



Draft South Ward Spatial Plan

2024 - 2054

Revision B



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Mayor's Forward / Executive Summary

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KEY TERMS AND GLOSSARY

Active transport

Transport that involves physical exercise, predominantly walking or cycling but also includes other forms of transport including skateboards and micro-mobility devices such as e-bikes and e-scooters.

Amenity

A feature that provides comfort, convenience or pleasure, such as calm streets, attractive buildings, public spaces and trees.

Coastal erosion

Loss of land due to coastal processes such as waves and tidal currents wearing away land suddenly or overtime.

Coastal inundation

Flooding from the sea.

Connectivity

Extent to which urban forms permit (or restrict) movement of people or vehicles in different directions.

Greenfields

Areas of undeveloped often rural land which is developed for industrial, commercial, residential or mixed use purposes.

Highly productive land

Land identified as Land Use Capability Class 1, 2, or 3, as mapped by the New Zealand Land Resource Inventory or by any more detailed mapping that uses the Land Use Capability classification. See NPSHPL for more detail <https://environment.govt.nz/publications/national-policy-statement-for-highly-productive-land/>.

Housing choice

A variety of housing typologies and tenure options to meet current or changing demand, e.g. standalone residential dwellings, townhouses/ duplexes, papakāinga, private or communal ownership, rental or lease-hold.

Infill housing

Increasing the number of houses/dwellings on a property, either by building a secondary house/ dwelling or by creating a new site through subdivision.

Intensification

Redevelopment of a property (site or building) to a higher density of residential dwellings, for example removing a single house from a large site and replacing with townhouses, duplexes or apartments, or converting an existing building into smaller residential dwellings.

Long Term Plan

Council's Long Term Plan (including the infrastructure strategy required to be included in it) adopted under section 93 of the Local Government Act 2002. It sets out Council's planned activities and finances for a 10 year period.

Statistics NZ growth scenarios

Population projections that give an indication of the future population usually living in the South Ward under two scenarios -

- mid range growth (medium growth scenario), and;
- higher growth, where the population grows faster (high growth scenario).

Medium density residential

Attached dwellings/houses, including duplexes and triplexes, terraced housing and low rise walk up apartments.

Mixed use development

A building, development or area that contains a mix of different activities or land uses, e.g. residential dwelling, offices, retail shops and cafes.

Pedestrianisation

A reduction or removal of vehicle access to a street or area to promote increased use by pedestrians.

Planning controls

The process by which Council makes decisions about the way land use, development and activities can occur through zoning and rules.

Spatial plan

A strategy or blueprint for where and how growth and development will occur over the next 30 years.

Structure plan

A plan that sets out how a particular area will be developed and may include requirements such as roads (including their location), infrastructure services and density requirements.

LIST OF ACRONYMS

CRPS - Canterbury Regional Policy Statement 2021

LGA - Local Government Act 2002

LTP - Long Term Plan

LUC - Land Use Capability (see National Policy Statement for Highly Productive Land 2022)

NPSFM - National Policy Statement for Freshwater Management 2020

NPSHPL - National Policy Statement on Highly Productive Land 2022

NPSUD - National Policy Statement for Urban Development 2020

NZTA - New Zealand Transport Agency

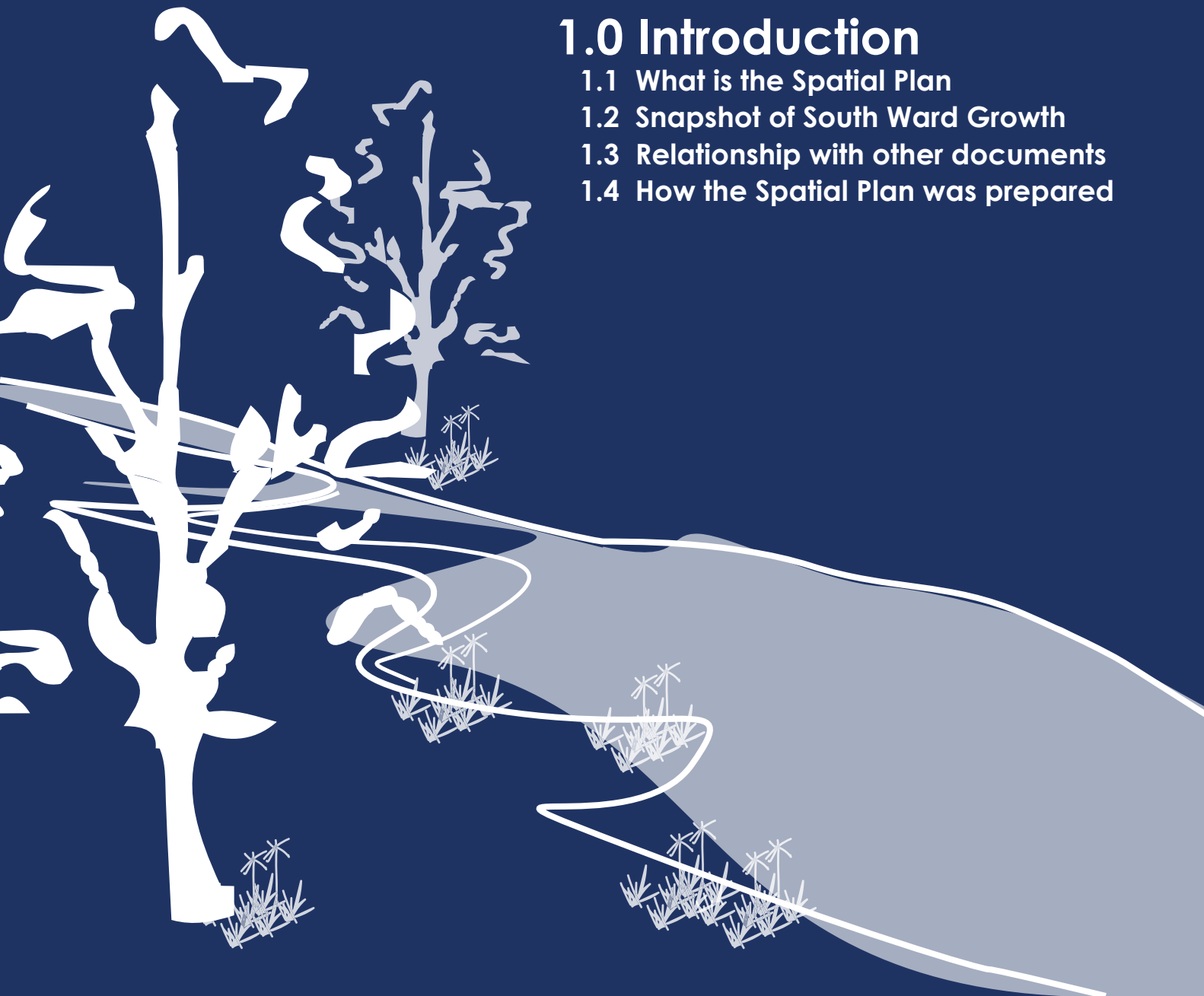
RMA - Resource Management Act 1991

SWSP - South Ward Spatial Plan



1.0 Introduction

- 1.1 What is the Spatial Plan
- 1.2 Snapshot of South Ward Growth
- 1.3 Relationship with other documents
- 1.4 How the Spatial Plan was prepared



1.1 What is the Spatial Plan

The South Ward Spatial Plan (**SWSP**) sets the blueprint for how and where the South Ward, in particular Amberley and Leithfield, will grow and develop over the next 30+ years, to meet the needs of these communities and the wider district and ensure the South Ward continues to be a great place to live, work and play into the future.

The SWSP looks at how the South Ward will change across the next 30 years. This allows us to get ahead of growth to plan and invest accordingly, so our townships and surrounding rural areas continue to support healthy and connected communities with sufficient infrastructure and services.

The SWSP visually sets out a direction for growth and development within and outside the existing town boundaries and identifies opportunities for future community and environmental enhancements, along with opportunities to improve connectivity.

It is important to remember that many of the outcomes described in this plan won't happen right away, some things like public transport and other services require long term planning and investment which is why we need to identify these aspirations early.

The SWSP is accompanied by an action plan which sets out the steps the Council, partners and the community will take over the short, medium and long term to work towards delivering the spatial plan outcomes.

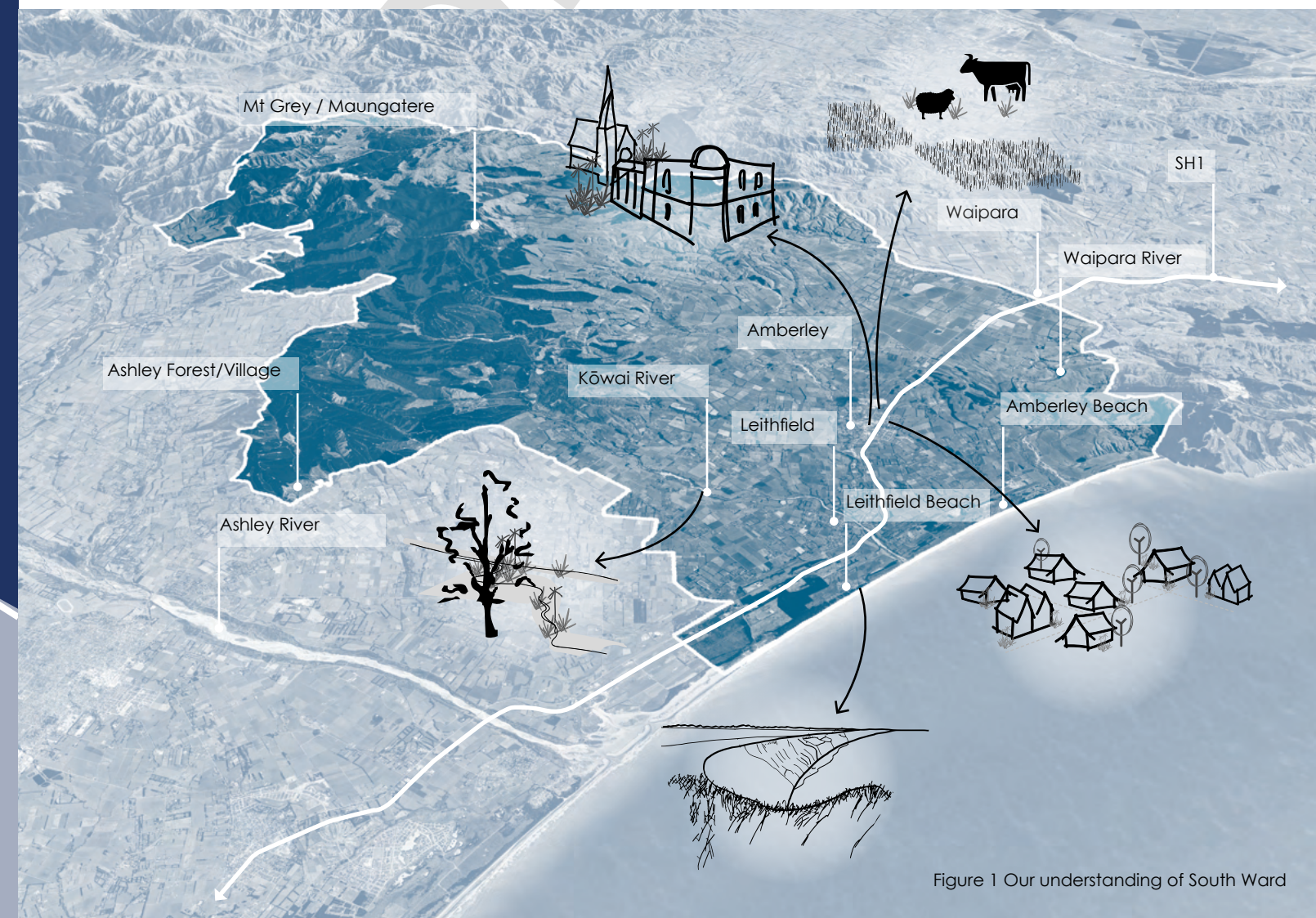


Figure 1 Our understanding of South Ward

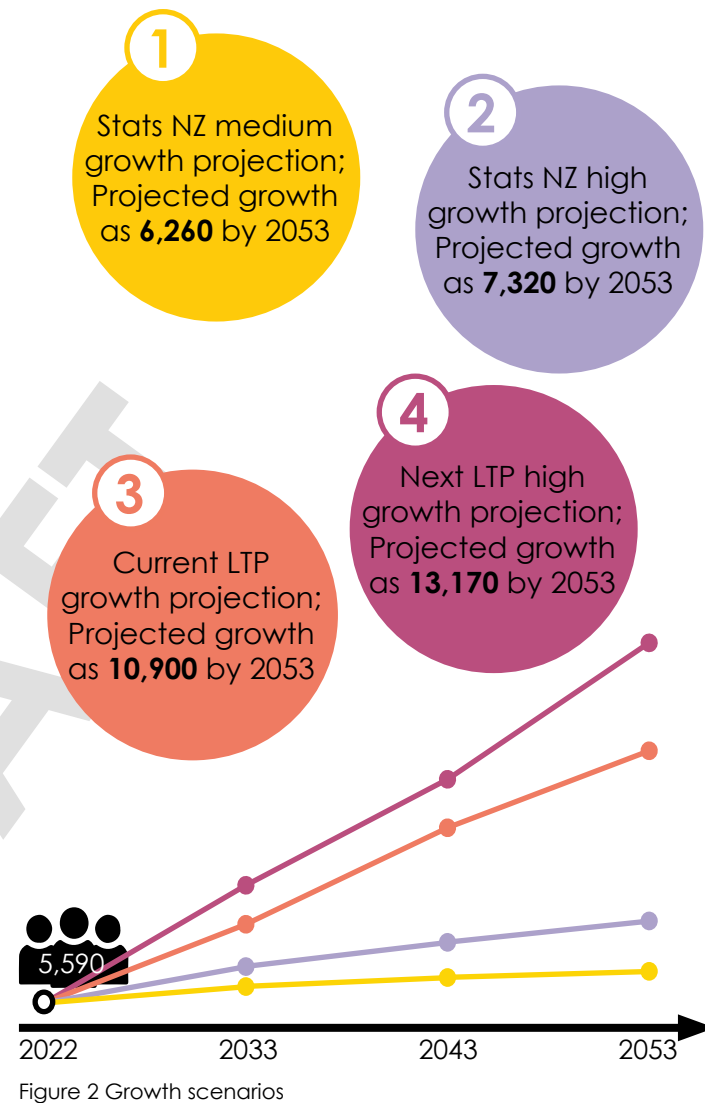
1.2 Snapshot of South Ward Growth

Over the past few years, there has been strong population growth in the South Ward, primarily focused in Amberley. With factors such as greater ability to work remotely, higher property prices in bigger centres, and a general shift towards living in regional New Zealand, more people are making lifestyle choices to move to smaller settlements such as Amberley.

This recent growth has placed pressure on our infrastructure services and has meant numerous infrastructure projects have been brought forward to match the rate of development. Newer subdivisions which have accommodated significant growth in Amberley such as Oakfields are nearing completion, and the last significant zoned greenfield subdivision, The Clearing, is starting construction.

As part of preparing the SWSP the Council commissioned a report on the South Ward's current and future residential and business activities and subsequent land requirements to support this projected growth. (See link here for more information)

In developing the SWSP the four growth scenarios set out in Figure 2 to the right were considered.



1
Stats NZ medium growth projection; Projected growth as **6,260** by 2053

2
Stats NZ high growth projection; Projected growth as **7,320** by 2053

3
Current LTP growth projection; Projected growth as **10,900** by 2053

4
Next LTP high growth projection; Projected growth as **13,170** by 2053

The variation in these scenarios shows predicting future growth is challenging - we need to take into account factors that are anticipated, but there are also many unknowns that can directly influence the rate and nature of growth - this is why we have wide ranging growth scenarios.

Under each of the four scenarios the projected shortfalls of residential, commercial and industrial land are different:

Growth Scenarios		Short term	Medium term	Long term
Residential land	1	✓	✓	✗
	2	✓	✓	✗
	3	✓	✗	✗
	4	✓	✗	✗
Commercial land	1	✓	✓	✓
	2	✓	✓	✓
	3	✓	✓	✓
	4	✓	✓	✓
Industrial land	1	✓	✗	✗✗
	2	✓	✗	✗✗
	3	✗	✗	✗✗
	4	✗	✗	✗✗

✓ = Surplus; ✗ = Shortfall; ✗✗ = Significant shortfall

Residential capacity within the South Ward is sufficient in the short and medium term under the Stats NZ growth scenario, with a shortfall only experienced in the long term (see scenario 2). Under the Council's long term plan (LTP) scenarios (see scenarios 3 and 4), the shortfall is brought forward into the medium term and would need to be given earlier consideration.

Amberley has sufficient residential capacity over the short and medium term. Over the longer term, if the LTP growth scenarios are experienced, the need for additional residentially zoned land arises.

For the next LTP (that is currently out for consultation), projected growth for the South Ward reaches 13,170 (approximately 3,000 more residents than the current LTP scenario). If growth follows this trajectory, shortfalls are likely to occur within a shorter timeframe.

The SWSP has been designed to be flexible and respond to any growth scenario that eventuates. Growth in the district and the South Ward will regularly be monitored and SWSP implementation actions can be brought forward as required to respond to changes in growth scenarios.

We need to plan for age friendly communities, while also considering how we attract more families and younger people to live in the South Ward. The SWSP responds to this by supporting more housing choice, signalling town centre improvements and ensuring there is plenty of land supply to support affordability and job creation.

The South Ward has a **higher average age** than the wider Hurunui District and NZ. Amberley's average age is **55**

The goal of the SWSP is to set out at a strategic level how Amberley and the wider South Ward grows and develops in the future. It provides an opportunity to be responsive rather than reactive to opportunities and challenges that the South Ward and wider district will be presented with as we face a changing environment, due factors such as climate change, natural hazards, population changes and regulatory requirements.



Image 1 Amberley weekend market

What does this mean?

- We need to find **more industrial land**
- We have **sufficient commercial zoned land**
- If **growth continues** at a similar rate to recent years, we will need to find capacity for **more residential development in Amberley**, and/or look at changing current planning controls to allow smaller section sizes in Amberley.

1.3 Relationship with other documents

While the SWSP is a non-statutory document, it will influence other Council documents such as the District Plan and LTP.

