

From: Official Information
Sent: Wednesday, 5 April 2017 11:49 a.m.
To: Official Information
Subject: Retain Somerfield's Character [REDACTED] Studholme Street development

From: [REDACTED]
Sent: Tuesday, 21 March 2017 12:05 p.m.
To: [REDACTED]
Subject: RE: Retain Somerfield's Character + [REDACTED] Studholme Street development

Hi [REDACTED]

Sorry this is late. You have requested information from [REDACTED] supporting Greater Christchurch Regeneration in relation to a proposed residential development at 23 Studholme Street in Somerfield suburb, Christchurch.

Background

The proposed development at [REDACTED] Studholme Street consists of four residential units on a single site. It is the first proposed multi-unit development of this density applying for consent since the Independent Hearing Panel's (IHP) [Decision 10](#) on Stage 1, Chapter 14 Residential Provisions of the Christchurch Proposed District Plan. This decision was issued on 17 December 2015. This decision became operative on 7 June 2016. In this decision the Somerfield area, in which [REDACTED] Studholme Street is located, was zoned Residential Suburban Density Transition (RSDT) and the IHP decided that multi-unit residential complexes containing up to four residential units were permitted on one site. This decision was issued on 17 December 2015. The decision became operative on 7 June 2016. In this decision the Somerfield area, in which [REDACTED] Studholme Street is located, was zoned Residential Suburban Density Transition (RSDT) and the IHP decided that multi-unit residential complexes containing up to four residential units were permitted on one site.

History of the Studholme Street Zoning

Studholme Street is located in an area that was zoned L2 (Living 2) in the City Plan, as notified in 1995. Policy 11.1.4 explained that areas had been identified on the basis of density, location of community focal points (malls, cemeteries etc.), and where areas of infill and development had occurred. The Living Zones decision issued in 1999 confirmed the 1995 zoning for Studholme Street.

The 2014 Christchurch Proposed District Plan maintained the same L2 density for a single unit in the Residential Suburban Density Transition Zone (RSDT). The RSDT zoning of the Somerfield area, in which [REDACTED] Studholme Street is located, was publicly notified at Stage 1 of the Christchurch District Plan review on 27 August 2014. The notified rules also provided for up to 3 residential units on a site in RSDT. Multi-unit residential complexes (two or more units) do not have a requirements for a minimum net site area.

The notification was widely publicised in the media (newspapers and radio), leaflets inviting submissions were delivered to every letterbox in the relevant area and public drop-in sessions were held in various locations throughout the district. These provided opportunities to discuss the new provisions and zoning (if there were changes in particular), and for submitters to seek help with potential submissions.

The hearings for Stage 1 Chapter 14 Residential provisions (including RSDT zone) were held between 30 March and 23 April 2015.

The Crown, in its submission #495, sought that the number of residential units in a multi-unit complex permitted on a site in the RSDT zone be increased from three to four, while introducing minimum net floor area requirements for various unit configurations. Sandra McIntyre and Maurice Dale presented evidence on behalf of the Crown.

The IHP decision accepted the Crown's submission and confirmed that multi-unit residential complexes can contain up to four residential units on a site. The multi-unit residential complexes rules retained the 'no minimum net site area' rule. The decision (Decision 10) on Stage 1 residential zoning and provisions (including RMDT) was issued on 17 December 2015, followed by a few minor corrections decisions. The relevant provisions and maps became operative on 7 June 2016.

The Council initially identified much of the area around Barrington Mall (including Studholme Street) as being suitable for upzoning to Residential Medium Density (RMD) which permits even more intensification. This did not proceed to the notified version of Stage 1 Chapter 14 because of infrastructure constraints and community feedback.

During the hearings for Stage 1 Chapter 14 Residential provisions, several submitters opposed the amount of RSDT zoning in the Barrington area because of issues of flooding, traffic congestion and amenity impacts. These included the Barrington Issues Group, Janet Begg and the (then) Spreydon-Heathcote Community Board.

The IHP acknowledged concerns around infrastructure but concluded that the RSDT zoning proposed already reflected existing zoning patterns. The area around Barrington (Somerfield is part of this) was extensively zoned as Living 2 in the existing Plan, a zoning that in terms of density provides for very similar outcomes to the RSDT zone.

The IHP declined the aspect of relief sought by the submitters who were seeking a different zoning outcome for the Barrington area and found that the proposed RSDT zoning was most appropriate.

Council's position on the zoning

The Council's original position was to retain three units as a permitted activity and more than three units as a restricted discretionary.

The Council position, held throughout the hearing process, was that additional intensification in the RSDT zone was not required (due to the other provisions available for development (for example, two units for one: comprehensive development mechanism) and that sufficient intensification was provided for within the Residential Medium Density zones around the [Key Activity Centres](#).

Following the clear Panel direction that they considered further residential intensification needed to be provided, the Council mediated with the Crown to provide up to four residential units as a permitted activity along with the following main standards:

Minimum unit areas (35m2 for a studio, 45m2 for 1 bedroom and 70m2 for 2 bedroom);
Habitable space at ground level - 9m2, 3m minimum dimension and accessible;
No minimum net site area;
Landscaping;
8m maximum height (compared to 5.5m and single storey proposed); and
35% site coverage (compared to 40% proposed).
These are set out in the Council's Senior Planner Scott Blair's rebuttal of 25 March 2015 and in closing submissions.

