

Community Forum

Private Bag 4999
Christchurch 8140

Meeting notes for the meeting of the CERA Community Forum

Thursday 20 November 2014, 6pm

Cambridge Room, Canterbury Club, Christchurch

Present:

Community Forum members:

Richard Ballantyne, Tom McBrearty, Trevor McIntyre, Jocelyn Pappriell, Faye Parfitt, John Peet, , Brian Vieceli, Darren Wright

Apologies

Weng Kei Chen, Gill Cox, Maria Godinet-Watts, Deborah McCormick, Lesley Murdoch, Patricia Siataga, Emma Twaddell, John Wong

Chair

Darren Wright

In Attendance

Benesia Smith, Deputy Chief Executive, Strategy and Governance, CERA
Sheridan Smith, Ministerial and Executive Services Director, CERA
Ariana Smith, General Manager, Christchurch Central Development Services, CCDU, CERA
Angus Bargh, Principal Transport Planner, Planning, CCDU, CERA
David Corlett, Senior Advisor, Planning, CCDU, CERA
Ruth Hudson, Policy Planner – Transport, Christchurch City Council
Kevin Warwood, Parking Business Manager, Christchurch City Council
Tim Walsh, Senior Advisor, Planning, CCDU, CERA
s9(2)(a), Advisor, Ministerial and Executive Services, CERA

Agenda

1. Parking Plan Update

Ruth Hudson and Kevin Warwood from the Christchurch City Council (CCC) and David Corlett, Ariana Smith and Angus Bargh from CERA presented an update to the Forum about parking in the central city. The presentation is attached as **Attachment A**.

Car Parking Supply and Utilisation

- The presenters noted that since early 2012 the CCC has been monitoring parking supply and demand (with the assistance of all major parking providers). The CCC has now developed a tool for measuring parking utilisation which will assist to influence driver behaviour.
- The presenters commented that parking information is currently on the CCC website and noted that soon there would be a new, standalone website for parking.
- The presenters noted that pre-earthquakes there were no tools to influence driver behaviour as, regardless of demand, parking prices were largely the same across the city. This problem was illustrated by the low utilisation of the hospital car park (60%).
- The presenters explained that they collect data from all major parking-providers and also from physical surveys of areas.
- The tool CCC has developed for measuring parking will be helpful in identifying demand for parking in the CBD over the Christmas period.
- The Forum asked about how the proposed levels of on-street parking would compare to pre-earthquake levels. The presenters confirmed that there would be less on-street parking, partly due to cycle-ways and anchor projects.
- The Forum noted that the locations of off street parking lots on vacant land keep moving and communicating parking availability to customers is a challenge.
- It was noted that next year the supply of car-parking may be impacted due to the construction of private developments and anchor projects. One potential solution for this issue is establishing a 'park and ride' facility for construction workers.
- The presenters noted that they are also working with Environment Canterbury in regards to public transport.
- The Forum raised concerns about how the proposed levels of parking would resonate with the business community, especially developers which would consider commercial models that include the number of car parks and the high CBD rents.
- The Forum noted that many people would prefer to go to a mall where there is free parking and it's difficult to change this behaviour/attitude. The presenters agree that it is difficult to change human nature, but consider that by applying the principles of parking economics and flexible pricing it can be achieved.
- The Forum recognised the importance of 'signals of change', e.g. less traffic and on-street parking and more cycle-ways.

Anchor Projects

- The presenters described the indicative levels of car parking that would accompany each of the anchor projects.
- The Forum asked how the expected levels of car parking would compare to pre-earthquake levels. The presenters expect pre-earthquake levels of car parking to be arrived at by 2041.
- The presenters also emphasised that pre-earthquake, the majority of central city parking was provided privately.

Draft Parking Plan

- The presenters described the areas of high demand for parking which are the hospital, Retail Precinct and CPIT.

- The Forum noted that parking is able to be shared between the Retail Precinct and hospitality industry due to the different times they operate.
- The presenters noted that the 'park and ride' service used by the CDHB has been more successful than initially expected and as a result may be expanded.
- The presenters explained that the parking plan did not just relate to car parking – cycle parking is also represented. This includes a possible cycle hub close to Cathedral Square and at the Metro Sports Facility that would include shower and locker facilities. Cycle parking is also being provided at the Bus Interchange.
- The presenters noted that they are working on their communications, including their websites, to ensure information about the draft parking plan is accessible for the public.
- The Forum asked about Sensing City. The presenters noted that some parking technology feeds into IT systems.
- It was noted that mobility parking would be prioritised and monitored to ensure demand is being met.
- The presenters noted that short-term parking is a focus and they are working together with the private sector on that issue.