Councils are required to prepare a LTP under the Local Government Act every three years. An LTP describes the community outcomes for the district, and what its priorities are over the next 10 years. The SWSP provides a longer term view of community aspirations and thereby informs the LTP, including the specific projects to be funded and delivered.

Overall, the SWSP will give effect to and align with central government legislation, which in turn directly informed by the Canterbury Regional Policy Statement (CRPS). The SWSP looks at how to accommodate intensification with an integrated land use, infrastructure and place-making approach. It will provide direction to future plan changes, as well as contribute to the development of infrastructure strategies and investment decision making.

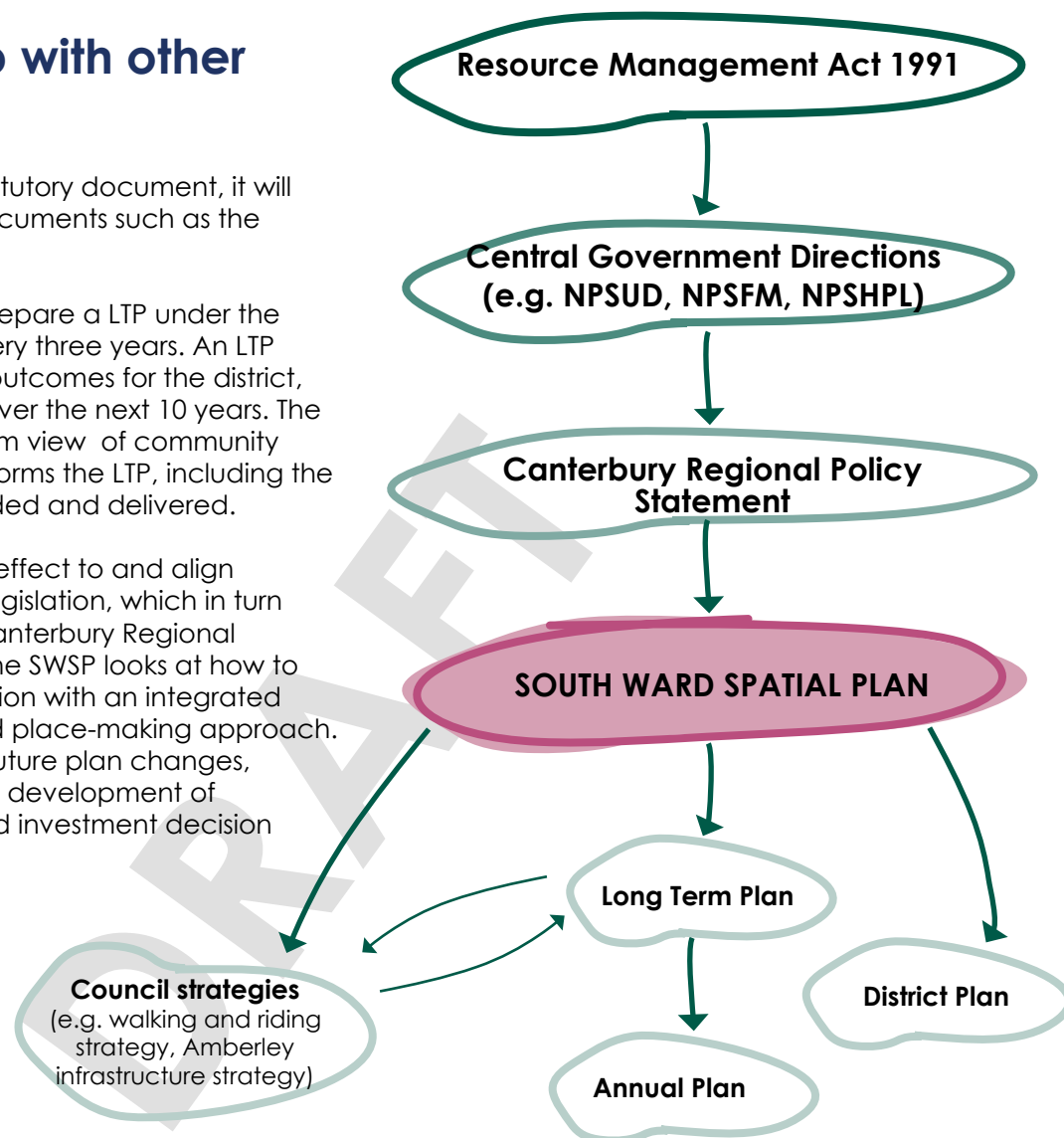


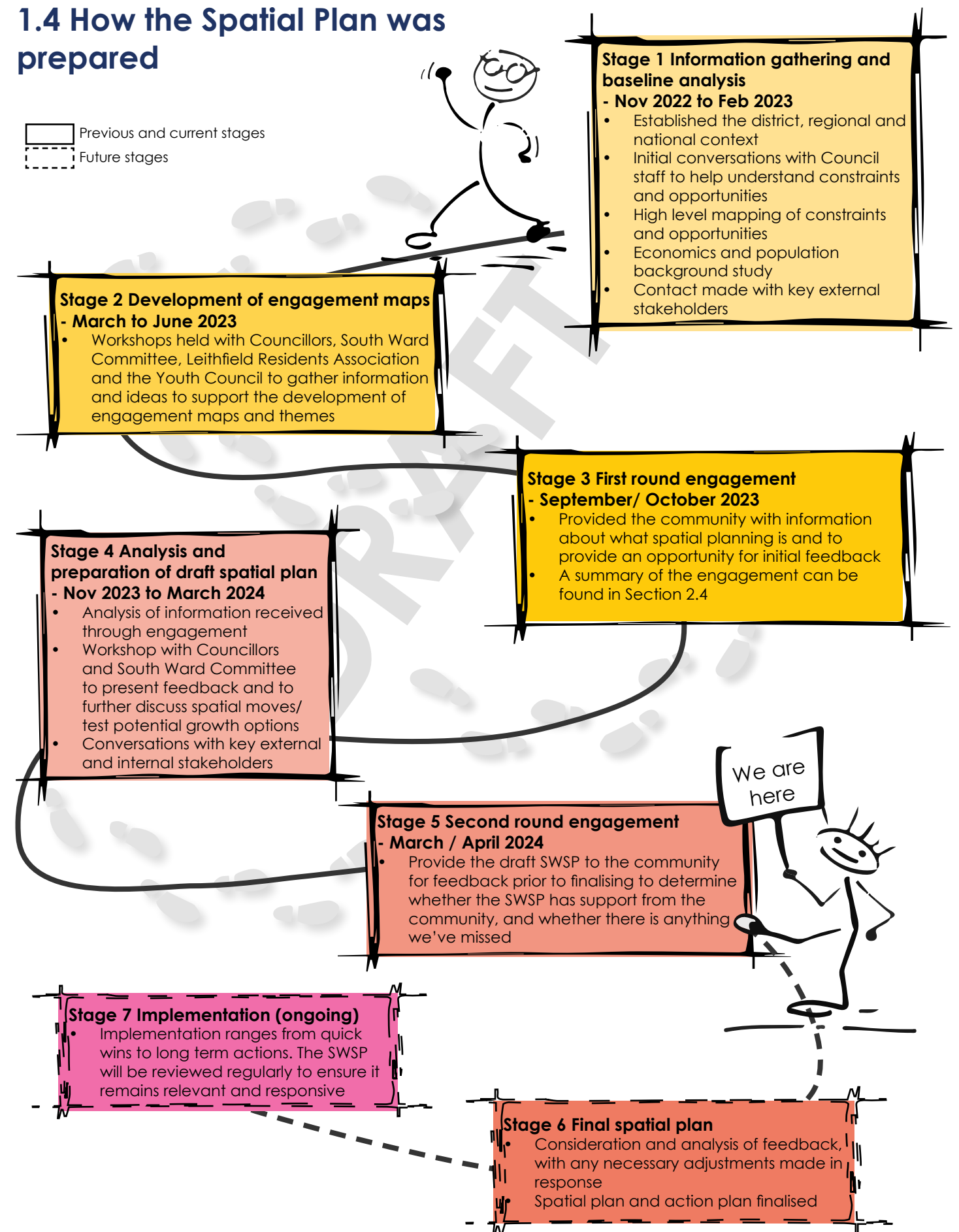
Figure 3 SWSP relationship with other documents

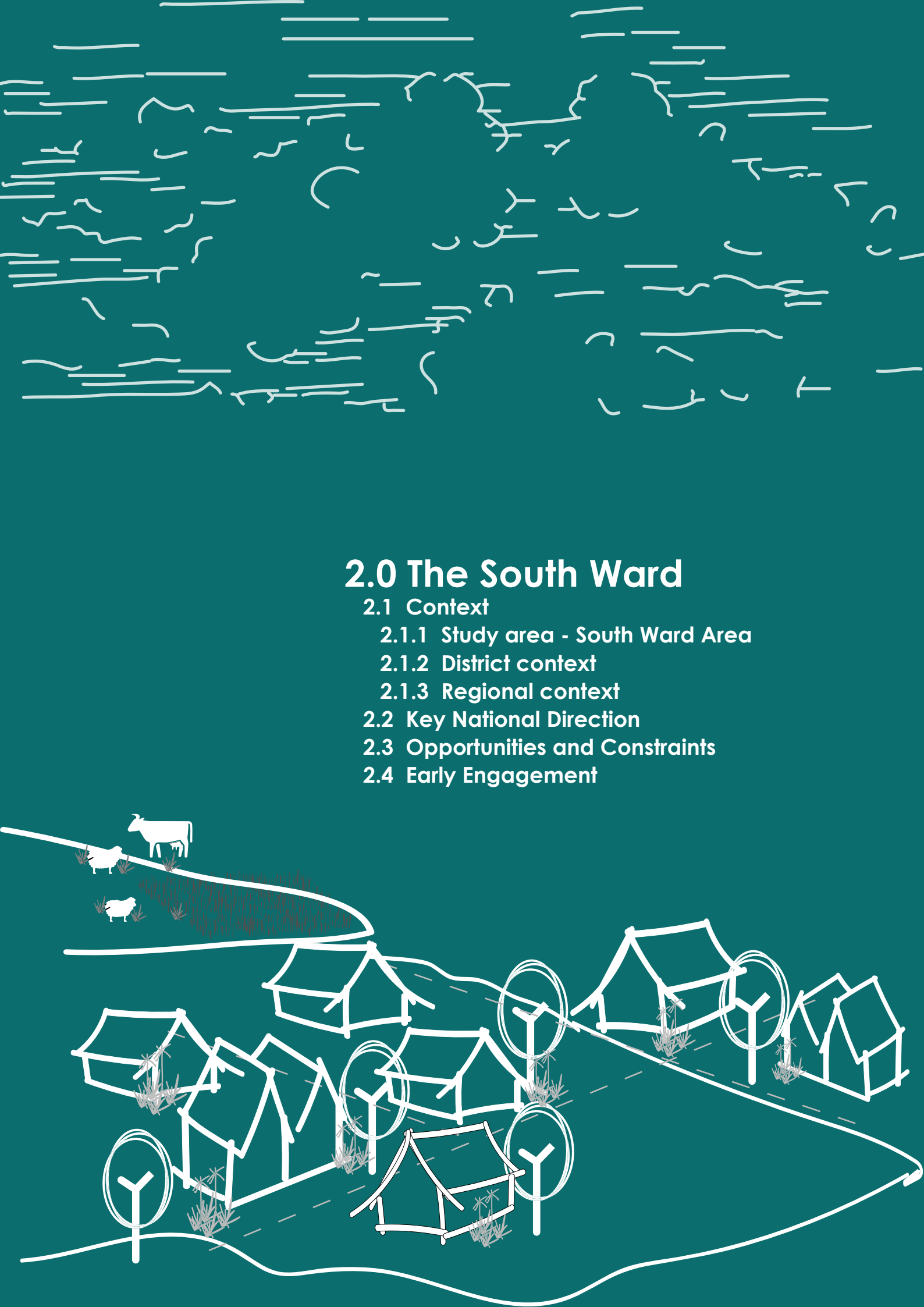


Image 2 Hurunui District council building

1.4 How the Spatial Plan was prepared

Previous and current stages
Future stages





2.0 The South Ward

2.1 Context

2.1.1 Study area - South Ward Area

2.1.2 District context

2.1.3 Regional context

2.2 Key National Direction

2.3 Opportunities and Constraints

2.4 Early Engagement

2.1 Context

2.1.1 Study area - South Ward

The South Ward is located within the takiwā of Te Ngāi Tūāhuriri Rūnanga, encompassing the southern area of the Hurunui district, which is broadly from the Waipara River in the north to the Waimakariri district boundary in the south, extending to the Pacific Ocean in the east and to the foothills in the west, including Mount Grey/ Maukatere.

The South Ward includes the townships of Amberley and Leithfield along with the communities at Amberley and Leithfield beaches. There are also smaller rural settlements in Ashley Forest, Broomfield and Balcairn.

Amberley is the main centre within the South Ward and the wider Hurunui district and is expected to continue to support the majority of the district's population and provide a hub of services over the long term.

2.1.2 District context

There are approximately 13,058 residents who call the 8,646 km² of the Hurunui district home.

The Hurunui district is predominately rural land interspaced with small service towns. The economy is primarily reliant on primary production and tourism. The rural area to the north of Amberley is a well known viticulture area, with Amberley identified as the gateway to the North Canterbury wine region.

2.1.3 Regional context

The Hurunui district is located in north Canterbury between Kaikōura and Waimakariri districts. State Highway 1 runs through the district providing transport connections north and south, along with the Main North Trunk railway line. State Highway 7 provides access to the West Coast via the Lewis Pass.

Amberley is located approximately 35 minutes from Christchurch City and 20 minutes from Rangiora. There are no major air or sea connections within the South Ward or wider Hurunui.



Image 3 Kowai River



Image 4 South Ward viticulture



Image 5 View from Mt Grey/Maukatere

2.2 Key National Direction

The SWSP is an opportunity for the Council to respond to national direction, and be prepared at a strategic level for any changes in national direction.

Highly Productive Land

Of particular relevance to the South Ward is the National Policy Statement on Highly Productive Land 2022 (**NPSHPL**). The NPSHPL requires that highly productive land is protected for primary productive uses. This includes restricting rezoning of rural land for urban purposes, unless it can be demonstrated that it is required to provide sufficient development capacity to meet expected demand for housing and business land and there are no other alternatives.

Amberley and Leithfield are both surrounded by land that is classified as highly productive under the national mapping provided by Manaaki Whenua. The Canterbury Regional Council is currently underway with a review of highly productive land in the region.

At this stage, the Council must consider a range of other options before expanding town boundaries on to highly productive land. This includes looking at existing capacity and opportunities for more intensive housing within the current urban zoned land – this is discussed further in Section 4.1 of the SWSP.

Urban Development

While the National Policy Statement for Urban Development 2020 (**NPSUD**) does not directly apply to the Hurunui District, some of the principles are useful when looking at the spatial growth of an area. For example, we have completed accessibility mapping that looks at what parts of the existing urban area have good accessibility via walking or cycling to services, employment, and open spaces.

Freshwater Management

The National Policy Statement for Freshwater Management 2020 (**NPSFM**) sets out requirements to protect and enhance freshwater bodies. This is relevant to streams and wetlands within the South Ward, including the Kōwai River.



Figure 5 Amberley HPL map



Figure 6 Leithfield HPL map

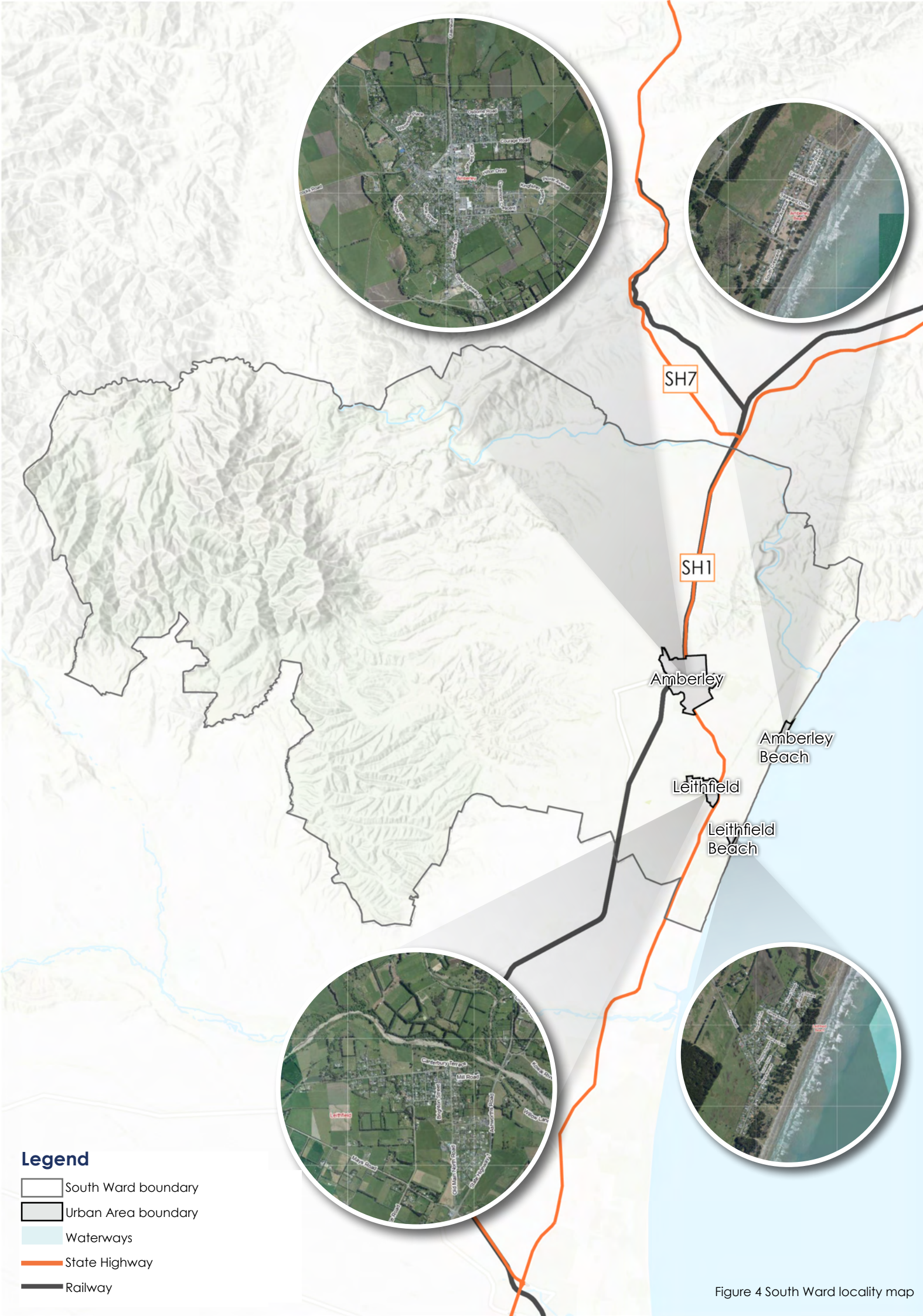


Figure 4 South Ward locality map

2.3 Key Opportunities and Constraints

Before we look forward, we need to take stock of the present situation and identify and understand the physical opportunities and constraints that will impact future development and growth of the South Ward.