The aim of changing the number of units and particularly the height/site coverage standards was to encourage higher density by going upwards rather than covering large parts of the site.

Consent application for [REDACTED] Studholme Street

The consent application for this proposed development has been lodged and is being processed. The application indicates the non-compliance is relatively minor but that is yet to be confirmed through the site specific assessment process. In terms of the site being too narrow, there is no minimum site width requirements. It will come down to the assessment of the non-compliance, one of which is the width of the driveway. It doesn't follow though that this is a reason to decline the application and that will depend on the overall assessment.

At a general level the zoning provides for up to 4 units on a site as a multi-unit development. The proposal is then also subject to a number of rules which primarily seek to control the bulk and location of buildings, landscaping and traffic.

Let me know if you need anything more.

Regards

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Civic Offices, 53 Hereford Street, Christchurch
PO Box 73016, Christchurch 8154

From: [REDACTED]
Sent: Tuesday, 14 March 2017 5:43 p.m.
To: [REDACTED]
Subject: Retain Somerfield's Character + [REDACTED] Studholme Street development

Hi [REDACTED]

[REDACTED] would like to ask the following questions in relation to the enclosed development, which is reportedly the first development to test the Residential Suburban Transition Zone Limits around high density housing.

The local MP attended a Somerfield Residents Associations Meeting of residents yesterday.

[REDACTED] would like to confirm the following:

- Who asked for the re-zoning from L1 to L2
- How many hearings were held to determine the zoning for this area (resident feedback is that they feel they weren't consulted)
- When have the changes been put in place and become operational
- What was the CCC position/submission on this.

This one is a little more urgent than I thought and was wondering if we could get a little detail in the next day or so.

[REDACTED]

From: [REDACTED]
Sent: Tuesday, 14 March 2017 4:09 p.m.
To: [REDACTED] TempEA
Subject: Retain Somerfield's Character + [REDACTED] Studholme Street development

Extra information for Officials

The wider issue around zoning changes and impact on the community is really gaining momentum by the day. We are getting a lot of people contacting us, and are set to meet again tomorrow to plan our next step.

I've attached the Resource Consent Application for [REDACTED] Studholme St - page 3 shows how the developers planned to mitigate non-compliances on the original application (i.e. they say people need to drive safely when leaving driveway cf having compliant access splay of 1.5M to allow safe access). And with boundary set back - they say our street is nice and appealing with trees etc so they'll go closer to the boundary! The planner is also looking at other areas of possible non-compliance i.e. green space is too small etc. In a nutshell the reason for these non-compliances is the site is simply too narrow to allow safe access and outdoor living and also not long enough for 4 dwellings.

[REDACTED]

Our online presence for this issue has gone live:

Retain Somerfield's Character facebook page: <https://www.facebook.com/Retain-Somerfields-Character-383300485390574/>

Change.org petition: <https://www.change.org/p/christchurch-city-council-retain-somerfield-s-neighbourhood-character-amenity-and-safety?>

We are of course linking everything to the Somerfield Residents Association page: <https://www.facebook.com/groups/586758764677972/>

If you are after anything specific please let me know and I can supply – or if you need clarification on anything please feel free to call anytime.

From: Official Information
Sent: Tuesday, 4 April 2017 2:10 p.m.
To: 'Port Hills Electorate'
Subject: LGOIMA - Consultation documents for Sommerfield intensification
Attachments: Finding the Balance - A5 Brochure - PROOF PRINT August 16 2013.PDF; DPR - 2014 - Residential - Proposed Zones Standards - March 2014.PDF; Barrington area information sheet - FINAL V2 - 11 February 2014.DOC; Survey Monkey -Affected land owners in near commercial centres version 5, February 2014.doc; Affected Parties Notification letter - Barrington.docx; DPR - 2014 - Residential Overview - A0 - PRINT.dpdf_Optimized.pdf

Dear [REDACTED]

Thank you for your email, received on 28 March 2017. You requested the following information, under the Local Government Official Information and Meetings Act 1987 (LGOIMA):

I hope you are able to supply me with the consultation documents which were used for the change in zoning for the Somerfield area please. The independent hearings panel used this information when determining the Council plan. Would you please provide me with the actual information and the distribution area map used for Somerfield?

Release of information

Please find attached the information relating to your request.

You have the right to ask the Ombudsman to investigate and review our decision. Complaints can be sent by email to info@ombudsman.parliament.nz, by fax to (04) 471 2254, or by post to The Ombudsman, PO Box 10152, Wellington 6143.

Publication of responses to LGOIMA requests

Please note: our LGOIMA responses may be published on the Christchurch City Council website a month after they have been responded to, with requesters' personal details withheld. If you have any concerns about this please contact the Official Information team on officialinformation@ccc.govt.nz.

Yours sincerely,

Sean Rainey
Senior Information Adviser and Privacy Officer
Office of the Chief Executive
Christchurch City Council
53 Hereford Street, Christchurch 8011
PO Box 73016, Christchurch 8154

Finding the Balance

*Let's plan now for
a better future*

Take part in the review of the District Plan



Help plan and shape the future of our city

Now is the time to get involved in the review of Christchurch's district plan.

The Christchurch City Council is reviewing its district plan, incorporating the current Christchurch City Plan and the Banks Peninsula District Plan.

