

Greater Christchurch Urban Development Strategy

Report of **Community Feedback** on the **Options Consultation**

January 2006

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1.0 Introduction

The Greater Christchurch Urban Development Strategy (UDS) is a collaborative project involving the Selwyn and Waimakariri district councils, Christchurch City Council (including the former Banks Peninsula District Council), Environment Canterbury (the Regional Council) and Transit New Zealand. All these organisations' representatives meet regularly with a cross section of local leaders drawn from community, business and government organisations as the Greater Christchurch Urban Development Forum (The Forum).

The Forum guides the process of developing a community-based future urban development strategy under the chairmanship of Bob Parker, Mayor of Banks Peninsula, is spokesperson for the Forum.

Information about the Forum, meeting agendas and minutes, can be found on the www.greaterchristchurch.org.nz website.

Although the Forum guides the project, the Greater Christchurch community's views are fundamental to set the direction for the UDS. Over 3250 responses were received from residents of Greater Christchurch on options for managing future urban development, which were released for discussion in April 2005.

This document reports on the direction favoured by the community for the future development of Greater Christchurch and the issues people want to see addressed.

2.0 The Options taken out for consultation

The Options consultation asked the community to choose one of four options, as outlined below. The maps show where development would generally occur.



- **Option A** concentrates development within Christchurch and at larger towns in the surrounding districts.



- **Option B** balances future urban development between existing built-up areas with some expansion into adjacent areas.



- **Option C** disperses development out around the Greater Christchurch area away from generally established urban areas.



- **Business as Usual (BAU)** continues current trends of development spreading out around the Greater Christchurch area in new subdivisions, with some housing in urban renewal developments. Councils would continue to independently pursue independent growth strategies.

Information about the Options and feedback forms were made available through a variety of means. For a full description of the communication tools used before and during the Options consultation, see Appendix 1, at the rear of this report.

3.0 What the community chose

The response to the Options consultation surpassed expectations, with over 3250 feedback forms received, and just over 23% of these came in online through the website. More than 1800 feedback forms provided additional written comments, with the online submitters being more likely to comment. Over 130 written submissions were also received ranging from 3 to 50 pages long.

Analysis of the forms, comments and submissions resulted in the following conclusions being drawn about what the community said it wanted from the Options consultation.

Option A was the preferred choice of 62% of the 3250 feedback forms received, that is to concentrate development within Christchurch City and other larger towns in surrounding districts. Another 22% chose Option B, which balances future urban development between existing built areas, with some expansion into adjacent areas. Few wanted Option C (2%), which allows more dispersed development beyond established areas, or Business as Usual (2%) which would mean remaining with the status quo and each authority continuing to plan for growth on their own, without any reference to neighbouring authorities.

What stood out were the major shared concerns among people throughout the Greater Christchurch area. Whether a submission came from Waimakariri, Selwyn, Banks Peninsula or Christchurch, most people recognised the need to protect the city's water, valuable soils, open spaces, community character and provide well-planned communities linked by good transport systems.

People also wanted energy-efficient housing based on sound, sustainable urban design principles, and more concentrated development patterns that include recognisable villages or centres of activity. Most people wanted community character safeguarded, and a chance to respond to any draft strategy drawn up by the partners.

Many of the 1800 comments received congratulated the UDS partners for cooperating on a long-term plan for the area, and urged them to continue consulting their communities throughout this process.



Common themes raised through the consultation included the:

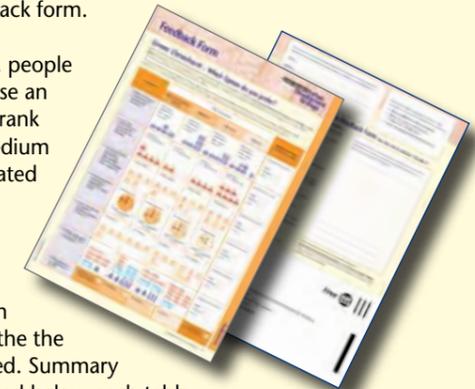
- Desire for councils to continue working together
- Desire for passenger rail in the future, using existing rail transport corridors between Rangiora, Kaiapoi, Rolleston, Lyttelton and Christchurch;
- Importance of developing and using excellent urban design principles that include energy-efficient homes;
- Desire to focus on the development of urban villages or neighbourhood activity centres designed around walking and cycling;
- Need for transport planning to be aligned to land development;
- Need to protect productive and versatile soils;
- Need to protect aquifers and waterways;
- Need to protect landscapes and provide more open space with green and ecological corridors, and
- Questioning of population projections and/or the influence of future oil price increases and whether this had been factored into future planning processes.

A quarter of the submissions said that while A was their preference, it did not go far enough on sustainability issues; while others opted for a greater mix of Options A and B. A few suggested that a strong sustainability option should have been included as a contrast to Option C. Written submissions, however, generally supported Option A.

4.0 Analysis of issues and feedback forms

An analysis of data was completed for each question on the feedback form. These issues and demographic profile tables are presented in the same order as in the Options feedback form.

For each question, people were asked to choose an Option, and then rank the issue high, medium or low (high indicated an issue of high importance). The tables have been prepared on the basis of the Option chosen, and how the the issues were ranked. Summary comments are noted below each table.



In this report, the terms used are:

1. feedback form refers to the "tick the box" feedback forms and associated list of issues and demographic profile questions, included,
2. comments refer to any additional written comments given on the feedback form, and
3. submissions refers to additional information that came as a document or on separate sheets of paper.

4.1 Issue Analysis

Issue 1 – Which is the right mixture of new housing and locations?

Housing mix	Total ¹	Rating by Option	High	Med	Low	No rating
No answer	8%	No answer	2.0	0.5	0.2	5.3
Business as Usual	3%	Business as Usual	2.2	1.1	0.1	0.2
Option A	65%	Option A	48.4	13.2	0.9	2.5
Option B	21%	Option B	10.9	8.4	0.8	0.5
Option C	3%	Option C	2.0	0.6	0.2	0.0
Total	100%		65.4	23.8	2.2	8.5

Comment: This issue referred to the housing mix and respondents overwhelmingly chose Option A - 65% and Option B - 21%. Of those people who chose Option A, 74% (48.4 as a percentage of 65.4) rated housing mix a high priority. The mix of housing and location was also of high importance to those people who chose Option C, whereas it was less important to people who chose Option B. This may reflect what was seen as the limited location of housing for both Option A and C, whereas under Option B housing would be located in both redeveloping and new subdivisions.

Issue 2 – How much farmland/open space should we use for new housing?

Land for housing	Total	Rating by Option	High	Med	Low	No rating
No Answer	8%	No answer	2.3	0.4	0.2	5.2
Business as Usual	3%	Business as Usual	1.2	1.5	0.4	0.3
Option A	68%	Option A	54.1	9.8	1.4	2.2
Option B	18%	Option B	7.8	8.6	1.6	0.4
Option C	3%	Option C	1.6	1.6	0.2	0.0
Total	100%		67.0	21.9	3.8	8.1

Comment: Combining the 68% support for Option A, and 18% support for Option B represents 86% support for limiting the amount of farmland/open space used for new housing in new subdivisions. Limiting the amount of farmland and open space used for new development was an issue of great importance for those who chose Option A (80%).

Issue 3 – How much should we spend on new housing infrastructure (costs for sewerage, water supply)?

Infrastructure	Total	Rating by Option	High	Med	Low	No rating
No Answer	10%	No answer	1.7	1.3	0.6	6.6
Business as Usual	7%	Business as Usual	3.0	3.2	0.7	0.5
Option A	50%	Option A	24.0	18.7	4.3	2.5
Option B	25%	Option B	8.0	13.6	2.2	0.8
Option C	8%	Option C	5.3	2.3	0.7	0.1
Total	100%		42.0	39.1	8.5	10.5

Comment: There may have been some confusion around what this question was asking. The costs referred to in this question could have been interpreted to mean how much should be spent rather than how much each option would cost, which is what the figures actually refer to. Spending on new housing infrastructure was the only issue that wasn't a priority for more than 50% of all submitters. Only 42% rated it a high priority, just ahead of the 39.1% who thought it was a medium priority.

1: Please note the totals in the right columns are rounded and as a result may add up to be slightly more or less than 100.

Issue 4 – How much traffic congestion is acceptable? (30-minute trip in 2004)

Congestion time	Total	Rating by Option	High	Med	Low	No rating
No Answer	10%	No answer	2.1	1.2	1.0	5.6
Business as Usual	2%	Business as Usual	0.8	0.8	0.4	0.1
Option A	69%	Option A	43.6	17.5	5.1	2.6
Option B	17%	Option B	6.7	7.0	2.9	0.7
Option C	2%	Option C	0.8	0.3	0.6	0.0
Total	100%		54.0	26.8	10.0	9.0

Comment: There was a strong preference to minimise future congestion. Option A received the highest level of support for this issue (69%). By contrast both Business As Usual (BAU) and Option C received the lowest level of support for this issue (2%). Combining the totals for Option A and B indicates that 86% of submitters want to limit traffic congestion in the future.

Issue 5 – How much should we spend to prevent congestion increasing?

Congestion cost	Total	Rating by Option	High	Med	Low	No rating
No Answer	12%	No answer	2.3	1.3	1.0	6.6
Business as Usual	3%	Business as Usual	3.3	2.0	0.4	0.3
Option A	61%	Option A	20.3	15.0	4.5	2.4
Options B	21%	Option B	10.1	10.4	1.5	1.1
Option C	3%	Option C	13.3	3.4	0.6	0.3
Total	100%		49.3	32.1	7.9	10.2

Comment: As with question 3, there may have been some confusion around what this question was asking. The costs referred to in this question could have been interpreted to mean how much should be spent rather than how much each option would cost, which is what the figures actually refer to. This may account for why this question went unanswered by 12.5% of submitters, the highest no response rate for any question in the feedback form.

Issue 6 – Which option gives you the best choice of transport?

Transport	Total	Rating by Option	High	Med	Low	No rating
No Answer	8%	No answer	4.7	2.2	0.3	5.3
Business as Usual	3%	Business as Usual	1.2	1.2	0.1	0.4
Option A	65%	Option A	46.4	9.6	1.1	4.4
Option B	22%	Option B	10.6	7.8	0.9	1.4
Option C	3%	Option C	1.8	0.4	0.3	0.1
Total	100%		64.7	21.1	2.6	11.6

Comment: A strong preference is shown for Option A and B, which both provide for more transport choices.

Issue 7 – Which option do you think is best overall?

Which option	Number	Total
No Answer	261	8%
Business as Usual	81	2%
Option A	2015	62%
Option B	713	22%
Option C	65	2%
None of these	116	4%
Total	3251	100%

Comment: The favoured overall choice is Option A (62%) followed by Option B. (22%). Of those who chose none of these or did not answer, most preferred Option A or something stronger.

Issue 8 – What would be the best way to fit more people and employment into Greater Christchurch?

Fit People	Total	No answer	BAU	Option A	Option B	Option C	No option
No Answer	4%	0.4	0	2.3	0.4	0.1	0.3
Developed	38%	3.1	0.2	31.0	2.1	0.1	1.7
Mix (of developed and undeveloped)	55%	4.3	2.1	28.1	18.7	0.8	1.4
Undeveloped	3%	0.3	0.2	0.5	0.7	1.0	0.2
Total	100%	8.1	2.5	61.9	21.9	2.0	3.6

Comment: This feedback, for a mix of developed and undeveloped, is aligned with both Option A and Option B, given both have a mix of new subdivisions and urban renewal. While the results for Option B are to be expected, there is very little difference between the preferences of those who chose Option A for favouring developed or a mix of developed and undeveloped locations for new housing and employment. It is arguable that since Option A does include both developed and undeveloped locations for new housing, by making this selection Option A supporters are reinforcing their choice. What the responses do not make clear is the percentage mix of developed and undeveloped locations for new housing and employment.