Figure 7 identifies the physical opportunities and constraints in the South Ward. The SWSP provides a mechanism to respond to and take advantage of the opportunities and constraints.



Protect highly productive land which covers the majority of the South Ward (presence of LUC 1 – 3 soils), and retain it for primary production.



State Highway 1 runs through the centre of Amberley, and separates Leithfield Beach from Leithfield village creating safety and amenity issues. The State Highway also creates an east/west divide. Conversely the state highway provides an opportunity with respect to economic activity and transport.



Susceptibility to natural hazards, including flooding from the Kōwai River and coastal erosion and inundation at Amberley Beach and Leithfield Beach.



The infrastructure in the South Ward is ageing and there are also capacity issues in the stormwater network.



Sea level rise, rising groundwater and flood risk at Amberley and Leithfield Beaches.

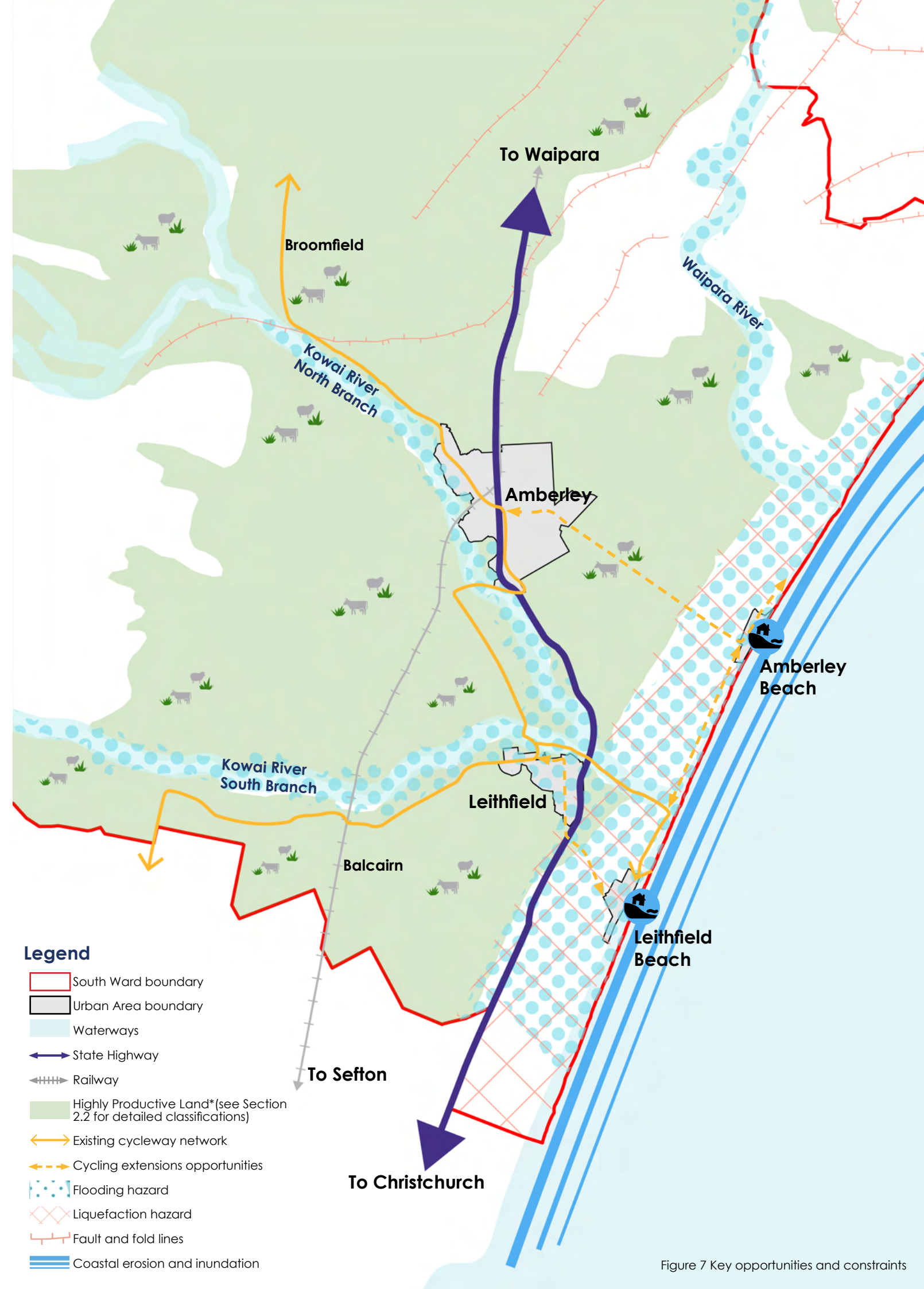


Figure 7 Key opportunities and constraints

2.4 Early Engagement

Early engagement was undertaken with the community during September/October 2023.

The community were invited to provide feedback on the draft spatial maps through a survey, from which 57 responses were received, and through post it notes on boards set up at Amberley Library and stands at the Amberley Farmers Market.

School children from Amberley and Broomfield Primary Schools also contributed a large number of post it notes from visits to the Year 7 & 8 classes.



Image 6 Community engagement



Image 7 Community engagement post-it

If you looked at Amberley 30 years ago compared to now we have come along way, the dream needs to be bigger!

Places to walk, spaces for our kids to play.

It needs to be a safe and pleasant space to live in that meets every age group needs.

I like that Amberley is growing rapidly and support anything that keeps this momentum going.

Celebrate our viticulture, celebrate our young people, celebrate our older people, reflect it.

Perhaps the cheapest and least resource-intensive way to create a town centre with heart would be to pedestrianise Markham Street. It says a lot for both the need for a town centre space, and the desirability of Markham Street as a solution, that closing Markham Street for a summer afternoon market and festival recently was such a success.

[I] Like the small uniqueness of Leithfield.

I feel Amberley has a great opportunity to grow and I am in favour of intensive housing to build a diverse community.



Walking and cycling tracks. Keep them coming! Be the council of change, encourage the next generation to not just drive everywhere.

Feedback from the community

Feedback was collected based on three engagement themes. A summary of the feedback in relation to these engagement themes is below.

-  **Managing Growth**
-  **Improving Connectivity**
-  **Enhancing Environment**

-  The general preference for residential growth was a combination of greenfield growth and intensification within the existing urban area (as shown in Figure 8). This was underpinned by opinions around township character, environment, housing affordability and urban design.
-  Feedback in relation to Leithfield was that respondents value the small, uniqueness of the township and do not want growth.
-  Industrial growth should not occur within the wine growing area and should be located in an easily accessible location away from residential areas and waterways.
-  Need to look after our ageing population while considering how families and young people can be attracted to live in the South Ward.
-  Concern was expressed that the rural character of our townships and community values would be lost or diluted through growth.
-  There was a general desire to encourage small business, rather than big box business. However, school aged children expressed desires for a mall or big box retailers.
-  Support for public and active transport linkages, alongside frustration with existing traffic issues and concern about the compounding effects of future growth was expressed.

-  The importance of green and open space was highlighted as shown in Figure 9. In general the community want more trees and access to open space within a walkable distance from residential areas, town centres and schools.
-  Suggestions for various types of recreational activities, particularly from the school children at Amberley and Broomfield Schools.

Snapshot of survey results

Figure 8 Preferred location for residential growth

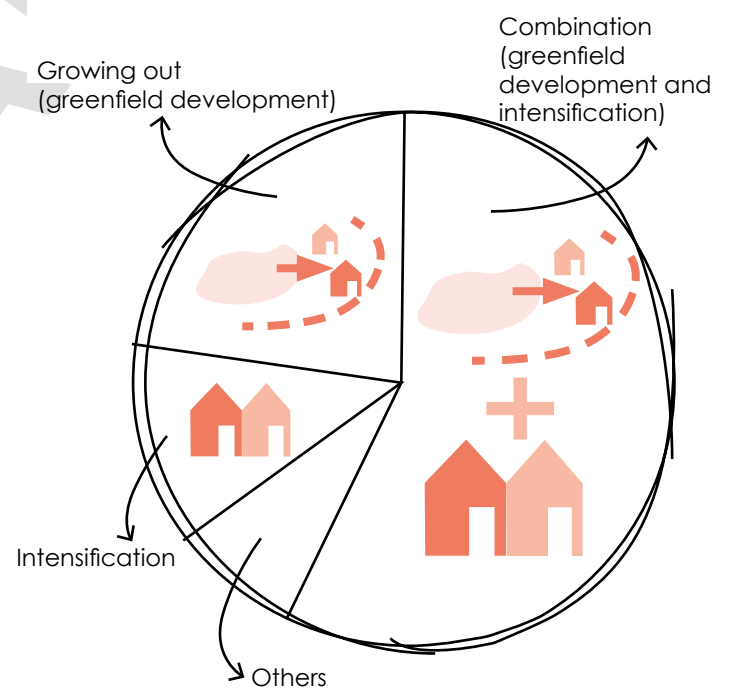
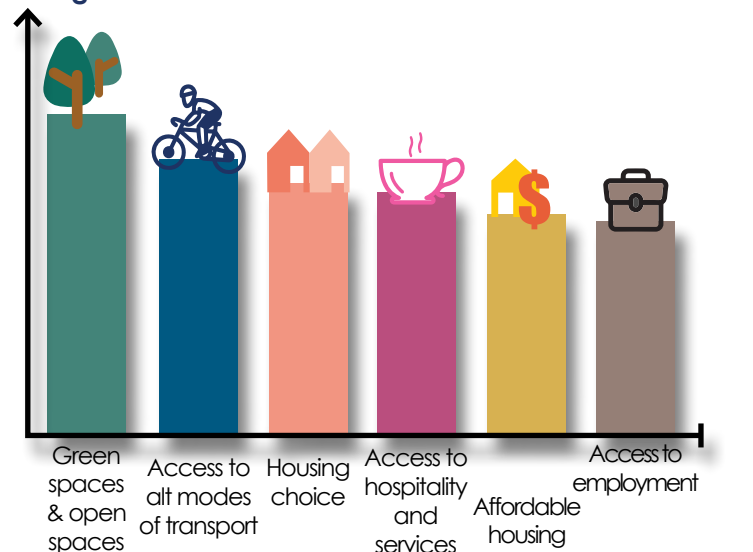


Figure 9 Key factors which contribute to a good neighbourhood



3.1 Introduction

Throughout the preparation of the SWSP, a number of key themes have emerged:

- how growth should be accommodated while retaining the unique character of the South Ward towns and rural areas;
- the importance of the natural environment and open spaces and;
- how people move around the South Ward and beyond.

These themes represent the broad spatial plan outcomes, and are:



These outcomes represent what we want to protect and enhance in the South Ward, and what we need to work on to make the South Ward an even better place to live, work and play.

A key issue that the SWSP must contemplate is how the South Ward can respond to and adapt to the effects of climate change – all three outcomes therefore have a climate change component.

Achieving these outcomes will require a number of short, medium and long term actions. The next two sections cover spatial moves and key projects that need to happen for the South Ward to continue to align with and achieve the outcomes over the next 30+ years.

3.0 Spatial Plan Outcomes

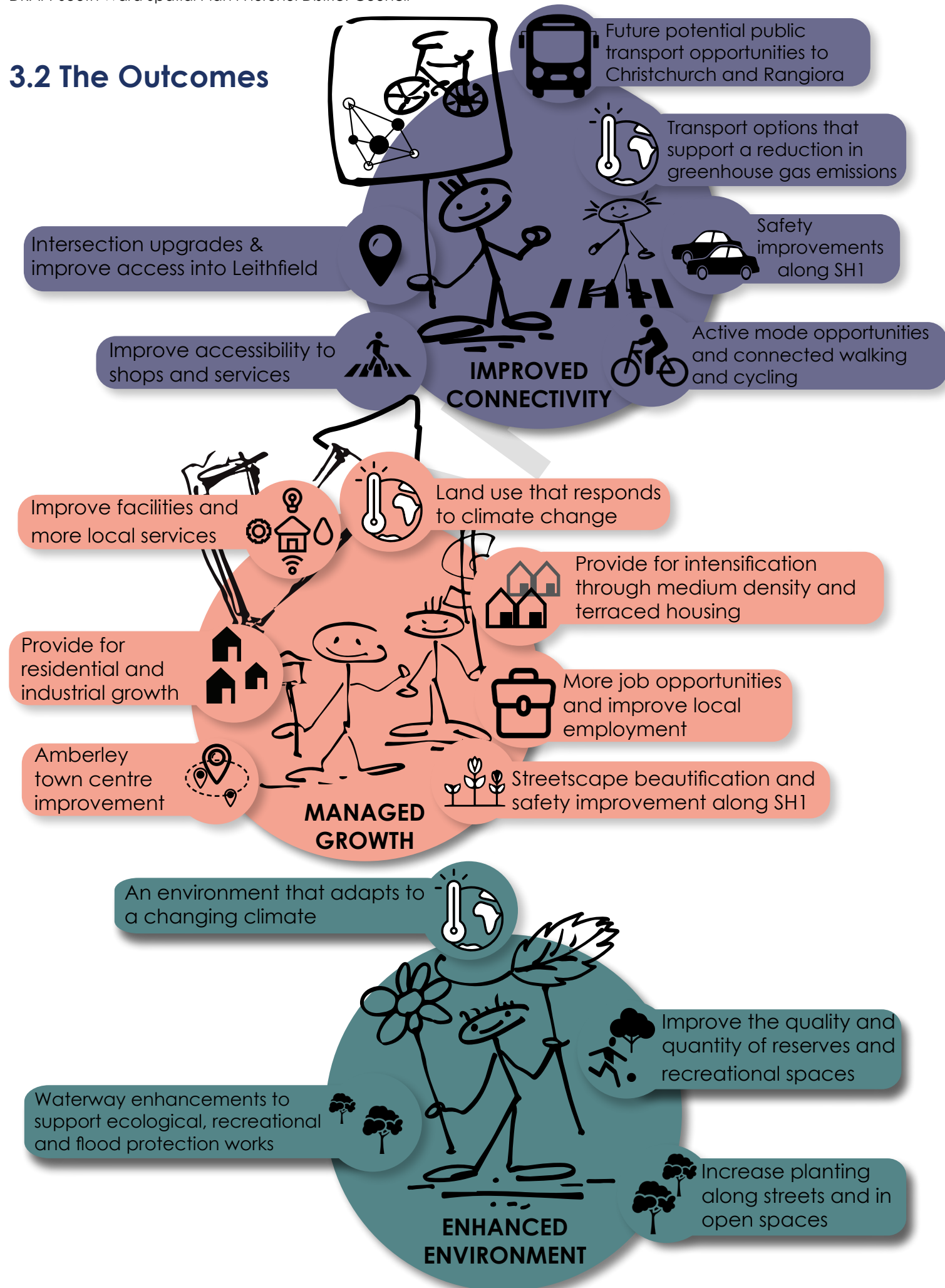
3.1 Introduction

3.2 The Outcomes



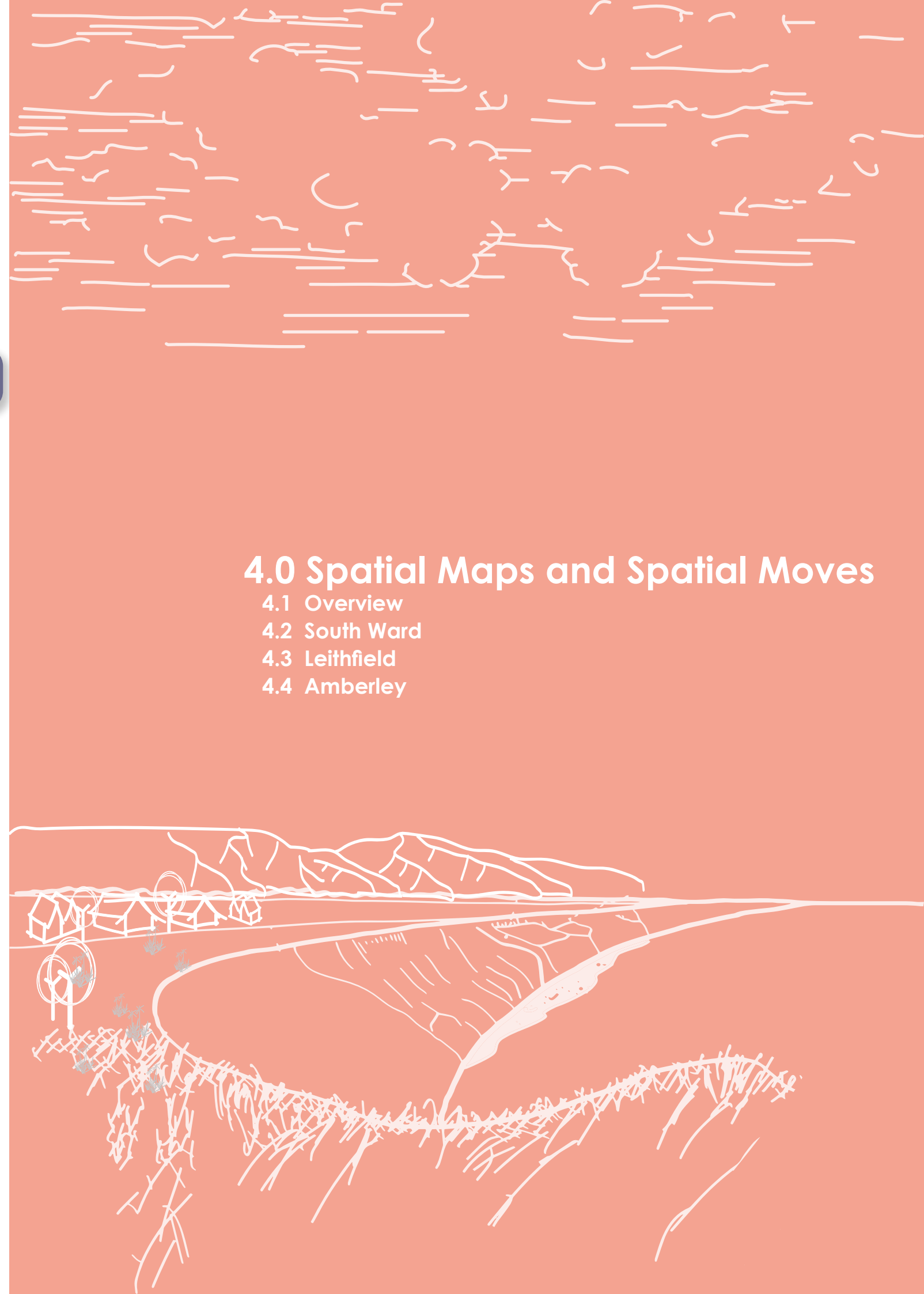
Image 8 State Highway 1 at Amberley town centre

3.2 The Outcomes



4.0 Spatial Maps and Spatial Moves

- 4.1 Overview
- 4.2 South Ward
- 4.3 Leithfield
- 4.4 Amberley



4.1 Overview

The spatial moves shown on the maps are organised by the three outcomes of **managed growth, improved connectivity** and **enhanced environment**. All the outcomes and spatial moves complement and build on each other to contribute to a great place to live, work and play.

