North West Review Area
Consultation report:

Process and feedback summary

September 2011

Christchurch City Council seeks your views as part of a study to investigate sustainable land use and the development potential of Christchurch’s north-west urban fringe.

The study will support the Council’s future planning for the area.

Information session:
Wednesday 13 July 2011, Harewood Community Hall, 709 Harewood Road, between 12:30pm and 3:30pm

More information:
www.ccc.govt.nz/HaveYourSay
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Executive Summary

This report outlines the consultation process and summarises the feedback received on the North West Review Area (NWRA). This report is a non-statutory document, and provides Council with guidance on how the public wishes the land to be developed and managed in the medium to long-term.

The North West Review Area planning study was identified as of importance within the Commissioners’ decision on the Proposed Plan Change 1 to the Regional Policy Statement, in regards to the medium to long-term sustainable management of the natural and physical resources of the City by reviewing appropriate future land use activities for the North West area.

The physical scope of the area to be addressed in the Review is limited to the North West of Christchurch, being the land area lying between Christchurch International Airport and the built-up urban area. There are a range of possible futures for this land area, but the presence of the airport constrains conventional residential development. As such, Christchurch City Council has been tasked to provide more certainty to landowners by undertaking a consultative planning exercise to determine the medium to long-term sustainable future for the area.

Due to the earthquake on 22 February 2011, the original drop-in session date of 22 February 2011 was postponed and close of submissions on 28 February 2011 was extended. The new drop-in session was held on 13 July 2011 and close of submissions was extended to 5 August 2011. This allowed for stakeholders to have adequate time for feedback.

Ninety-three (93) submission forms and letters were received within the submission period, and key themes from those submissions were identified and analysed. Notes from the drop-in session held on 13 July 2011, and from meetings and phone calls regarding the North West Review Area, were included in the feedback analysis.

Overall, submissions were supportive of development in the North West Area. The main concerns raised in submissions related to retaining the existing rural character, but allowing for development to occur, whilst acknowledging the constraints of the airport noise contour line and the protection of the City’s aquifers. Below is a summary of feedback received under the four themes:

Retain

The large majority of submitters who made comments about things they wished to retain over the next 30 years felt very strongly about the need to protect and enhance the rural character and amenity of the area. The common element expressed by submitters related to the sense of openness and spaciousness, and the country feel of the area that they enjoyed.

Linked into these values was the desire to retain landscape character, with appreciation of landscape and vegetation in this area which provides for a sense of rural life and encourages native bird life. This was further supported by the desire to retain the concept of a ‘green belt’ to provide a buffer between rural/urban and residential/airport. The use of landscaping along transport corridors and also within private properties to highlight context-setting and place-making was also seen as a way to promote tourism and enhance the tourist experience in Christchurch.

Another aspect was the good access and recreational use of the surrounding open green space and recreation facilities, such as Nunweek Park, The Gryones, Styx River and various reserves and parks, which is seen as an asset to the North West.

Change

Submissions on aspects people would like to change over the next 30 years were generally supportive of an increase in development of the North West area. Many submitters tended to focus on change that would address the immediate earthquake related effects, such as the change in traffic movement patterns and flows, land to be rezoned to provide for business needs while the CBD was unable to be used, and for the visitor entry to Christchurch at the Memorial Avenue/Russley Road intersection to be improved and further enhanced.

Many stakeholders acknowledged that the airport noise contour line was a large constraint to change for them in the North West Area.
It was felt that the airport noise contour line restricted landowners ability to further development their land for residential land use activities, and submissions sought to have this reduced to international standards of 55dBA.

Rezoning of land was also a strong theme which emerged from submitters. Submitters used the earthquakes as the primary driver for zone changes they sought, claiming that the land in this area is stable and that demand for commercial and business land meant that Council should look at rezoning immediately. However most seem to desire their land to be rezoned for financial gain, as oppose to the future sustainable use of land in the North West for the next 30 years.

**Development and location**

The large majority of stakeholders indicated a strong preference for a mixture of business development and residential development within the North West Review Area.

With regards to business development, submitters were clearly practical in their preferred location, with the majority suggesting this type of development would best be suited either along side or an extension of existing business/commercial zoning, such as along Wairakei Road (or within the area bounded by Wairakei, Stanleys and Russley Roads), or to compliment the existing developments on the Airport land near Russley and Johns Road.

With regards to residential development, submitters views on this were wide and varied. It was noted that the 50 – 55dBA line restricted residential development, however many saw that if this was reduced to 55dBA, some residential development could occur.

There was a strong feeling of submitters who wanted to reduce the minimum net area of a site for a residential unit, however very little consensus on what this size of lots would be. Several of the submitters offered a solution to the issue of site sizes by providing for a variety of residential use, such as:

- Large rural-residential allotments between 6,000m2 (1/2 ha) and 10,000m2 (1ha)
- Smaller rural-residential allotments between 3,000m2 and 6,000m2.

There were various submitters who clearly wanted more intensive residential or commercial development on their own land, due to their own personal circumstances and financial reasons, and this was evident in the desired type and location of development.

Clearly the earthquakes had a significant influence on the feedback received on the questions relating to development and location, as oppose to the future medium to long-term sustainable development of this area (i.e. the next 30 years). Had there had been no earthquakes, the desires of development and location raised in the submissions may have been different.

