

4. UPDATE ON FUTURE PATH CANTERBURY PROJECT AND THE URBAN DEVELOPMENT STRATEGY

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The purpose of this report is to update the Council on the progress of the Future Path Canterbury (FPC) project, and to outline elements of the project which relate to the proposed Urban Development Strategy for Metropolitan Christchurch.

Specifically the summary of three reports recently produced from the Future Path Canterbury Project are presented which identify some key issues relevant to the proposed Urban Development Strategy.

CONTEXT OF REPORT

The Future Canterbury Project involves the Council, adjoining TLAs (Waimakariri, Selwyn, Banks Peninsula, Hurunui, and Ashburton) and ECAN in the development of a 20-50 year vision and strategy for the mid-Canterbury area. This project, known as Future Path Canterbury covers the area between Ashburton and Kaikoura including the metropolitan area of Christchurch. A stakeholders group was convened at the beginning of this year comprising elected members, community and business leaders. This stakeholders group will be used essentially as a focus group for development of key themes, ideas and scenarios to be canvassed for wider public consultation later in the year.

As part of the overall work programme a series of seminars on key topics concluded in late April. Now three reports are available which include a survey of community values, an assessment of key trends and a summary report on the seminar series presentations. These are covered below.

In the context of the proposed Urban Development Strategy a number of the issues raised by these reports are relevant for consideration as the Council begins to outline a process for the Urban Development Strategy.

UPDATE ON THE FUTURE PATH CANTERBURY PROJECT

The three reports recently produced include: A) Community Value Survey, B) Community Profile and Trends Analysis, and C) Seminar Series – summary of presentations. Full copies of each of these reports will be distributed to Future Path CCC Elected Members and to members of the Urban Planning and Growth Committee. A summary of each report is provided below and a brief presentation on key points will be made at the Committee meeting.

A. Community Value Survey - Report

A community value survey of 400 people who live in Christchurch and an additional 250 people living outside Christchurch but still in the study area was conducted in November 2001. Air quality, land use, water conservation and transport are identified in this survey as important issues for mid-Canterbury and metropolitan Christchurch in the future. Paraphrased from the Executive Summary of the report, the survey asked the following questions (with summary responses to each question follow in bullet points)

- 1) *Extent to which people are pleased to live in Canterbury*
 - Most people 66% are very pleased to live in Canterbury, with an additional 33% pleased
- 2) *Aspects liked about life in Canterbury*
 - Accessibility (38%); Scenery, parks/reserves, festivals/activities (each 20%)
- 3) *Aspects disliked about life in Canterbury*
 - Weather (35%), Air pollution/smog (18%)
- 4) *Changes we would like to see in the future*
 - End to air pollution (13%)
 - Improvements to roads (13%)
 - Improvements to public transport (11%)
- 5) *Changes we would least like to see in the future*
 - Environmental degradation (22%)
 - Urban sprawl (16%)
 - Subdividing (12%)
 - Population growth (12%)

- 6) *Issues to be addressed in the future*
- Air pollution (18%)
 - Improvements to roads (17%)
 - Water conservation (16%)

More detailed survey responses are provided in the report as they relate to the overall study area and specific respondents in each of the districts Christchurch, Waimakariri, Banks Peninsula, Selwyn, Hurunui and Ashburton.

B. Community Profile and Trends Analysis

This report compiles trends and data on a series of subjects with general headings for People, Economy, Infrastructure and Environment. Key points from the Executive Summary of the report are include:

- *People*
 - The population of the study area represents 11% of New Zealand and 47% of the South Island.
 - Canterbury's population is becoming more concentrated in the Christchurch urban area. At the same time, Christchurch's population is becoming increasingly decentralised to the immediately surrounding districts.
 - Eighty percent of population growth between 1991 and 2001 occurred in urban areas. However, the rate of population growth is faster in rural areas than in urban areas (15% compared to 11%).
 - The study area has a low urban population density by national and international comparison (20.2 people per hectare in 2001). Urban population density rose by less than 2% between 1991 and 2001.
 - Commuting to Christchurch for work is being increasingly relied on by people living in the surrounding districts. In 1996, 30% or more of the labour force in Waimakariri, Banks Peninsula and Selwyn Districts commuted to Christchurch for work.
 - The greatest growth in employment between 1991 and 1996 occurred in part-time work, accounting for approximately 60% of the total increase in employment within the study area.
 - Household occupancy rates are below the national average and households are becoming smaller, falling from 2.71 persons per household in 1991 to 2.58 in 2001.
 - Population growth is projected to slow over the next 50 years, peaking at 508,000 in 2041 (an increase of 80,000) then falling to 500,000 in 2051.
 - The number of households is likewise projected to increase more slowly but at a higher rate than population.
 - Projections indicate that the population in 50 years time is likely to be older, ethnically more diverse, and more decentralised within the area surrounding Christchurch.
 - Both population and household growth are highly sensitive to changes in migration, both external and internal.
- *Economy*
 - For the past 10 years (and longer), the Canterbury economy has closely paralleled national trends.
 - The regional economy remains heavily reliant on agriculture. Unprocessed and processed agricultural products make up well over one-half of total exports from the region.
 - Canterbury has a disproportionately large share of manufacturing industry. This is projected to grow at a lower rate than either service industries or primary industry in the foreseeable future.
 - Technology industries, software development and tourism, while still relatively small, are significant growth areas in the regional economy.
 - The majority of house building in the study area over the past 10 years has occurred outside Christchurch. However, the proportion of multi-unit development is falling significantly, possibly as a result of the rezoning of residential land on the edge of Christchurch.
 - The service sector is projected to grow at a faster rate than either primary industry or manufacturing industry.
 - The Canterbury economy is projected to grow at 3% per annum over the next five years, compared to 2.8% nationally. The growth rate is relatively low by international comparison.
 - Employment is projected to grow by 1% per annum nationally over the next five years. Most employment growth is expected to occur in part-time work.