Issue 9 – How important is protecting water quality in Greater Christchurch?

Protect Water	Total	No answer	BAU	Option A	Option B	Option C	No option
No Answer	1%	0.2	0.0	0.5	0.1	0.0	0.0
1 Very Important	89%	7.0	1.9	57.0	18.3	1.6	3.1
2	7%	0.5	0.2	3.2	2.4	0.2	0.2
3	2%	0.2	0.2	0.7	0.5	0.1	0.1
4	0%	0.1	0.1	0.1	0.1	0.0	0.0
5 Not Important	1%	0.2	0.1	0.4	0.6	0.1	0.1
Total	100%	8.2	2.5	61.9	22	2.0	3.5

Comment: This issue provided the strongest response for importance with 96% of people rating protecting water quality as important or very important. Irrespective of their choice of option, people supported protecting water quality whether they chose BAU (84%) or Option A (97%). Protecting water quality was also important for people who didn't select any of the options (94%). Arguably this issue should be viewed as the most important issue to consider when planning future development.

Issue 10 – How important is retaining the character of existing urban and rural areas in Greater Christchurch?

Retaining Character	Total	No answer	BAU	Option A	Option B	Option C	No option
No Answer	2%	0.2	0.0	1.2	0.3	0.0	0.2
1 Very Important	49%	4.3	1.0	33.5	7.4	0.8	1.8
2	26%	2.0	0.3	16.0	7.7	0.1	0.5
3	16%	1.0	0.7	8.5	4.7	0.4	0.6
4	4%	0.3	0.2	1.6	1.4	0.3	0.1
5 Not Important	3%	0.4	0.3	1.1	0.4	0.4	0.4
Total	100%	8.1	2.5	61.9	21.9	2.0	3.6

Comment: Over 75% of respondents replied that retaining the urban and rural character is important or very important. Interestingly, 40% of those submitters who chose BAU and Option C said that preserving the character of existing urban and rural areas was very important, though implementing both these options would inevitably result in a loss of rural character as new development spread out into the rural areas. This suggests that even those people who favour fewer limitations on development recognise the value in preserving the unique character and charm of existing communities.

Issue 11 – How important is it that the councils (CCC, ECan, BPDC, WDC and SDC) work together to achieve the future you want for Greater Christchurch?

Councils Together	Total	No answer	BAU	Option A	Option B	Option C	No option
No Answer	1%	0.2	0.0	0.7	0.1	0.0	0.1
1 Very Important	79%	6.5	1.8	50.8	16.3	1.2	2.8
2	13%	0.7	0.3	7.3	3.8	0.3	0.2
3	4%	0.4	0.2	2.4	1.0	0.3	0.2
4	1%	0.0	0.1	0.4	0.2	0.0	0.0
5 Not Important	2%	0.3	0.1	0.4	0.4	0.2	0.2
Total	100%	8.1	2.5	62	21.8	2.0	3.5

Comment: Over 90% of respondents believe it is important or very important that all councils continue to work together on the UDS – a significant response for ongoing and future collaborative projects between councils. Support was strongest amongst supporters of Options A (94%) and Option B (92%), slightly lower for supporters of BAU (84%) and Option C (75%). Banks Peninsula respondents gave the strongest response with 95% of people rating Issue 11 as important or very important.

4.2 Demographic Analysis

1. District / City where you live?

District City	Total by response	Total by census
No Answer	2%	
Christchurch	74%	86.3%
Selwyn	10%	4.3%
Waimakariri	8%	8.0%
Banks Peninsula	5%	1.4%

Comment: The percentages of respondents living in each district broadly represent the population distribution characteristics of Greater Christchurch. Selwyn District had lower representation than might have been expected based upon population, while Christchurch and Banks Peninsula District had more than expected based on population; and 2% of respondents did not state where they lived.

2. Race/Ethnicity?

Race Ethnicity	Total	*By census	No answer	BAU	Option A	Option B	Option C	No option
Not Answered	12%	3	1.4	0.5	7.0	2.5	0.2	0.3
Maori/Pacific Islander	2%	9	0.0	0.1	0.9	0.4	0.0	0.1
European	81%	88	6.2	1.9	50.7	18.2	1.5	2.7
Asian	1%	5	0.1	0.0	0.7	0.3	0.2	0.1
Other	4%	1	0.4	0.0	2.6	0.6	0.1	0.3
Total	100%		8.1	2.5	61.9	22	2.0	3.5

* Ethnicity percentages from the census data add to greater than 100% because people can identify themselves as being from more than one ethnic background.

Comment: This response is not representative of the ethnic make up of the Greater Christchurch area. Only 1.5% identified themselves as Maori or Pacific Islander and only 1.4% as Asian. There were a large number of people (12%) who did not identify their ethnicity. Although many wrote 'New Zealander' or 'Pakeha', these were recorded as 'not answered'.

3. Age

Age	Total	By census	No answer	BAU	Option A	Option B	Option C	No option
Did Not Answer	3%		0.5	0.1	1.6	0.7	0.1	0.1
Under 18	4%	*27	0.3	0.1	2.9	0.9	0.2	0.1
18-24	4%	*7	0.2	0.0	2.1	1.0	0.1	0.2
25-44	25%	37	1.4	0.6	15.5	6.1	0.7	1.0
45-64	41%	22	3.0	1.2	25.3	9.1	0.6	1.4
65 and Over	23%	13	2.7	0.4	14.5	4.2	0.4	0.7
Total	100%		8.1	2.4	61.9	22	2.1	3.5

* Census age groups do not match those used here, census data show that 27% who live in the UDS area are less than 20 years of age, 7% are aged between 20 and 24. The other age groups do match census age groups.

Comment: All ages were reasonably well represented with the exception of younger people (aged less than 24). Support for the status quo (BAU) was highest amongst the 45 to 64 year olds at 2.9%, and this was the only group to prefer BAU over Option C. By contrast, no one from the 18 to 24 age grouping supported BAU. Arguably the 45 to 64 age group has been the recipient of the rewards of the status quo – the BAU option (rising house prices improving equity and wealth as this group heads into retirement), whereas the younger generation may be uncertain of the consequences of continuing status quo policies (rising house prices may make home ownership unaffordable for them). It is interesting that the older generation, no longer working seem less attached to the status quo, and more supportive of Option A (63%) than either the 45 to 64 or 25 to 44-year old respondents.

4. Years lived in Greater Christchurch?

Years lived	Total	No answer	BAU	Option A	Option B	Option C	No option
Did Not Answer	3%	0.6	0.1	1.7	0.6	0.1	0.2
5 Years or Fewer	13%	0.8	0.2	7.9	2.9	0.4	0.4
6 - 10 Years	8%	0.4	0.3	5.7	1.8	0.2	0.1
11- 15 Years	8%	0.3	0.2	5.2	1.6	0.3	0.3
16 - 20 Years	8%	0.5	0.2	5.0	2.0	0.2	0.4
over 20 Years	60%	5.7	1.5	36.5	13.0	0.8	2.2
Total	100%	8.3	2.5	62	21.9	2.0	3.6

Comment: Around 60% of respondents have lived in Greater Christchurch for more than 20 years; those living here between 5 and 20 years were fairly evenly distributed. Support for Option A was fairly consistent across the age groups, being the most popular choice of people living in Greater Christchurch for 5 years or fewer (63%), 6-10 years (67%), 11-15 years (66%), 16-20 years (60%) and over 20 years (61%).

5. Gender?

Gender	Total by response	Total by census	No answer	BAU	Option A	Option B	Option C	No option
Did Not Answer	5%		0.8	0.2	2.9	1.0	0.1	0.1
Male	52%	49	4.1	1.5	30.9	11.7	1.4	2.4
Female	43%	51	3.2	0.9	28.1	9.2	0.5	1.0
Total	100%		8.1	2.6	61.9	21.9	2.0	3.5

Comment: More males (52%) than females (43%) responded. While Option A was the preferred choice of both men and women, fewer men (59%) supported Option A than women (65%). Support for Option B was very similar (men on 22.5% and women on 21.4%). The gap between the genders widened with support for BAU (men on 2.9% and women on 2.1%) and Option C receiving some support from men (2.7%) and very little from women (1.1%). More men than women either didn't answer or didn't select any of the options.

6. Do you have children under the age of 18 at home?

Have children under 18	Total
Did Not Answer	6%
Yes	24%
No	70%

Comment: The majority of respondents did not have children at home (70%). Census data show that 46% of families have dependent children living at home so families with children are under-represented here. Some of the younger respondents had difficulty with this question as they were the children under 18 at home.

7. Option selected by District/City

Which option	Christchurch	Selwyn	Waimakariri	Banks Pen	Total
No answer	8%	8%	8%	10%	8%
Business as Usual	2%	2%	4%	2%	2%
Option A	63%	61%	56%	63%	62%
Option B	21%	24%	29%	16%	22%
Option C	2%	2%	1%	2%	2%
None of these	4%	3%	3%	7%	4%

Comment: Option A is clearly the choice of the majority of respondents from all districts. People living in Christchurch and Selwyn had the closest responses of the districts. The people of Waimakariri gave slightly lower support to Option A with a stronger preference for Option B than other districts. Interestingly, they gave twice the support for BAU (4%) than other districts, but half the support for Option C (1%), despite the many similarities between these two options. This may reflect Waimakariri residents' contentment with the current level of development in Waimakariri District but also their apprehension about increasing development in rural areas that may detract from the character many residents of Waimakariri District enjoy on their rural sections and lifestyle blocks. Residents in Banks Peninsula were the least satisfied with the options (7% selected none of these) and a further 10% didn't answer the question.

Of the 3250 responses only 47 were from outside the Greater Christchurch UDS area. From Waimakariri District Council 10 came from outside the UDS area and these were all from Oxford. For Selwyn District Council, 24 came from outside the UDS area and these were mostly from Darfield (7), Kirwee (5), Dunsandel (4), and Hororata (3). The 13 from outside the Banks Peninsula District area were evenly spread among Akaroa, Little River, Purau and Port Levy.

5.0 Analysis of comments, submissions and community meetings

This section describes how the 1800 comments, 130 submissions and issues raised at community meetings were summarised.

5.1 Comments

All 1800 additional written comments from the feedback forms were entered into a database. Each of the comments were read and categorised into 52 separate topic areas. As each remark was read, it was divided among the topic areas that were addressed in the respondents' statements. Most comments contained more than one subject and all were noted. The comments from each specific topic area were collated by subject. Some lists were quite lengthy and others much shorter. A sampling from transport follows. The table below reflects a few of the verbatim comments received regarding transport. Each set of comments is an important dataset because it provides insight to what the community is thinking on specific subjects. For each of the 52 topic areas all comments were summarised, counted, and consolidated where they said the same thing (the number in the column on the right records the number of people who made that same comment). This table shows how the data was recorded:

Issue 6 - Transport/Cycling/Pedestrian/Park & Rides/Parking
1.3 Question 6 does not include light rail or indicate if the buses are express or not.
Efficient public transport with a mix of reviving rail use, additional light rail supplemented by bus.
Auckland's transport network is a disaster. Here is the chance to plan for an effective and efficient transport network for our city and greater area. We have a chance so let's take it and get it right.
Congratulations on cycleways - well done.
Transport is a top priority to enable the city to develop. A sustainable roading system is vital for a healthy city, economically, environmentally and for the community.
Q4 Essential to promote bus/bike/walk. Even 190% congestion increase is unacceptable.
Transport: need to look at train (outer limits/centre) of subway (central Christchurch) to efficiently move many people (refer Calgary in Canada).
Fast, reliable public transport is vital. Safe cycling lanes should be available for all major routes.
I feel the transport issue to be great. The proposal to develop areas such as Rolleston and Rangiora where there is rail that can be utilised if need be is to be considered.
Priority bus lanes and improved services.