**Matters outside of the NWRA**

Despite the information pamphlet provided to the public, which outlined the scope of the study area and constraints, many submitters raised concerns outside of the study area or aspects that are unable to be addressed with in this planning study. These included issues relating to the Airport land development, NZTA’s RoNS Western Corridor and development of Belfast and Hornby.

This consultation report will assist with the issues and options analysis for the final Report on the North West Review Area. The final Report will be presented to the Council for approval and adoption.
Introduction

This document outlines the consultation process and summarises the feedback received on the North West Review Area (NWRA).

The purpose of the Review is to provide guidance to Council on the medium and long-term sustainable future of the north-west urban fringe of the City. The Review will provide strategic direction for the Council for how the North West area of Christchurch is to be developed and managed in the future.

This project was first identified as an output of the Canterbury Regional Council (ECan) Commissioners’ decision on Plan Change 1 (PC1) to the Regional Policy Statement (RPS), which stated;

“Policy 12: Special Treatment Area
Specific analysis and planning shall be undertaken to achieve the sustainable management of natural and physical resources of the following areas and to meet the stated expectations:

(a) In Northwest Christchurch (STA1) to determine the medium and long-term sustainable future of the area affected by airport noise”

The decision goes further to outline the method of achieving Policy 12, namely;

“Method 12.1 Christchurch City Council shall undertake specific planning investigations in relation to the three Special Treatment Areas by 2012 in conjunction with landowners within the area and other stakeholders”

Method 12.3 to Policy 12 further suggests that;

“Christchurch City Council shall include appropriate zoning and/or other provisions with the district plan as a result of Method 12.1”

The paramount objective of the Review is to satisfy the above Policy and Methods, with the underpinning imperative of promoting the sustainable management of the natural and physical resources of the City by reviewing appropriate future land use activities for the North West.

The physical scope of the area to be addressed in the Review is limited to the North West of Christchurch, being the land area lying between Christchurch International Airport and the built-up urban area. There are a range of possible futures for this land area, but the presence of the airport constrains conventional residential development. As such, Christchurch City Council has been tasked to provide more certainty to landowners by undertaking a consultative long-term planning exercise to determine the long-term sustainable future for the area.

Map 1 – Map of Christchurch City showing location of the North West Review Area
Map 2 – Map showing physical boundary of the North West Review Area

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Outline of this report

This report explains the process, objectives and methods used by the Council to consult with the community on the North West Review Area, and is divided into two parts:

- **Part I** outlines the process, objectives and methods of consultation.
- **Part II** provides the methodology for analysing the consultation feedback and a 'snapshot' of the higher frequency feedback received.

<table>
<thead>
<tr>
<th>PREPARATION OF ‘The North West Area Review’</th>
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<tbody>
<tr>
<td>• Existing information relevant to the North West Area collected and summarised:</td>
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<tr>
<td>- Resource Evaluation: Capabilities and Capacity</td>
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<td>- Environmental Values</td>
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<td>- Infrastructure</td>
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<td>- Amenity</td>
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<td>- Cultural Values</td>
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<td>- Non-statutory documents: Area Plans, Strategies</td>
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<td>- Planning History: Consents, Plan Changes, Environment Court decisions</td>
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<td>- LTCCP</td>
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<td>- NZTA RoNS – Western Corridor</td>
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<th>GATHER ADDITIONAL INFORMATION</th>
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<td>• Staff engaged to help fill key information gaps</td>
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<tr>
<th>CONSULTATION WITH COMMUNITY</th>
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<tr>
<td>• Presentation to Community Board(s)</td>
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<tr>
<td>• Information Pamphlet provided to landowners and key stakeholders for input – 4&lt;sup&gt;th&lt;/sup&gt; July 2011</td>
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<tr>
<td>• Drop In session for Community clarification – 13&lt;sup&gt;th&lt;/sup&gt; July 2011</td>
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<td>• Submission period closed 5&lt;sup&gt;th&lt;/sup&gt; August 2011</td>
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<th>IDENTIFY AND EVALUATE OPTIONS</th>
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<tr>
<td>• Identify criteria for assessment framework</td>
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<td>• Develop options</td>
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<td>• Evaluate options against an assessment framework to identify preferred options</td>
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<tr>
<th>PREPARE FINAL REPORT</th>
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<tr>
<td>a) Approval of Final Report by Full Council</td>
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Part I: Consultation Process

Consultation objectives

The primary aim of the consultation was to seek feedback on the North West Review Area. Community and local knowledge was sought in order to provide for community input for the future planning of the North West area.

The objectives of this consultation were:

- To inform the community and other stakeholders about the North West Review Area, and;
- To enable the community to be involved in clarifying and providing input into the issues and options for the North West Review area

The consultation feedback will been used to inform the preparation of the final Report on the North West Review Area, from which the Council will then identify the preferred options for sustainable management of this area.

Who was consulted?

The Council were interested in the views of the following people and organisations that have a stake in the issues facing the North West (‘the stakeholders’):

- Landowners and/or residents within the North West Review Area,
- Community organisations, including:
  - business organisations
  - community and residents groups, and
  - health, welfare, sport and education groups.
- Local and central government bodies (including New Zealand Historic Places Trust).
- Tangata Whenua (via Mahaanui Kurataiao Limited (MKT)).
- Any other people or organisations who consider themselves to be stakeholders.

Photo 1 – Drop-in session with community
**Stakeholder contact list**
A core stakeholder list of approximately 680 residents and landowners, and community, business and government organisations was available from previous consultation and communication exercises.