- *Infrastructure*
 - Canterbury is rich in renewable energy resources (hydro electric power) but dependent on imported non-renewable resources, particularly to meet transport demand.
 - Energy consumption is increasing at twice the rate of household growth.
 - Increased use of oil products compared to other energy sources is forecast to continue.
 - The number of motor vehicles is growing at one and a half times the rate of household growth.
 - The number of trips within the study area is projected to increase by an average of 2.4% per annum over the next 20 years, which is twice the rate of household growth. Road freight is projected to grow at an even higher rate.
 - The length of road within Christchurch classified as congested is projected to triple between 1996 and 2011, unless significant improvements are made to the transport network.
 - Bus patronage has grown strongly since recovering from a low point in 1992.
 - The potential for Christchurch Airport to handle significant increases in passengers and freight are dependent on the airport being able to maintain curfew-free operations.
 - The future development of the Port of Lyttelton is dependent on more efficient use of land and transport connections to offset land and access constraints.
 - There is potential for a three-fold increase in the area of irrigated land within the study area. The most likely use of this land assuming current technologies and price relativities is dairying and intensive livestock/dairy support.
 - Access to new technology, especially internet access, has the potential to significantly change the relationship between home and work, for example to enable working from home. However there are currently wide variations in internet access within the study area and the quality of access.

- *Environment*
 - Eight percent of the study area is land use class 1 and 2 (versatile soil qualification) or about 200,000 ha. Less than 1% of the study area is class 1 land.
 - Urban development took up approximately 1,400 ha between 1991 and 2001, mostly class 1 and 2 land. The land take-up represents less than 0.1% of the total study area.
 - The total area used for urban development increased by 9% between 1991 - 2001 compared to a population growth of 12% and an increase of 17% in the number of households over the same period.
 - Urban development is likely to require an additional 40 ha per 1,000 people or approximately 2,500 ha over the next 50 years if present trends in density continue.
 - While water resources are considered adequate to meet foreseeable needs, it is likely that drought conditions will worsen the competition between farming, industry and population growth requiring one or more of these sectors to seek alternative water sources in the next 10 - 15 years.
 - Groundwater quality is vulnerable to degradation by both natural and human induced contamination, particularly by microbiological organisations and chemical spills.
 - Air quality regularly fails to meet Ministry for the Environment and Environment Canterbury guidelines for particulate matter and carbon monoxide.
 - Carbon dioxide emissions exceed the 1990 benchmark by 31.8%. The increase in CO₂ emissions is almost entirely attributable to increases in emissions by transport, particularly road transport.

C. Seminar Series - Report

The seminar series for stakeholders (including elected members) and members of the public concluded in late April. The seminar series on key topics included: 1) *Cultural, Demographics and Community*, 2) *Environment*, 3) *Economics*, 4) *Planning and Infrastructure*, 5) *Energy and Transport*, 6) *“What Makes Canterbury Canterbury”*.

The seminar series raised some pertinent issues and identified significant trends and factors affecting Canterbury over the next 20-50 years.

NEXT STAGE IN THE FUTURE PATH PROJECT - SCENARIO WORKSHOPS

The next stage in the Future Path Canterbury project is the development of likely scenarios for the 20-50 year forecast period and identifying a preferred scenario – that is what does our community want the area to “look like” in 20-50 years time? This will involve a series of workshops with the stakeholders identifying influential factors and trends affecting the Canterbury area, and outlining likely and preferred scenarios. These workshops will conclude in August with a second round of public consultation in the spring of this year.

At this stage it appears the Future Path Canterbury project will be useful in identifying some high level outcomes the community in the study area (Hurunui to Ashburton) wish to achieve. There is an expectation that some differentiation will emerge between rural and urban issues/desires. It is some of these urban issues which the proposed Urban Development Strategy will need to address.

BRIEF UPDATE ON THE PROPOSED URBAN DEVELOPMENT STRATEGY

At this point staff envision the first stage in the Urban Development Strategy (UDS) will be to identify key issues facing our community. The reports outlined above begin to identify do just that. We are also, as outlined previously, envisioning the need to engage with adjoining TLAs and key stakeholders/agencies in the development of the UDS.

Finally some consideration needs to be given to the central government review of the Local Government Act and the proposed Long-Term Community Council Plan (LTCCP). A brief presentation will be made to the Committee on current expectations of the interface between the Urban Development Strategy and the LTCCP at the meeting.

CONCLUSION

This report provides a summary update of the Future Path Canterbury project including a brief summary of three reports recently published which outline some key issues facing our communities future. These issues will need to be considered and addressed as we progress the proposed Urban Development Strategy.

Chairperson's

Recommendation: That the information be received.