The spatial moves indicate a direction of movement, rather than a hard boundary. The maps have purposefully been developed in this manner to provide flexibility depending on what level of growth Amberley and the South Ward experience – noting the potential different growth scenarios described in Section 1.2. More defined boundaries for potential growth will be determined through plan change processes to rezone the land in the district plan.

Expanding Amberley beyond the existing urban boundary will be subject to meeting further tests under the NPSHPL. As shown in the map on Section 2.2, land to the east of Amberley is identified as having LUC 1 soils, and to the west there are LUC 3 soils. This means we need to explore all options for meeting demand for additional residential capacity in particular, as under some growth scenarios there is sufficient capacity within the existing urban boundary. This includes reducing the minimum lot size and providing for infill housing.

All three broad spatial plan outcomes contribute to how the South Ward will need to adapt to effects from a changing climate. Actions that will support meeting the outcomes include:

- increased tree planting and ecological enhancements;
- consideration of risk from natural hazards including how risk will increase with climate change;
- consolidated growth supported by improvements to accessibility via active transport and;
- support for public transport.

'How we get there' popouts highlight key actions required to implement spatial moves. Further detail is provided in the action plan in Section 5 on how the spatial moves will be implemented over the next 30+ years by the Council working in collaboration with the community and other partners.



Image 9 Image of Amberley

Infill potential analysis

Infill potential within Amberley township has been identified as an opportunity. To inform the spatial plan a high level review of where this could occur was completed. This involved identifying areas of older housing stock, the location of dwellings, and potential for infill to the rear of sites. Areas where there is an opportunity for infill are identified on the spatial maps.

Industrial land suitability analysis

A high level desktop analysis of various sites within the South Ward was undertaken to determine the ability to support future potential industrial activity. Sites were analysed in terms of location, transportation and infrastructure connections, and constraints such as natural hazards and highly productive land. The most suitable site at present has been shown on the spatial maps in section 5, this will be subject to further analysis and feasibility.

Reserves and open spaces analysis

A high level desktop analysis of Amberley was undertaken to understand whether there are areas in the township with particularly low accessibility to parks and reserves, and therefore where the future potential for a park or reserve should be indicated on the spatial maps. A gap in north eastern Amberley has been identified, with the requirement for new open space in this area shown on the spatial maps.

4.2 South Ward

Managed growth

- No growth of the beach settlements at Amberley and Leithfield beaches has been provided for. This is due to the known natural hazard constraints facing these settlements. Coastal Adaptation Plans have recently been formalised for these two settlements. (For more information, see <https://www.hurunui.govt.nz/environment/coastal-conversations-in-the-hurunui>).
- A proactive relocation proposal is being worked through with Amberley Beach residents which may result in a new Amberley Beach settlement being established within the South Ward.
- Further growth of the rural communities such as Balcairn or Broomfield, or the creation of new settlement areas has not been provided for. Consolidating growth in Amberley where there are already services and reticulated infrastructure is considered the most efficient and effective option. Broomfield and Balcairn are also located upon highly productive land.
- No further growth of Ashley Forest has been proposed as there is already a significant area of land zoned for residential development yet to be developed.

Improved connectivity

- Active transport linkages connecting Amberley with Leithfield via the Kōwai River North Branch, and connections between Amberley, Amberley Beach, Leithfield and Leithfield Beach promote active transport connections for work and pleasure.
- An opportunity to define Amberley as the gateway to the Hurunui is identified through investment in improved wayfinding information, encouraging more people to stop in Amberley.

Enhanced environment

- Potential waterway enhancements of the Kōwai River and the Waipara River, and improvements of the reserve area adjacent to the Kōwai River to the east of the State Highway.



South Ward- Thinking 30 years ahead

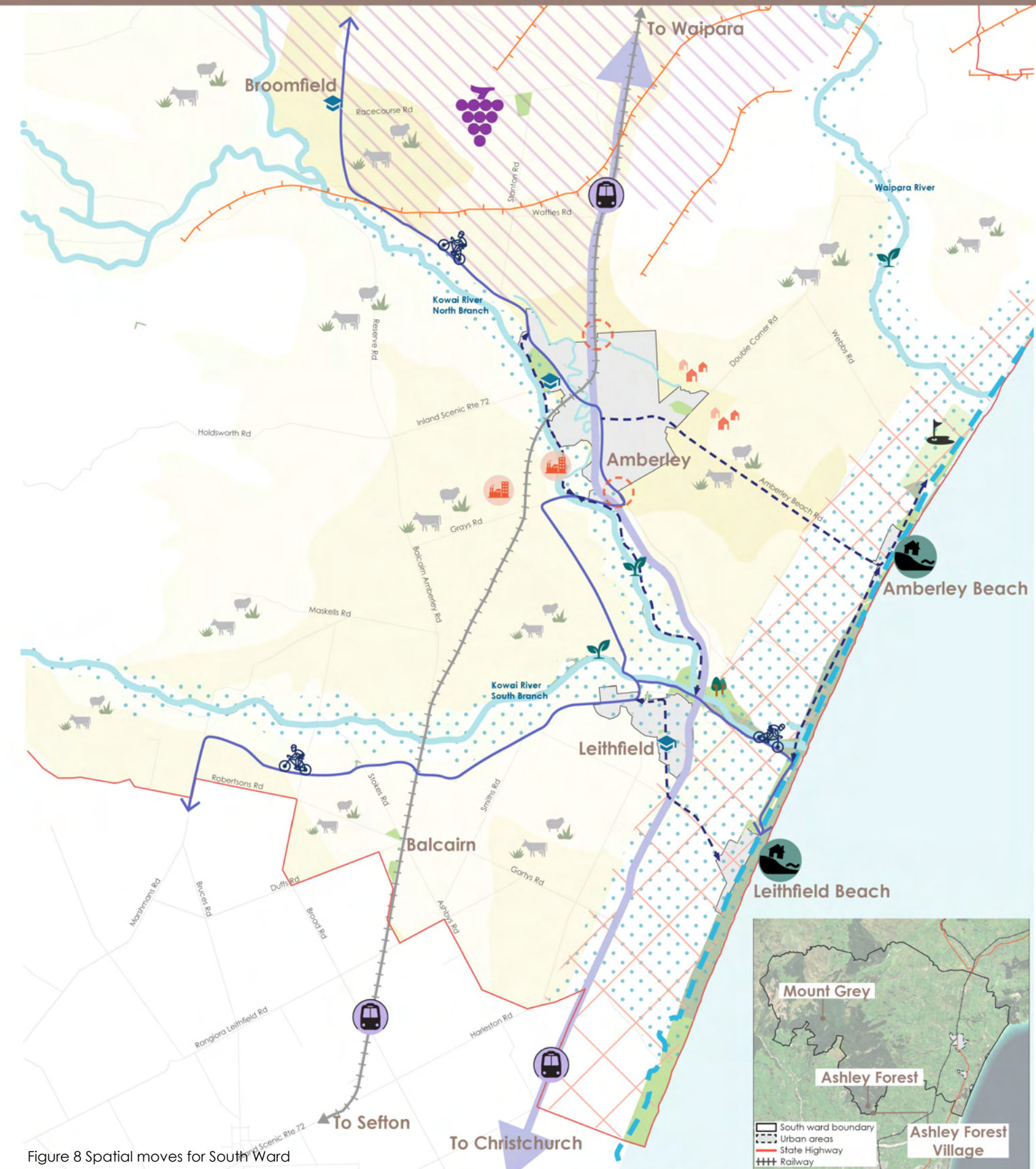


Figure 8 Spatial moves for South Ward

<p>Legend</p> <ul style="list-style-type: none"> South Ward boundary area Urban boundary area Public parks and reserves DOC public conservation land State Highway Railway Waterways Hearland Cycle Trail and Kowai River Track Flood Hazard Liquefaction Hazard Coastal Hazard 	<ul style="list-style-type: none"> Fault and Fold Hazard 🍇 Waipara wine growing and vineyards ⛳ Amberley Golfcourse 🎓 Broomfield School, Amberley Primary School and Leithfield School Highly Productive Land LUC 1 (most productive) LUC 2 LUC 3 (less productive) 	<p>Spatial Moves/Actions - Managed Growth</p> <ul style="list-style-type: none"> Opportunity to improve wayfindings - establish Amberley as gateway to Hurunui 🏠 Potential long-term residential growth opportunities (subject to NPS-HPL and structure planning) 🏭 Potential industrial growth opportunities (subject to further investigation of constraints, including flood risk and HPL) <p>Spatial Moves/Actions - Improved Connectivity</p> <ul style="list-style-type: none"> Public transport opportunities to Christchurch, Rangiora and Waimakariri (commuter train/commuter bus) Active mode opportunities, improve accessibility and connections to / between Amberley and Leithfield beaches 	<p>Spatial Moves/Actions - Enhanced Environment</p> <ul style="list-style-type: none"> 🌳 Maintenance and improvement to existing parks and reserves 🌊 Waterways enhancement for ecological, recreational and flood protection purposes 🏖️ Refer to Amberley Beach Coastal Adaptation Plan and Leithfield Beach Coastal Adaptation Plan
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4.3 Leithfield

Managed growth

- No growth is proposed in Leithfield for a number of reasons. Firstly it is not required to meet likely demand, and secondly based on a review of the constraints affecting the township. In particular, it is located within a flood assessment area on the district planning maps which is compounded by known stormwater issues. Feedback during early engagement also indicated a preference for no change at Leithfield.

Improved connectivity

- Intersection upgrades and safety improvements should be undertaken to improve the functioning and safety of these intersections. This will require working with NZTA.

Enhanced environment

- Opportunity to enhance the environment of Leithfield Village through additional street plantings, and improvements to the existing reserves.
- Waterway enhancements for ecological, recreational and flood management purposes of both branches of the Kōwai River.



Image 11 Image of Leithfield

How we get there

- Continue to work with beach communities to implement the Coastal Adaptation Plans.
- Continue to develop active transport links throughout the South Ward.



Image 12 Aerial photo of Leithfield

Leithfield - Thinking 30 years ahead

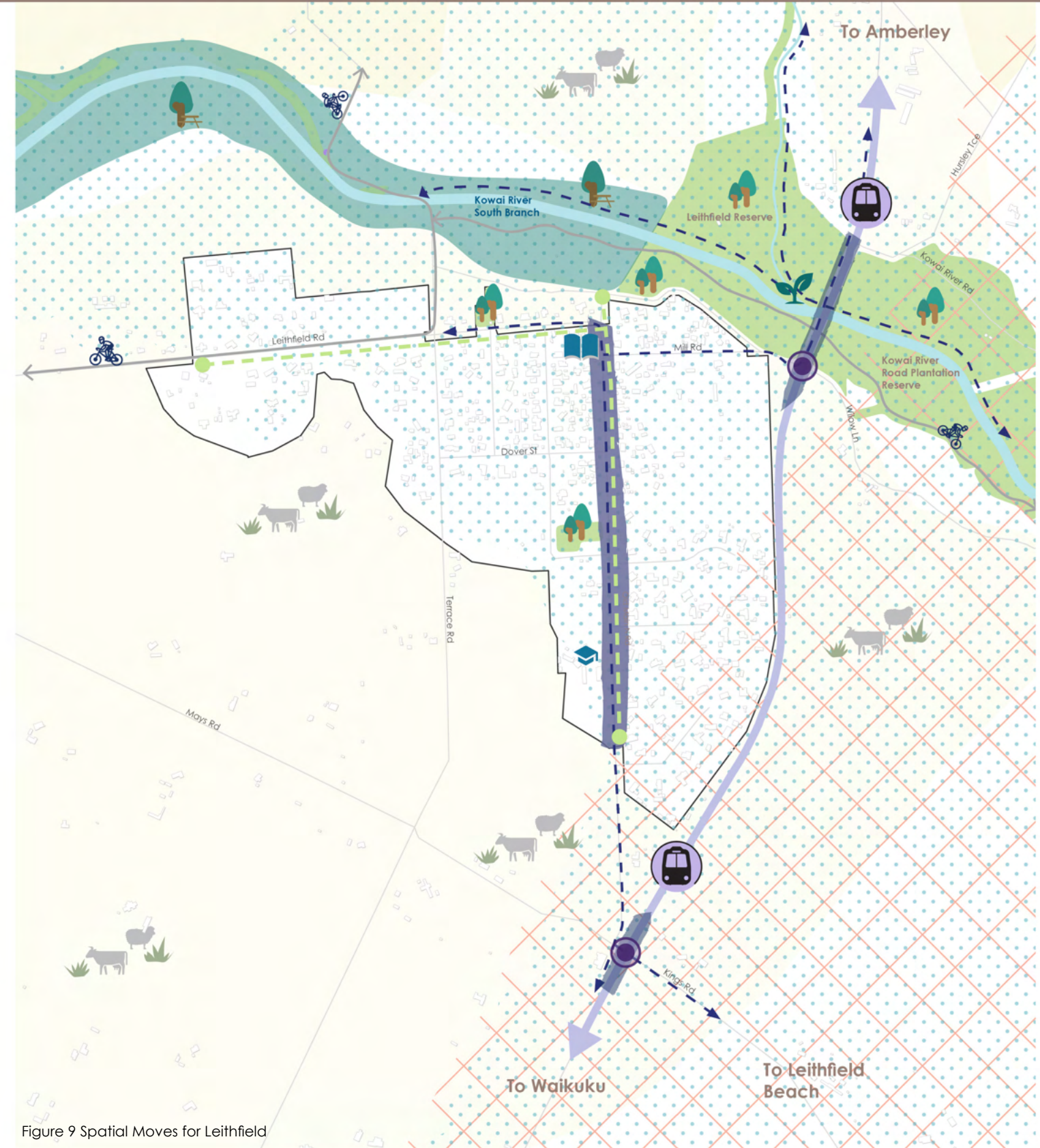
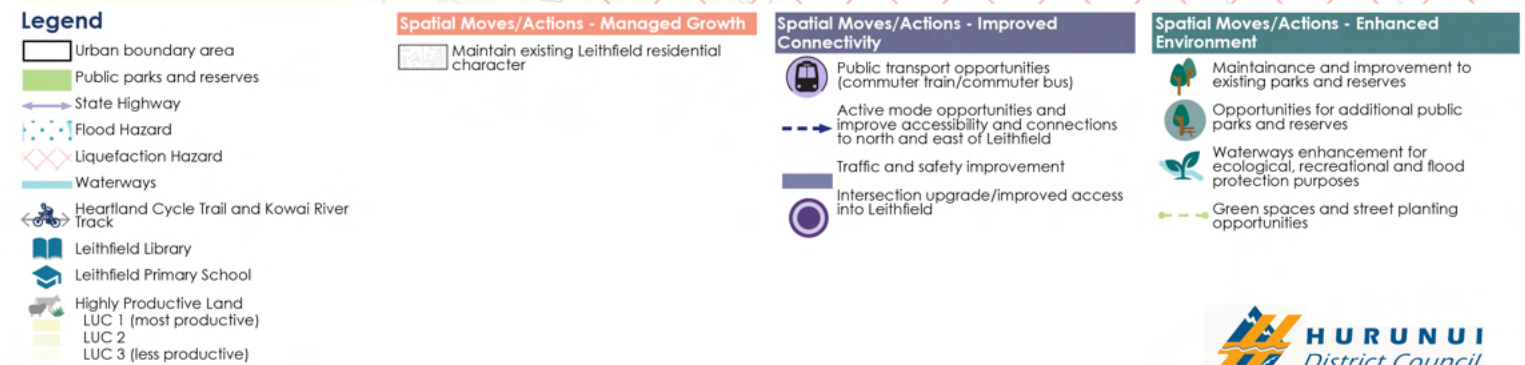


Figure 9 Spatial Moves for Leithfield



4.4 Amberley

Managed growth

Residential growth

- Growth is proposed to be concentrated within Amberley. Four strategies to accommodate future residents have been identified:
 - A reduction in the minimum lot sizes in Amberley township, with the exception of the existing large lot residential areas.
 - Providing for more intensive housing through infill and medium density development.
 - Providing for mixed use development along Markham Street and along the eastern side of State Highway 1 between Anderson Street and Amberley Beach Road.
 - Indicating long term residential expansion of the township to the east.
- This mix of strategies is intended to promote a diversity of housing typologies and contribute to housing choice and affordability, promotes a compact and well-planned township, and provides for efficient use of infrastructure.
- A long term residential growth opportunity is shown to the east, see Figure 12 on page 35. Further growth to the east from Courage Road down to Tekoa Estate and The Clearing developments is a natural extension to the existing urban area, providing for good accessibility to many services and amenities and an efficient use of infrastructure. One challenge is the separation that State Highway 1 creates for development on this side of Amberley. Separate actions under the 'improved connectivity theme' will work to minimise this.

Industrial growth

- Potential industrial growth opportunities are shown to the west of the existing industrial zoned land on Grays Road. This location will minimise the requirement for heavy vehicles through Amberley township and is strategically located to future proof potential future rail freight opportunities. The proposed location will require upgrades to Grays Road and future rezoning under the district plan will need to ensure that risk from flood hazards can be avoided as there is a flood assessment overlay in this location.