Issue 6 - Transport/Cycling/Pedestrian/Park and Rides/Parking	
Comment	Number of Responses
Cheap, efficient public transport should be given inner city priority and extended where necessary to cater for satellite towns and suburbs; with exchanges in key locations throughout the city.	191
Bus to supplement rail.	1
Repair/improve/extend those cycleways, cycle lanes and cycle facilities that are not adequate.	120
Repair/improve/extend walkways.	29
Promotion of public transport/cycling/walking is essential.	61
"Park (or cycle) and Ride" systems should be implemented.	51
Financial tariffs/incentives to use public transport.	59
Increase congestion-people will want to use public transport.	2
Car-free inner city/reduce cars on the road.	43
Cancel bus/cycle only lanes, roundabouts etc, and no buses, only motorways.	2

Once that list was completed the issues that were most frequently mentioned were consolidated into the key points. Below is the final list of issues for the transport area (note, there is a separate issue relating to rail).

Issue 6 - Transport/Cycling/Pedestrian/Park and Rides/Parking
<ul style="list-style-type: none"> Cheap, efficient public transport should be given inner city priority and extended where necessary to cater for satellite towns and suburbs; with exchanges in key locations throughout the city.
<ul style="list-style-type: none"> Repair/improve/extend cycleways, cycle lanes and cycle facilities.
<ul style="list-style-type: none"> Promote the use of public transport, cycling and walking.
<ul style="list-style-type: none"> "Park (or Cycle) and ride" systems should be implemented.
<ul style="list-style-type: none"> Financial tariffs/incentives should be used to encourage the use of public transport.
<ul style="list-style-type: none"> Create a car-free inner city/reduce numbers of cars on the road.

Refer to Appendix 2 – Summary of Key Ideas from Comments.

5.2 Submissions

About 130 separate written submissions were received, some with the feedback forms and some as stand-alone documents. All were read and all points / statements raised were paraphrased into separate tables in seven categories. These points / statements were categorised into more comprehensive topic headings.

Many of the 130 submissions were written after the submitters attended at least one or more of the public meetings and had already forwarded, or completed online, their feedback forms. Around half of the separate written submissions came from groups or non-governmental organisations, examples being various district and city residents' groups or community boards, the Master Builders Association, and Sustainable Otautahi Christchurch Inc.

Refer to Appendix 3 – Summary of Statements from Submissions.

5.3 Community meetings

A total of 22 community meetings were held during the consultation phase. The average attendance at each meeting was 63 people.

Questions raised at the public meetings were representative of the issues and concerns raised through the comments and submissions. Issues such as previous efforts to carry out a growth strategy, the councils' roles in the implementation of the strategy, the costs involved in the future (especially peak oil), transport, and land use were raised in greater depth at the community meetings than in comments and submissions.

Comments from these community meetings have been incorporated into the summary below.



6.0 Key Issue Areas

After all the comments and submissions were summarised they were condensed into these key issue areas:

1. Governance and Options
2. Land-use and Economy
3. Open space/Natural environment/Community and Heritage values
4. Community facilities/Infrastructure/Hazard and Waste
5. Transport
6. Housing and Energy efficiency
7. Environmental protection

Some of these key issue areas were divided into subheadings to clarify what was being said. For example, land-use has been split into urban centres, urban renewal and urban design because of the large number of responses around these topic areas and the complexity and interconnectedness of each of these issues. Under each key issue are examples of some of the verbatim comments received to give a flavour and perspective of what was written.

6.1 Governance and Options

6.1.1 Governance

“Future growth should be managed amongst all councils.”

“I feel that councils working together is great! Communication is the key!”

“Change is inevitable but it must be controlled by the joint and cooperative efforts of all bodies in frequent consultation with the populace.”

“To be successful the strategy needs the full buy in and adoption by all councils. Form partnerships with developers/landowners for best outcomes.”

“RMA needs to return to its roots and protect the environment.”

A key issue to emerge from the public meetings, comments and submissions was the importance of the continued collaboration of councils. This was supported by 91% of respondents who said council collaboration was important or very important.

Moreover, many respondents highlighted the necessity of strong leadership for successful planning outcomes. They referred to other cities’ successful planning efforts as having a number of common factors: strong leadership, strict controls over design, and the provision of urban rural boundaries. European cities were given as examples of good planning, the most frequently cited being Munich.

At some of the public meetings, and in nine of the submissions, concern was expressed that the Forum has no mandate to administer and implement a strategy and any recommendations. Some suggested the Forum was not representative of those concerned about the city’s future. They were also concerned about issues relating to infrastructure and land/asset purchases for transport corridors and parks. There were several suggestions to introduce an appropriately funded special-purpose organisation or trading company to strategically address the long-term issues of acquisition and development of strategic corridors and properties. These submitters believed this would help protect the cultural heritage of many inner city suburbs as it would enable the possible redevelopment of entire city blocks. Others referred to successful private /public sector partnerships.

6.1.2 Options Document

“There is a need for simple clear policies expressed in a written plan, prevent urban sprawl as it uses precious land and public resources, leads to excessive demand, poor urban form, increased travel demands and inconvenient poorly- designed communities.” (Two objectives from the regional strategy 1962 –1982)

“Congratulations on your initiatives in trying to plan for the future.”

“I would like to congratulate you on having an open consultation process. It is very important that people have a say in how their city develops.”

“Instead of telling people how they are going to live, you should find out how people want to live and provide the framework for that to be achievable. How you or I want others to live is not important. People should have choice.”

“Narrowing people into options was weak methodologically. You should seek all feedback first, report that to the community, build an option list based on this and then seek clarity from the people. Decide on an option and then test it again and refine.”

“I applaud the councils’ effort to engage constituents in the issues with such a creative and simplified format.”

Around half the submissions and 60 comments discussed the strategy; the main points were that the strategy ought to:

- be a workable cohesive plan that traverses traditional council responsibilities and addresses a wide range of issues; examples given were housing preference, energy sustainability and climate change,
- should have a stronger sustainability focus,
- be enforceable, with councils developing a plan that provides measurable performance criteria against desired outcomes linked to Long-Term Council Community Plans (LTCCP),
- have specific outcomes with definitive decisions particularly for land use,
- be given effective status as part of an updated Regional Policy Statement,
- be focused on improving the quality of life,
- provide clear, simple policies,
- be aligned with other strategies and plans already in place,
- be revisited often and take the longer-term view,
- ensure the community decides the city form and not developers, and
- provide scenario testing of differing densities, potential spatial formats, land uses and transport options.

Some 17 submissions and 57 comments questioned the inevitability of growth or the data used for population projections. Others were concerned with the expectation of an ageing population and declining income or expenditure abilities and the need to think about reinvigorating declining neighbourhoods and promoting community identity.

About half the submissions and many of the comments queried the lack of discussion about the changing world; many felt the Options Document should have acknowledged potential technological advances, energy trends, climate change and population choices.

Sustainability was a major issue, with many comments expressing commitment to environmental values and suggesting the Options Document should have included a stronger sustainability option. Over 20 of the submissions explicitly stated that Option A did not go far enough in the direction of sustainability. The majority support for Option A is consistent with the public preferring an option of sustainable development.

6.2 Land Use and Economy

6.2.1 Land Use - General

“Immediately preserve what is left of the greenbelt.”

“Designate a greenbelt and stick to it!”

“The population should be ring-fenced with a greenbelt. Once this demarcation line is drawn, there should be no exceptions granted.”

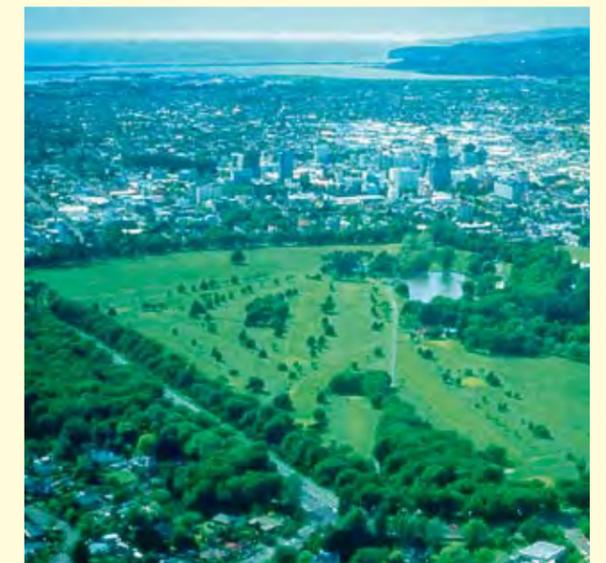
“Retention of the greenbelt and sufficient farmland is also important for the well-being of all citizens.”

“Need to consider the economic cost of development such as the loss of productive land and the opportunity cost in terms of lost earnings.”

One of the strongest messages to emerge from the consultation process was the desire to protect or re-establish what was described as the greenbelt. Only 26 comments were directed to supporting the BAU or Option C scenario, while over 700 comments and half of all submissions included one or more of the following:

- protect and conserve productive soils
- reinstate the greenbelt,
- limit subdivisions on farmland or quality soils,
- develop planning along corridors to prevent sprawl to farmlands,
- limit and reduce the size of future lifestyle blocks,
- 90% of development in urban renewal,
- brownfield not greenfield development, and/or
- protect farmland green space and provide a rural / urban boundary to protect green space.

Three written submissions referred to allowing rural landowners to develop their land, and of these 2 were from the same address.



6.2.2 Urban Centres

“Develop communities; move away from expansive housing developments.”

“Village style development should be encouraged, and maintained where it already exists. This has vast positive social and cultural benefits, as well as financial ones.”

“Ensure that suburbs (especially outer ones) have a ‘village feel’.”

“Without a doubt I would advise to develop the inner city as a mix of apartments, businesses and retail. I have seen it work well in many areas in London, producing vibrant, fun and productive communities.”

“I would like to see more transport opportunities to link up smaller districts so that our young people can disperse for work but still be able to be part of the family unit and small town community.”

Another strong theme to emerge was the desire for mixed-use urban centres with multiple interlinked services and commercial centres. About 40 respondents suggested terrace style housing with large public or community areas as open space for the natural environment and improved recreational opportunities. More intensive housing and community space were advocated for improving walkability and proximity to work in 20 submissions and around 100 comments. These respondents also referred to the economic and travel advantages of mixing residential and commercial areas. Other themes related to good urban design, community identity and more outdoor community living were all well supported through the submissions and comments received.

There were 40 comments about limiting the number and size of lifestyle blocks and around 120 for slowing development around rural towns. Nearly one third of submissions made reference to the need to restrict lifestyle blocks because of infrastructure requirements and costs, and the loss of productive soils.

Limiting further mall development was raised by 11 submissions and 43 comments, and was discussed at some of the public meetings. Over 90 comments and four submissions requested the continued revitalisation of the Christchurch City centre. Over 120 comments suggested expanding the centres of existing towns such as Kirwee, Darfield and Springfield to provide for independent, vibrant townships within the districts linked to Christchurch City by good public transport systems.

6.2.3 Urban Renewal

“There should be an emphasis on urban renewal in the deteriorated parts of the city.”

“Redevelop inner city living areas as all services are already in place.”

“Need to design and redevelop large blocks of the city - not piecemeal.”

“Provide incentives to developers to revitalise declining suburbs in Christchurch.”

“It is all very well having a question on new housing and urban redevelopment but with redevelopment the infrastructure must be renewed.”

“Urban renewal needs to give attention to refocusing on providing goods and services at the neighbourhood level.”