**How were the stakeholders consulted?**

**Introduction letters and Information pamphlets**
Approximately 570 introduction letters and information pamphlets were sent to landowners within the North West Review Area. In addition, 60 community organisations and government organisations were also mailed an introduction letter and information pamphlet, with government bodies also receiving a copy.

The introduction letter and pamphlet outlined the consultation process, including:

- how feedback on the NWRA could be made, and
- where and when the NWRA drop-in sessions were being held.

A copy of the letter and the information pamphlet are attached as Appendix 1 and 2 respectively.

**The North West Review Area Information Pamphlet**
The North West Review Area was the focus for the consultation. Copies of the information pamphlet were made available through the Christchurch City Council Offices, the Libraries and the Service Centres.

**Submission forms**
The primary means of obtaining feedback on the future of the North West was through a submission form. The form was included within the Information Pamphlet and was also made available to download on the Council’s ‘Have Your Say’ website.

A copy of the submission form is attached as Appendix 3.

**Media and advertising**
Information on the Plan and consultation opportunities were promoted through press releases in The Press. Information pamphlets and submission formed were provided at all Council service centres and libraries, which also contained information relating to the drop-in session and closing date of submissions.

Due to the earthquake on 22 February 2011, the original drop-in session date of 22 February 2011 was postponed and close of submissions on 28 February 2011 was extended. The new drop-in session was held on 13 July 2011 and close of submissions was extended to 5 August 2011. This allowed for stakeholders to have adequate time for feedback.

**Inquiries**
A total of 12 inquiries were received, with 7 of these via email and 5 via phone calls. Most of these were requests to clarify the boundary area of review and to check the status of the review given the earthquakes. All inquiries were answered either via email or phone call.
Drop-in Session

One drop-in session was held on 13 July 2011 at the Harewood Community Hall. This was scheduled at 12.30pm – 3.30pm.

The main Hall was used, and the aspects of the Review were displayed around the room: location, issues/constraints, previous and current projects in the area, landscape and rural character, priorities/importance of features and preferred activities/development.

Each display area mirrored the information in the Review Information Pamphlet, posed questions to generate discussion and also allowed participants to write their thoughts on issues via preference for options using ‘coloured’ sticky dots and a graffiti wall activity.

People who were not able to attend the open day or did not have time to complete the ‘sticky dot’ exercise had the opportunity to identify their preferred options, especially in relation to things they wished to change, by way of submission.

Council staff were on hand to clarify any issues and to answer any questions about the Review. Copies of maps, Information Pamphlet, Submission forms and previous strategic planning documents were also made available on the day.

In addition, the New Zealand Transport Agency (NZTA) was also invited to attend and were provided a display board. NZTA staff attended and assisted with answering specific questions to attendees on the Roads of National Significance (RoNS) project, in particular the Western Corridor development along Johns and Russley Roads.

A total of 54 people attended the drop-in session over the 3 hour period.

Photos above – Drop-in session with community
**Website**

The ‘Have Your Say’ website page provided up-to-date information on the consultation process and offered an online option for posting submissions.


![Figure 1 – CCC Website, Have Your Say](image-url)

**Meetings**

There were meetings held with stakeholders who requested, such as New Zealand Transport Agency (NZTA), Christchurch International Airport Limited (CIAL) and Tait Electronics. These stakeholders either are landholders within the Review area, or wished to clarify issues pertaining to the future directions of existing projects they were undertaking in relation to this area.
Submissions

*What was the response rate?*
A total of 54 individuals attended the drop-in sessions and took part in the ‘sticky dot’ exercise. Ninety three (93) submission forms and letters were received within the submission period, however of these 5 were anonymous with no details provided and 6 were from submitters who had already submitted previously (i.e. double up).

A total of 159 individuals, couples and organisations were involved in the consultation process by either:
- attending the drop-in sessions;
- sending in feedback;
- requesting information about the Review;
- directly contacting project staff regarding the Review; or
- requesting to be updated as the project progressed.

*Submissions*
Altogether, submission forms, on-line forms, and letters were received within the submission period. In addition, notes from phone calls made by individuals and organisations regarding specific issues for the North West Review have been collected.

<table>
<thead>
<tr>
<th>Communication method</th>
<th>Number of responses</th>
</tr>
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<tbody>
<tr>
<td>Feedback form</td>
<td>64</td>
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<tr>
<td>Letter</td>
<td>9</td>
</tr>
<tr>
<td>On-line form</td>
<td>14</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>87</td>
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<table>
<thead>
<tr>
<th>Stakeholder type</th>
<th>Number of responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Individuals or couples</td>
<td>69</td>
</tr>
<tr>
<td>Organisations</td>
<td>5</td>
</tr>
<tr>
<td>Corporations</td>
<td>8</td>
</tr>
<tr>
<td>Anonymous</td>
<td>5</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>87</td>
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Groups represented from feedback:

<table>
<thead>
<tr>
<th>Group type (can be multiple)</th>
<th>Number of responses</th>
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<tbody>
<tr>
<td>Resident in area</td>
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<tr>
<td>Not a resident in area</td>
<td>5</td>
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<tr>
<td>Work or own Business in area</td>
<td>15</td>
</tr>
<tr>
<td>Member of Community Group based in area</td>
<td>14</td>
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<tr>
<td>Other</td>
<td>6</td>
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Postal addresses from feedback:

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<th>Mailing address</th>
<th>Number of responses</th>
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<tr>
<td>Harewood</td>
<td>46</td>
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<tr>
<td>Avonhead</td>
<td>8</td>
</tr>
<tr>
<td>Christchurch City - other</td>
<td>25</td>
</tr>
<tr>
<td>Outside Christchurch City</td>
<td>3</td>
</tr>
<tr>
<td>Unknown</td>
<td>5</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>87</td>
</tr>
</tbody>
</table>

In addition to the forms of feedback discussed above, notes from the drop-in session were collected and the issues raised have been incorporated into the analysis of consultation feedback.
Feedback sought
There were three main points of questioning in the Review that were used to seek feedback from the public.