2. A Liveable City

Tim Walsh and Ariana Smith from CERA presented to the Forum about *A Liveable City*, the draft Residential Chapter. The presentation is attached as **Attachment B**.

- The presenters noted that *A Liveable City* fills a gap in the Christchurch Central Recovery Plan and makes explicit the importance of residential recovery in the central city. The presenters advised that successful CBDs require 3-6% of the wider population living in the CBD. This equates to 12,000–24,000 residents in Christchurch.
- The presenters noted that pre-earthquakes CCC had identified the central city as an area for population growth. Pre-earthquakes there were approximately 8,500 people residing in the Central City. Following the earthquakes there are approximately 5,000 residents.
- The presenters noted that the East Frame will catalyse residential development in the central city.
- The presenters described the balance required to provide high quality housing in a range of diverse housing typologies..
- The Forum noted the different socio-economic areas within the central city and the effect that living in the enrolment zones for Christchurch Boys' and/or Girls' High School has had on the intensification of housing in those areas.
- The presenters noted that there was public consultation on *A Liveable City* from mid-July until mid-August 2014 and that there were 184 public comments. Most of the comments in relation to the vision, objectives and public sector initiatives were supportive whereas the proposed District Plan provisions drew mixed feedback. The topics that received the most attention were:
 - Notification – commenters raised concern about not being consulted (particularly in relation to building height, recession planes and setbacks). CERA officials are likely to recommend to the Minister for Canterbury Earthquake Recovery (CER) that notification is not excluded for breaches of building height, recession planes and separation from neighbours.

- Building height – commenters raised concern about a single height limit. CERA officials are likely to recommend to the Minister for CER variable building height limits of 11 metres and 14 metres. This allows for three and four storey development and flexibility and variability in design.
 - Urban Design – commenters shared a strong desire that an urban design standard is included in the central city living zone. CERA officials are likely to recommend to the Minister for CER that an urban design standard similar to the operative District Plan provision is needed.
 - Special Amenity Areas – commenters raised concerns about the removal of the special amenity areas. If CERA officials were to recommend the special amenity areas be simplified it is likely to be on the basis that application is simplified such that development within them is considered under the urban design standard rather than specific criteria.
 - Car parking – comments on this issue were mixed. CERA officials are likely to recommend no change to the Minister for CER.
 - Non-residential activities – CERA officials are likely to recommend to the Minister for CER that non-residential activities continue to be restricted, but that exceptions are made for activities that provide a benefit to the local community.
- The presenters noted that the planning provisions will be reviewed by CCC in the district plan review next year.
 - The Forum noted that successful communities have hubs/locations that can be used by community groups, for example, Plunket. The Forum encouraged provision for these hubs in the central city.
 - The Forum asked about temporary accommodation provision to ‘kick-start’ these areas. The presenters noted that the Ministry of Business, Innovation and Employment has undertaken work in regards to temporary accommodation and also highlighted the orders in council that had been enforced to make the provision of temporary accommodation easier.
 - The presenters noted that most of the land where residential development is expected to occur is privately owned. The Forum raised concerns about what the economic drivers are for current owners to provide high-quality residences and noted that developers would want quick returns.
 - The Forum noted that there are opportunities for collaboration between different land owners and encouraged CERA to arrange meetings between land owners.

Decisions Taken

- The Forum were asked and noted its support for all of CERA’s proposed recommendations to the Minister for CER.

3. General Business

- CERA officials addressed the issue surrounding the resignation of the Chief Executive of CERA. It was noted that this is a confidential matter between Roger Sutton and his employer (the State Services Commission). It was also noted that CERA’s focus remains on delivering the recovery as there is still much to do to achieve long-term recovery and ensure an effective transition to long-term arrangements.