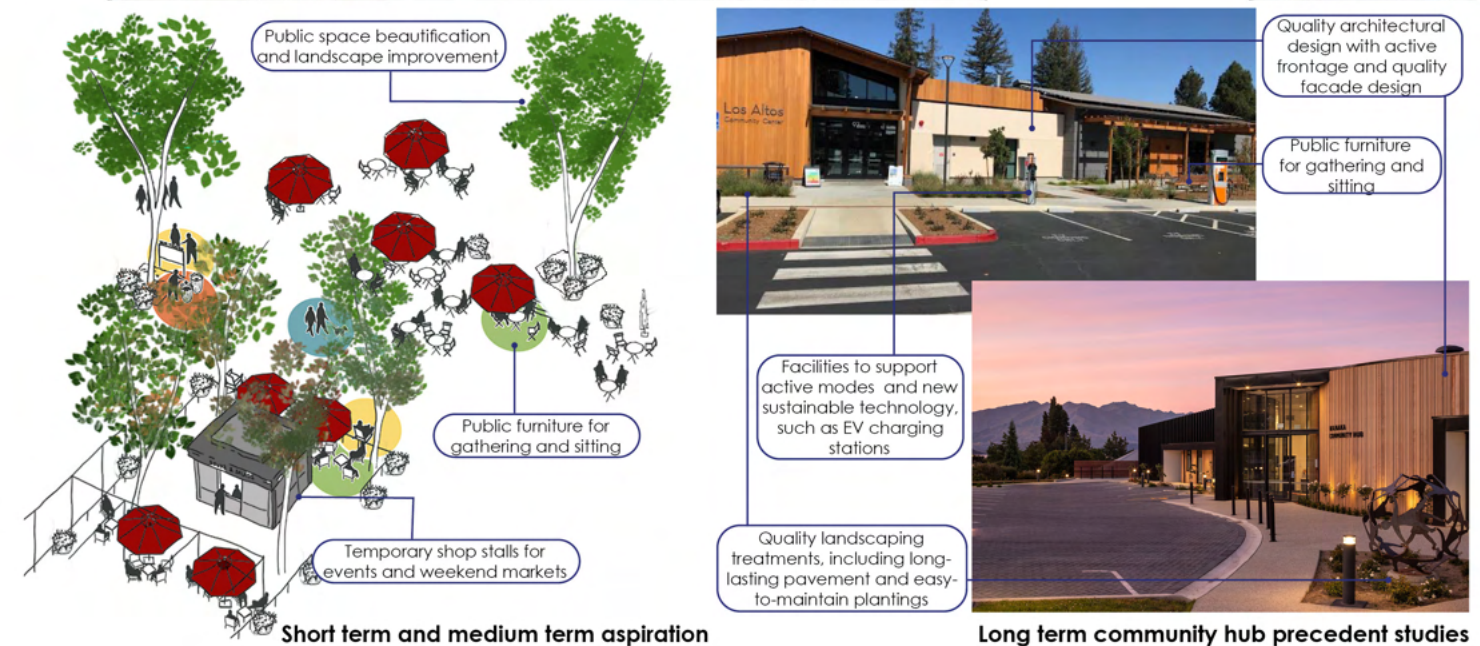
Town centre and Markham Street

- A long term opportunity to undertake town centre improvements and improve community amenities has been identified. This will include identifying opportunities for future linkages and open space improvements between Brackenfields shopping centre and the library. Development of a community space and community hub on Council owned land behind the library has also been identified. A community hub and youth centre were popular ideas in the first round of engagement. Figure 10 on page 31 shows some initial thinking on a potential link between Brackenfields and the library, and how a community space could be created that eventually transitions into a community hub.
- Streetscape and activation improvements along Markham Street and along State Highway 1 will need to be undertaken to further enhance the spaces for community and retail offering in Amberley. Figure 11 on page 32 shows concept ideas for improving the streetscape and creating activation opportunities along Markham Street.
- Two locations for potential future education facilities are shown on the maps. This is to indicate a future opportunity to host an educational facility (not necessarily a primary or secondary school) as Amberley and the South Ward grows.



Amberley Community Hub - Thinking 30 years ahead

An opportunity for a community space, and improved connections to the shopping centre.

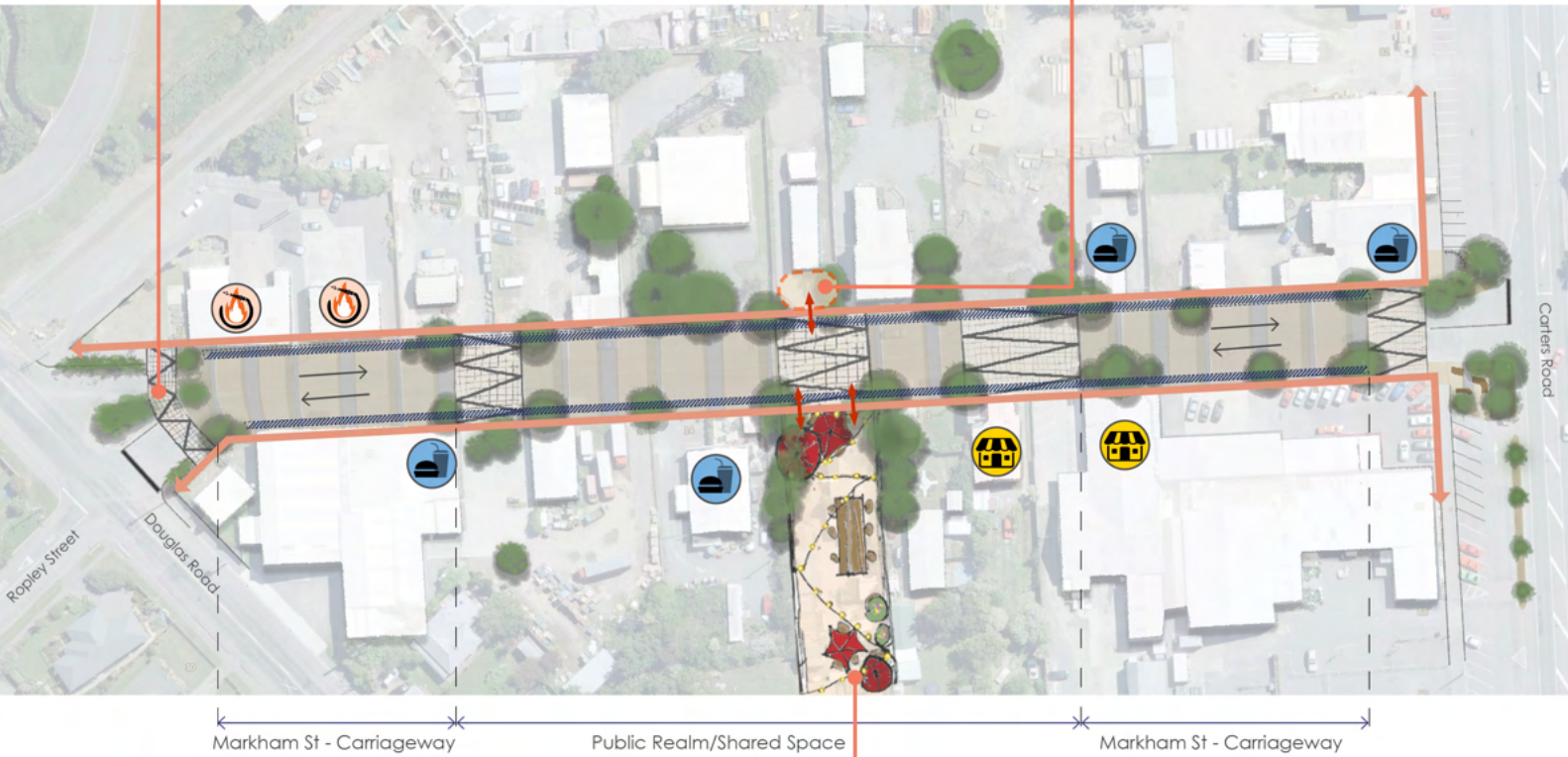




Opportunity to improve the safety and activate of the intersection.



Opportunity to create activated and shared space within public realm.



Opportunity for public space for temporary events, performance, gathering.

Legend

- Existing buildings
- Opportunities for active building edges
- Potential new activation points
- Existing Markham Street on-street parking
- Future layout and number of parking spaces required will be subject to a Detailed Markham St Masterplan in the future
- Amberley Fire Station
- Food and beverages land uses
- Retail land uses
- Council owned land for upgraded shared space upgraded opportunities

Improved connectivity

- Opportunity for future public transport connections, either via bus or train, connecting Amberley with centres in Waimakariri and Christchurch City. As our population increases, the economies of scale increase the potential for a viable public transport system.
- Active mode linkages indicate opportunities to improve accessibility and connections to shops, services and the Amberley Lifestyle Village by methods such as walking and cycling. This will help mitigate climate change effects by reducing the vehicle kilometers travelled within our townships.
- Potential to form a shared use path along the north branch of the Kōwai River to create an off-road connection between Amberley and Leithfield.
- Further streetscape, beautification and safety improvements are shown along the length of State Highway 1 running through Amberley. The wide road reserve provides potential to improve safety and amenity.

- Safety improvements of intersections and pedestrian crossings with state highway are indicated.

How we get there

- Advocate to, and work with, Environment Canterbury to provide public transport to the South Ward in the long term.
- Continue to develop active transport links throughout Amberley.
- Advocate to and work with NZTA on State Highway safety and amenity improvements.

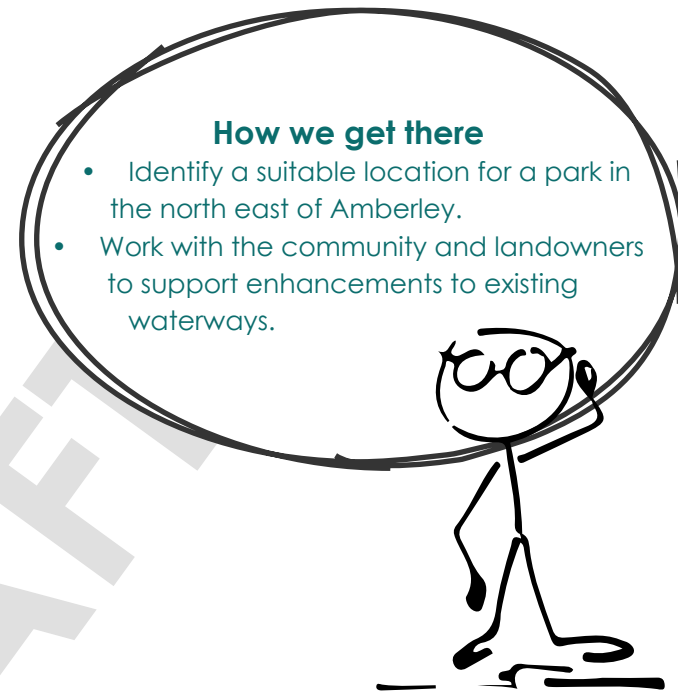


Image 113 Kōwai River active transport

Figure 11 Markham Street improvement opportunity

Enhanced environment

- Amberley has a number of parks and reserves that are well used by the community. These will continue to require maintenance and improvements over the next 30 years to ensure they continue to be fit for purpose and service the needs of the community.
- An opportunity for new park or reserve in the north-east of Amberley has been identified, as there are no easily accessible open spaces serving the residents in this part of the township.
- Locations to enhance waterways for ecological, recreational and flood protection purposes are identified for the key waterways within Amberley – Dock Creek and the Eastern Drain, along with the potential for enhancement along the river margins of the Kōwai River North Branch.



Amberley - Thinking 30 years ahead

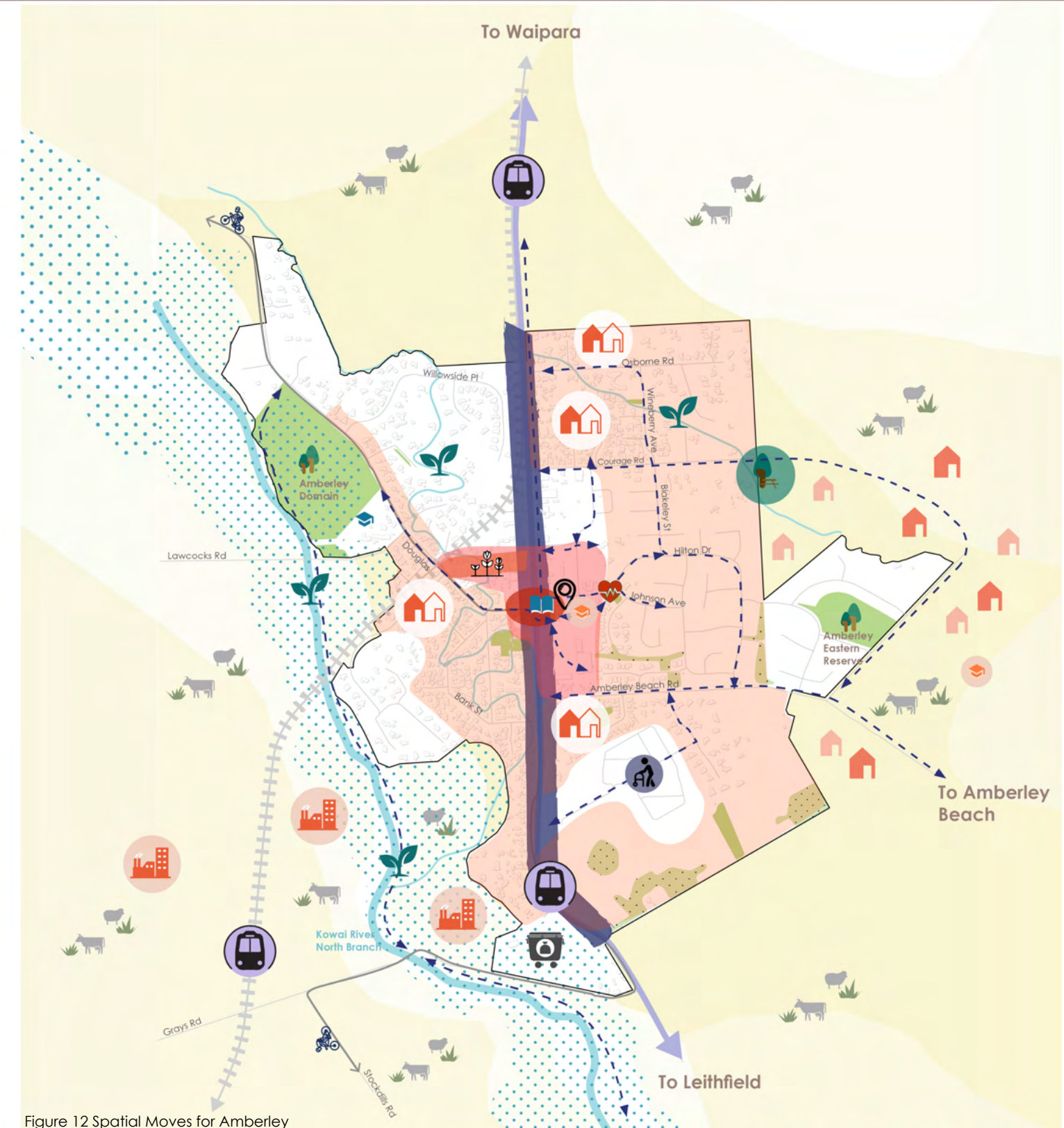
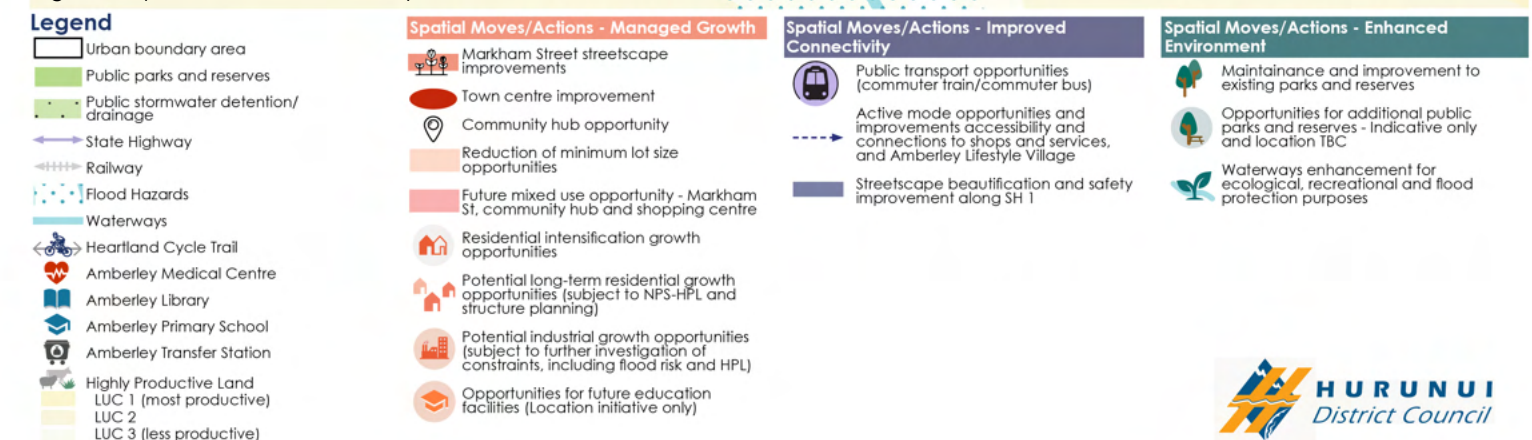


Figure 12 Spatial Moves for Amberley



5.0 Implementing the Spatial Plan

5.1 Introduction

5.2 Review of the spatial plan

5.3 Action Plan



5.1 Introduction

This section sets out a series of key actions to enable the spatial moves outlined above to be achieved over the next 30+ years.

These actions will require the Council to work with the community and other stakeholders to deliver on the spatial plan outcomes. As this is a long-term plan, all the outcomes will not be achieved right away. There are a number of key actions to be taken early on, for example studies to inform changes to the district plan, and where investment needs to be made (e.g. through the long term planning process). Implementing the actions also sends a clear signal to business and other partners and stakeholders of the Council's commitment to the spatial plan outcomes, providing confidence to invest in the future of the South Ward. All the actions contribute towards ensuring that the South Ward continues to be a great place to live, work and play in the future.