These questions included asking what people would like to see retained or changed in the North-West Review area over the next 30 years and what level of development should take place and where should it be located.

Different questions for the public were posed within the Information Pamphlet in order to encourage people to think more carefully about the future of the area and provide a considered response (e.g. values, development, connections, communities, vision and opportunities).

A range of open-ended questions were put forward to generate a wider response and encourage feedback, (e.g. any other comments) and other types of questions were asked to provide specific direction, (e.g. two things to retain). In other cases, the public was asked to consider a range of solutions or options (e.g. type of development). The submission form is attached as Appendix 3.

At the drop-in sessions, prompting questions related to those questions posed in the submission form were used to generate interest. An interactive element of the drop-in sessions, via the use of ‘sticky’ dots to show preference and a ‘graffiti’ response wall, allowed participants to see what others had thought of and provided a point of discussion between participants and Council staff.

All feedback received from submissions, notes from phone calls, and at the drop-in sessions were entered into a database for further analysis.

The range of submissions from landowners, community groups and businesses was wider than anticipated, and some submissions received were outside the scope of the Plan (i.e. relating to land outside of the area or on other projects such as NZTA’s Western Corridor and activities by CIAL).

How will the feedback be used?

The information received through the consultation process will be used to inform the Council of the stakeholders’ visions and possible options for the medium and long-term sustainable management and development of this area.

All feedback received through the submission process will be used to guide the direction of the Council’s issues and options analysis which will form the final report on the North West Review Area.

Following adoption of the final report on the Review, a suite of actions may be incorporated into an Implementation Plan. These may include a range of operational changes, City Plan changes, and potentially new capital projects. The funding, timing and scope of these will be determined by the Council through its Long-Term Plan (LTP) process, taking into account other budget priorities or synergies.
Part II: Analysis of feedback

This part of the report looks at the consultation outcomes and is divided into two parts:

(a) how the feedback was analysed; and
(b) a summary of the feedback.

How was the feedback analysed?
Following the format of the Review and the submission forms received, feedback was divided into one of the following issue headings:

- Retain
- Change
- Development and location
- Matters outside of the review area

Where feedback was placed by the submitter under one of the issue headings above, but is relevant to one or more other issue areas, this was taken into account within the relevant issue area it is related to. In some instances, Council staff such as Transport Planners were consulted in order to consider responses to specific issues.

Retain Feedback

The values that landowners and stakeholders place on the North West Area of Christchurch have been incorporated by asking what they would like to see retained over the next 30 years.

This provides Council with some guidance on aspects that may need protecting or enhancing in the future.

Retain – Key Themes

Some of the key themes of value to the North West Area that were raised by members of the public are summarised below, and are listed in the order of submitters’ emphasis, which support the retention of:

- Rural character and amenity (i.e. openness and spaciousness).
- Open space and recreation opportunities (i.e. parks and reserves).
- Green belt protection to act as buffer between urban and airport, and also to provide excellent visitor/tourist experience.
- Existing permitted land use activities in this area, with a focus on encouraging horticultural and agricultural uses.
- Restrictions that encourage airport operations (i.e. airport noise contour lines).
- Waterway setbacks and planting on the margins (i.e. encourage bird life and aesthetically pleasing to cycle/walk through, especially around Styx River).
- Transport linkages and connections to the City (i.e. access to City is simple and easy)
- Memorial Ave as a gateway to the City which enhances visitor experience.
- Existing minimum allotment sizes (i.e. 10 acre/4ha blocks)
- High levels of flora/vegetation/landscaping (relates strongly to rural character and amenity).
- Protection of the City’s aquifers.
- Historic and heritage items, in particular within the Harewood area (i.e. St. James Church, Harewood Community Hall and School etc).
Retain - Summary of feedback:
The large majority of submitters who made comments about things they wished to retain over the next 30 years felt very strongly about the need to protect and enhance the rural character and amenity of the area. The common element related to a sense of openness and spaciousness, and the country feel of the area that they enjoyed.

Linked into these values was the desire to retain landscape character, with appreciation of landscape and vegetation in this area which provides for a sense of rural life and encourages native bird life. This was further supported by the desire to retain the concept of a ‘green belt’ to provide a buffer between rural/urban and residential/airport. The use of landscaping to highlight context-setting and place-making was also seen as a way to promote tourism in Christchurch.

Another aspect was the access and use of the surrounding open green space and recreation facilities, such as Nunweek Park, The Gryones, Styx River and various reserves and parks.

Specific comments received on things to retain:

“The ‘Green Belt’ rural zoning encourage the good use of productive and diverse soils, protects the groundwater and constrains the expansion of the urban activities.”