- Darren Wright noted that he had been Chair of the Forum for two years and asked the Forum whether they considered a vote should be taken to confirm his continuation in the role, or not. Mr Wright continuing as Chair was endorsed by the members.
- The Forum asked about its role in CERA's transition. CERA officials confirmed that the Forum would continue to provide information and advice to the Minister for CER about earthquake recovery.
- The Forum requested that the appointment of new members to the Forum be progressed as quickly as possible.

Next Meeting – 4 December 2014

Meeting closed 8:00pm

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Attachment A

Not government policy

Community Forum: Parking update 20 November 2014

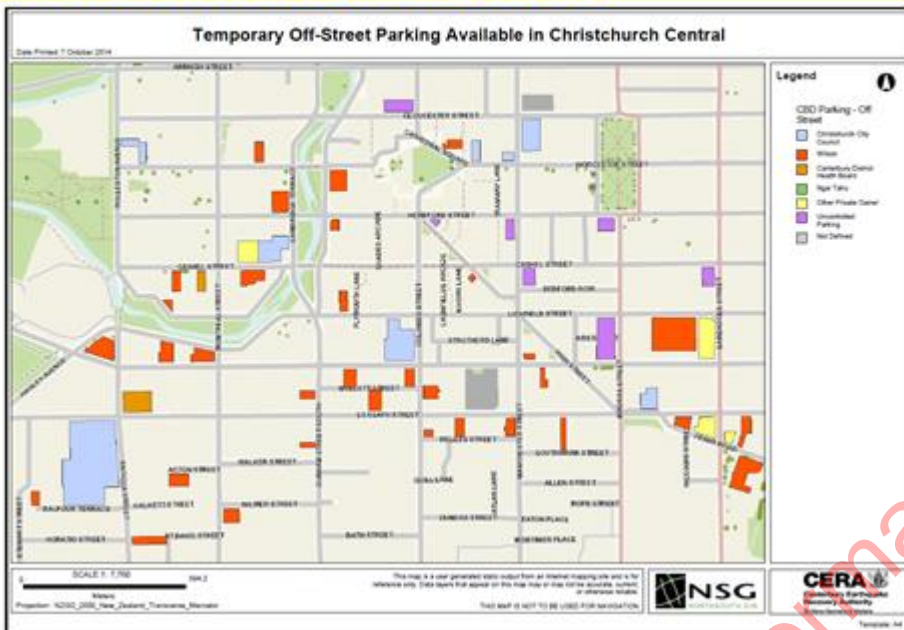


- Introduction (Ariana)
- Car parking supply and utilisation (now and through to 2018) (Kevin)
- Proposed Anchor Projects parking (David)
- Draft Christchurch Central Parking Plan (Ruth)
- Questions and discussion