A number of the actions align with outcomes sought in the forthcoming LTP (2024 – 2027). SWSP actions will continue to be incorporated into future long term planning processes.

5.2 Review of the spatial plan

The spatial plan is not a static document. It will be reviewed every three years (at the same time as the LTP in order to inform the next LTP). This review period will ensure it remains current with respect to responding to key issues and any changes in growth projections. It is important that the spatial plan continues to support the community and decision makers to make informed decisions about growth and investment in the South Ward and realise the spatial plan outcomes.













Image 15 View of Amberley Beach








5.3 Action plan

Relevant outcome:  Managed Growth  Improved Connectivity  Enhanced Environment

Timeframe: Short term = 1-3 years; Medium term = 3-10 years; Long term = 10+ years

Ref.	Action	Relevant outcome ¹	Timeframe ²	Relevant Organisation
1	Review all existing council plans, strategies and policies for opportunities to align with the Spatial Plan.		Quick win/ short term	HDC
2	Advocate to and work with Waka Kotahi NZ Transport Agency for safety improvements to State Highway 1, in particular safety improvements to the intersections with local roads in Amberley and Leithfield and to improve pedestrian safety.		Ongoing	HDC NZTA
3	Advocate to and work with Environment Canterbury to undertake a feasibility study on public transport options (including fixed routes and on-demand services) to support future growth and mode shift.		Ongoing/long term	HDC Environment Canterbury
4	Complete a walking and riding strategy and action plan.		Short term	HDC Hurunui Trails Trust
5	Undertake a feasibility study to determine the viability of creating a shared use path along the true left bank of the north branch of the Kōwai River.		Medium term	HDC Ngā Tūāhuriri Rūnanga
6	Continually review zoned capacity to ensure sufficient land is available to accommodate anticipated residential growth.		Ongoing	HDC
7	Initiate a structure plan and plan change to rezone rural land to the east of Amberley for residential development. Noting that this will happen in response to demand and population projections given NPSHPL constraints.		Medium term	HDC
8	Initiate a plan change to the district plan to allow for: <ul style="list-style-type: none"> A reduction in minimum lot sizes and provision for medium density housing within Amberley Residential 1A and Residential 2 zones. Mixed use development within central Amberley. 		Short to medium term	HDC
9	Prepare design guidelines for medium density development in Amberley.		Short to medium term	HDC
10	Ensure there is sufficient industrial zoned land to support economic development through: <ul style="list-style-type: none"> Undertaking a feasibility study to confirm the viability of the indicated industrial zone including clarifying constraints. Undertaking a plan change to the district plan to rezone land for industrial purposes. 		Short to medium term	HDC Ngā Tūāhuriri Rūnanga



Ref.	Action	Relevant outcome ¹	Timeframe ²	Relevant Organisation
11	Develop a masterplan for development of the town centre in Amberley.		Medium term	HDC
12	Development of a community hub. Key actions include: <ul style="list-style-type: none"> Complete a feasibility study to understand demand, the type of space required by the community, potential partners and any potential funding sources. Subject to feasibility, include in the 2027 Long Term Plan. Development of an implementation/project plan. 		<ul style="list-style-type: none"> Short term Short to medium term Long term 	HDC Community providers/ groups
13	Undertake streetscape and activation improvements along Markham Street through: <ul style="list-style-type: none"> Development of a strategy and iterative implementation plan. Prepare background reports and assessments, e.g. transport and urban design. 		Medium term	HDC FENZ Markham Street businesses
14	Continue to work with beach communities to implement the Coastal Adaptation Plans.		Ongoing	HDC Community group
15	Prepare an overarching plan to identify and show priority sites within the South Ward for improvement and enhancement for ecological, recreational and flood protection purposes.		Short to medium term	HDC Community groups Ngā Tūāhuriri Rūnanga
16	Identify a site for a potential new reserve in north-east Amberley and develop in consultation with the community.		Short to medium term	HDC Amberley Reserve Advisory Group South Ward Committee
17	Regularly (every three years at the same time as LTP review) review growth projections and residential, commercial and industrial capacity to ensure planning and infrastructure occurs ahead of growth.		Ongoing	HDC

Baseline Analysis Mapping

For South Ward Spatial Plan

Date: 06/03/2023

Status: FINAL

Contents

Accessibility Analysis

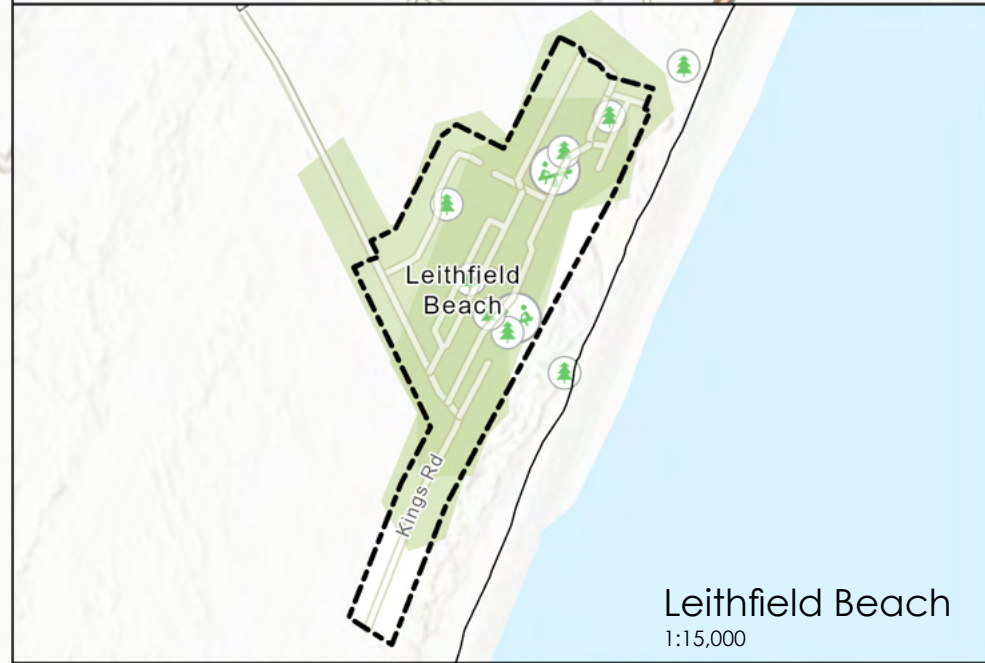
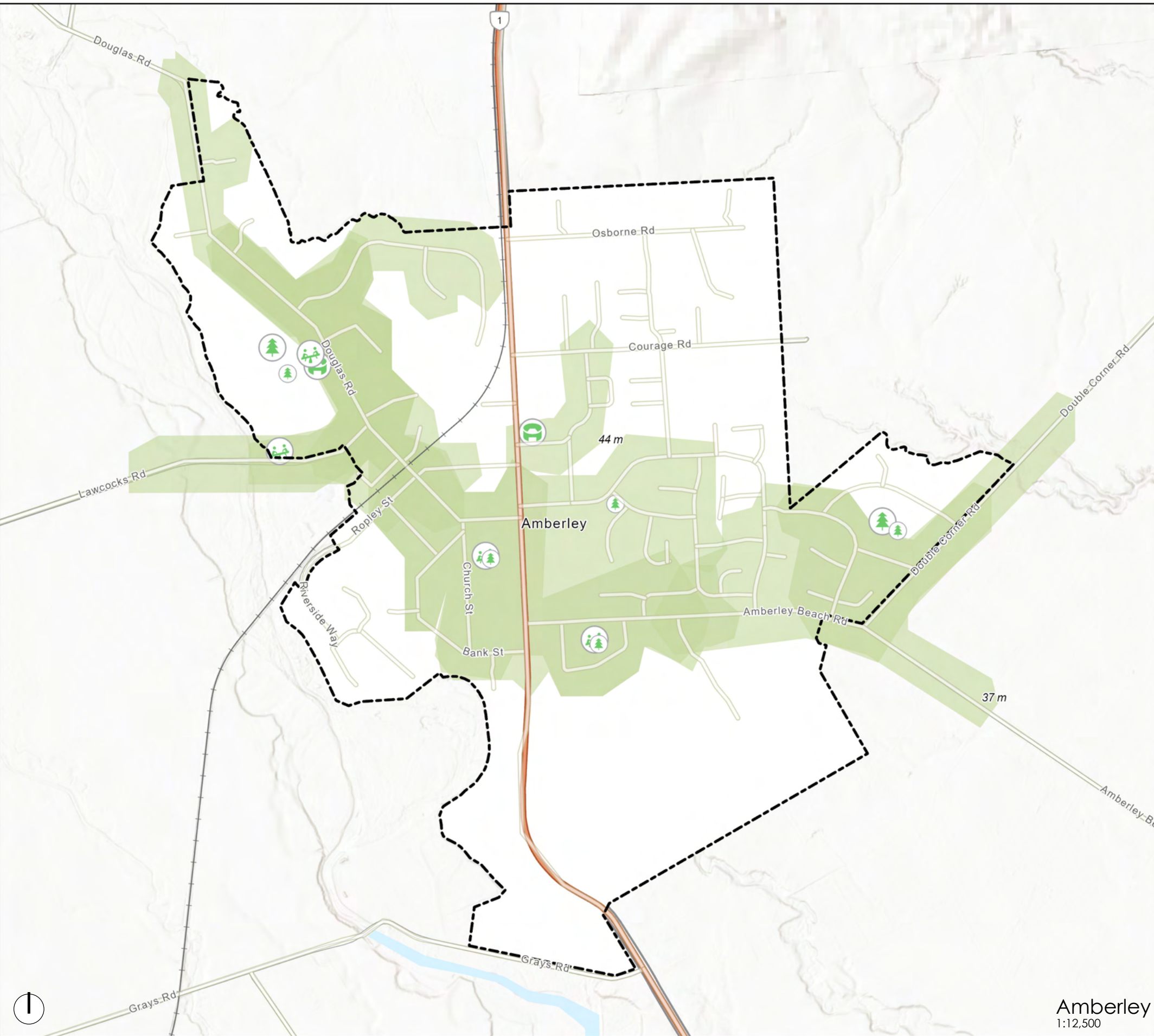
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Community Facilities Accessibility	3
Grocery Accessibility	4
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Overall Accessibility	6
Percentile Land Values	7

Opportunities and Constraints

Amberley	8
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South Ward Wide	11
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APPENDIX ONE

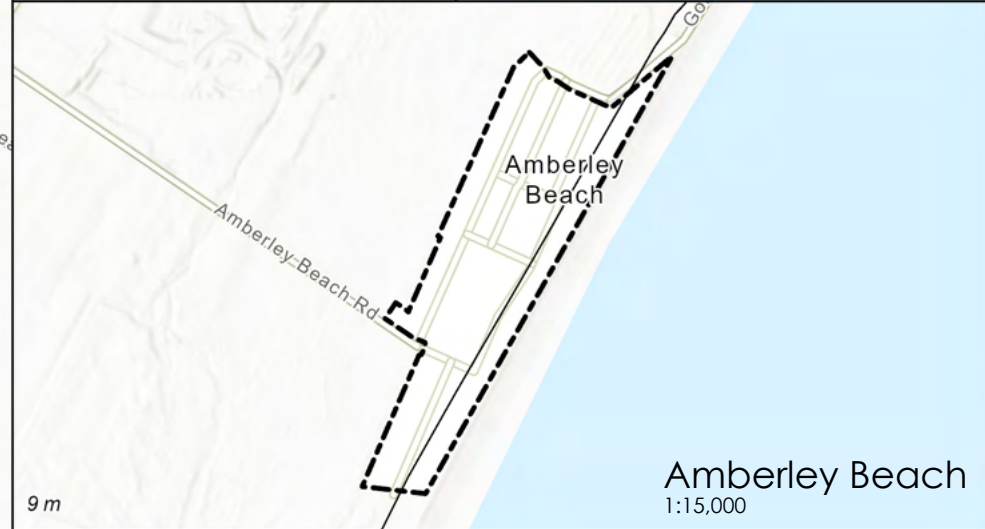
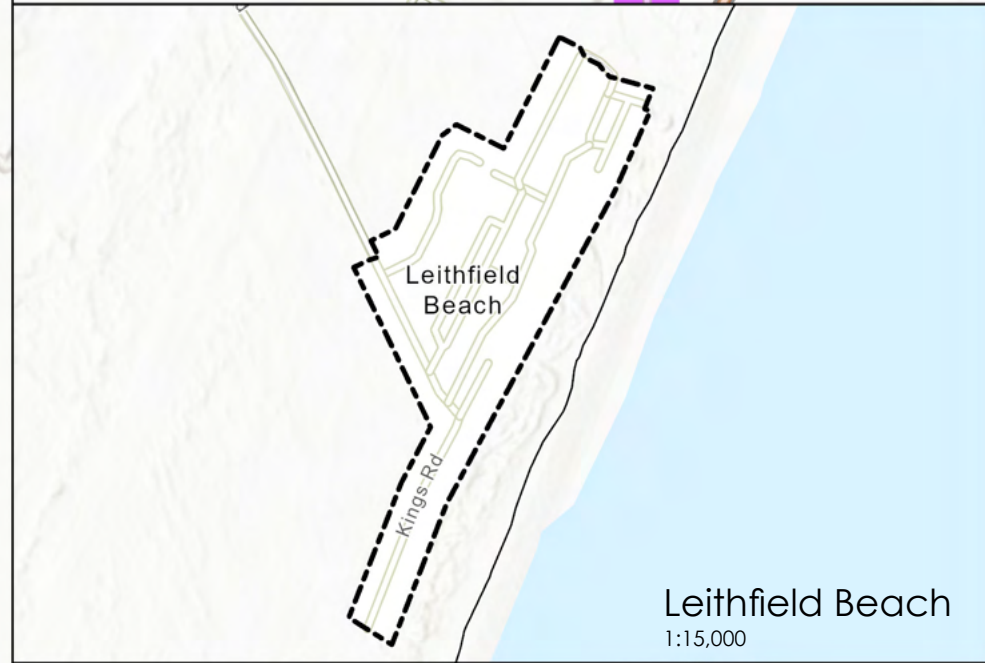
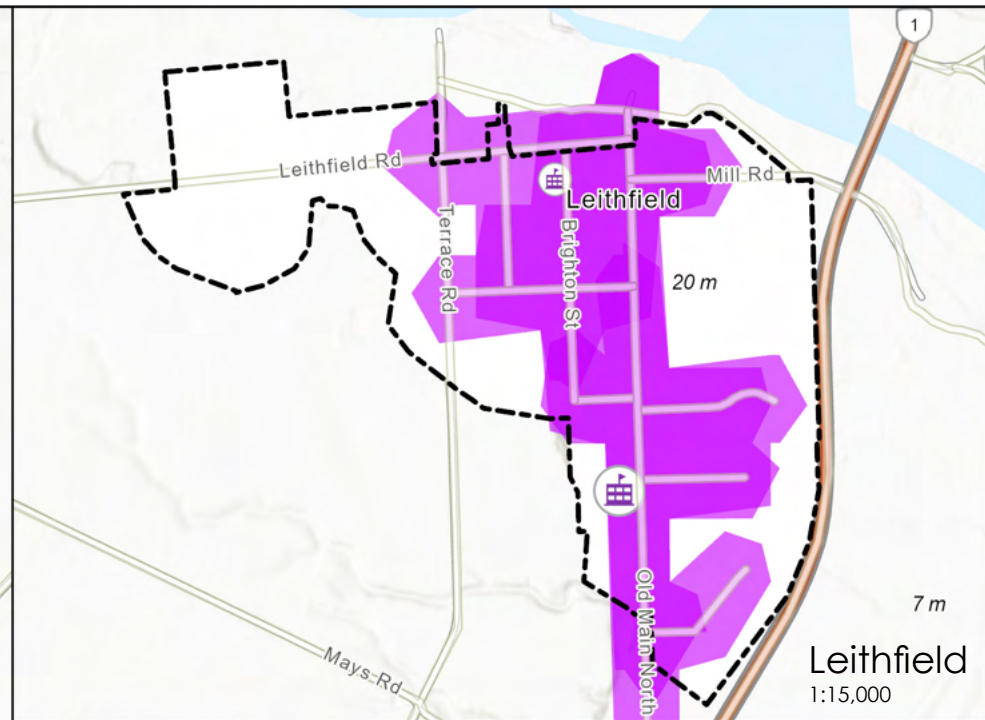
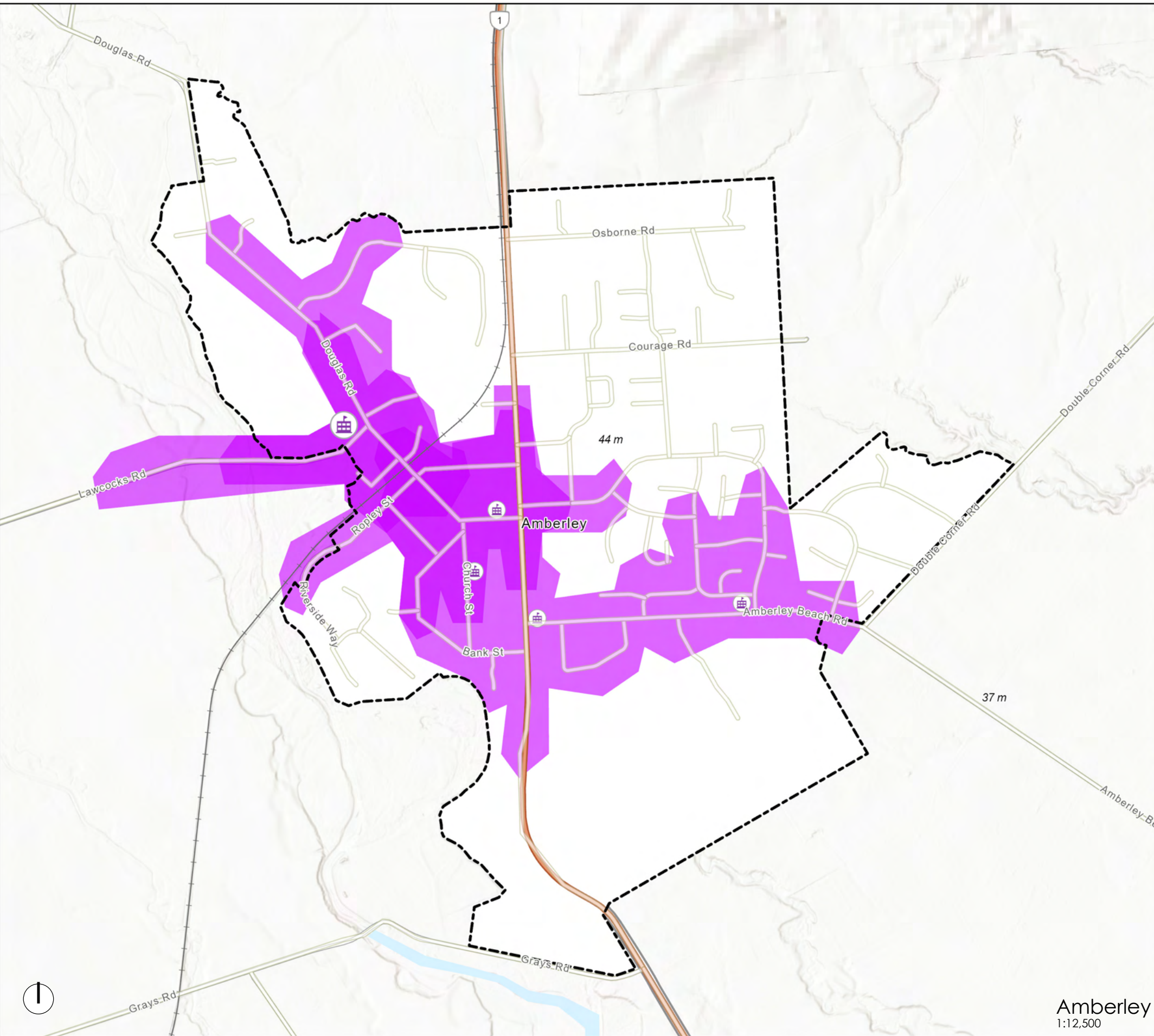
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 - 🏃 Sports Grounds - Parks and Reserves
 - 🎮 Play
 - 🏟️ Recreational facility
 - State Highway
 - Roads
 - Urban boundary