“The green feeling. It is important that section size be large – allowing people to garden and plant trees”.

“Until recently I lived for 40 years on the land in Harewood and can not stress more strongly the importance of using such valuable fertile soil for cultivation. It is unique in the Christchurch area and should be used wisely”.

“Russley Golf Course as it’s a wonderful green amenity for the area even if you not a golfer”.

“Where open ground exists encouragement to use that ground for horticulture and not just wait and hope to subdivide”.

“Retain and protect market gardens and orchards for future generations. Regard fertile soils as sacrosanct. World wide fertile land is being lost to building and development and now a shortage exists.”
Change Feedback

The desires of how the public see the area within the North West Review to be used in the future have been expressed through their response to the question on what things they wished to see changed over the next 30 years.

This provides Council with some guidance on aspects that the public wish to see progressed that would enable the sustainable use of the land, and that would meet the needs for future generations.

Change - Key Themes

Some of the key themes of the North West Area that were raised by members of the public are summarised below and are listed in the order of submitters’ emphasis, which support the changing of:

- Airport noise contour line to be reduced in line with international standards of 55dBA.
- Traffic speeds on roads to be reduced, and the flow of traffic to be improved.
- Landscaping requirements to be increased to have more planting, and for more planting of public space, such as at the Memorial Ave/Russley Road entry to City.
- Reduce the minimum lot size to allow for more development.
- Zoning to allow for more business zones.
- Roads to be improved with more footpaths, cycle lanes and for private access to SH1 to be reviewed.
- Zoning to allow for more residential zones.
- Use of land to promote small scale boutique horticulture uses.
- Parks and reserves to have more of them, and to have better facilities.
- Parking at Nunweek Park to cater for demand
- Infrastructure capacity to allow for landowners to connect to water and waste water.
- Zoning for specific sites
- Site coverage to be increase to allow for bigger houses on sites

Change – Summary of feedback:

Many stakeholders acknowledged that the airport noise contour line was a large constraint to change for them in the North West Area. It was felt that the airport noise contour line restricted landowners ability to further development their land for residential land use activities, and sought to have this reduced to international standards of 55dBA.

Transport and traffic in general was seen as topic that needed to be reviewed. Many submitters felt that road speeds should be reduced on roads which are more rural in character, and that the flow of traffic was high on these roads. It is unsure if transport concerns are as a result of a change in traffic movement patterns, due to effects of the earthquakes, or that if these concerns are tidal and temporary in effect, as oppose to concerns on the ability of roads to meet capacity for the next 30 years. Nonetheless, there was support to increase pedestrian and cycle safety through provision for footpaths and cycle lanes.

There was support for the Memorial Avenue/Russley Road entry to the City to be changed to be in keeping with the prominence and gateway aspects this area provides for tourists entering Christchurch, and for this to reflect the ‘Garden City’ theme. This was further supported by other submitters who wished to improved the Johns/Russley Road corridor to have greater planting of the roadside area to make it more attractive for visitors, and to provide a visual buffer between the City and the airport. Planting of this road corridor was also seen to provide for noise reduction of the traffic along this corridor.

Rezoning of land was also a strong theme which emerged from submitters. Submitters used the earthquakes as the primary driver for zone changes they sought, claiming that the land is stable and that demand for commercial and business land means that Council should look at rezoning immediately. However most seem to desire their land to be rezoned for financial gain, as oppose to the future sustainable use of land in the North West for the next 30 years. Further changes were mooted that related to submitters seeking to increase development in this area, which will be discussed within the next section on development and location.
Specific comments received on things to change:

“That the CIAL be reigned in and made to recognize International decibel boundary norms and be forced into rational compliance instead of trying to obfuscate the public and the council using fear and variation of fact”

“Plant more trees and native vegetation to make the place look like New Zealand (not just any suburb in the world) to visitors arriving in ChCh”

“That the CIAL be reigned in and made to recognize International decibel boundary norms and be forced into rational compliance instead of trying to obfuscate the public and the council using fear and variation of fact”

“Reduce use of area – timber yards etc that causes pollution of aquifers”

“I would like to see an end to resource consents being granted to subdivide market garden land for housing. Covering productive soils with houses is not sustainable land use”

“The high cost of rates and living in this area, zoned rural at present, has far exceeded the viable return of land use. Therefore it is inevitable that a change is needed to be implemented to a higher valued land use, such as – commercial land use”

“I would like the 50kph speed limit on Sawyers Arms Rd extended to Johns Rd. Due to poor planning, Saywers Arms Rd has become a link road connecting Johns Rd to QE2 Drive and the traffic numbers have more than doubled over the past few years and will continue to do so”.

“The high cost of rates and living in this area, zoned rural at present, has far exceeded the viable return of land use. Therefore it is inevitable that a change is needed to be implemented to a higher valued land use, such as – commercial land use”

“There is inadequate parking around Nunweek Park for people playing/supporting touch rugby during summer. The Council should consider widening Wooldridge Road, providing more angle parking (both sides?) and a footpath”

“Enhance traffic, sewer and stormwater infrastructure to accommodate commercial development”

“As areas are developed for industrial/commercial use, planning needs to incorporate a stronger focus on landscaping to ensure the interface between various zones is treated so there is harmony in both vision and lifestyle”.

“More private commercial land not owned by the Airport to encourage a free market to develop on the areas safe shingly soils”.