The District Plan touches on everyone in the community. It sets out the provisions governing the use of land within our district, including such things as residential and business zoning, transport, natural hazards, development and heritage.

As part of the review, the Council will focus on streamlining the plan, simplifying its provisions and making it easy to use. Creating a plan that allows regular review also enables the Council to more flexibly respond to changing community, legislative or market priorities in the future.

In drafting the new district plan we need to weigh up a raft of issues and competing demands. That's where you can help. We want to know what's important to you, now and looking forward.

It's your district – where you live and work, and the surrounding area. We welcome your input.

The balance we need to find

How to provide certainty and accommodate recovery effectively and quickly, allowing for smarter and better rules and processing, without sacrificing the things people value most about the city.



Why review our District Plan now?

Christchurch is a district that's not only expected to grow, but is also changing. The earthquakes significantly changed the city, and we need to look differently at how we develop in the future.

The Resource Management Act 1991 requires councils to review provisions in their district plans every ten years. Christchurch City Council was gearing up to start reviewing the current Christchurch City Plan and the Banks Peninsula District Plan prior to the earthquakes, but this was then put on hold.

In April this year the Council resolved to go ahead with a full review of the two plans, to address immediate and long-term planning needs. This followed the release of the draft Land Use Recovery Plan prepared by Environment Canterbury on behalf of the Canterbury Earthquake Recovery Authority.

It makes sense to review the district plan for Christchurch in its entirety, rather than adding to or 'patching up' the existing ones.



How long will it take?

While district plan reviews can take up to ten or more years to do, the Council aims to have this one completed in just over three years. The short timeframe reflects the need to ensure a solid foundation for Christchurch's immediate rebuilding needs, as well as the longer-term future.

Work is already underway on drafting the initial set of chapters – the ones relating to Christchurch's recovery. These are scheduled to be notified in late November 2013 for formal consultation until mid-February next year, followed by hearings in May and decisions by 30 June 2014.

The remaining, non-recovery chapters are expected to be completed by the end of the next Council term, in late 2016.



What does the review cover?

Reviewing our city's district plan is a major undertaking, so we've broken it down into two phases. The first will focus on more immediate earthquake-recovery matters within the district plan, the second on non-recovery ones.

The recovery chapters include:

- city-wide principles and directions
- residential
- business
- subdivision, development and earthworks
- natural hazards and contaminated land
- transport, and
- future development areas.

Non-recovery chapters may include aspects such as heritage, coast, the surface of rivers, and open space.

The review does not consider the future use of land within the earthquake 'red zones', nor does it cover land in the Central City within the four avenues (this comes under the Christchurch Central Recovery Plan).

What's changing?

The district plan review is not a complete rewrite, starting from scratch. It will be looking at all elements of the current Christchurch City and Banks Peninsula District plans to see what's working well, and what needs improving.

Some will need a fresh approach to meet the changing circumstances.

We'll also be restructuring and reformatting the plan into an electronic document, making it more accessible and simpler to follow.

The result will be a new plan, not only in content but also in the way it works. An easy-to-use 'e-plan' that delivers more straightforward rules for our communities and the city as a whole.

Join the conversation

District plan matters are not just for the Council to consider; they touch on the lives and futures of everyone across the city and Banks Peninsula. We'd like to understand what's important to Christchurch people about things covered in the district plan.

Over the next three years we invite you to be part of an ongoing conversation to help in reviewing the plan.

You can be involved either online, or at one of our presentations or 'pop-ups' around the city.

We need to start gathering views quickly. To begin the conversation, we'd like to know your thoughts on the following questions:



The earthquakes changed the way many people think and feel about Christchurch.

The District Plan needs to be able to respond to these changing views.

What's changed in the way you think about Christchurch as a place to live and work, now and in the future?



There have been changes in where businesses are located and how they operate.

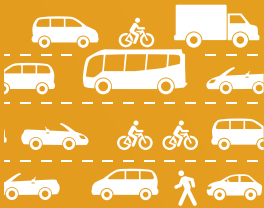
This can have an impact on where people live, work and shop.

Thinking about the location of businesses – commercial, retail, office and industrial – what's important to you?



What's important to you?

See the back page for how you can join the conversation.



How people get around Christchurch is changing. Many have to travel different routes, and further, for their day-to-day activities.

This has impacts on traffic flows and travel options.

Thinking about getting around the city, what's important to you?



Growth and development has implications for the city's natural elements such as waterways, the coast and open spaces.

This can impact on our natural environment in the long term.

Thinking about the possible impacts of growth and development on our natural environment, what's important to you?



As Christchurch's population is growing and changing we need different types of housing.

This could have an impact on section sizes.

Thinking about section sizes, what's important to you?



It's your district, and your future

Make sure you're part of the conversation around the district plan review.

- Join the online dialogue at www.futurechristchurch.co.nz
- Come to one of our District Plan Review presentations and talk with the planners
 - for event details see www.ccc.govt.nz/districtplanreview, look out for advertisements in newspapers, or phone our call centre below.
- Look out for our 'pop-up' sessions around the city.

As the draft chapters are notified, you'll also have the opportunity to comment formally.

Find out more:



Future
Christchurch.co.nz

- www.ccc.govt.nz/districtplanreview
- Phone 03 941 8999 or 0800 800 169
(Banks Peninsula residents)

District Plan Review – what’s happening in your area?

Barrington

Introduction

Supporting the development and the viability of the commercial centre at Barrington is important to the Christchurch City Council.