An Accessible City work programme



Current off-street parking supply



Current off street parking

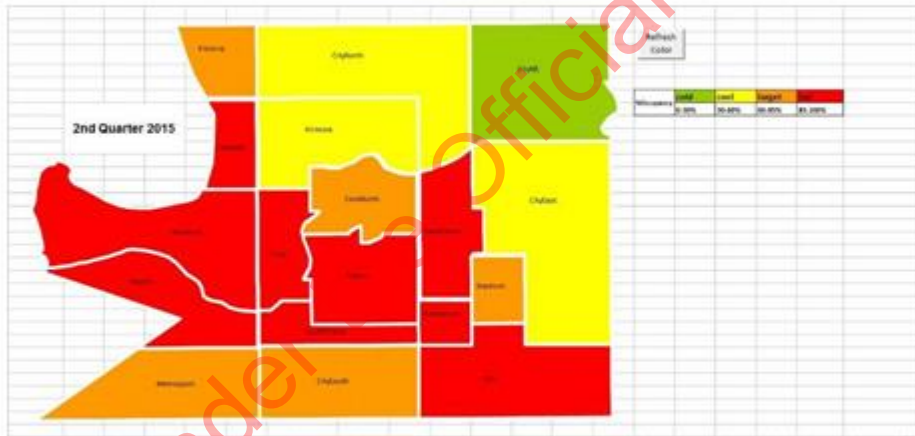


On-street parking

- Pre-earthquake 9,400 on-street car parks
- Currently 7,700 on-street car parks

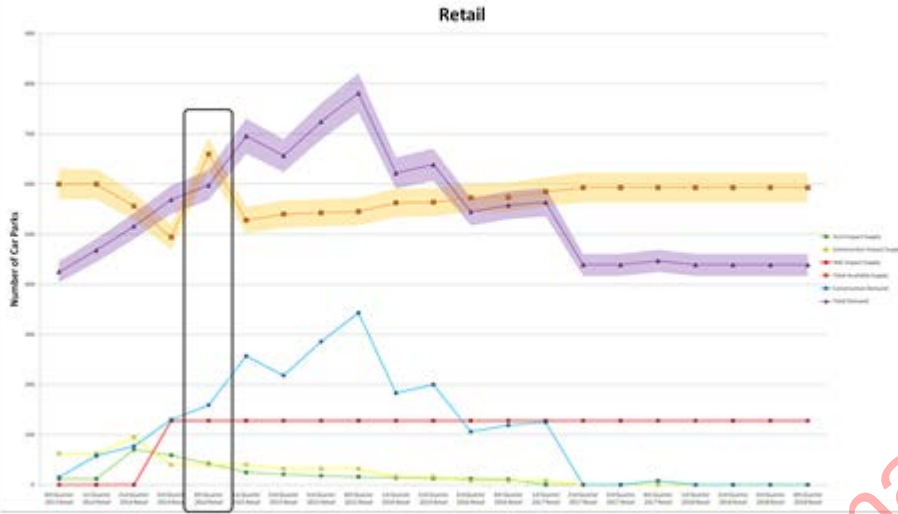


Current utilisation - Kevin



- Car parking utilisation and "hotspot" identification

Short term parking (next 4 years) – example Retail



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Draft Christchurch Central Parking Plan

To inform the rebuild so that parking is provided at an appropriate level and location to support recovery.

To increase certainty about the availability and timing of parking facilities.

Key components:

- Guiding principles
- Short term parking tool
- Long term parking tool
- Draft operations plan
- Delivery plan
- "Live" document

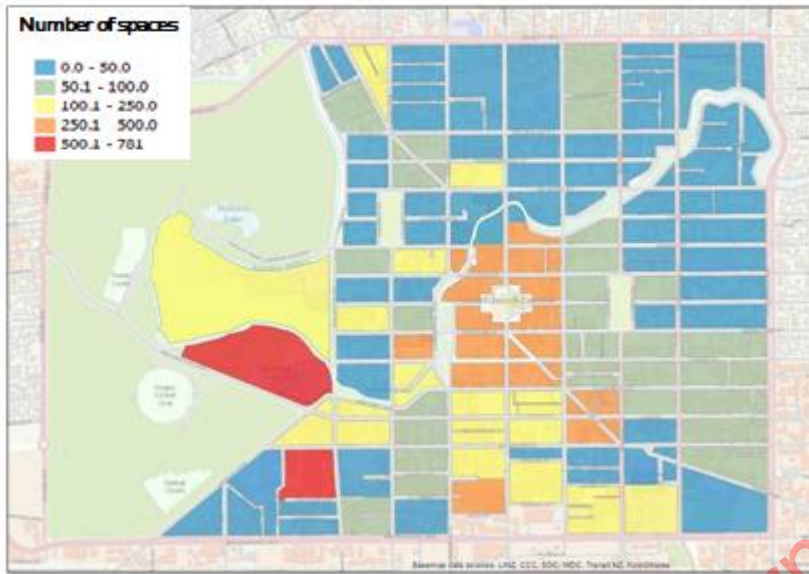


Parking principles

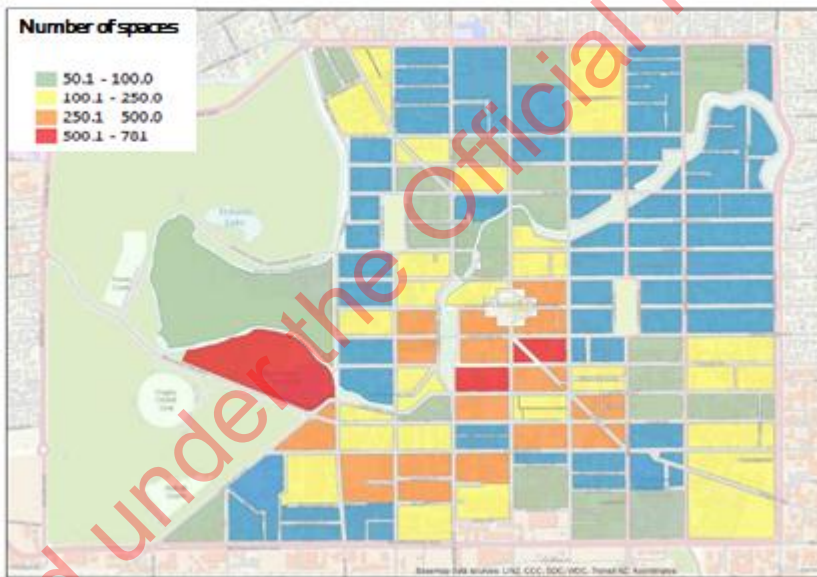
Location: Direct access, wayfinding. Main distributor to local distributor.



