hub)	Discussions have occurred with NZTA and KiwiRail, and a concept design has been developed and costed. Memo to the Community Board is being drafted
Buckleys Road/Linwood Avenue footpath (Eastgate side)	Discussions have occurred with McDonald's and Eastgate, and different concept designs have been developed and costed. Memo sent to the Community Board 15 May
Lower Styx Road (Marshland Road to Heyders Road and Te Korari Street to Heyders Road)	Outline designs have been developed, and costings are underway

### Outcome:

- Staff will be supplying design, cost, and other key information to Community Boards
- This will not affect the prioritisation criteria for the next round
- It is recommended that Community Boards use this information to advocate for these to be stand-alone projects in the next LTP if they are not selected

# Budgets

ID	Project	FY26 (\$'000)	FY27 (\$'000)	FY28 (\$'000)	FY29 (\$'000)	FY30 (\$'000)	FY31-34
75051	Programme - New Footpaths					1,621	9,802
81682	Delivery Package – New Footpaths (FY25 - FY27)	860	640	1,000			
81868	New Footpaths (FY28 - FY30)			1,673	3,109		
54221	Gardiners Road Shared Path*			475	624		

*\*This is not the full project budget, but the additional funding allocated to this project from the New Footpaths Programme*

All funding for the FY25-27 period has been allocated through the previous decision

Further decisions would be to allocate the funding that is available in the next LTP period FY28-FY30 = \$6.403m

## Future Programme

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Since September 2025, over 30 new candidate sites have been identified

- Have come from a variety of sources: area engineers, elected members, public feedback, etc
- Some consolidation of multiple sites on single roads into more useful delivery lengths (Lower Styx Road)
- Staff are working through assessments for these sites – likely to cause significant change

Selection criteria used is same as before

- 60% safety; 15% population and destinations; 25% deliverability complexity
- 50% reduction in the safety score for sites with one existing footpath

Costings will need to be updated

- Real project data will be used to refine the rough order costs

# Priorities for FY28-30?

Rank	Location	Community Board (use drop down)
13	Main South Road (Canterbury St to opposite Garvins Rd)	Waipuna - Halswell-Hornby-Riccarton
14	Lower Styx Road (Heyders - Marshlands Rd) 3	Waitai - Coastal-Burwood-Linwood
15	McCormacks Bay Road (Main Rd to #1 McCormacks Bay Rd)	Waihoru - Spreydon-Cashmere-Heathcote
16	Linwood Ave/2A Buckleys Road south-east bound lane (Buckleys Ave to Cranley St)	Waitai - Coastal-Burwood-Linwood
17	Cresswell Avenue (Governors Bay), whole length	Te Pātaka o Rākaihauti - Banks Peninsula
18	Wilmers Road (Awatea Rd to Springs Rd)	Waipuna - Halswell-Hornby-Riccarton
19	Wakefield Avenue (Nayland St to opposite #37 Wakefield)	Waihoru - Spreydon-Cashmere-Heathcote
20	Jamell Place (Avonhead to end of street)	Waimāero - Fendalton-Waimāero-Harewood
21	Gardiners Road 2 (Claridges Rd to Wilkinsons Rd)	Waimāero - Fendalton-Waimāero-Harewood
22	Ngatea Road (between Marine Dr and #6 Ngatea Rd)	Te Pātaka o Rākaihauti - Banks Peninsula
23	Cashmere 6 (Sutherlands Rd to Halswell Quarry carpark)	Waihoru - Spreydon-Cashmere-Heathcote
24	Waimairi Road (opposite 281 Waimairi Rd to 262 Waimairi Rd)	Waimāero - Fendalton-Waimāero-Harewood
25	Steadman Road (Retirement Village to Carmen Rd)	Waipuna - Halswell-Hornby-Riccarton
26	Lower Styx Road (Te Korari St - Marshlands Rd)	Waitai - Coastal-Burwood-Linwood
27	Bus Stop 42148 Opposite 160 Port Hills Road	Waihoru - Spreydon-Cashmere-Heathcote
28	Marine Drive, (Bayview Rd to Black Pt Rd), Charteris Bay	Te Pātaka o Rākaihauti - Banks Peninsula
29	Summit Road (Harry Ell Link to Sign of Kiwi)	Waihoru - Spreydon-Cashmere-Heathcote
30	Governors Bay Road (Close to Sandy Beach Road)	Te Pātaka o Rākaihauti - Banks Peninsula
31	Lower Styx Road (Heyders - Marshlands Rd) 2	Waitai - Coastal-Burwood-Linwood
32	Lower Styx Road (Heyders Rd to Lagoon Rd) 5	Waitai - Coastal-Burwood-Linwood

Based on current assessments, this is the current list

- Highly likely to change: based on assessments on new sites, more realistic costings, etc

Notes on sites for Scoping:

- Linwood/Buckleys has a high ranking
- Cashmere Road has a high ranking, but is likely to be high cost so may reduce the sites available for delivery
- Some sections of Lower Styx are high priority, but others are outside this list. Council may want to consider delivering the whole corridor as a standalone project rather than taking a piecemeal approach
- Woolworths-The Hub would have a high ranking, but is likely to be high cost, take many years to get an agreement from third parties, and the long term Masterplan for Hornby is currently under investigation, so has been manually removed. Council may want to consider adding this as a standalone project

Questions?