The redevelopment of the Barrington Mall, which was completed in February 2012, increased the scale and range of services provided to nearby residents. This redevelopment will allow the centre to support an increased number of residents within this catchment area in the future and provide a community focal point for the greater Barrington area.

If medium residential density development is focused in the area surrounding the centre, this would:

- help to provide for greater housing choice, affordability, and intensification; and
- have the consequence of economically supporting the centre.

The new draft proposed District Plan also considers transport accessibility. A greater number of people would live within close walking/cycling distance thereby reducing the use of private vehicles. In addition, more efficient use of public transport networks would be promoted because the centre is located on a core bus route.

What we are considering

We are considering various draft options and welcome your views on these options and any other suggestions you may have.

Residential

The Land Use Recovery Plan (LURP) made changes to provisions in the current operative Plan, in December 2013, to provide for housing choice and intensification. In the Barrington area the Enhanced Development Mechanism (EDM) enables sites (subject to certain criteria) to be comprehensively redeveloped to higher residential densities – please note that the EDM area is not shown on the map as it is based on a site specific location criteria assessment at the resource consent stage. See the Residential Chapter information sheet for more information about EDM and LURP.

One of the draft options is to change the residential zoning of the area surrounding the centre to allow for greater housing choice and intensification. These changes would enable an increased number of dwellings/units to be constructed on a site. However this increase in housing density may not be seen for many years ahead. The draft options would also take into account the existing character and the local community’s areas of significance within the Barrington area.

The area within which housing intensification is being considered is shown on the map on the back of this page.

Commercial

We are considering not changing the extent of the area currently zoned commercial in the Barrington area.

The area zoned for commercial activities, e.g. the Barrington Mall, would continue to provide for different types and scale of retail and office activity, including the height of buildings.

We want to hear from you

At this stage these are draft options only, open to discussion, and we would like to hear your views. You can also comment on the proposals in the proposed District Plan when it is notified for submissions in the new year.

Email the District Plan Review project team at dpreview@ccc.govt.nz to:

- let us know your views about the proposed changes in the Barrington area
- register for e-newsletters.

To find out more

- Visit www.ccc.govt.nz/districtplanreview
- Visit www.ccc.govt.nz keyword 'living zone' to find out more about residential zones in the District.

Version one: 10 February 2014

Finding the Balance

Let's plan now for a better future

Review of the District Plan



Proposed changes to Residential Zone Built Form standards

Height

Existing zones	Proposed zones	Stories Possible	Summary of change
Living 1 8m	Suburban Residential 8m	2-3	No change
Living 2 8m	Suburban Residential-Density Overlay 8m	2-3	No change
Living 3 11m (9m + 2m pitched roof)	Medium Density Residential 11m (9m + 2m pitched roof)	2-3	No change

Site Coverage

Existing Zones	Proposed Zones	Summary of change
Living 1 35% + 5% if single storey	Suburban Residential 35%	Removal of 5% single storey bonus as of right.
Living 2 40% + 5% if single storey	Suburban Residential Density Overlay 35%	Removal of 5% single storey bonus as of right and reduction to 35%.
Living 3 Residential floor area ratio 0.8m ² of floor area can be provided for every 1m ² of site area (e.g 300m ² site could have 240m ² floor area).	Medium Density Residential Residential floor area ratio 0.7m ² of floor area can be provided for every 1m ² of site area (e.g 300m ² site could have 210m ² floor area). and 40 % site coverage.	Reduction in floor area ratio to 70% for single sites and introduction of 40% site coverage.

Setbacks

Required existing Zones	Required in Proposed Zones	Summary of Change
All zones 1.8m standard set back from side boundaries + recession plane (i.e more set back required for upper levels if located on the sunny side of a neighbour)	All zones 1.8m standard set back from side boundaries + recession plane	No change
Living 1 4.5m front yard setback	Suburban Residential 4.5m front yard setback	No change
Living 2 4.5m front yard setback	Suburban Residential Density Overlay 4.5m front yard setback	No change
Living 3 4m front yard setback	Medium Density Residential 4m front yard setback	No change

Recession Planes – No change to recession plane diagrams except small intrusions by gutters, eaves and gable ends.

Maximum Building Area – No change to 550m² floor area for buildings in the Suburban Residential Zone.

Parking

Required in existing Zones		Required in Proposed Zones		Summary of Change
Living 1 and Living 2	A minimum of 2 parks for residents per residential unit + 1 park /5 units for visitors	All residential zones	A minimum of 1 carpark per residential unit	Reduction of required car parking from 2 per unit to 1.
Living 3	A minimum of 1 per residential unit under 150m ² (if located on a site that gains access solely from a Local Road). Otherwise a minimum of 2 Spaces per residential unit + 1 park /5 units for visitors (No visitor parking requirement for the 10 units)	All residential zones	A minimum of 1 carpark per residential unit	Reduction of required car parking from 2 per unit to 1 and removal of garageable requirement.