Urban renewal brought about a strong response over a wide range of matters. The majority of responses were linked to the issue of developing urban centres. Over 50 comments said more intensified development should occur especially around existing urban centres, and those areas around city malls. Nearly half of all submissions made reference to building around, and using existing infrastructure.

More than 120 comments requested creative and quality urban renewal in older suburbs. The suburbs identified were Phillipstown, Addington, Sydenham, around Hagley Park, Spreydon, Ferrymead and the eastern suburbs generally. About 40 comments suggested that renewal should be between 2 and 4 storeys, should provide for sense of community, local character, increased public open space including natural corridors, and be favourable to walking and cycling.

Four submissions discussed the need to aggregate land essential for urban development on a scale that would contribute to urban renewal programmes.



6.2.4 Urban Design

The topic of urban design accounted for 240 comments and 24 strong submissions. These ranged from:

- improving the architectural and aesthetic quality of homes and developments,
- ensuring innovative urban design,
- establishing a design panel (to advise on appropriate building styles for neighbourhoods),
- the long-term planning of open space provisions,
- protecting past domestic representative architecture (such as, Arts and Crafts and Art Deco architecture, Victorian villas and Californian bungalows),
- controlling infilling in established suburbs (such as Fendalton, Opawa, Somerfield),
- maintaining heritage value suburbs (such as Charleston and Addington), and
- improving the choice of housing type and better understanding of preferences.

6.2.5 Economy

Nearly all 22 submissions that commented on economic issues referred to either intensifying residential development around commercial centres, diversifying employment locations or providing for greater allocation of commercial zoning. All focused on creating employment near to (as in walking distance) or where people lived. The small number of comments about the economy is probably due to the urban focus of the Options document.



6.3 Open Space/Natural Environment/Community Identity/Heritage and Landscape

6.3.1 Open Space

“It is really important that we retain plenty of green space for sport and recreation.”

“By developing parks and public recreation areas, apartment living would become more desirable.”

“Your work in developing our outdoor assets (wetlands, walkways, trails) is just wonderful. Thank you.”

“The strategy needs to consider the inclusion of parks and reserves within the Greater Christchurch area. I think it is important that everybody has access to these kinds of recreation facilities.”

“More large reserves should be put aside to never be built on.”

“We must keep our green areas if our future is to be in tourism.”

“More must be done to develop, improve and maintain public spaces so that dense living can become enjoyable and not frightening.”

The above verbatim comments are an accurate reflection of the 170 comments received about open space. Most requested better quality parks and recreation spaces. Other comments referred to the need to protect the rural vistas of Christchurch and surrounding towns and many linked this to their sense of community identity, or sense of place and pride.

Open space was identified as a significant planning issue and was often discussed as an important component of the need for good urban design, particularly if there is to be greater density of urban living. Half the submissions made some reference to the relationship of open space and the natural environment and the importance of preserving the character of the area. About 20 comments made reference to increasing open space such as large parks that were not just for sports grounds.



6.3.2 Natural Environment

“Care for the environment is the number one imperative. Clean air and water are beyond dollars. Reducing waste and promoting recycling is also essential. ‘Growth’ means sustainability.”

“Development and conservation (sustainability) should go hand in hand.”

“A vibrant city centre, efficient public transport, water quality and quantity and environmental sustainability are primary objectives.”

“The natural environment must be protected and enhanced.”

“Develop plans to protect the environment. Also, educate people more in saving resources (water, power, recycling etc). Anti-pollution plans and education should start with everybody.”

“I believe that it is very important to protect resources for future generations.”

The environment was covered by a broad range of key topic areas including the association to quality of life, well-being and sustainability, energy efficiency, emissions, water quality, conservation and biodiversity.

Other key issues covered included managing waste, wastewater and stormwater and these have been discussed in 6.4.2 – Infrastructure and in 6.7 Environmental protection for water, air and noise.

Overall around 400 comments and the majority of submissions discussed environmental matters in some way. Some of the more specific comments were about improving the ecological values of our waterways and parks. The submissions focused on the need to include ecological corridors as a priority for planning as part of open space and the natural environment.

Natural environment comments often related to open space and protecting remnant /natural habitat within the city, such as established trees and gardens in residential areas but did not use the terms conservation or biodiversity and this may reflect the language of the Options document which was focused on urban growth.

About 25 comments recognised objectives relating to conservation, protection and enhancement of environmental assets at a regional level.

6.3.3 Community identity

“Need to consider the garden image identity.”

“Communities: emphasis must be put on creating ‘villages’ within the urban sprawl. This will give residents pride of place and identity. Create more character to otherwise bland horizontal sprawl.”

“A city needs a heart and an identity. If Christchurch is allowed to continue sprawling, it will lose its heart.”

“Need to consider our opportunities to get it right, and keep an inner city identity/feel, manage transport and energy needs.”

“The current urban sprawl is without local identity.”

“The character of our town (Prebbleton) has been lost to too much development.”

“I think it’s of utmost importance to reduce pollution, encourage people to cycle to work, preserve our fantastic water quality, preserve our heritage buildings and special character of our suburbs.”

Quantifying the number of comments about community identity was difficult, even though 60 comments directly referred to community identity and sense of place. Identity was also linked to development, urban design and renewal, the influence of landscape, environment and heritage. Transport planning was also seen as being of significance in developing a sense of community identity.

Respondents considered community identity intrinsically connected to heritage, natural values and landscape.



6.3.4 Heritage and Landscape/Protecting Urban and Rural Character

“Identification and retention of urban heritage buildings, sites and areas; they need protection as urban densities increase.”

“What about strategic development of the electronic and heritage centres of excellence. Must maintain the heritage for tourism purposes; this is the most important factor.”

“Protecting the special character and heritage of Christchurch should be given high priority.”

“We should try to further enhance the ‘Garden City’ image by incorporating better design and landscaping into the city plan.”

“I left Auckland 30 years ago to get away from urban sprawl and chose Christchurch 24 years ago because of its compactness and centralised nature, and climate, and proximity to rural landscapes and stunning scenery. Physical expansion takes those attributes away.”

Nearly 70 comments referred to maintaining the “garden city” image and the maintenance of heritage as being central to our sense of cultural identity. There were another 60 comments about retaining the current character of the city particularly what many saw as a unique mix of urban and rural lifestyles, such as market gardens and the Port Hills.

Almost half of all submissions referred to the importance of, and the need to, retain the character of Greater Christchurch. Many made specific comments about retaining the heritage and character of established suburbs within Christchurch and surrounding towns such as Rangiora. Twenty-five submissions and 40 comments considered insensitive infill to be an underlying problem that reduces the heritage quality of some suburbs.

Maintaining significant landscapes such as the Port Hills was referred to in over 65 of the comments, and around 30 of the submissions. Only two submissions and 6 comments discussed development as being an option on the Port Hills due to the low productivity of land there.



6.4 Community Facilities/Infrastructure and Hazards

6.4.1 Community Facilities

“To increase the density of dwelling in existing urban areas needs careful consideration of the integration of relevant community facilities and public open space.”

“More a village atmosphere with community facilities, attractive creative centres that help people meet and relate, and safe pedestrian and cycle ways.”

“When granting permits for future development provision should be made for infrastructure needs to be met before development is begun i.e. build roads, provide for transport and community facilities before building begins not the other way around.”

Most comments about community facilities referred to the need for facilities such as schools, libraries, community and recreational services to be included early in any development and be equitably spaced across the community. Five submissions and 16 comments recognised the provision of community facilities, services and infrastructure as being important to social and community well being. Another 20 comments referred to community facilities in urban centres providing community meeting places.

About 10 comments and a similar number of submissions requested that the costs for community facilities and infrastructure should be borne by developers and new residents not current ratepayers. There were also another 40 comments about the provision of community facilities such as pedestrian malls, cultural facilities and public access as being important to well-being.



6.4.2 Infrastructure

"Christchurch has the potential to be one of the world's most appealing small cities. I lived and worked in many of the major cities overseas for 20 years, and have a good frame of reference with which to compare Christchurch. Its unique positive attribute is having the best of outdoor facilities, mountain and sea, at the doorstep, as well as an efficiently designed city infrastructure. This is why I chose to live here, upon retirement from my career, despite having no former connection with the city."

"I would like to see an equivalent budget set aside for upgrading existing infrastructure. For example, stormwater, sewer, telephone and electricity undergrounding, curbing, parking buildings, more localised bus routes to/from industrial areas to surrounding suburbs and subsidised green waste recycling."

"In new subdivisions should we be able to build a huge single dwelling that entirely covers the site-then asphalt the remaining area? Surely this helps pollute the stormwater?"

"All new housing should have tanks to store stormwater which can then be used for gardens and will reduce flooding in times of high rainfall."

"While I live in Lincoln, I chose option A, not to exclude other people from enjoying living here, but because of my concern about the strain that the 3 new big developments will place on the sewage plant etc"

Commentary on infrastructure was varied but many identified the need to plan for infrastructure well before developments proceed, and that developers and councils should work better together. There were references to infrastructure planning and expenditure as being seen as a current weakness and that infrastructure should be planned now, but payment for it to occur later. There were also references to making infrastructure greener and for the need to develop land corridors (which is discussed further under transport planning).

The management of wastewater, stormwater and waste were identified by nine submissions as important for councils. About 20 comments associated the management of stormwater to the management of flooding and that the restoration of waterways, wetlands and rivers was dependent on changes to how stormwater was managed generally. Ten submissions made direct references to drainage infrastructure and the need for a more ecological approach to managing stormwater.

Other infrastructure comments centred around energy, particularly the sustainability of energy sources and that there should be a transition from reticulation to more local renewable energy supplies (30 comments) as well as energy conservation.

6.4.3 Hazards

"I hold grave concern over present, as well as, future water supplies in Christchurch city. I do not believe that the Christchurch area can maintain its present rate of growth and is increasingly at risk of civil emergencies such as drought, flood, fire and storm damage."

"I often hear about flooding issues and their impact on restricting growth. Are we ever going to be safe from a 50 or 100-year flood??? We can never estimate the force of nature."

"Beware of developing on flooding places".

Only 12 respondents referred to hazards and these were mostly about flooding and the ongoing problems associated with developing in areas prone to ponding or those on, or near, the floodplain.

Some eight comments discussed the potential risk of natural hazards, particularly earthquakes and liquefaction and land instability.



6.5 Transport

"Transport is top priority to enable the city to develop. A sustainable roading system is vital for a healthy city; economically, environmentally, and for the community."

"All future roadwork should encompass dedicated cycle ways using the Netherlands as a practical model."

"More and more traffic is increasingly clogging up the roads. Public transport needs to be improved; perhaps introducing a light rail system will help? If we wait any longer, the issue will become as bad as the traffic jams in Auckland."

"I would like to see congestion reduced by more bus services/more bike lanes/civic car-pooling scheme etc. Whatever it takes to get people out of their cars! We are destroying our environment."

Nearly 100 submissions and over 200 comments referred to the need for good transport planning. Submissions identified the need for integrating transport and land use planning and carrying out a thorough analysis of future transport options. Other areas for comment related to planning for and providing dedicated transport corridors, and the relationship between urban design and transport planning, such as urban centres aligned with transport so development occurs along transport corridors.

About 360 comments related to improving the status of alternative transport modes, particularly improving the ability to walk or cycle. Submissions referred to improving analysis, such as quantifying transport mode split by including foot and cycle trips in any modelling carried out and quantifying the true cost of car use to health.

Other suggestions were to actively discourage the use of cars, shifting car parks from the inner city to the outer suburbs so to have a car-free inner city and dedicated bus lanes thus giving priority to public transport. Many suggested providing suburban parking as part of a 'park and ride' scheme to discourage cars and make public transport more accessible and convenient.