Short stay (visitor) parking demand - 2041

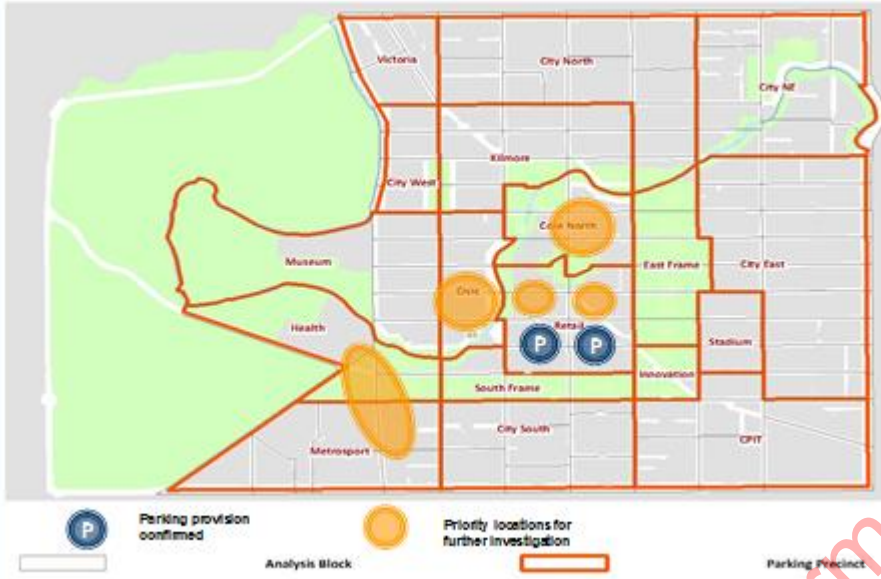


Long stay (commuter) parking demand - 2041

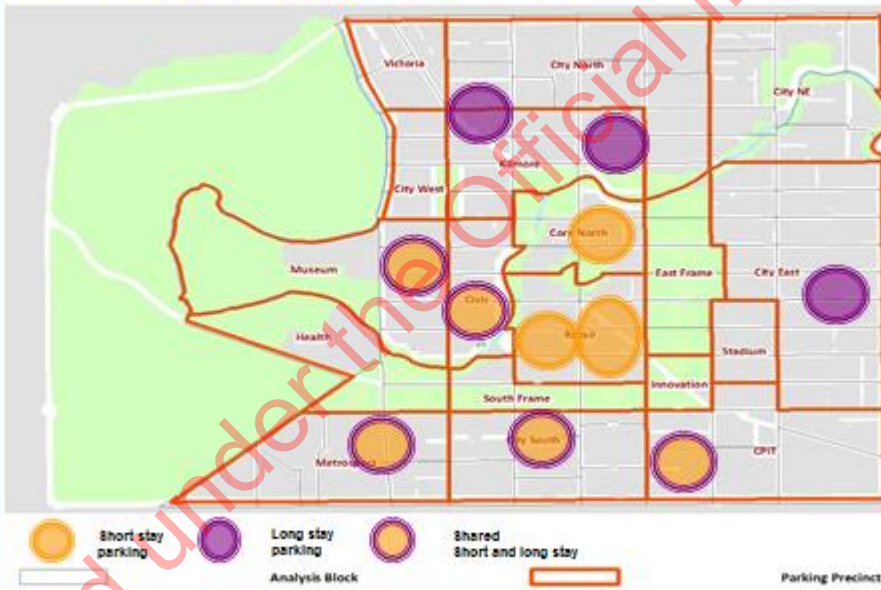


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Priority locations – short stay