If you are zoned Living 1 and are now proposed to be within the Residential Medium Density Zone:

	Living 1 Zone	Residential Medium Density Zone	Summary of Change
Height	8m	11m (9m + 2m pitched roof)	Height increase of 3m
Site coverage and floor area	35% + 5% if single storey Maximum 550m ² floor area	0.7m ² of floor area can be provided for every 1m ² of site area (e.g 300m ² site could have 210m ² floor area), and 40 % site coverage.	A different method of calculating site coverage with an increase of 5% of site coverage permitted and the edition of a floor area ratio (7.8m ² of floor area for every 1m ² of site area).
Setbacks	1.8m standard set back from side boundaries + recession plane (i.e more set back required for upper levels if located on the sunny side of a neighbour).	1.8m standard set back from side boundaries + recession plane.	No change to 1.8m setback but will enable greater building height at the edge of setback due to recession planes been more permissive
Recession planes	Determined by the orientation of the site and in accordance with the recession plan diagram for Living 1 Zones (noting that the Living 1 Zone rule is the most stringent)	Determined by the orientation of the site and in accordance with the recession plane diagram for Residential Medium Density Zones which is more lenient than the Living 1/Residential Suburban Zone (except at interfaces with other zones where the more stringent rule applies).	Less stringent control on recession planes potentially allowing greater floor area on the first floor level and above and with potential increased shading on adjacent sites.
Front yard setback	4.5m	4m	Front yard setback reduced by 0.5m
Parking	a minimum of 2 parks for residents per residential unit + 1 park /5 units for visitors	A minimum of 1 carpark per residential unit	Reduction of required car parking from 2 per unit to 1 and removal of garageable requirement.

If you are zoned Living 2 and are now proposed to be within the Residential Medium Density Zone:

	Living 2 Zone	Residential Medium Density Zone	Summary of Change
Height	8m	11m (9m + 2m pitched roof)	Height increase of 3m
Site coverage	40% + 5% if single storey	0.7m ² of floor area can be provided for every 1m ² of site area (eg 300m ² site could have 210m ² floor area), and 40 % site coverage.	Removal of 5% single storey bonus
Setbacks	1.8m standard set back from side boundaries + recession plane (i.e more set back required for upper levels if located on the sunny side of a neighbour).	1.8m standard set back from side boundaries + recession plane.	No change to 1.8m setback but will enable greater building height at the edge of setback due to recession planes been more permissive
Recession planes	Determined by the orientation of the site and in accordance with the recession plan diagram for Living 2	Determined by the orientation of the site and in accordance with the recession plane diagram for Residential Medium Density Zones which is more permissive than the Living 2 Zone (except at interfaces with other zones where the more stringent rule applies).	Less stringent control on recession planes potentially allowing greater floor area on the first floor level and above and with potential increased shading on adjacent sites.
Front yard setback	4.5m	4m	Front yard setback reduced by 0.5m
Parking	a minimum of 2 parks for residents per residential unit + 1 park /5 units for visitors	A minimum of 1 carpark per residential unit	Reduction of required car parking from 2 per unit to 1 and removal of garageable requirement.

18 February 2014

Dear Sir or Madam

The Christchurch City Council is reviewing its district plan which sets out the provisions governing the use of land. The first round of chapters currently being reviewed includes Strategic Directions, Transport, Residential, Commercial, Industrial, Contaminated Land, Subdivision and Development, and Natural Hazards. (Please note, the Natural Hazards chapter is scheduled to be released on 8 March.)

As part of the District Plan Review, your property may be affected by zoning changes being considered in the Barrington area. One of the options we are looking at around the commercial centre is changing the residential zoning, to allow for greater housing choice and density.

We are holding a local meeting where Council staff will give a brief presentation, and then you will be able to ask questions, talk to planners and find out more about what is being considered in the review and, in particular, around Barrington.

Tuesday, 25 February at 5.30 – 7.30pm
Cashmere Club, 50 Colombo Street, Beckenham

Enclosed are information sheets about the Barrington area; residential and commercial activities, and the District Plan Review in general. For more information:

- Visit www.ccc.govt.nz/districtplanreview (drafts of the chapters being reviewed currently will be available here)
- Phone 03 941 8999 or
- Email dpreview@ccc.govt.nz

You can share your thoughts with us by coming along to the local meeting, emailing us at the above address (please state the section in the plan you are referring to, if possible), or by filling in a short survey running online until Sunday 30 March 2014. You can fill this in at www.surveymonkey.com/s/FMCQQWG

You will also be able to submit on the first round of chapters in the new proposed District Plan when it is notified later this year.

We welcome your feedback, to help develop a plan that successfully addresses immediate recovery needs while ensuring the Christchurch District remains a great place to live and work in years to come.

If you have any queries regarding this letter or the accompanying information please contact Ray Tye on 03 941 8790 in the first instance.

Yours sincerely

A handwritten signature in blue ink that reads "Brigitte de Ronde". The signature is written in a cursive style with a large initial 'B'.

Brigitte de Ronde
City Planning Unit Manager

Enclosed:

- Information on the District Plan Review, and Residential and Commercial chapters
- General information on what's being considered in the Barrington area

Title: District Plan Review – Your Views

SCREEN 1

The Christchurch City Council is reviewing it's district plans. Christchurch is growing and changing. The District Plan Review is aims to make the district a good place to live, work and do business.

We would like to hear what you think about what's being considered as part of the review. Your answers will be collated but kept anonymous.

The survey closes on: 30 March 2014

Multiple owners of properties are welcome to each complete this survey

SCREEN 3:

Firstly some questions about you. This will help us understand the views of different groups in the community.