Accessibility Analysis
 Open Space Accessibility
 Hurunui District Council

Scale. As Shown Status. FINAL - For discussion
 Date. 06/03/2023 Sheet. 1/12



- Legend**
- Lower Accessibility
 - Greater Accessibility
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 - Preschool
 - Urban boundary
 - State Highway
 - Roads

Accessibility Analysis
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 Hurunui District Council

Scale. As Shown
 Date. 06/03/2023

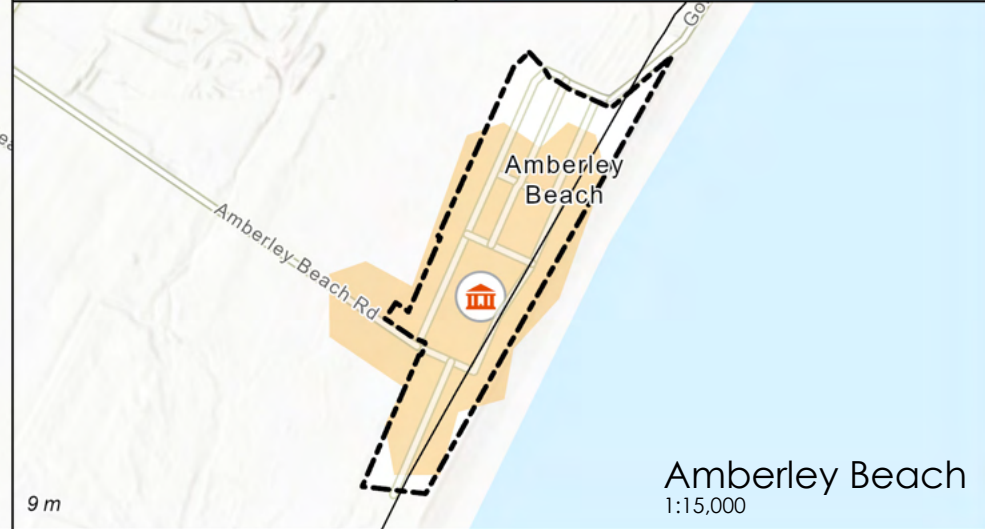
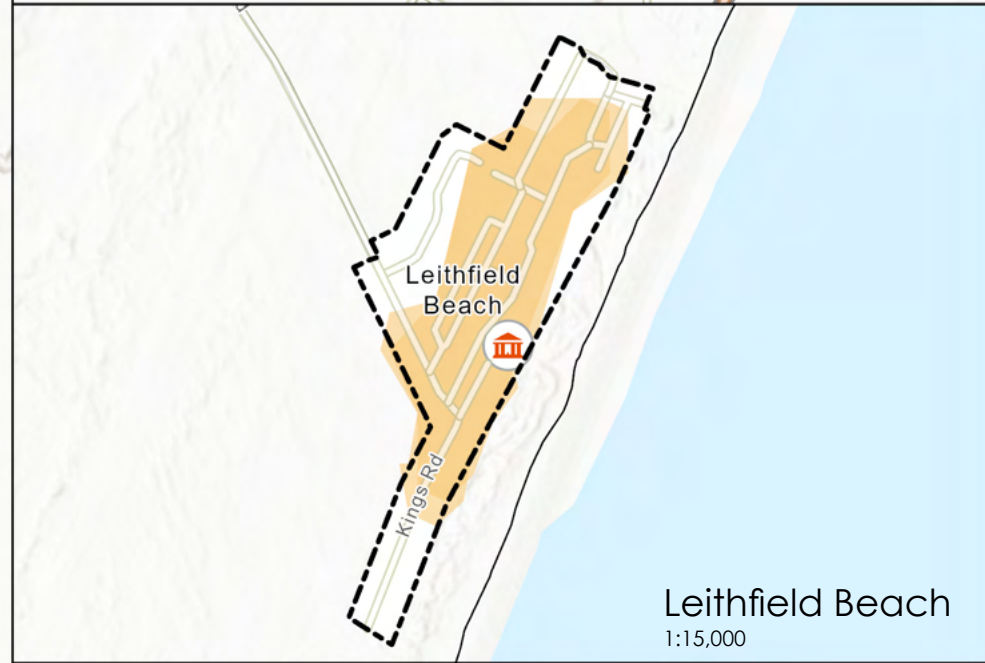
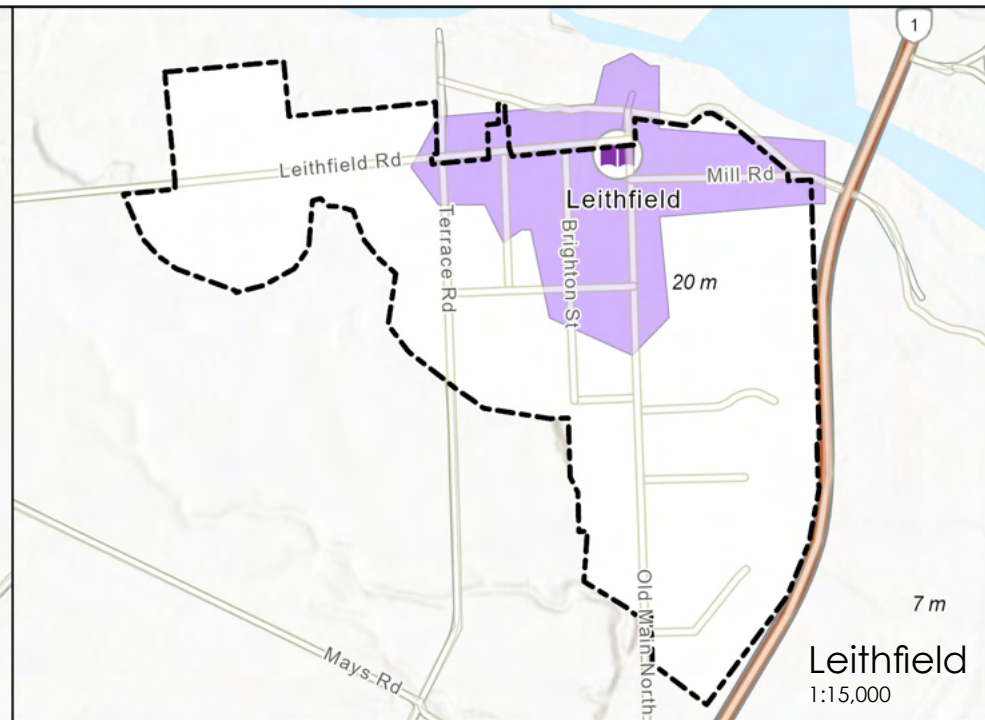
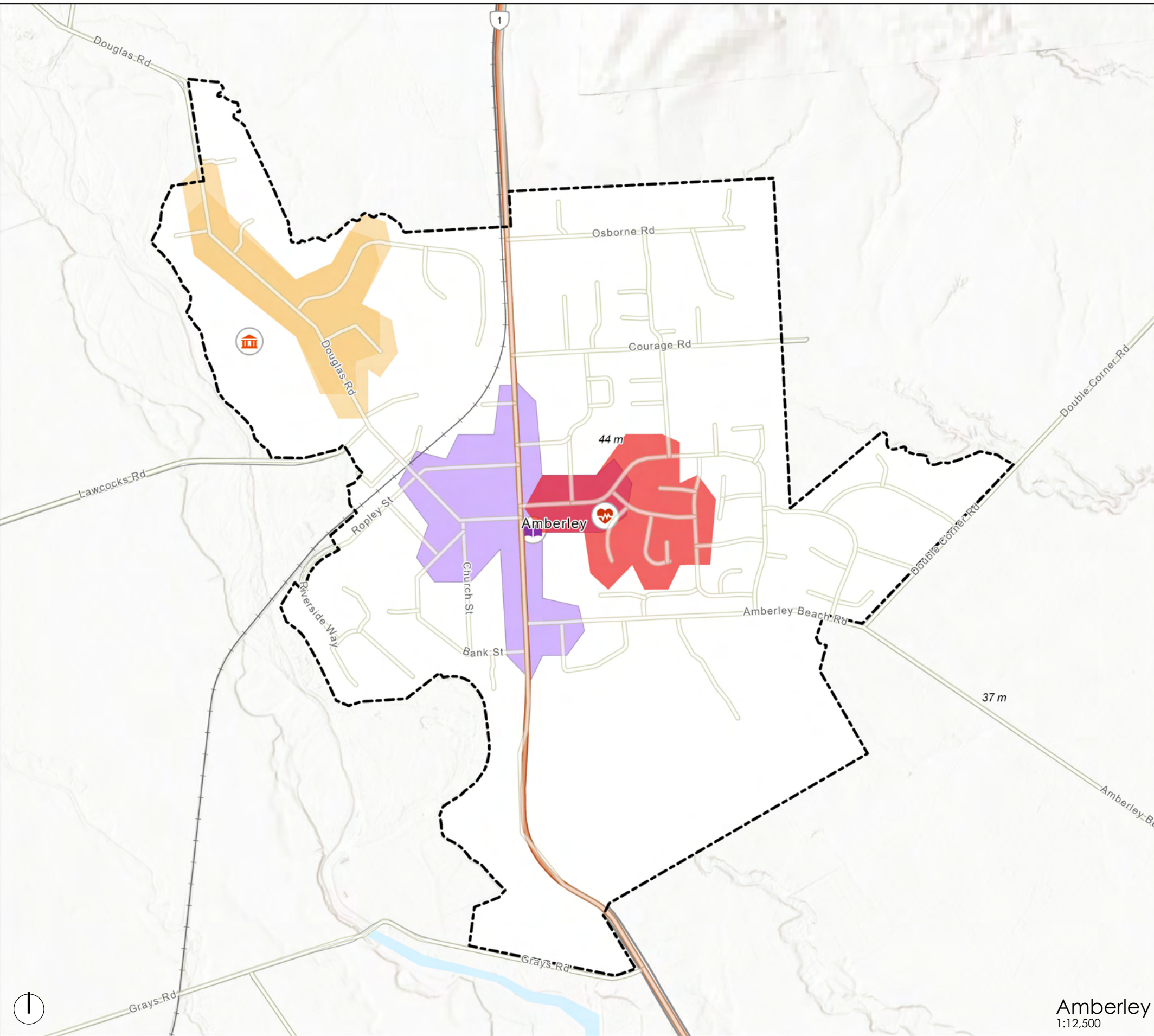
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Leithfield
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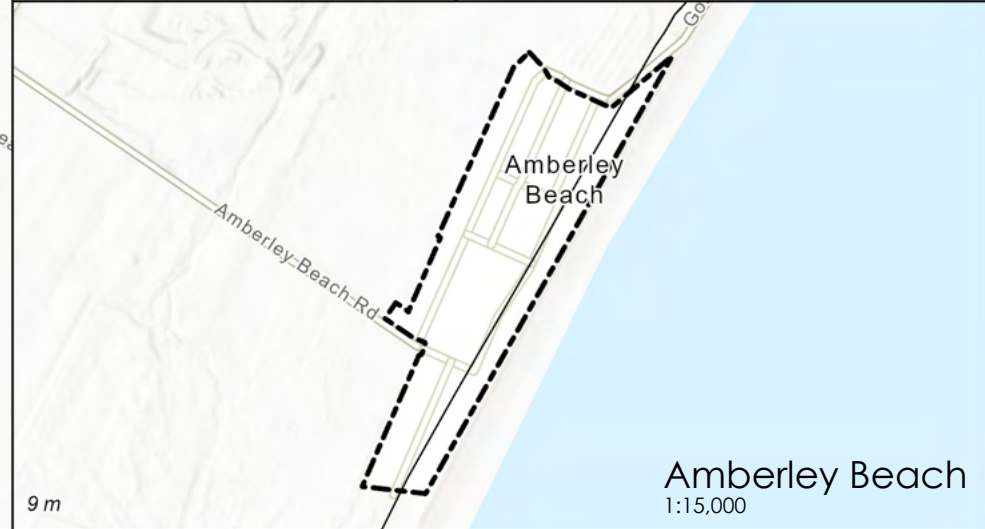
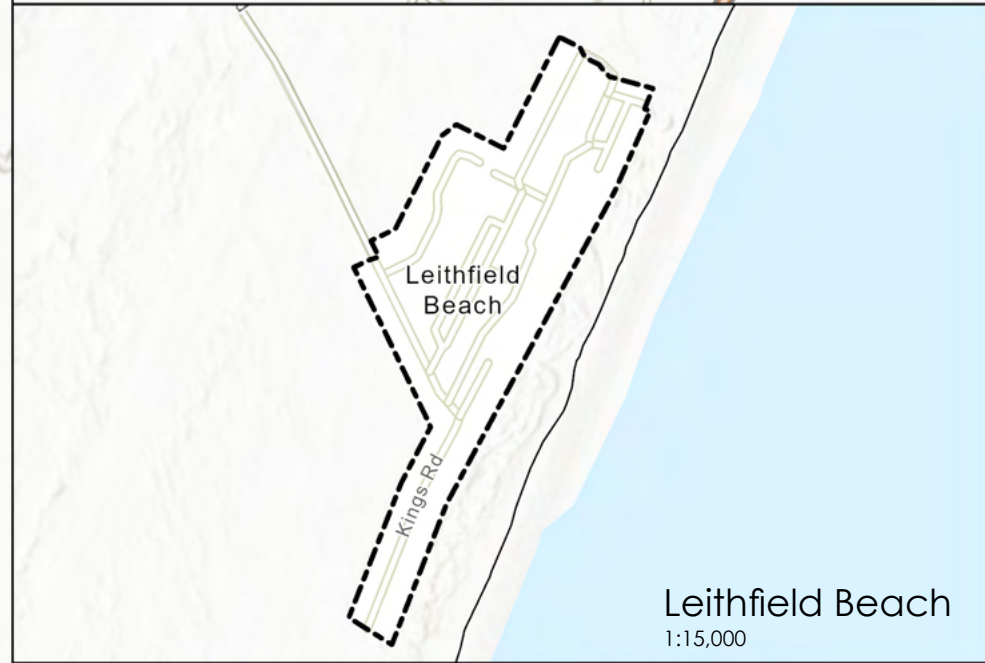
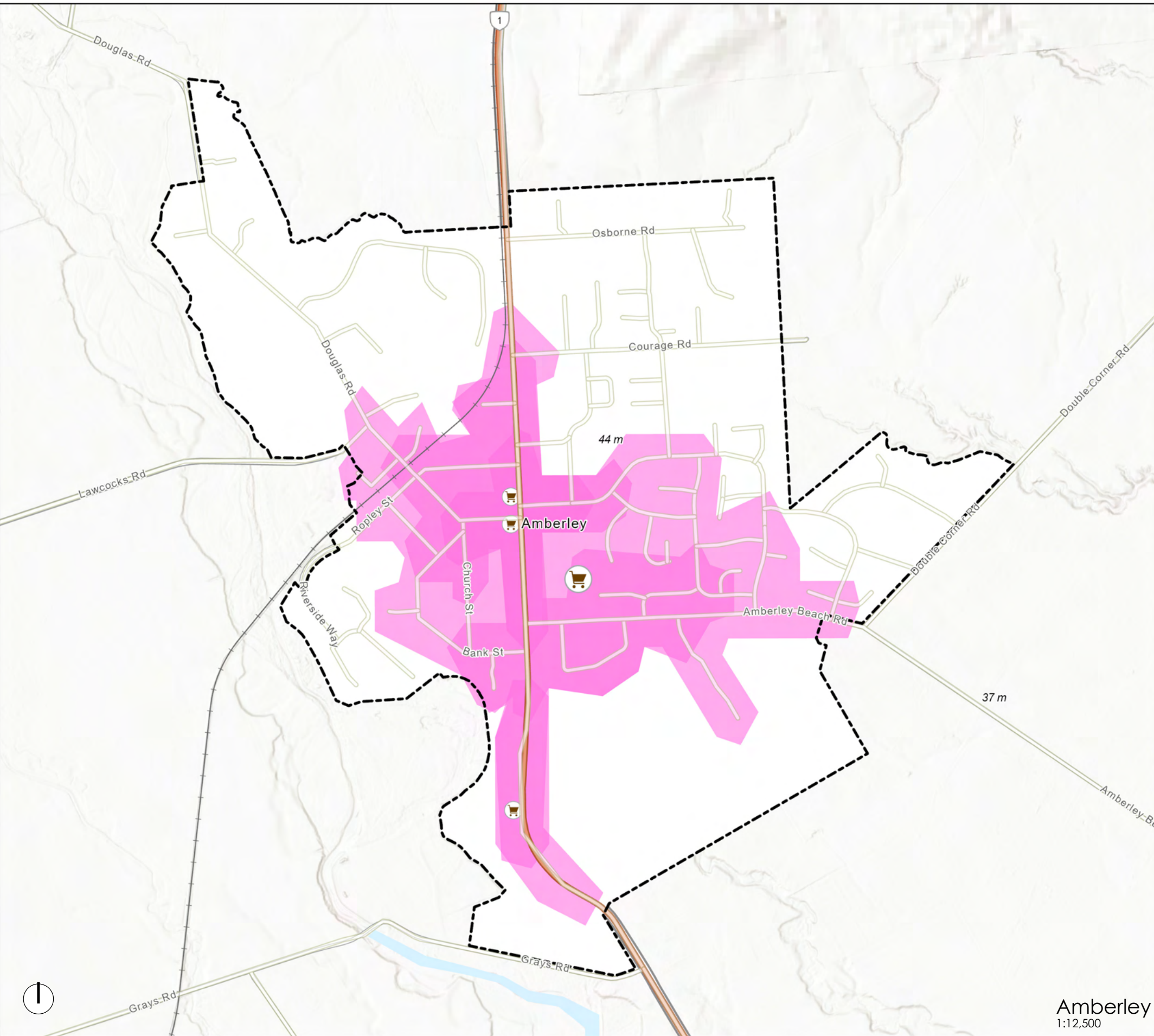
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Amberley Beach
 1:15,000