“A stop to urban sprawl into the green belt. It is important to retain a green area in the NW within easy access of people living on this side of the city”.
Development and location feedback

The vision for the future use of land located within the North West Review Area was further explored with a prompting question for stakeholders questioning the level of development, if any, should take place within the Review area. An additional part to this question prompted submitters to consider appropriate location of development.

This provides Council with some guidance on the type and location of development that the community would support in this area, and would meet the City's land use needs for the future.

Development – Key Themes

Some of the key themes around development of the North West Area that were raised by members of the public are summarised below and are listed in the order of submitters emphasis, which support the following types of development;

- Business
- Residential
- Large lifestyle blocks
- Status quo with little development required
- Recreational reserves, such as more playgrounds, BBQ areas, and areas for walk/cycleways.
- Industrial
- Airport related development, such as logistics, distribution and warehousing
- Agriculture

Location – Key Themes

Some of the key areas suggested for development of the North West Area that were raised by members of the public are summarised and are listed in the order of submitters emphasis;

- Within the block bounded by Johns Road, Styx Mill, Hussey Road and Gardiners Road
- Near Russley Road/Memorial Ave intersection
- Under the 50 – 55 dBA Airport noise contour line
- Adjacent to the Styx Mill residential development
- Along the frontage to Johns Road
- Extending along existing development on Wairakei Road
- Specific sites offered by individual submitters

Development and Location - Summary of feedback:

The large majority of stakeholders indicated a strong preference for a mixture of business development and residential development within the North West Review Area.

Generally the preferred location for business development was practical, with submitters suggesting this type of development would best be suited either along side or an extension of existing business/commercial zoning, such as along Wairakei Road (or within the area bounded by Wairakei, Stanleys and Russley Roads), or to compliment the existing developments on the Airport land near Russley and Johns Road.

On the other hand, submitters’ view on the preferred type of residential development was wide and varied. With regards to residential development, submitters noted that the 50 – 55dBA line restricted residential development, however many strongly felt that if this was reduced to 55dBA, some residential development could occur.

There was a strong feeling from submitters, who wanted to reduce the minimum net area of a site for a residential unit, however very little consensus on what this size of lots would be. Submitters showed some understanding that any such reduction of lot sizes would need to be managed carefully to be sympathetic to the surrounding land use activities, such as existing rural activities, and so suggested a graduated lot size depending on location. This was seen as a solution to the current clear demarcation of
land use between the intensive and urbanised Styx Mill/Northwood Living 1 development and rural uses to the west.

With regards to lot sizes, the current City Plan standard for minimum lot sizes for a residential unit in this area is 4ha (40,000m2). It was acknowledged by a few submitters that there are currently sites that were historically permitted to be reduced to 2ha (20,000m2), thus suggested that it could be overall reduced to 2ha without having too much effect on the Airport operations. Some even suggested a covenant be placed on new residential developments around reverse sensitivity effects in regard to the airport operations to allow for development to occur.

A few submitters offered a solution on site sites to provide for a variety of residential use, such as:
- Large rural-residential allotments between 6,000m2 (1/2 ha) and 10,000m2 (1ha)
- Smaller rural-residential allotments between 3,000m2 and 6,000m2.

There were various submitters who clearly wanted more intensive residential or commercial development on their own land due to their own personal circumstances and financial reasons, and this was evident in the desired type and location of development.

Clearly the earthquakes had a significant influence on the feedback received on the questions relating to development and location, as oppose to the future medium to long-term sustainable development of this area (i.e. the next 30 years). Had there been no earthquakes, the desires of development and location raised in the submissions may have been different.

Specific comments received on level of development and location:

- “Any development should be inside Russley Road”
- “That the area bounded by Hussey Road Gardiners and Johns Road be zoned Living 1 in keeping with the zoning at both ends of Hussey Road, the rural use of the land is now fundamentally come to an end and the proximity to the city makes life style use a luxury”
- “We would like to see the area released for residential development to utilize the established city infrastructure, restrict urban sprawl and make travel into and use of central city much more desirable and practicable”
- “Housing and commercial activity should be located up to 55dBA contour”
- “If the area is not to be reformed as principally rural then rezone to commercial where the size and scope of any development is compatible with and sympathetic to the continuance of rural activities. Development similar to that of the technology park could be the model”
- “We don’t need anymore development”
- “A combination of shopping malls, traveller accommodation and residential area (Living 2 or 3) to support the development of the airport”
- “Significant commercial development adjacent to the SH (Russley Rd) and the airport”
- “The area provides for an ideal transition from the typical urban-sized plot to the 4 hectare and larger properties further out, on the other side of the airport. It can sustain many small blocks giving a taste of rural living without wasting food land. Lots of 0.2 or 0.4 can provide most of the rural experiences of a 2 or 4 hectare lot without the waster that occurs with the latter”.
- “Provide a new football stadium and sports area. Could be built on our property we have 30 acres”
- “Significant commercial development adjacent to the SH (Russley Rd) and the airport”
- “The council staff need to support resident views over those of often greedy developers”
- “….if subdivision was to occur (at 4ha) this would limit farming operations of remaining land.”
Matters raised that were outside of the review area

Despite the information pamphlet provided to the public which outlined the scope of the study area and constraints, many submitters raised concerns outside of the study area or aspects that are unable to be addressed within this planning study, such as:

- Type of development on the Airport land to be restricted.
- Facilities and access located at The Gryones to be improved.
- Rezoning of specific private land for commercial purposes.
- Further development of facilities at Belfast, Hornby and Yaldhurst.
- Primary school within Styx Mill/Northwood.
- State Highway location to be moved to the rear (North) of the Airport.
- Decisions made by NZTA on the RoNS Western Corridor, such as intersection treatment, roadside noise mitigation via planting, and access issues on and off Johns and Russley Roads.