I own a property in the following area/s (tick all that apply)

- Barrington
- Bishopdale
- Church Corner
- Halswell
- Hornby
- Linwood
- Merivale
- Papanui
- Riccarton
- Shirley
- Other area [BOX]
- I don't own a property (*Takes you direct to Screen 5 – Age*)

SCREEN 4:

I own the following kind of property in this area/s (tick all that apply)

- House (that you live in or rent out to others)
- Commercial property (e.g. shop, business or office)
- Other [BOX]
- I don't own a property (*Takes you direct to Screen 5 – Age*)

Age Question

In which of the following age groups do you belong?

Under 18 years

18-24 years

25-49 years

50-64 years

65 years and over

SCREEN 5:

More houses are needed now and in the future in the Christchurch district.

How much do you agree or disagree with the following:

1. Overall, the density of housing should be increased around some of our larger key commercial centres / shopping centres such as at Riccarton, Shirley, Papanui and Hornby.

Choose one:

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly Disagree
- Don't know

Why did you say that? [→ Pull down options according to how one answered Above]

Strongly Agree or Agree Pull down options (tick the TWO MOST IMPORTANT reasons)

- Smaller houses and sections may mean more affordable housing
- Like the look and feel of medium density housing (e.g. people, living close together, adds to vibrancy, uniformity of housing, like 2-3 storey developments, character, etc)
- More houses in a location means people can live closer to shops, offices and community facilities
- Will help reduce suburban sprawl e.g. more efficient for transport networks
- Other [Free text box

Disagree/Strongly Disagree Pull down options (tick the TWO MOST IMPORTANT reasons)

- May mean smaller houses and sections which don't suit peoples' needs
- Don't like look and feel of medium density housing (e.g. looks cluttered, people living too close together, noise issues, loss of character, uniformity of housing is ugly, etc)
- More houses in a location means too many people living closer to shops, offices and community facilities (e.g. centres will be busier)
- May place additional pressure on transport networks e.g. public transport too busy, traffic congestion, less safe for cyclists and pedestrians, car parking difficulties, etc
- Other [Free text box – limit characters to 500?]

Neither Agree nor Disagree AND Don't know answers (just one response)

- I don't understand what is proposed
- I need to know more about what's proposed before I form an opinion
- I don't have an opinion either way
- Other [Free text box – limit characters to 500?]

How much do you agree or disagree that the density of housing should be increased around the following larger key commercial centres:

- Barrington
- Bishopdale
- Church Corner
- Hornby
- Linwood
- Merivale
- Papanui
- Riccarton
- Shirley

Agree/disagree option for each of the above

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly Disagree
- Don't know

SCREEN 6:

Since the earthquakes many businesses have had to relocate outside commercial areas.

How much do you agree or disagree with the following:

2a. Overall retail activity should be concentrated in the Central City and our larger key commercial centres / shopping centres such as Riccarton, Shirley, Papanui and Hornby, and supported by a range of smaller centres such as Redcliffs, Stanmore and Beckenham to meet local shopping and community needs.

Choose one:

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly Disagree
- Don't know

Why did you say that? [→ Pull down options according to how one answered Above]

Strongly Agree or Agree Pull down options (tick the TWO MOST IMPORTANT reasons)

- More convenient for consumers to have a hub of offices, businesses and activities in Central City and key larger centres e.g. easy to find and use services in one location
- May result in easier access to hubs of offices, businesses and activities for consumers and workers e.g. public transport links, easier walking and cycling options, car parking, etc)
- Being able to easily get to (e.g. walking) the local shops for daily convenience shopping and then travelling further for other things
- Potential efficiencies for businesses and their support services e.g. more cost effective to set up and operate
- Keeping retail developments from being spread throughout the city should mean residential areas would remain attractive or pleasant places to live
- Other [Free text box – limit characters to 500?]

Disagree/Strongly Disagree Pull down options (tick the TWO MOST IMPORTANT reasons)

- Key larger centres may get too big and busy, placing additional pressure on transport networks e.g. too many people, traffic congestion, less safe for cyclists and pedestrians, car parking difficulties, etc
- Retail activity in key larger centres may impact negatively on residential areas bordering these centres e.g. noise, traffic issues, etc
- Retail activity in key larger centres may take business and patronage away from the Central City or smaller local centres
- Retail and shops should be able to locate throughout the city e.g. freedom of choice for business owners and consumers
- Having most of the commercial activity in key larger centres will reduce vibrancy of smaller centres and/or industrial areas
- Other [Free text box – limit characters to 500?]

Neither Agree nor Disagree AND Don't know answers

- I don't understand what is proposed
- I need to know more about what's proposed before I form an opinion
- I don't have an opinion either way
- Other [Free text box – limit characters to 500?]

SCREEN 6:

Thinking specifically now about office development, how much do you agree or disagree with the following:

2b. Overall, the focus for office development should be in the Central City and larger key commercial centres such as Riccarton, Shirley, Papanui and Hornby.

Choose one:

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly Disagree
- Don't know

Why did you say that? [-> Pull down options according to how one answered Above]

Strongly Agree or Agree Pull down options (tick the TWO MOST IMPORTANT reasons)

- More convenient for consumers to have a hub of offices, businesses and activities in Central City and key larger centres e.g. easy to find and use services in one location
- May result in easier access to hubs of offices, businesses and activities for consumers and workers e.g. public transport links, easier walking and cycling options, car parking, etc)
- Having large office developments re-establish in the Central City will aid its recovery e.g. workers supporting businesses, aiding development by ensuring office space is rented out, etc
- Keeping office developments from being spread throughout the city should mean residential areas will remain attractive or pleasant places to live
- Potential efficiencies for businesses and their support services e.g. more cost effective to set up and operate
- Other [Free text box – limit characters to 500?]