Only one submission and two comments wanted to see a greater focus on cars as the main source of transport. All other submissions and comments were about improving public transport or altering the focus from the use of cars to make alternatives more attractive, reduce spending and speed with increases in the use of cycles and walking. Many respondents linked the opportunity for good urban design to give priority to public transport, and in particular improving the appeal and practicality of cycling or walking for residents.

6.5.1 Rail

"Seriously investigate the option of commuter rail travel from Kaiapoi, Rangiora, Rolleston and outlying suburbs into central city. Many comparable cities are including this in their transport planning."

"To improve transport issues why not look at a light rail system in conjunction with buses. Can the existing tram system be extended and used for inner city public transport and not just tourists? Is this viable?"

"There is no reference to rail transport anywhere. Why? It is the most cost effective method of moving people."

"What about introducing some type of mass rapid transport? Instead of tinkering with what has been allowed to develop, bite the bullet and introduce a modern, efficient, train system."

Half of all written submissions and 417 comments received via the feedback forms wanted the passenger rail system reinstated. Most discussed the need to update and use present rail infrastructure as a commuter service linking Rangiora, Kaiapoi, Lyttelton, Rolleston and Christchurch City. There were another 580 comments directed toward improving public transport but only 88 about improving roads. Many respondents indicated a desire for there to be a shift from road to rail generally including freight to be moved by rail. Others asked for rail to be backed up by a mix of public transport, and for making it easier to take bikes on public transport.



6.6 Housing and Energy Efficiency

“Encourage the building of smaller, more energy efficient housing with access to sunlight and good orientation.”

“I think there should be a mix of housing available in the future. I would like my children to be able to choose from these options when they are older, and above all they would need to be affordable.”

“If the objective is healthy, comfortable, affordable living, then housing quality is a key driver. Market-driven “star-rated houses” or an equivalent system when sold/rented is essential.”

Just over 200 comments were received on improving the quality of all housing stock (new and upgrading) but particularly a desire for energy efficient and environmentally sensitive homes, including solar hot water (60), insulation, rain tanks and double glazing.

Comments on housing type were directed to medium density and apartment style living. Mostly the focus was on quality housing, with 50 comments on improving the building and aesthetic quality as well as providing a range of housing styles to offer multiple choices.

Other comments centred around how developments should meet simple criteria relating to house orientation towards to the sun, to maximise the use of natural (and free) heating and light, the provision of open space and access to transport.

Comments and submissions raised the importance of the need for affordable/social housing particularly for low income, single or older people. Submissions from two building affiliated organisations pointed to successful joint ventures between government, non-profit organisations and private enterprise to provide low cost housing.



6.7 Environmental protection

“I feel the most important area that needs security are our waterways and aquifer zones. Our ability to recycle and sustain everything in our environment is very important.”

“Limiting high/moderate density urban sprawl will help to protect our aquifers in terms of maintaining recharge and reducing the risk of contamination.”

“All waterways need to be protected from urban runoff and siltation from development.”

“Are the aquifers feeding Christchurch adequate for an expansion of the city to 500,000? Is there a cut off size for that reason?”

“The preservation of our water supply is of the utmost importance.”

The quality of water and protection of the aquifer was the key issue. This is supported by 96% of respondents rating water quality and protection as either important or very important in the feedback forms.

Submissions from environmental organisations generally included requests for stronger environmental protection mechanisms to be put in place for regulating air emissions, water quality and noise.

Most environmental protection statements were very direct, with around 60 asking for improvements in air quality with only one request for no restrictions on open fires. Other statements were: protect the aquifer and water quality (47 submissions and 350 comments); and protect air quality or bring in emission controls (8 submissions and 34 comments). Some respondents referred directly to protecting waterways from agricultural runoff (12 comments), including dairying (20 comments).



7.0 Conclusions and Recommendations

Overall there was a tremendously positive response to the Greater Christchurch UDS project and Options consultation. A number of key findings have emerged from the analysis of the feedback.

The strongest of these are:

- A **more concentrated development pattern** including a focus on well defined urban centres. The community strongly preferred Option A which received 62% support followed by Option B with 22%; together they represented the choice of 84% of the 3250 plus responses received;
- **Protecting water quality** was the most important issue, no matter which Option they supported or how the message was received (meeting, submission or feedback form), 96% of people rated protecting water as important or very important, the greatest response of any issue raised; and
- The second most important issue was the desire to see participating **councils continue to work together** with 91% of people from all districts rating councils working together as important or very important.

The next most important messages received were for:

- Finding ways of **protecting farmland and/or open space**;
- **Improving the public transport system** was a high priority for 64.7% of respondents, and improving public transport was a common theme in the submissions, as was making walking and cycling safer and more appealing; and
- **Retaining the character of existing urban and rural communities** was rated as important or very important to 75% of respondents, and protecting open space was a high priority for 67% of people.

The cost for developing new infrastructure (sewerage, water supply and roads) was not as important to respondents as ensuring that water quality, open space and community character were protected and transport options improved.

The feedback from the Options consultation places greatest emphasis upon resolving the issues that matter most to people (for example, water quality, council collaboration, retaining the character of communities, protecting open space and improving transport options) rather than placing emphasis upon determining where future development (within Option A / B) is located and at what cost. This represents a major shift from the ‘business as usual’ approach to one of a more strategic planning approach with a greater focus on protecting environmental and community character values.

With this in mind, the feedback findings from the public consultation on options have been gathered into the a set of recommendations, organised into the themes of governance, built environment and natural environment.

7.1 Recommendations

Governance – the UDS will provide the way by:

1. Preparing a Community Charter using the findings from this Consultation of Options to reflect the desires and values of the community and that balances environmental, social and economic objectives;
2. Producing a visionary long-term strategy that ensures strategic planning is integrated into councils’ LTCCP processes and monitors progress at agreed milestones over the long term;
3. Developing the policy framework (regulatory and non-regulatory) for implementing the strategy;
4. Councils to continue working together on the strategy;
5. Individuals and groups in the community, organisations and government agencies participating in the development of the strategy; and
6. Initiating the development of private and public partnerships to support the delivery of strategy.

Built Environment – the UDS will enhance the sense of community integrating land use and transport planning by:

7. Developing Greater Christchurch in a more concentrated urban form (Option A) with distinct urban centres and self-sufficient rural towns (as per Option B);
8. Providing an urban form that delivers vibrant city and town centres, access to community facilities such as schools, libraries, shops and health facilities and transport as well as a strong sense of community;
9. Ensuring that existing and new infrastructure is planned in advance, well built and used efficiently and has an environmental focus;
10. Ensuring transport networks and roading infrastructure support the use of public transport, cycling and walking and promote these options to reduce future growth in traffic congestion;
11. Identifying future transport corridors and open space including investigating the possibility for developing a rail commuter system;
12. Providing distinct boundaries between urban and rural areas;
13. Maintaining and protecting the heritage values of established suburbs and rural settlements and their communities; and
14. Ensuring housing is energy-efficient, warm, well-built, is aesthetically pleasing and that adequate provision is made for affordable housing.

Natural Environment – the UDS will work towards environmental sustainability by:

15. Protecting aquifers and natural catchments as a top priority;
16. Ensuring development reinstates and enhances natural values including waterways and floodplains;
17. Minimising the loss of productive land and open space;
18. Ensuring energy and water conservation;
19. Protecting landscape values, in particular, the Port Hills and rural outlooks; and
20. Providing additional recreational opportunities in parks and natural areas.

Appendix 1

An outline of the communications and consultation process

Stage One: Awareness raising

1. Publications (print and online)

A. Issues Booklet

The *Introduction to Issues* booklet, an 8-page, A4 sized colour publication provided background information for four key issues areas: land use and housing, transport, community identity and the environment. The content also covered the process and timeline, introduced the Forum and provided details for more information (specifically an 0800 number to call and a website to visit).

Five thousand copies were printed and distributed on 7 February 2005, through Council main offices, service centres and libraries throughout the study area and sent to an existing database of organisations and individuals who had participated in previous Council planning consultations. When the supply of booklets ran low, another 5,000 were printed and distributed around the same venues and sent out on request.

B. Website

The website went online on 8 February 2005, at www.greaterchristchurch.org.nz. The content for the website was drawn from the *Introduction to Issues* booklet, and supplemented with a series of frequently asked questions and some additional information about the process.

2. Advertising and promotional materials

Posters

An A4 sized, colour poster featured the front cover of the booklet and posed the question: *Where will your 120,000 new neighbours live? In your backyard or somewhere else?* Other text stated how people could find out about the process and issues, referring to where the booklet was available, listing the 0800 number and website address. The second poster featured a cartoon image of motorists stuck in traffic busying themselves with other activities, such as reading, knitting and watering pot plants. The caption read: *Imagine what else you could do if you weren't stuck in traffic?* The body text outlined how traffic growth was increasing congestion and causing longer travelling times for motorists. Both posters were distributed to all venues where the issues booklet was available.

3. Media Releases

Media releases were used to support the release of the *Introduction to Issues* booklet. Three releases supported the release of the above booklet, which introduced the issues involved in drawing up the Greater Christchurch Urban Development Strategy. The media releases included:

- Local authorities join forces to plan long-term for Christchurch 13 Dec, 2004
- Greater Christchurch Urban Development Strategy launched 16 Feb, 2005

Plains FM was recruited to target its community language radio programmes. One of the Greater Christchurch UDS team presented both the *Introduction to Issues* booklet in a 20-minute interview in the Samoan language.

Stage Two: Options Consultation

The purpose of the second stage of the communications and consultation programme was to:

- Raise awareness of and encourage participation in the Options consultation
- Promote community meetings and public forums to encourage public debate
- Ensure that stakeholders and the wider community had access to Options consultation booklets (or online information) and feedback opportunities

To achieve these goals several communications methodologies were used:

1. Publications (print and online)

A. Options Consultation Booklet

The booklet, *So many options... which will you choose?* was a 20-page, A4 sized colour publication with:

- background information about the process
- summaries of background information for the four key issues areas: land use and housing, transport, community identity and the environment
- information about current and projected future demographics for the study area
- constraints on future development, such as the airport noise zone and proposed aquifer protection zone
- descriptions of four options for managing future growth, being Business as Usual (continue current development patterns), Option A (concentration and urban renewal in large towns), Option B (consolidation in towns and some new development) and Option C (dispersal to rural areas to create new suburbs/lifestyle block housing with little urban renewal)
- options comparisons, including strengths and weaknesses
- 10,000 feedback forms were distributed on Friday 8 April 2005 through Council main offices, service centres and libraries throughout the study area and sent to a database of organisations and individuals who had participated in previous Council planning consultations.

B. Website

The website was extensively revised and went live on Friday 8 April 2005. Revised content included:

- the *So many options...* booklet content including all the information about the four options
- district summaries for each council outlining how the options might impact upon each district
- an updated series of frequently asked questions
- an introduction to the Greater Christchurch Forum and their role creating the draft Strategy
- 5 background reports used to create the draft Strategy
- copies of all media releases about the process
- an electronic feedback form

C. The Press

A partnership was formed with The Press Newspaper prior to the commencement of the Options consultation. The Press was approached because its readership area best suited the areas this project wished to reach, particularly in North Canterbury (Waimakariri) and Selwyn. Past experience showed that The Press was keen to highlight issues that could capture the imagination of its readers in a strategic way to progress the city. The Press offered to run a weeklong series of feature articles about issues relating to growth from Saturday 9 April to Friday 15 April, coinciding with the release of the Options consultation booklet.

