

Huihui Mai Engagement Webinar, 2 March 2023

Questions and Answers

For more information see www.greaterchristchurch.org.nz.

| | Question from the Audience | Answer from the Huihui Mai Team |
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| 1 | Where's the "Greater Christchurch" in these proposals? Is this just a Christchurch proposal to stop growth in Waimakariri & Selwyn? | This work is about how and where we accommodate growth across our whole urban area, including Selwyn and Waimakariri. The Housing Capacity Assessment identified expected growth in housing demand in each Council area. The spatial plan will ensure there is sufficient capacity in each Council area to meet this demand. |
| 2 | How does a light rail system that stops at Hornby improve public transport in/for Selwyn? | Alongside the proposed turn up and go system, there will be higher frequency express bus services, improved park'n'ride facilities and improved public transport between towns. |
| 3 | Why isn't the light rail planned to connect to Christchurch Airport and the business areas around the airport? | The work to date considered three route options to connect the Airport by MRT to the CBD, but determined that that there was no clear preferred option and that the link could effectively be served by the existing PT network. This work does not preclude establishing such a link in the long term. |
| 4 | What improvements are proposed to public transport outside off Christchurch? | Alongside the proposed turn up and go system, there will be higher frequency express bus services, improved park'n'ride facilities and improved public transport between towns. |

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| 5 | With both Christchurch City Council & Environment Canterbury opposing growth in Selwyn because it doesn't link with public transport how do this proposal improve links to growth areas in Selwyn & Waimakariri? | A key tool for encouraging growth in particular areas is how we provide public transport services. Enhanced public transport services are a key part of accommodating growth in a way which enables people to continue to get around easily by public transport and to minimise congestion as the population grows. |
| 6 | What would growth along transport corridors – motorway, SH73, Shands and Selwyn Roads look like in Selwyn? | Our focus for growth in the next 30 years is in existing town centres and along public transport corridors at higher densities. The scale of growth will need to match the towns and centres. As growth continues, we would expect growth to continue along enhanced public transport corridors at higher densities. |
| 7 | Is this the best growth model for Selwyn? | We have evaluated some different ways to accommodate growth to meet the challenges we face, and to support wellbeing. This work highlighted that focusing growth at higher densities aligned with public transport best addressed these challenges and provides for people's wellbeing. We recognise that continuing to provide lifestyle choice is important, but our work suggests that we need to shift the balance of growth towards higher density living. |
| 8 | Where is the rail option to Satellite towns of Greater Christchurch? There is no rapid transit proposed for East Christchurch, why is that? | As mentioned above, alongside the proposed turn up and go system, there will be enhanced (more frequency and express) bus services to towns in the Districts. That does not preclude pursuing a complementary rail solution in the long term. The Christchurch MRT corridors that have been selected are a start and align with the current Greater Christchurch spatial planning. |

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| 9 | Why can developers create urban sprawl through Private Plan Changes, across the plains that doesn't align with Greater Christchurch Plan? | The National Policy Statement on Urban Development requires councils to be responsive to plan changes that would add significantly to development capacity and contribute to well-functioning urban environments, even if the development capacity is unanticipated by planning documents like the regional policy statement and district plans. Notwithstanding this, a National Policy Statement on Highly Productive Land anticipates the protection of productive soils for rural activities. |
| 10 | Building a rapid transport line down Riccarton Road makes sense, but a lot of the northern side in central Riccarton is proposed to have Qualifying Matters under Christchurch City Council Plan Change 14 reducing the density of housing that will be allowed to be built there. This makes no sense, you want more people living in the areas adjacent to rapid transport lines so more people are within convenient walking distance of it. There are also QMs for airport noise near Riccarton Road and a heritage one south of Riccarton road near Shand Crescent. Those qualifying matters risk the viability of the Riccarton Road rapid transport line. | Thanks for your feedback, we would encourage you to provide a submission on Christchurch City Council's Plan Change 14 as it relates to these Qualifying Matters. |
| 11 | Will the Greater Christchurch partnership lobby the council to remove the Riccarton Bush Interface Area qualifying matter from Christchurch City Council Plan Change 14 and reduce the airport noise contour Qualifying Matter slightly where it nears Riccarton Road and the Shand Crescent Qualifying Matter? | Christchurch City Council are a partner within the Urban Growth Partnership for Greater Christchurch. The Riccarton Bush Interface Area and Airport Noise Influence Area are both proposed as Qualifying Matters in Plan Change 14 to the Christchurch District Plan and is subject to submissions from the public and hearings towards the end of the year. We would encourage you submit on Christchurch City Council's Plan Change 14 when it is notified on the 17 th March. The airport noise contour is also subject to review with an independent peer review of the modelling at present. This will inform future changes to the Regional Planning Framework. |