Disagree/Strongly Disagree Pull down options (tick the TWO MOST IMPORTANT reasons)

- Key larger centres with a lot of office development may get too big and busy, placing additional pressure on transport networks e.g. too many people, traffic congestion, less safe for cyclists and pedestrians, car parking difficulties, etc
- Commercial hubs including office developments in key larger centres may impact negatively on residential areas bordering these centres e.g. noise, traffic issues, etc
- Commercial hubs in key larger centres may take business and patronage away from the Central City or smaller local centres
- Offices should be able to locate throughout the city e.g. freedom of choice for business owners, consumers and developers
- Having most of the commercial activity in key larger centres will reduce vibrancy of smaller centres and/or industrial areas
- Other [Free text box – limit characters to 500?]

Neither Agree nor Disagree AND Don't know answers

- I don't understand what is proposed
- I need to know more about what's proposed before I form an opinion
- I don't have an opinion either way
- Other [Free text box – limit characters to 500?]

SCREEN 7:

Some retail, offices and housing are currently located in industrial areas.

How much do you agree or disagree with the following:

3. Overall, there should be restrictions on non-industrial activity (retail, offices and housing) in industrial areas.

Choose one:

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly Disagree
- Don't know

Why did you say that? [→ Pull down options according to how one answered Above]

Strongly Agree or Agree Pull down options (tick the TWO MOST IMPORTANT reasons)

- Industrial activity can have unique requirements that don't mix well with other activities e.g. noise, pollution, operating hours, etc
- Would reduce safety issues that can arise when activities such as retail and housing are located with heavy industry e.g. traffic safety associated with heavy transport, less non-industrial traffic, reduced risk of industrial accidents such as leakage or spills, etc
- Industrial areas can be ugly or unpleasant environments and are therefore best kept separate from other activities
- Would ensure availability of land for industrial activity rather than being taken up by non-industrial activity.
- Other [Free text box

Disagree/Strongly Disagree Pull down options (tick the TWO MOST IMPORTANT reasons)

- More convenient for workers and people living close by to have a mix of activities in industrial areas e.g. retail along with factories.
- Retail, offices and housing should be able to locate throughout the district e.g. freedom of choice for business owners, consumers and developers
- Might make it difficult for industrial support services to set up in industrial areas e.g. cafes, tuck shops
- Other [Free text box)

Neither Agree nor Disagree AND Don't know answers

- I don't understand what is proposed
- I need to know more about what's proposed before I form an opinion
- I don't have an opinion either way
- Other [Free text box – limit characters to 500?]

SCREEN 8:

How much do you agree or disagree with the following statements

4. Regulations should allow for taller buildings (up to 6 storeys) to be built in larger key commercial centres such as, Riccarton, Shirley Papanui and Hornby

Choose one:

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly Disagree
- Don't know

5. Larger format developments such as big retail stores should only be located in larger key commercial centres such as, Riccarton, Shirley Papanui and Hornby

Choose one:

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly Disagree
- Don't know

6. Regulations should be put in place to ensure the designs of new developments in larger key commercial centres are attractive.

Choose one:

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly Disagree
- Don't know

7. The ground floor in commercial centres should be used for retail and similar activities, which encourages pedestrian activity on the street.

Choose one:

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly Disagree
- Don't know

8. Landscaping should be used to reduce the visual impact of industrial businesses where they border residential and other sensitive areas to make the environment more pleasant.

Choose one:

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly Disagree
- Don't know

Currently, car parking is required onsite for all types of development e.g. housing, retail, shops, and industrial. The amount of parking provided depends on the type of development.

How much do you agree or disagree with the following:

9. Overall, should there be more flexibility on whether developments (**e.g. housing, retail, shops, and industrial**) are required to provide onsite car parking.

Choose One:

- Strongly agree
- Agree
- Neither Agree or Disagree
- Disagree
- Strongly Disagree
- Don't Know

Why did you say that?

Strongly Agree or Agree

- Property owners should be able to choose whether to provide onsite car parking eg. freedom of choice
- Requiring parking onsite pushes up the cost of developments, sometimes to an unacceptable level
- Parking takes up valuable space that could be used for other activities
- Reducing the amount of car parks will reduce traffic volumes by discouraging car use
- Car parks detract from the attractiveness of an area
- There are plenty of carparks already so onsite parking isn't always needed
- Other

Disagree/ Strongly Disagree

- Developments should provide sufficient onsite parking to avoid congestion of on-street parking and of other car parks
- If developments don't provide enough car parks it will be harder to access activities eg. people with mobility issues have limited travel options other than car, parents with young children
- Prefer simple convenience of being able to park cars directly near activities regardless of mobility issues
- Other

Neither Agree or Disagree and Don't Know answers

- I don't understand what is proposed
- I need to know more about what is proposed before I form an opinion
- I don't have an opinion either way
- Other

How much do you agree or disagree that:

Overall developments in the following areas should be required to provide a minimum number of carparks?