The Press published:

- a series of articles talking to a number of people from various backgrounds and parts of Greater Christchurch, and their experience of their city and expectations for its future – giving their views on where the city should spread to and why.
- a lot of the media releases sent by the Christchurch City Council on behalf of the UDS partners (see media releasing for more information about the content of each)
- a series of opinion pieces from different viewpoints on its Perspective Page, which sits beside the daily editorial – these varied from property developers wanting to spread the city where the market dictated, to those who sought stringent limits on any further development, other opinions fell somewhere in between these views
- a four-page full-coloured, broadsheet-sized insert entitled - *Where will the city grow?* Content for this was drawn from the *So many options...* booklet. The insert included the complete feedback form from the Options booklet. In addition to the 90,000 copies printed and inserted into copies of The Press on Monday 11 April 2005, additional copies were used in the consultation process. These were distributed to council venues and around community meetings.

D. Council Publications

City Scene, the Christchurch City Council monthly newsletter, ran a double-page spread. The 2-page, tabloid sized, colour layout included summaries of all four options and how to get more information and make a submission. This was followed up by monthly updates in the City Scene, which is distributed to around 130,000 households within Christchurch City's territorial boundaries. The July City Scene reported as its lead front-page article, that the UDS had received over 3200 responses to the options document.

The Waimakariri District Council placed a 2-page, colour feature into their local paper, The Northern Outlook. The feature outlined key issues facing Waimakariri District, summarised options A, B and C and outlined how Waimakariri residents could contribute to the process. Environment Canterbury's Living Here also ran articles on the UDS.

2. Advertising and promotional materials

A. Posters

A poster was designed to support the *So many options...* booklet. The A4 sized, colour poster featured the front cover of the options booklet and posed the question: *Where will your 120,000 new neighbours live? In your backyard or somewhere else?* Other text stated how people could find out about the process and issues, specifically by referring to where the booklet was available, and listing the 0800 number and website address for more information. The poster was distributed to all venues where the booklet was available.

Posters were also used to publicise a Mayoral Forum where the Mayors from the participating councils attended along with Environment Canterbury Chairman, Sir Kerry Burke, Transit New Zealand Chief Executive, guest speaker, Dr Joel Cayford from the Auckland Regional Council, and celebrity MC Chris Laidlaw. The event was publicised through two forms of posters plastered around billboards and bollards in the inner city.

Posters were also used to promote 12 community meetings held around the study area (6 in Christchurch and 2 each in Banks Peninsula, Selwyn and Waimakariri districts). These were all A4 sized and, on posters promoting the meetings outside Christchurch, touring Roadshow dates were also mentioned. Posters were distributed one week prior to meetings around the areas where they were being held.

B. Print Advertising

Print advertising was used to promote the dates, times and venues of all the community meetings. A total of 13, 20 cm x 3 column, black and white advertisements were placed in a range of papers including The Press (4 inserts), The Christchurch Mail (2), Northern Outlook (2), Akaroa Mail (2), North Canterbury News (1), Central Canterbury News (1) and Canterbury Times (1).

An advertisement reminding people that the consultation was to close ran in The Press two weeks before the closing date for submissions. The caption was: *Have you had your say on managing growth in Greater Christchurch?* The advertisement advised people where they could get options booklets and feedback forms.



C. Display Materials

Display materials were produced for use at community meetings and at Roadshow venues. Four large panels were designed. The four options out for consultation were summarised on two panels (2 options on each panel). The 3rd on population growth and advised people how to get booklets and feedback forms and 4th featured imagery of traffic congestion and advised people how to get booklets and feedback forms.

The population growth and traffic congestion panels were also reproduced as outdoor (weather-proof) banners, displayed on stands adjacent to venues.

D. Invite (printed and electronic)

A printed invite to the Mayoral Forum was also sent out to stakeholders and a list of interested parties. The invite was also turned into an electronic file (a pdf) and emailed to over 500 people.

An electronic invite was sent out to promote a public meeting being held with visiting transport and land use expert Professor Peter Newman, from Murdoch University in Western Australia.

E. Vehicle Signage

Honda cars generously provided a hybrid electric-petrol vehicle for use throughout the Options consultation. The vehicle had branding specifically designed and applied to it. The branding highlighted the consultation period and used imagery from the options booklet, including the slogan: Where will your 120,000 new neighbours live? The vehicle was used to transport the Roadshow display materials and was used itself as a display at all Roadshow venues and at community meetings.



3. Media Releases

Media releases were used to support the Introduction to Options booklet, as well as the Mayoral forum, which launched the options publicly, the road show venue dates where issues were taken out to the communities in the malls and common meeting places, the community meeting dates and venues, and overseas speaker. The media releases included:

- Mayoral forum to launch options for growth in Christchurch, 7 April 2005
- Options discussion booklet on growth, 8 April 2005
- Auckland councillor to set scene for Greater Chch UDS discussion, 15 April 2005
- Great Chch Urban Development Strategy Road Show begins, 21 April 2005
- Community meetings set to start on Greater Chch UDS, 26 April 2005
- Sustainability expert to speak at Greater Chch UDS public meeting, 6 May 2005
- Banks Peninsula lifestyle worth planning for in Greater Chch UDS, 13 May 2005
- Last weeks of Greater Chch Urban Development Strategy consultations, 23 May 2005
- Over 3000 respond to Greater Chch Urban Development Strategy, 20 June 2005.

Radio

Plains FM language programmes were again used to discuss the So Many Options booklet on the Samoan language programme "Samoa e le Galo" during a 20-minute interview.

Niu FM, a national Pacific Island Government-funded radio network based in Auckland, which specialises in keeping Pacific communities in touch nationally, was used to notify the Pacific communities of the strategy issues (through an on-air interview) and the community meetings throughout Christchurch.

National Radio also picked up on the Greater Christchurch UDS through media releases and rang spokesman, Banks Peninsula mayor Bob Parker, and project leader Mark Bachels, for comment.

Newstalk ZB also picked up on the media releases and ran several big stories on the issue, also using the above spokespeople, as well as Christchurch Mayor Garry Moore.

4. Special Events

During the Option Consultation period, two special events were held, the Mayoral Forum and Peter Newman lecture. The Mayoral Forum with an attendance of around 300 was held in the foyer of the Art Gallery. The Panel chaired by Chris Laidlaw of National Radio was comprised of the four Mayors, Chair of Environment Canterbury and Joel Cayford from Auckland Regional Council. Questions raised were also included in the summary. The public lecture by Professor Peter Newman was attended by around 200.

5. Roadshow

The roadshow was used to take information and issues out to people to encourage discussion and feedback.

It is not possible to identify how many of 3,250 responses were from people who learned about the UDS or received feedback forms from the roadshow. As submissions were received at a steady rate over the six weeks it would appear that some of those responses came from the roadshow.

From the perspective of manning the stand it was sometimes difficult to judge success. In a day, only a dozen or so people would stop and chat for any length of time and several had positive comments about the approach. Others commented that they appreciated that the project had come to them for feedback, instead of expecting them to come into council offices in order to participate. Most who were offered Press inserts took them away. Those who were the most enthusiastic expressed some previous knowledge of the UDS, from the press insert or an earlier interaction with the roadshow.

Trends were observed among people in different areas. Rural areas recognised the value of agricultural land and were more concerned with arterial routes into the city and section size breakdowns (lifestyle block vs. ¼ acre developments). City residents talked more about public transport, building heights and inner city heritage protection.

Driving a sign written Honda Civic Hybrid petrol/electric car sponsored by Honda, the roadshow was an indoor /outdoor mobile information stand. It used banners and the car itself to attract attention. Information booklets and Press inserts with feedback forms were distributed to passing members of the public in regional centres, shopping areas, markets and sporting areas on weekdays and weekends over a six-week period from mid-April to the end of May.



UDS ROADSHOW SCHEDULE

	Date	Venue		Date	Venue
Tue	19-Apr	Mayoral Forum, Art Gallery	Tue	10-May	City Centre
Thu	21-Apr	City Centre	Wed	11-May	Eastgate Mall
Fri	22-Apr	Hornby Mall	Thu	12-May	Kaiapoi/Rangiora
Sat	23-Apr	Hornby Mall	Sat	14-May	Eastgate Mall
Tue	26-Apr	Lyttelton/Diamond Harbour	Sun	15-May	Eastgate Mall
Wed	27-Apr	New Brighton/Diamond Harbour	Tue	17-May	Kaiapoi/Rangiora
Thu	28-Apr	Rolleston/Lincoln	Wed	18-May	The Palms
Fri	29-Apr	City Centre	Thu	19-May	Lyttelton/Diamond Harbour
Sun	1-May	Westfield Riccarton	Fri	20-May	South City Mall
Mon	2-May	Lincoln/Rolleston	Sat	21-May	The Palms
Tue	3-May	City Centre	Sun	22-May	The Palms
Wed	4-May	Sumner/Redcliffs	Wed	25-May	Northlands
Thu	5-May	Rangiora/Kaiapoi	Thu	26-May	Northlands
Fri	6-May	South City Mall	Fri	27-May	Westfield Riccarton
Sat	7-May	QE2	Sat	28-May	Westfield Riccarton
Mon	9-May	Merivale Mall	Sun	29-May	Westfield Riccarton

Appendix 2

– Summary of Key Ideas from Comments

A full record of comments can be obtained by contacting info@greaterchristchurch.org.nz

Air Quality

- Air quality is important. Introduce a clean air policy aimed at reducing smog
- Restrict pollutant fires, and making the city more attractive
- Fewer cars
- Introduce higher standards or urban renewal and new housing

Christchurch International Airport

- Protect the airport from residential development
- Permit residential development in Rolleston and Kaiapoi under the noise contours with design and title restrictions
- Move airport

City Centre Development

- Revitalise Centre City – vibrant city centre
- Provide housing for all ages in Centre City
- Develop high rise housing
- More compact city centre
- Provide a “heart” to the city
- Promote benefit of living and shopping in city centre
- Pedestrian only centre

Community Facilities and Amenities

- Provide for community facilities such as libraries, community centres, cultural centres, health and educational facilities, parks and recreational facilities in new communities and existing suburbs.

Concentrate Development/Stop Urban Sprawl

- Develop a high-density, vibrant, active city centre
- Stop / avoid urban sprawl
- Centres or village based development
- Densification/redevelopment of existing centres
- Smaller sections; more apartments
- Protect rural land
- Stop insensitive infilling of suburbs
- Protect productive agricultural soils
- Provide an urban green belt around towns and city
- Stop creation of 4 ha blocks

Councils Work Together/Leadership

- The councils must work together and partnership with developers, land owners and interest groups
- Good leadership is essential
- ECan have greater input

Development of Medium Size Towns

- Develop and expand existing townships into self-sufficient centres

- Link satellite towns with each other and the city via public transport and/or a park and ride system

Energy Efficient Design and Construction

- More compact design for energy efficiency
- Electricity cogeneration
- Building codes/bylaws that require energy saving
- Solar panels for hot water and heating (compulsory on new houses)
- Better insulation, double glazed windows
- Low energy heating options
- Orientation for maximum solar gain
- Energy rating system for houses
- Retrofit existing homes using urban renewal standards

Environmental Quality/Sustainability

- Sustainability should be the prime focus
- Protect/sustain the environment
- Build eco friendly housing
- Manage waste better

Hazards

- New subdivisions need to be designed to minimise risk from liquefaction, inundation and land instability
- Flood protection from Waimakariri
- Don't develop in ponding or coastal inundation areas
- Don't develop Port Hill valleys as increases flooding

Healthy Communities

- Create strong healthy communities for all ages, ethnicities and cultures
- Walkable, cycle-able to reduce health issues such as obesity



- Health air, soil and water
- Good urban design
- Provide housing for all ages within a communityFinancial Incentives
- Use financial incentives and other means for achieving the desired goals of the strategies
- Financial incentives to promote urban housing
- Quality solutions with real costs defined
- Incentives for energy efficiency
- Subsidies for good heating

Heritage Protection

- Protect heritage buildings, sites, and areas, and maintain Christchurch's character