How will the feedback be used?

Feedback received during the consultation period will be used to inform the Council of community values for the North West Area of Christchurch, from which the Council will identify options for addressing these issues.

All submitters will be provided with a copy of this Consultation Report, which will also be made available through Council’s webpage.

What are the next steps?

The results from the consultation submissions will be used to guide the direction of the Council’s issues and options analysis for the final report on the North West Review Area.

Following adoption of the final report on the Review, a suite of actions may be incorporated into an Implementation Plan. These may include a range of operational changes, City Plan changes, and potentially new capital projects. The funding, timing and scope of these will be determined by the Council through its Long-Term Plan (LTP) process, taking into account other budget priorities or synergies.
Appendices
Appendix 1: Letter to stakeholders

6 July, 2011

Dear [stakeholder]

The future of North-West Christchurch – we welcome your ideas

Christchurch City Council wants input and ideas from people with an interest in the future of the urban fringe of north-west Christchurch. Consultation was underway when the 22 February earthquake struck, and has now been reopened to progress the study.

The attached leaflet gives background on the Northwest Review Area (NWRA) study. The feedback we receive on this will influence a range of planning activities.

The study will not be your only chance to comment on the future of this important area, but it will enable you or your organisation to get involved at an early stage in the process.

The Council will hold an information session at Harewood Community Hall/Play Centre, 799 Harewood Rd (opposite St James’ church) on Wednesday 13 July 2011 between 12:30pm – 3:30pm to answer questions about the study. Further information is also available on the Council’s web site www.ccc.govt.nz/HaveYourSay.

Submissions for the study are due by 5.00pm Friday, 5 August. You will find a submission form in the attached leaflet.

Please contact me if you have any other questions.

Yours sincerely

Ivan Thomson
Senior Planner
District Planning
Strategy & Planning Group
027 437 6425
nwrai@ccc.govt.nz
Appendix 2: Information Pamphlet

Christchurch City Council
North West Christchurch Area
A vision for the future

Your ideas are welcome

Christchurch City Council seeks your views as part of a study to investigate sustainable land use and the development potential of Christchurch’s north-west urban fringe. The study will support the Council’s future planning for the area.

Consultation was underway when the 22 February earthquake struck, and has now been reopened to progress this study.

The North West Review Area

The North West Review Area (NWRA) comprises approximately 880 ha of land generally situated between the airport and the city’s urban edge (see map back page). It extends for approximately 10km along State Highway 1 between Yaldhurst Road in the south and Johns Road adjacent to The Groyne/Clearwater in the north. The area is typically about 5km wide.

The North-West Review Area is strategically significant as it forms part of the gateway to Christchurch and provides key linkages to the Central City, Christchurch International Airport and State Highway network.

The area includes an airport noise contour, which indicates the levels of noise (in decibels, Ldn dBA) averaged over 24 hours that can be expected to be experienced when the airfield reaches its capacity of operations. Because the North-West Review Area has a noise contour of 50 Ldn dBA, options for future land use in the area are restricted to non-noise sensitive activities.
Appendix 2 cont’d: Information Pamphlet

Current Situation
At present the area is fairly typical of urban fringe locations. Agriculture and horticulture are the predominant land uses. However, urban activities have increasingly started to influence the character of the area – these include the airport and business development, lifestyle living and small amounts of commercial activity. There is limited infrastructure currently available within the area, but services and facilities are provided nearby.

Issues to consider
There are a number of significant issues that relate to the NWRA, including:
• Natural Resources – the area contains aquifers and ground water recharge areas, water courses and versatile soils;
• Noise – there is a 50 dBA contour around the airport which would impact noise sensitive activities;
• Access – State Highway 1 is a Road of National Significance (RONS);
• District Plan – the majority of the area is within the Rural 5: Airport Influences Zone, where the purpose is to continue primary production (farming) whilst managing land use activities to avoid compromising the airport's operation;
• Character and Identity – the area provides a green edge to the city;
• Recreation facilities – this area is accessible and close to a number of residential suburbs.

Topic areas for your feedback
In order to gain a better understanding of the area, Council staff are looking into the following issues:

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<th>Topic Areas</th>
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<td>Environmental Values</td>
<td>• Versatile and productive soils</td>
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<td>• Unconfined aquifer, ground recharge areas and water courses</td>
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<td>• Landscape</td>
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<td>Population, Activities and Development</td>
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<td>Growth Needs</td>
<td>• Land use supply and demand</td>
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<td>• Economic assessment</td>
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Appendix 2 cont’d: Information Pamphlet

Questions the city’s planners are asking

These questions may help to provide a focus for your feedback:

Values – identifying what is important and worth retaining or enhancing:
• What existing resources are an asset to the area?

Development – identifying development needs:
• What type of development is best suited to this location?
• Where should development be located?
• What infrastructure improvements are needed?
• Where should any additional business development be located?

Connections – defining important linkages with the adjacent areas:
• Where are the key access points required?
• Which areas need to be connected?

Communities – key factors for the community:
• What activities will make for good neighbours?
• What future community facilities might be needed?