- Residential areas
- Industrial areas
- Larger key commercial centres (eg. shopping centres such as Riccarton, Shirley, Papanui and Hornby)
- Smaller commercial centres (eg. local neighbourhood block of shops with shops such as a corner dairy, hairdressers, fish and chip shop, etc)

- Areas with good access by public transport
- Areas with poor access by public transport
- Educational facilities eg. universities, schools, training institutes
- Office business park developments

Agree/ disagree option for each of the above

- . Strongly agree
- . Agree
- . Neither Agree or Disagree
- . Disagree
- . Strongly Disagree
- . Don't Know

Since the earthquakes some businesses have had to temporarily re-locate into areas **where they would** not normally **be** permitted.

These businesses are currently required to move back into areas where they are normally permitted in 2016. However, some may have difficulties relocating in that timeframe or may wish to stay where they are.

Should businesses that have temporarily located into areas where they are not normally permitted be allowed to stay beyond that date?

No, not under any circumstances

Yes, they should be allowed to stay in their non-permitted locations, but only for a limited time and subject to other conditions set by Council

Yes, they should be allowed to stay in their non-permitted locations permanently without any restrictions

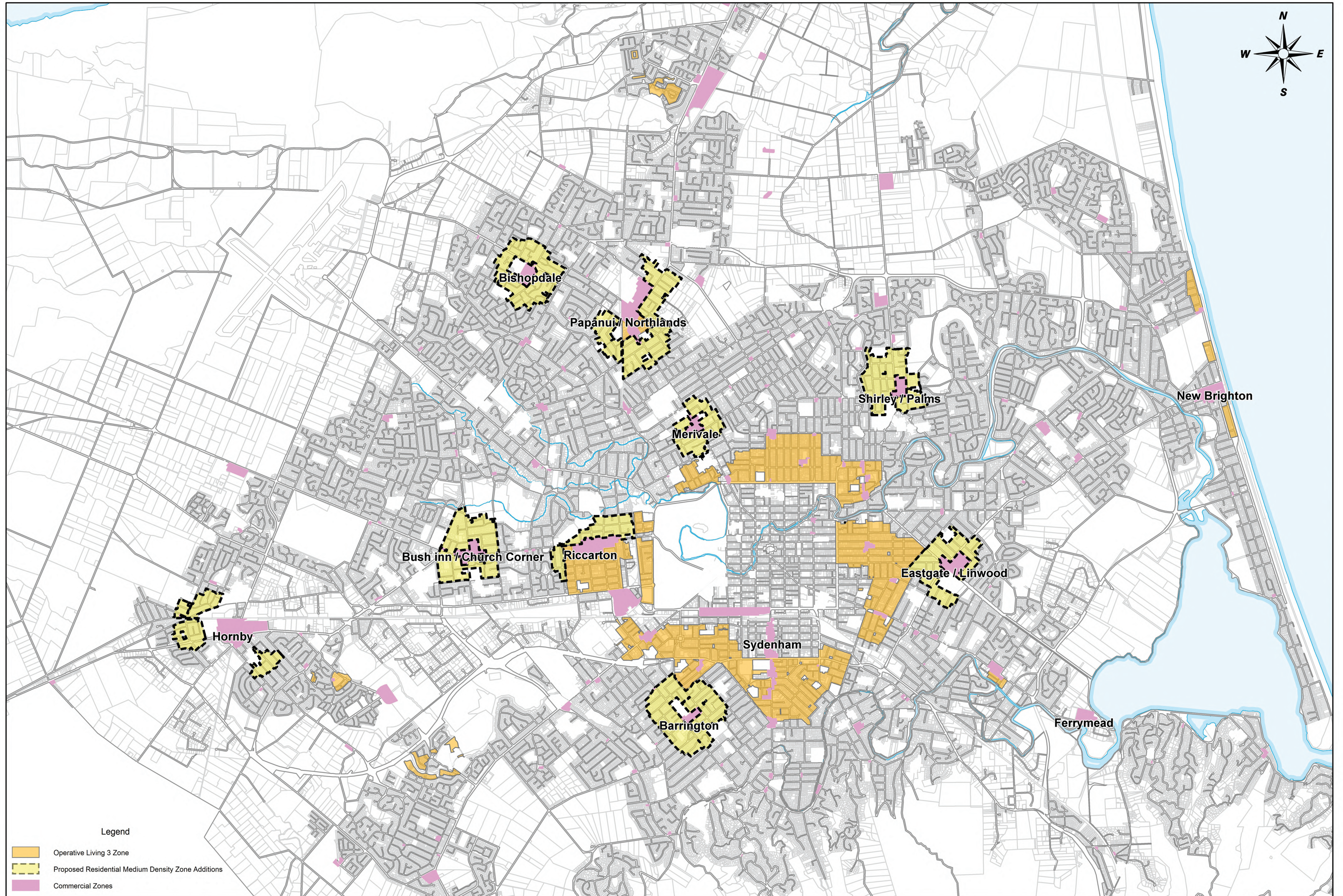
FINAL SCREEN

Thank you for completing this survey. Please add your email details if you would like receive District Plan Review up-dates.

Are you willing to participate in future online surveys about issues facing the district?

Yes (please ensure you have supplied your email address above)

No



- Legend
- Operative Living 3 Zone
 - Proposed Residential Medium Density Zone Additions
 - Commercial Zones

Christchurch Proposed District Plan - Key Activity Centre - Residential Medium Density Proposed Additions