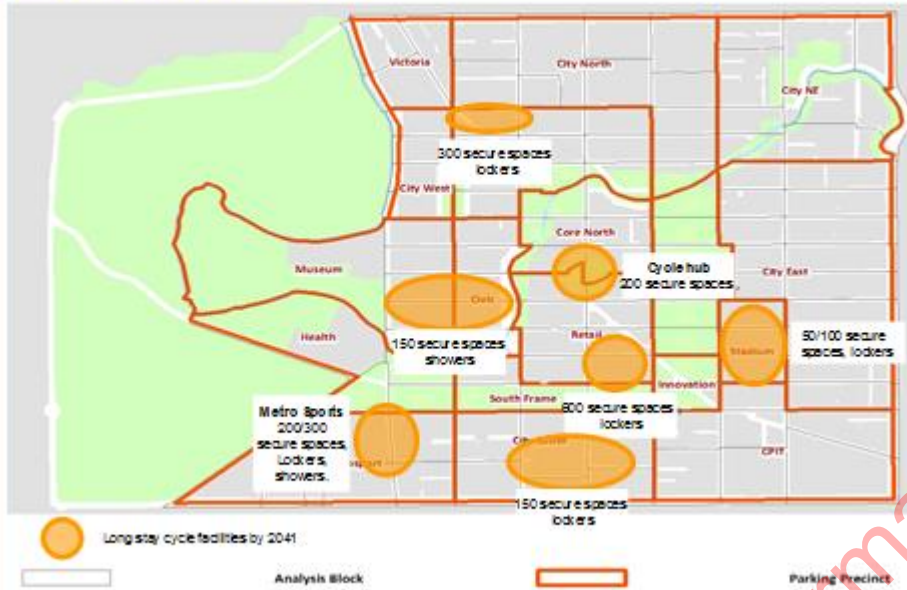


Indicative parking locations – 2041



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Cycle parking - 2041



Next steps

- Establish a parking Reference Group.
- Parking Plan to Committee and Council.
- Communications and website.
- Monitor parking demand and short term supply.
- Focus on short stay parking through rebuild of own parking facilities and working with private suppliers to deliver parking.