Housing Style/Need/Affordability

- Provide a variety of affordable, quality-housing styles for purchase or rent
- Emphasis on apartment/high-density housing
- Better/warm/efficient/sound-proofed housing is desirable
- Improve section design
- Provide for different people and different mixes
- Encourage inner city living

Infrastructure

- Improve roading/traffic system with increased funding by adding lanes to, or developing, motorways and arterials
- Fully use/protect/repair basic infrastructure
- Who will pay for infrastructure development?
- Develop railways/public transport systems
- Limit urban sprawl/subdivisions/growth
- Build more bridges
- Infrastructure in place before development

Integrated Plan and Decision Making

- Need a vision to work towards as part of strategy
- The plan should develop long-term solutions
- The plan should be flexible and adaptable to change
- The Strategy needs to be a co-ordinated, integrated, long-term plan providing for liveable, cohesive, sustainable development and redevelopment for residential, commercial, industrial and rural areas
- Be proactive in the decision-making and implement the decisions
- Make some hard decisions for the long term and stick to them

Limited Population Growth/Immigration

- Restrict population growth/immigration

Mixed Use Developments with Integrated Transport

- Create residential villages with small shops, dairies and community services
- More intense development around focal points (New Brighton, Hornby, Belfast, Sumner, Halswell, Avonhead and Bishopdale)
- More development around hubs or transport corridors
- Don't allow for industrial development near residential
- Make sure industrial land close to roads and rail

Natural Environment/Environmental Character

- Protect the open natural landscape of the Greater Christchurch area
- Protect green rural areas and outlook
- More recycling and take waste into consideration when plan developed
- Minimise pollution
- Education on pollution
- Stop dairying from getting into groundwater
- Protect biodiversity
- Make sure development contributes to the environment

Open Space/Greenbelt

- The greenbelt must be preserved/re-established with long-term enforcement
- Improve and maintain urban parks, open spaces and recreational areas.
- Do not develop Port Hills, Lyttelton Harbour or Peninsula
- Develop inner city open space, tree plantings and communal gardens
- Preserve green space, wildlife habitats
- Surround towns with green space

Peak Oil/Energy/Climate Change

- Plan for peak oil or expensive energy
- Urban sprawl not resistant to peak oil
- Need to plan for climate change especially sea level rise

Protect Agricultural Land

- Protect high quality soil from development
- Develop on poor quality soils

Rail/Light Rail/Trams

- Investigate the development and enhancement of rail systems using existing tracks and/or new light rail in and around greater Christchurch
- Bus / rail with buses that run on rail
- Park and ride with trains

Retain Character of the Community

- Preserve urban character
- Preserve heritage buildings

- Retain “Garden City” image with trees and gardens
- Retain/develop a sense of community in suburbs, urban and rural areas

Transport/Cycling/Pedestrian/Park and Ride/Parking

- Cheap, efficient public transport should be given inner city priority and extended where necessary to cater for satellite towns and suburbs; with exchanges in key locations throughout the city
- Repair/improve/extend cycleways, cycle lanes and cycle facilities that are not adequate
- Promote the use of public transport, cycling and walking
- “Park (or cycle) and ride” systems implemented
- Financial tariffs/incentives should be used to encourage the use of public transport
- Create a car-free inner city/reduce numbers of cars on the road
- Create bus lanes that are free of cars
- Make it more difficult to use a car

UDS Process

- Thank you for the opportunity to have input and contribute to the future planning growth of the area
- Bias of information and don't like questionnaire
- Well done informative publication
- Put a “send to a friend” on website
- Wider representation on Forum
- Didn't like the four options – wanted a more sustainable option or a mixture

Urban Design

- Building design should be attractive and built to high standards that fit the existing style and character of Christchurch, while also focusing on landscaping and parks
- More apartments of good design
- Implement height restrictions
- Mixture of housing type needed

Urban Renewal

- Creative quality urban renewal in areas such as: New Brighton, Addington, Phillipstown, Sydenham, Linwood, Aranui, around Hagley Park, Inner City East, Spreydon, Waltham, St Albans, Ferrymead, Eastern suburbs, Awatea
- Urban renewal that will limit traffic and enhance public transport
- Preserve and provide for green character of community
- Protect and convert historic and character buildings in communities
- Encourage developers to carry out urban renewal

Water Quality/Conservation/Aquifer Protection

- Preserve water quality
- Protect/replenish waterways and the aquifer
- Implement regulations that provide good drainage
- Education to conserve water and charge for use
- Protect streams and environment

Appendix 3

– Summary of Statements from Submissions Options Document/Governance

The full table of statements from the written submissions is available from info@greaterchristchurch.org.nz

Leadership required and more support to strategy team
Objective to improve quality of life but approach does not move this way
Strategy should be for citizens /community and have 50-100 yr horizon
Develop in context of Sustainable Dev for NZ Action Plan, UN Environment Programs
Stakeholder group of Forum is not representative of those concerned about city future. Improve the balance.
Need permanent, appropriately funded group to strategically address long term issues.
Elected members to represent their community views
Feels city and Councils have lack of skills and good will. Want workable plan that is not contestable in court.
Growth should have no relevance to established areas of Christchurch. Let people live in anti-walking socially privatised developments if don't effect others
Stronger, more progressive stance by ECan
RMA needs to return to roots and protect environment
Core scenarios to consider how to make Christchurch sustainable
Four options not sufficiently diverse. C is an extreme option, without the other extreme. Request an option that represents our requirements under Kyoto protocol.
Forum structure has no mandate to implement recommendations. Auckland model was politically accountable.
Congratulates 5 councils and Transit working together.
Disagree with criteria used in developing options. Move towards sustainability.
Provide for more lifestyle choice and promote sustainability
Option A- could be stronger towards city densification
Successful cities have strong leadership, strict controls over design and urban rural boundaries. 1982 greenbelt excellent, bad planning decision eroded the good.
Cities that have dealt with urban growth have strong leadership and strict controls.
Create new residential community with individuality and community focus (village environments) with green environment within close community to city.
Free market decide
Consider home ownership across economic segments of community desirable
Build low and incorporating green space and community gardens
UDS crafted to generate acceptance for Option A.
Provide mandatory lines on a map that are not prosecutable

Success and ethical business need robust regulatory framework.

How will UDS facilitate control over market place? Balanced approach needed

Do not support these options, too narrow and pro-development. Propose a new option D built on cooperation of Councils and sustainability.

Forum biased towards development

Need to enshrine key policies in various planning and legislative tools.

No mention made of sustainability and lack of awareness of changing world

Strongly support boundary around City and existing rural towns, Option A in broader sense.

Energy use missing, transport is 42% energy use. Ecological footprint too high.

Make clear alignments with policies and strategies already in place, local and national

Urban renewal good option but need to secure large blocks of land.

Need more information on realities of funding and social demographics, why people choose where they live.

Want a workable plan; expensive tests in the courts should stop.

Councils work together for long term planning but also encourage regional development

Critical of form and data used, does not offer alternative views. Reissue options based on communities desires

Encourage growth of Asburton and Timaru, and support employment opportunities there

The strategy should address a wider range of influences and their characteristics eg climate change, oil, housing preference type

Full urban design study required.

Urban design, proper debate on both urban form, architecture and landscape.

Communities to decide not council, full public engagement as part of iterative process over long-term.

Strong policies and objectives in revised RPS to maintain green fence around urban area

Approach far too conservative. Option A (the ‘greenest’ option) - is this a realistic vision for 2021, never mind 2041?

Borrow from overseas experience and apply to NZ

Need private sector involvement through eg Public Private Partnerships

Do not agree with method to determine growth strategy, bias to Option A. BAU Christchurch not constrained outwards.

Consider all physical, political and environmental constraints, then those that influence growth.

Develop cohesive plan with appropriate legislation so has teeth.

Set desired principal outcomes to achieve social, econ, cultural and environment components growth strategy. Performance criteria placed against each outcome. Various LTCCP would provide guidance.

UDS needs to be given effective status as part of updated RPS for which CRC has responsibility.

Scenario testing of densities, spatial formats of land uses, transport etc. Provided a separate option.

Councils of the region should join with others (most notably Auckland) in a united approach to central government on this issue.

Introduce a special purpose trading company to undertake acquisition and development of strategic properties.

Urban development strategies identify key ecological services and design urban planning policy to protect these

Identified need for design guidelines for ‘skyline’ - identify focal point, places of interest and reference points in urban context.

Rural landowners have a say in development within their area. Not restricted in their land development.

More prescriptive outcomes with definitive decisions on specific land.

Quality of life intrinsically linked with natural world

Integrated plan that will traverse traditional council responsibilities

Assisting economic development, assisting safety and personal security, improving access and mobility, protecting and promoting public health and environmental sustainability

Lobby central government to develop policy at national level, such as car emissions.

South west area plan ahead of the UDS, need to ensure linked



Land-use and Economy

Commitment to design, social well being and environment integrated into practice.

Urban renewal focus, need to favour refurbishing exiting housing stocks while maintain existing neighbourhood characteristics.

Greenbelt protected arable land.

Build around existing amenities

Multi storey buildings in groups

Development to respect landscapes

Have mix of residential and urban commercial/light industrial. Live near work.

Inner city dev with more appropriate zonings. Allow more high-rise in city and suburbs, eg Riccarton, Sydenham, St Albans to allow for transport etc. Continue satellite towns Rangiora, Lincoln etc.

Reduce size of lifestyle blocks to 1 ha

Mixed-use urban villages with multiple interlinked service commercial centres.

Developers to cover all costs of servicing new sections.

Consolidate growth with efficient use of existing infrastructure, protect green belts and preserve existing low-density housing.

Diversify employment locations, mix housing and employment

Christchurch based on concept of urban villages.

Preferred vision 90% factor – 90% of all housing in urban renewal, PT movements, school trips by PT, foot or cycle.

Adopt similar Urban Design Panel as per Auckland.

Walkable communities with local centres and business and light industry

Encourage housing over shopping malls and greening car parks

Decisions require joined up political decision making processes. Coordinate bureaucracies

Document does not consider high density greenfield options, can achieve up to 20 lots per ha based on sustainable living, mixed uses, PT etc

Concerned that more people put in the same space will simply mean more cars, need to change way people think.

Development of village centres that are attractive and representative of population. Greater integration between commercial and residential infrastructure through local community based urban planning and design

Redevelopment more sustainable option than new development.

Reduce urban sprawl.

Christchurch is only city with 3 radio towers – health implications?

Relocate towers to hill sites

Subdivision is allowed anywhere between Rolleston and Templeton. Protect farmland

Create two real estate markets, one for foreign investors and one for locals

Concerned about loss of green space for grazing horses etc

Employment in Waimakariri help to alleviate transport congestion

Diversification of employment around existing settlement nodes

Stop food-producing soil built over - conserve Class 1 and 2 soils.

Greenbelt should have been protected. Council be brave about retaining the green belt and the rural Port Hills.

Orienteering subdivisions to maximise solar passive heating in housing.

UDS must align with and take into account the RLTS.

Future developments to occur in adjacent to transport corridors maximising existing networks

Develop along public transport corridors where everyone within 10 -15 mins walking /cycling to commercial and transport. Rolleston to Chch, Rangiora to Chch

Lifestyle blocks assessed for cost impose, greater roading, pollution, and reticulated systems. Servicing costs.

Integrated transport and land use planning. Transport hierarchy, pedestrians. Needs met first then cycling, PT freight and then cars.

Develop existing communities at Kirwee, Darfield, Sheffield and Springfield with individual character, environment and community facilities and services

Strict urban design guidelines needed.

Identify existing patterns and character of urban fabric, neighbourhoods and connections

Land subject to flooding, tsunami and liquefaction developed into parks /recreation areas.

Hazard as result of climate change

Children play on street

Clearly defined urban boundary

Recognise importance of natural landscapes, eg Port hills

Planting natives, green spaces link communities.