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| 12 | Impact on wetland restoration and collaborating with mana whenua to restore wetlands? | Wetland restoration is an important tool to provide for indigenous flora and fauna, improve water quality, and to mitigate the impact of climate change. Mana whenua have provided us with clear direction about their desire to see more emphasis on restoring and enhancing our environment alongside urban development. We will work closely with mana whenua about how we ensure this balance as we accommodate future growth. |
| 13 | Will all bus lanes be operating at all times, and will parking be removed? Route 91, for example has serious issues with cars being parked on the bus lanes during rush hour. Also will passenger capacity be improved on the buses on these routes? Currently people often have to stand and I have first-hand seen people decide it wasn't worth it and drove instead | Providing better public transport access to / from towns into the city is a key priority in achieving a well-functioning urban form. This means higher frequency and making sure we've got sufficient capacity to meet demand. Bus priority lanes are an important tool to support public transport being a good option compared to cars. |
| 14 | Protection of Highly Productive Land is mentioned, but doesn't appear on protect and avoid plans. How will these be considered in spatial planning particularly in peri-urban development? Is there an adaptive planned approach, or more laissez faire? | The National Policy Statement for Highly Productive Land requires the protection of highly productive soils (with some exceptions) from urban development. Mapping of highly productive land is required to be undertaken by Environment Canterbury. In the meantime, we have mapped land use capability class soils 1-3, in accordance with an interim definition in the National Policy Statement. The spatial plan proposes to focus growth within existing urban areas and already identified growth areas both of which are exempt from the NPS-HPL provisions, which will help to protect our most productive soils. |
| 15 | Will Selwyn & Waimakariri commuters really catch a bus then a train then another bus? | The current planning when realised will give District commuters a choice - direct buses to the central city and connections to the 'turn up and go' MRT system. A future commuter rail link for the districts is not being discounted, but is not the preferred solution currently. |

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| 16 | Apologies if this is somewhat out of scope. From a walking/cycling perspective, are we allowing for mixed use development in residential areas to allow things such as small convenience stores to open in suburban areas, and multi-storey buildings where residential is allowed above a ground floor shop. | Yes - mixed use is an important part of providing local access to amenities. This is sometimes referred as 15-minute neighbourhoods. We also want commercial and community activities to be focussed in centres where there is accessibility by sustainable modes of transport. |
| 17 | How would heavy rail not be a commuter solution for Selwyn & Waimakariri? | The heavy rail option is being considered as part of the Mass Rapid Transit Indicative Business Case, but the modelling has shown it serves the least households, will deliver the lowest daily ridership and comes at a significant cost compared to the preferred solution. |
| 18 | Mr Osborne is talking about "City Shaping" but isn't this a Greater Christchurch proposal? | "City shaping" is a more general term which means that the transport system influences where people want to live and work and where development will occur. "City shaping" could equally apply to how high-density housing might be developed in town centres and along public transport corridors in towns. |
| 19 | Will the bus services to the park and rides be direct or will it be like route 1 and still have stops? If so I would be concerned that the bus would take too long because currently it takes a good 30 minutes to get to Belfast from Rangiora also will the bus metro/light rail be as separated as possible from the road with cars on it, because traffic is the main thing that slows the bus down currently? | We need to provide an integrated system which provides both fast and frequent direct access, but also ensure we have a good breadth of access to public transport. Getting the balance of this right is an important part of how we plan the transport system as a whole. |

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| 20 | Did you consider Rapid Transit down Lincoln Road to Halswell/Wigram? | No. While different routes were assessed, the current planning did not include Lincoln Road. |
| 21 | Why is no growth forecast at West Melton? Is it because no meaningful public transport is proposed for West Melton? | In general, we want to align where we focus growth and the provision of public transport because we want to make sure that people continue to have good accessibility as population grows. What this means for specific settlements and towns is still being worked through |
| 22 | What will the improvements to the park n ride areas in Waimakariri be? Also does the enhanced frequency mean that it will be all day, but at 30 minutes instead of the 15 proposed for peak times? | Further work needs to be done to determine what those future improvements will look like. |
| 23 | Why is there no "what's next" plan? E.g. the Riccarton line extending east of the city centre to Linwood, and the Papanui line extending south to Sydenham or southwest down Lincoln road. We need to plan more than just the first step. | Planning for future public transport is an ongoing process. This 'turn up and go' service is the next step. Identifying where we want to accommodate growth will guide what's next for enhancing public transport. |
| 24 | Isn't there a risk that if capacity can't be sought in those urban areas that developers can continue with the business as usual suburban sprawl over this land? | We are looking at how to ensure greenfield development improves how our urban area functions. This means it needs to be well integrated with existing urban areas and public transport, and minimises the impact on highly productive land, and makes efficient and effective use of existing and planned infrastructure and services. |
| 25 | Would the situation around linking the airport change at some point? As that seem to be a major destination, especially for transit, that will likely increase in the future. | Potentially. Airports are often destinations for mass rapid transit systems. This may be a next step in a 'turn up and go' system, but it needs to be integrated with high density living along the corridor. |

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| 26 | Have you considered the higher frequency of buses needed to accommodate a similar number of passengers as light rail? And how this will affect the traffic patterns, in particular the pedestrian and cycling that is being promoted? | Yes - that's why the MRT mode will either be light rail or bus rapid transit. |
| 27 | I saw on one of the maps which had the heavy rail option, the stops included Templeton, Weedons, Rolleston. Where exactly would the 'Weedons' stop be, and what is the potential development plan for Weedons and the area around the stop, and would that be above ground rail using the existing railway along Jones Road? | A heavy rail connection from the Districts is not currently the preferred option, but rather a long-term option. If rail is realised in the long term, more detailed work will be done at that stage on matters such as stops and stations and how best to integrate those with land use development. |