Attachment B

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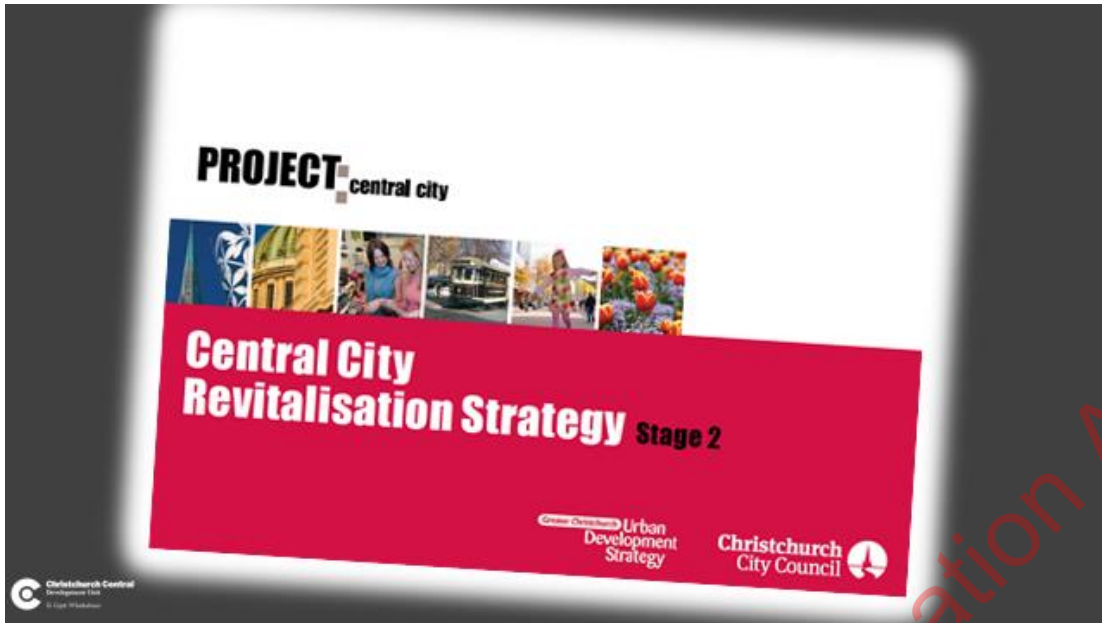
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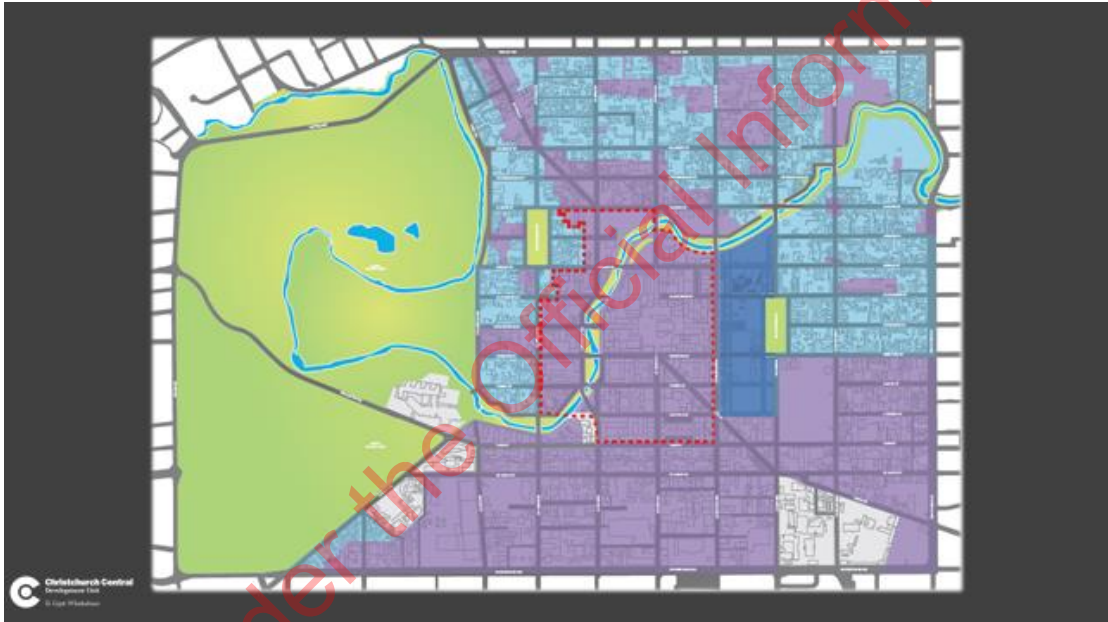
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public comments

public comments

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1884

notification




building height



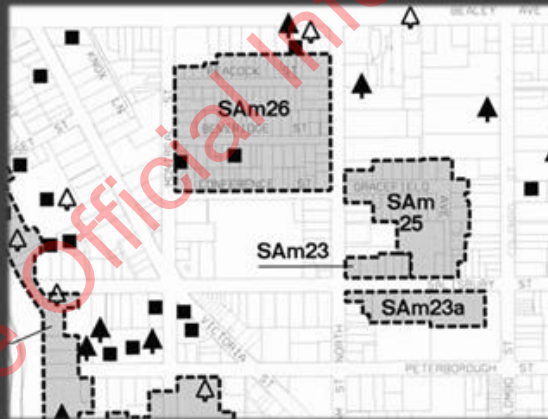
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urban design



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Special Amenity Areas




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car parking requirements



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non-residential activities



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District Plan Review



“CERA and other government agencies will continue to work with the private sector to investigate what is needed to unleash the potential for residential development in the city centre”



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key messages



Substantial residential population needed to underpin a successful central city recovery and regeneration



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Significant increase in living density
required to accommodate 12,000 to
24,000 residents

Equally important to create good
quality neighbourhoods



The market is unlikely to deliver
desired outcomes in a timely
fashion without intervention



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Main focus of the chapter is to introduce an appropriately enabling planning framework

Public feedback on the chapter was generally supportive of the overall direction

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CERA officials will recommend
that the Minister responds to
public feedback

Aiming for a Ministerial decision
before the end of the year

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Further intervention is likely to be needed to achieve the aspirations of *A Liveable City*

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