Vision – establishing the long term view:
• How should the area look and feel in thirty years time?

Opportunities – realising the potential of the areas:
• How can a Vision for the area be achieved?
• Where are there opportunities to deliver on a Vision for the area?

The process from here

Christchurch City Council will:
• Gather information and public comment until 5 August 2011;
• Review and analyse all information gathered;
• Develop and test potential options for sustainable land use;
• Provide feedback to the public about our findings, recommendations, and the options developed.

How to provide feedback

We invite you to provide written feedback on the attached form or on the Have Your Say website.

If you would like more information before doing so, a drop-in information session will be held on Wednesday 13 July 2011 from 12:30pm to 3:30pm at Harewood Community Hall, 709 Harewood Road. Information and maps will be available and staff will be able to answer any questions you may have about the study and can assist with completing your feedback forms.

Further information, context and resources are also available on the Council’s web site www.ccc.govt.nz/HaveYourSay. You can also fill in a submission form and post it to the Council at PO Box 73012, Christchurch, or drop it in to any open Council service centre.

The consultation closes at 5pm on Friday, 5 August.

If you have any other questions, please contact the project leader:
Ivan Thomson, Email nwra@ccc.govt.nz or telephone 0274 376425.
Appendix 2 cont’d: Information Pamphlet
Appendix 3: Copy of submission form

Christchurch City Council
North West Review Area (NWRA) – Your Views
Submission Form

The Council would like to know the views of the local community and stakeholders about the North-West Review Area. This will help to identify potential options and will contribute to a vision for the future of the NWRA.

Please complete your comment form online using the form provided on the Council’s website www.ccc.govt.nz/haveyoursay, or write your comments below.

The questions below are designed to prompt your thinking.

1. What TWO things would you MOST like to see retained in the North-West Review Area (NWRA) over the next 30 years?
   Please give your reasons.
   (i)  

   (ii)  

2. What are the TWO things you would MOST like to see changed in the North-West Review Area (NWRA) over the next 30 years?
   Please give your reasons.
   (i)  

   (ii)  

3. What level of development, if any, should take place within the North-West Review Area (NWRA)? Where should it be located?

4. Have you any other comments that you would like to provide in relation to the future land use and development potential of the North-West Review Area?

Which of the following groups are you representing? (tick all that apply)

- [ ] I am a resident in the area and want to share my views about its future
- [ ] I am not a resident in the area and want to share my views about its future
- [ ] I work in or own a business based in the area
- [ ] I am a member of a community group based in the area
- [ ] Other
  Please specify:  
Appendix 3: Copy of submission form cont’d

All responses should be received by the Council by 5pm, Friday 5 August 2011.

You will receive a letter advising that your form has been received.

Name:

Organisation (If applicable):

Organisation role (If applicable):

Contact Address:__________________________________________________________

______________________________ Post Code:_______________________________

Phone:________________________ Date:_____________________

Email:________________________

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Please note:
Upon request, we are legally required to make all written or electronic submissions available to the public, including the name and address of the submitter, subject to the provisions of the Local Government Official Information and Meetings Act 2002. If you consider there to be compelling reasons why your contact details and/or submission should be kept confidential, you should contact the Council’s Governance Manager, telephone 366 8080.

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Ivan Thomson
North-West Review Area Feedback
Christchurch City Council
PO Box 73012
Christchurch 8154
Appendix 4: Press release

MEDIA RELEASE
10 June, 2011

Future of North-West Christchurch under spotlight

Christchurch City Council wants input and ideas from people with an interest in the future of the urban fringe of north west Christchurch.

The Northwest Review Area (NWRA) study will take into account factors such as natural resources (particularly water resources), noise-sensitive activities, the role of State Highway 1, the proposed review of the District Plan, and the area’s ‘rural fringe’ character.

The Council’s Healthy Environment Programme Manager, Jenny Ridgen, says the area is strategically significant as it forms part of the gateway to Christchurch and links the city, the international airport and the State Highway network.

The study was underway when the 22 February earthquake struck, and the Council has decided to continue the study because of the impact of the earthquake on the area.

“We expect there to be ongoing pressure on this area for a range of uses, particularly as a result of residential and business displacement caused by the earthquake,” she says.

The study will also be used to support the District Plan review, other master and management plans that may take place in the area in the future; and State Highway 1 projects that have been identified as Roads of National Significance (RONS).

“Various ideas have been considered for parts of this area and the time is now right to look at a longer term vision,” says Ms Ridgen. “This study enables the community to tell us what they want long term for this area – their vision for a sustainable future.”

The north-west review area comprises approximately 880 ha of land between the airport and the city’s urban edge. It extends for approximately 10km along State Highway 1 between Yaldhurst Road in the south and Johns Road adjacent to The Groynes/Clearwater in the north. It is typically about 1km wide.

Potential options include retaining the current mix of rural activities, up to 100 ha of business development, increased scope for rural residential living and enhancing open space and recreation facilities.

Public submissions close at 5pm on Friday 5 August 2011.

Further information
A drop-in information session will be held at Harwood Community Hall on Wednesday 13 July 2011 between 12.30pm and 3.30pm. Further information is also available on the Council’s web site www.ccc.govt.nz/HaveYourSay, which contains more resources and context on the study.

- ends -

Contact Christine Moore, communications adviser, Christchurch City Council.
Phone (03) 941 6412