Estuary protected from development

Urban renewal but not infilling behind houses. Terrace living (3 stories) with access to commons linked by paths for walking or cycling. Helps meet neighbours.

Urban villages

Clear notification given to affected parties of all rezoning



Open Space/Natural Environment/Community and Heritage Values

Community identity – increase focus. Social and community well-being affected by infrastructure etc. needs more thought, impt component of sustainable city.

Reinstate green belt, maintain heritage, value natural features of city. Value and provide open space

Protect outstanding landscapes such as Port Hills, coast, Harbour basin.

Garden city image still central to city

No more draining natural wet areas

Parks and reserves plant natives to encourage birds

Protect heritage areas of city, provide heritage streets including workers cottages eg Waltham.

Preservation of local identity and character

Retain greenspace and safeguard recreational space

Protect the visual and physical access to rural Port Hills.

Protect aquatic qualities of rivers – requires integrated approach to land controls and stormwater management.

Wider riparian margins managed for their ecological values.

Sediment loading needs to be reduced.

Characteristics of Christchurch need to be preserved. Sense of place. Strategy to recognise community complexity

Biodiversity plan to underpin redevelopment and renewal

Green corridors across city, subdivisions to have open space

Maintain character of housing and amenity values of city

Green corridors to bring ecology to city. Significant planning of large native indigenous trees.

Build on Port Hills instead of valuable agricultural land.

Don't plant natives on river banks

Enhance remnant native plains vegetation beyond airport.

No more natural areas made available to developers.

Protect iconic landscapes and special places

Retain and extend green space. Community gardens

Schools contribute to open space and cultural experiences

Protect natural landscapes and vistas

Protect heritage buildings

Protection, restoration and enhancement of existing ecosystems and biodiversity. Full range of habitats

Establish sufficiently large areas of indigenous vegetation

Streams and river margins managed for ecological values

Celebrate cultural diversity

People recognise Maori ties to land and language.

Rolleston, Lincoln to have own Hagley Park.

Parks for dogs without leads.

Important to protect trees and green space

Develop recreational/green spaces eg rooftop gardens

Community Facilities/Other Infrastructure/Hazards and Waste

Improve water /waste design systems for reuse at household, industry levels.

New developments require community facilities early to help develop community spirit

Alternative energy systems

Water supplies, sewage, transport, communications locally managed.

Transition to local renewable energy supplies

Need to plan for the total water cycle.

Current stormwater discharges unsustainable. Onsite retention and treatment needed.

Reduce stormwater peak flows and sediment loads.

Pre-treatment of stormwater before entering natural waterways

Water, rubbish disposal and sewage locked together.

Better planning for telecommunications infrastructure, focus on broadband

Developers should pay of extra infrastructure required. Not the ratepayers.

Protect significant infrastructure and surrounding industrial and business

Improve facilities to retain older people - support dev of a "retirement village"

Airport – opposition to dev under 55 dba unrealistic.

Floodplain maps upgraded

Ocean disposal of sewage wasteful. Use as recourse.

Dual water system, drinking water and secondary system for irrigation and industrial use eg use stormwater.

Underground wiring



Street gardens and parks properly managed

Communities facilities should be considered in initial planning stage of new developments

Infrastructure planning and expenditure is a weakness. Well planned now to pay later

Everyone has access to libraries, community centres, swimming pools

Spacing of these facilities needs careful planning.

CCC should control the growth of new areas not the developers.

Infrastructural buildings that use new technologies when upgrading waste and energy infrastructure.

No waste to coast in 10 years

New developments to have services, shops but not malls.

No more malls, strip shopping is more diverse

Remove banks etc at ground level on public spaces - bleak

Waste and recycling infrastructure improved especially plastics

Recreational space accessible

Wide range of facilities for all people

Access from amenities by walking

Treat wastewater better

Reduce waste from homes

Identification of high voltage transmission lines on growth strategy maps or plans.

Pre-school, primary and tertiary education etc provide social and practical skills for health recourses constrained communities

Promote cultural facilities

Use cultural facilities as urban identity elements

Effect change in recreation patterns

More individual sports

New subdivisions should fully fund infrastructure upgrades including all downstream effects.

New recreational areas

Move communication towers, and power lines away from houses

Another bridge across the Waimakariri

Good infrastructure plans required, water sewerage



Transport

Use former network routes and nodes that still exist

Transport planning be socially responsible for the long term

Reinstate rail to main towns and commuter /recreational use. Make walking easy

Transport nodes of Rolleston, Rangiora used better, Christchurch to Lincoln train service

Transport improved, make Papanui Rd one way with parallel road the other. Subway linking suburbs

Light rail connections throughout region

Bus lanes needed, clear existing streets to get better use.

Develop light rail to support bus PT system

Produce scenarios where cost of private vehicle transport prohibitive for most people to stimulate shift to public transport

Cost shift of road to rail

Support walking cycling, public transport and dedicated cycle paths

Do not accept UDS traffic projections of 40-50% growth by 2021. Peak oil not within calculations and subsequent behavioural changes. Cyclists and pedestrians will have no change in travel times. PT on dedicated corridors also unaffected. Establish model on city where people can walk and cycle.

Request mode split is quantified for all trips.

Should spend nothing from public on reducing congestion.

Identify key rail and green corridors.

Option A – need expand transport options to Ashburton, Amberley, Timaru and Darfield

Integrate transport and land use planning.

Energy efficient modes and stricter emission controls

Dedicated public transport corridors, rail returned on existing lines

Freight moved by rail

Take car out of transport planning, urban planning and governance

Thorough analysis of future transport options needed, including using current and new rail corridors

Improve transport system, better PT. Provide large parking areas outside of city centre linking with bus.

No more road capacity.

Annually continually reduce parking spaces by 5%

More bikes, light rail shared commutes and park and bike

Frequency and speed of PT important, ensure less time than by car

Start planning with premise car not primary transport means

Introduce bus lanes, increase cycle and scooter lanes

Make cycling easier and safer

Park and rides, trains to carry bikes, shuttles meet trains

No 4 lane motorways they fill up

Take up transport corridor options when available.

Use rail network, get one section running before tackling others

Extend two motorways, include rail link on northern motorway

Cycles – city of cycles again

Strategic development options that use energy efficient public transport and urban land use patterns to reduce need to travel

Modernise PT, development around rail network.

Full use of design, route selection, barriers and materials when planning and constructing transport to reduce noise along corridors

Use rail corridors for rain and cyclists and pedestrians

Focus on efficient public transport network, so faster than using car. Affordable.

Improve PT (rail) between Kaiapoi, Rangiora and Rolleston.

PT between activity points, malls and city centre

Dedicated PT corridors

Not be any restrictions on access to roads by rural property owners who have property along them.

Not be any restrictions on access to roads by rural property owners who have property along them

Public transport classy and efficient. Plan bus shelters with crime prevention in mind.

Efficient and convenient transport

Urban planning to encourage walking cycling and PT use

Road up Halswell Valley, high tunnel under Air NZ radar emerging at Living Springs.

Standard bus system covering more outlying areas with rail in concentrated areas

Utilise light rail, trams, and provide free orbiter like the shuttle. Get malls to pay for this

Reduce traffic throughout city especially within 4 avenues, free buses

Fast frequent and low environmental impact public transport required. Dual track elective light rail to connect Kaiapoi, Rangiora, Rolleston and Lincoln. Do staged development as much as can afford.

Suburban bus exchange at malls, limit car parking

Strategically set aside corridors exclusively to alternate transport means, trams buses, cycles, pedestrians.

Need to interrelate modes of travel, road, rail and PT

Traffic solutions that temporarily suit the commuters from the north that compromise the quality of life of "inner suburb" residents.



Housing and Energy Efficiency

Sunlight equitably through design. No shading, frost pockets

Rain tanks for garden, toilet use rainwater

Solar hot water and lighting

Subsidies for solar installation

Energy efficient housing, include commercial buildings. Orientate sections for maximum solar efficiency.

All new houses meet energy requirements, heating cooling, solar water and double glazing and thermal mass

Make rules in district plans to allow houses to be more affordable without impeding on quality of life

Collect rain water off roofs

More state houses and council flats with reasonable rents.

3 storey apartments with outdoor amenity

Double glazing, solar energy and insulation compulsory for all new buildings

New developments take into account effect on light of neighbours etc

Three storey medium density for CBD. Encourage people to live in more compact areas.

All new housing higher mandatory energy standards for energy consumption and efficiency

Improved noise reduction regulations for housing stock

Quality housing stock with shared space for recreation

Mix of socio-economic housing.

High quality designed housing, energy efficient, good light with public green spaces.

Low fences around housing

Provide low cost housing for single, low income or older people.

Protect existing housing

Encourage innovative housing

Improved affordability

Social housing

Develop housing character reflecting Christchurch

Improve energy standards

Recognition of energy availability and reduction demand to live within a sustainable energy supply.

Self contained eco-neighbourhoods

Mandatory – thermal efficiency of housing,. double glazing

Passive solar buildings

Solar hot water, photovoltaic.

Is power consumption going to rise? What will be benefit of replacing old housing with modern insulated housing?

Building standards -noise control

Housing tiered out from the centre; more higher density energy efficient well designed town houses. Up to 3-storey level tapering to single levels at outer boundaries. Car parking beneath to provide more green areas.

Restrict housing to distance below the skyline.

Socially mixed housing alongside services and leisure activities

Upgrade older homes to be energy efficient, solar heating, filtered stormwater

Many flats, apartments and townhouses crowded, ugly and dysfunctional.

Quality housing, well maintained, safe and accessible streets

Improve function and aesthetics of housing

Reduce size of housing,

Quality building, energy efficient solar heating, appearance

Affordable inner city housing, social housing, public-private partnerships, housing

Replace older housing with good quality well insulated houses, double glazed. Lobby Government to make national standard.

Grant to convert houses to solar. Low emission fuel and double glazing

Mix of housing to create neighbourhoods

High medium density housing in city centre.

Med density and mixed use around activity centres

Variety of housing/ lifestyles to offer choices

Option A housing, infilling with 3 storey apartments.

Retrofitting – energy efficiency

Better services for resource management, redesign products

Training for building industry

Stricter building codes

Quality housing

In-fill housing high quality with 3 storey limit

Higher density residential to offset malls

Environmental Regulation

Differentiate between pollution density and total pollution

Protect drinking water

Protect soils

Protect aquifer recharge area.

Produce scenarios show drawdown on ground-water leading to charging for volumes above free threshold.

Encourage roof run-off for irrigation, washing vehicles

Mechanisms to put value on water, high value and identify different qualities for different uses.

New developments use stone dry soils of west not east

Vehicle emissions reduced

Alternative means of disposing stormwater and sewage

Meter water use

Surface waters preserved especially Heathcote and Avon.

Fertile soils preserved

Seek alternative water sources eg Waimakariri

Safeguard productive soils from housing developments.

All homes have rainwater tanks and encourage low water demand gardens

Air quality an issue

Wish to see electromagnetic mapping as part of UDS including cell phone towers etc

No man made activities over the aquifers

Make beaches safe to swim

Smoke free nights.

Total water cycle principles applied

Smog worse than 50 years ago

Minimise use of Class 1 and 2 soils

Water conservation

Stop wasting aquifer water on irrigation and industrial

Stormwater collected for both.

How can you ask us to play our part in preserving water when airport (subsidiary company CCC) does not have appropriate process for disposal of toxic ground water

Water clean and no additives

Clean air – unpolluted, if prohibit fires provide affordable alternative.

Stop farmers burning stubble etc.

Cars tested, emission controls

Put value on water and identify different qualities of water or different uses.

Maintain areas of health soil and capacity to produce food.

Maintain biodiversity of food

Meter water supply

Education about water and waste