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Greater Accessibility	Greater Accessibility	Library
Library	State Highway	Hall
Lower Accessibility	Roads	
Greater Accessibility	Urban boundary	

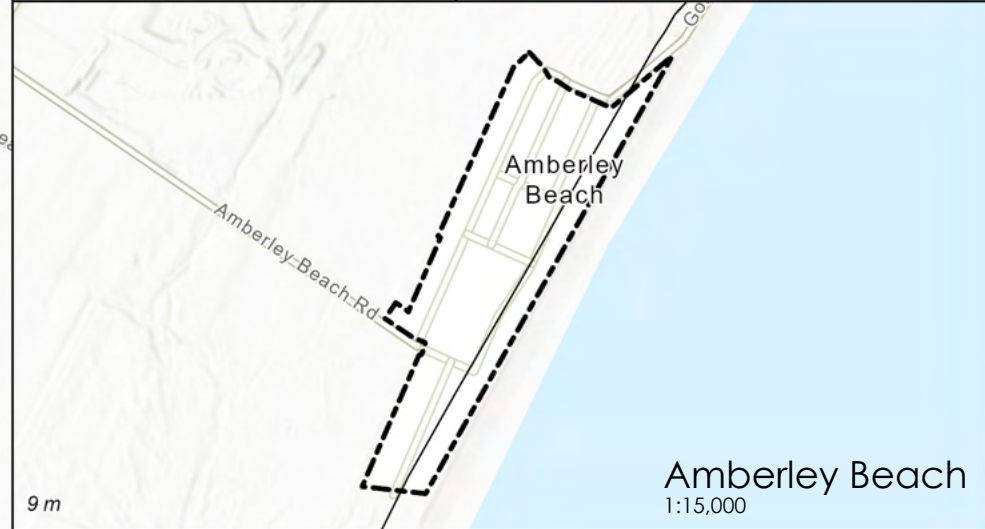
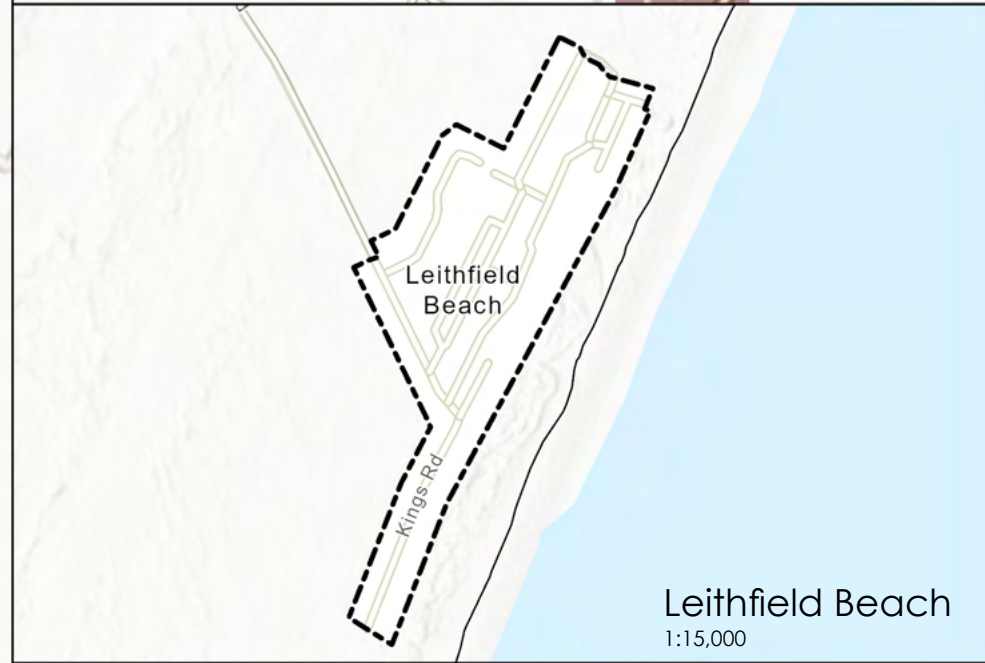
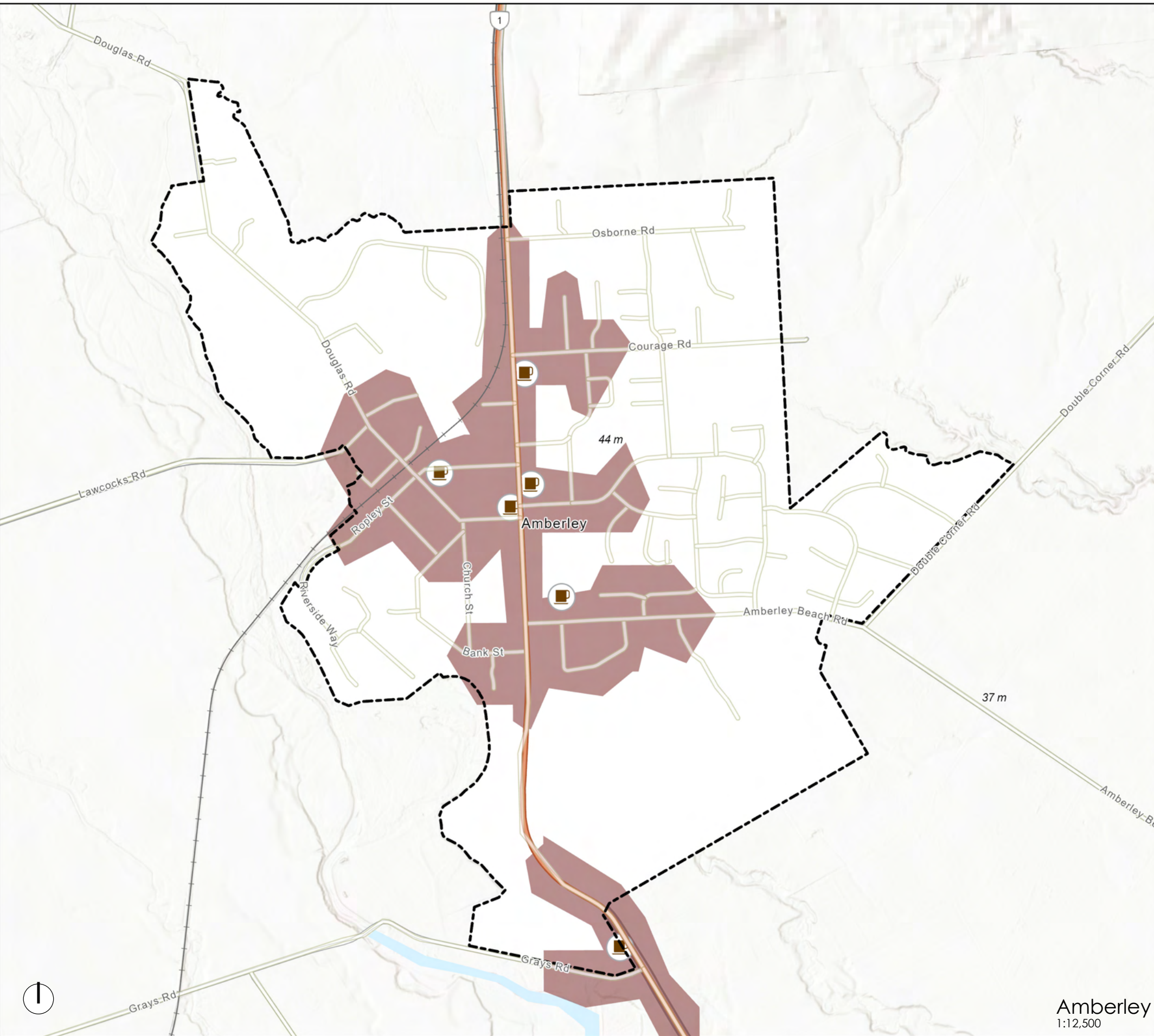


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- Lower Accessibility
 - Greater Accessibility
 - Supermarket
 - Superette
 - Urban boundary
 - State Highway
 - Roads

Amberley
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Accessibility Analysis
Grocery Accessibility
Hurunui District Council

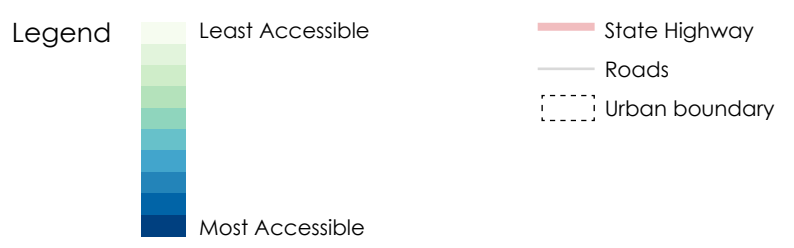
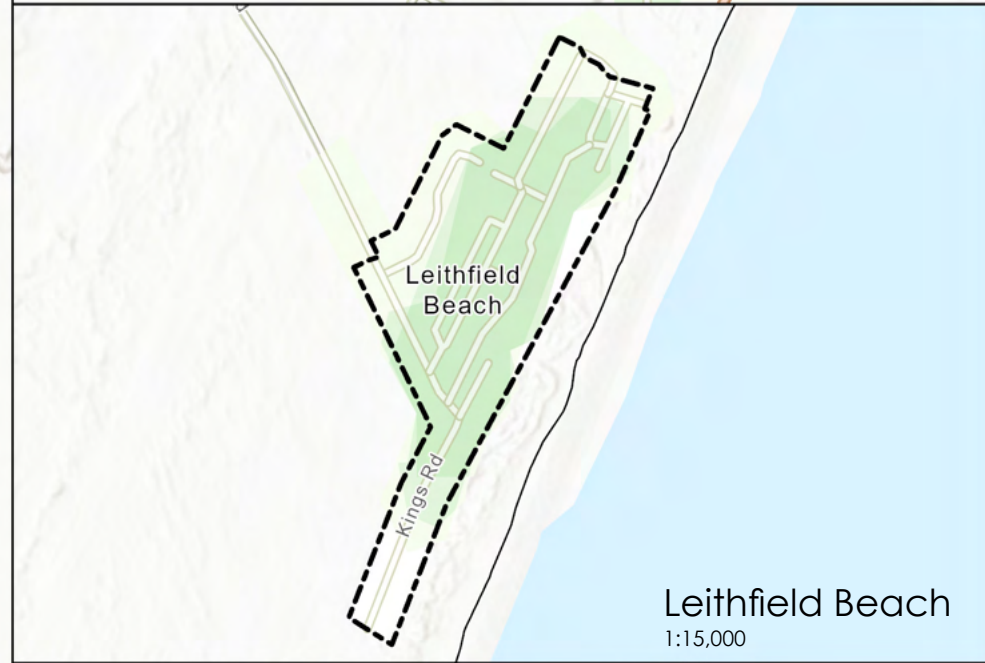
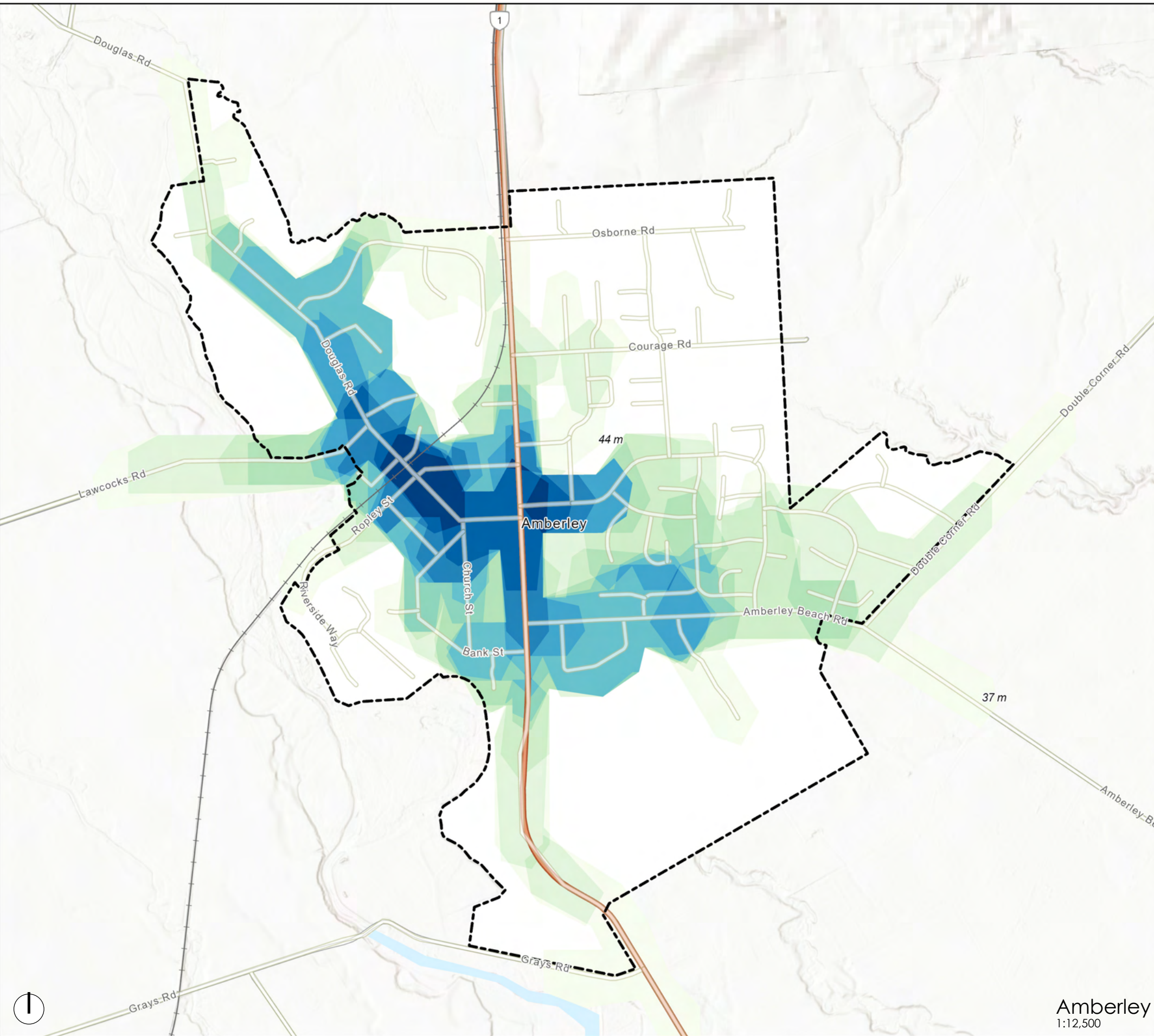
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- Lower Accessibility
 - Greater Accessibility
 - State Highway
 - Roads
 - Cafe
 - Urban boundary

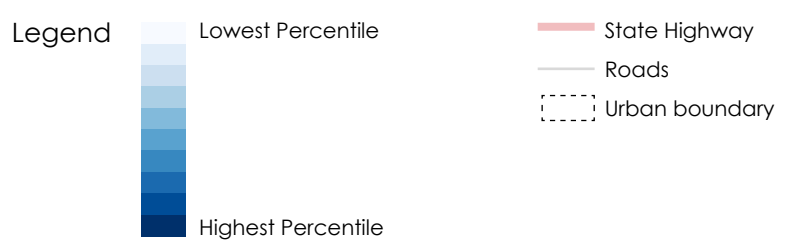
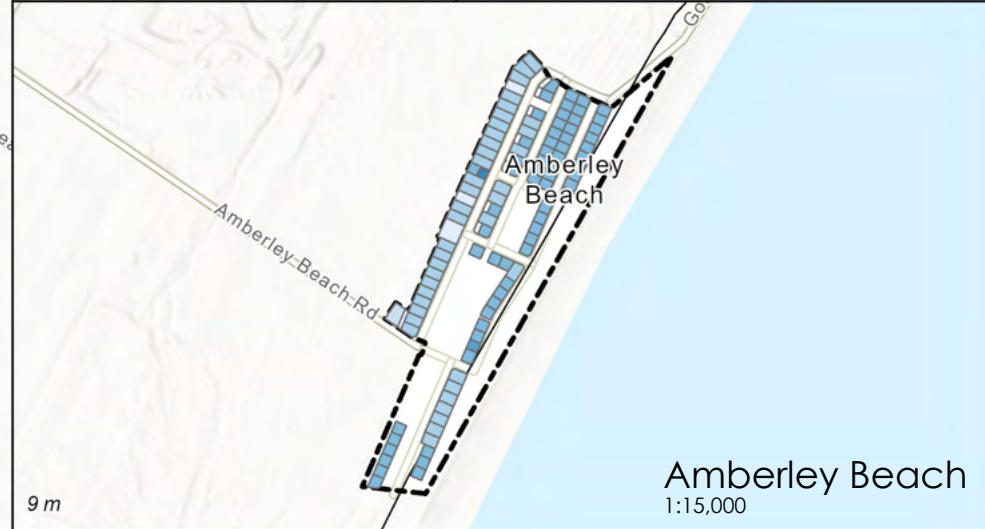
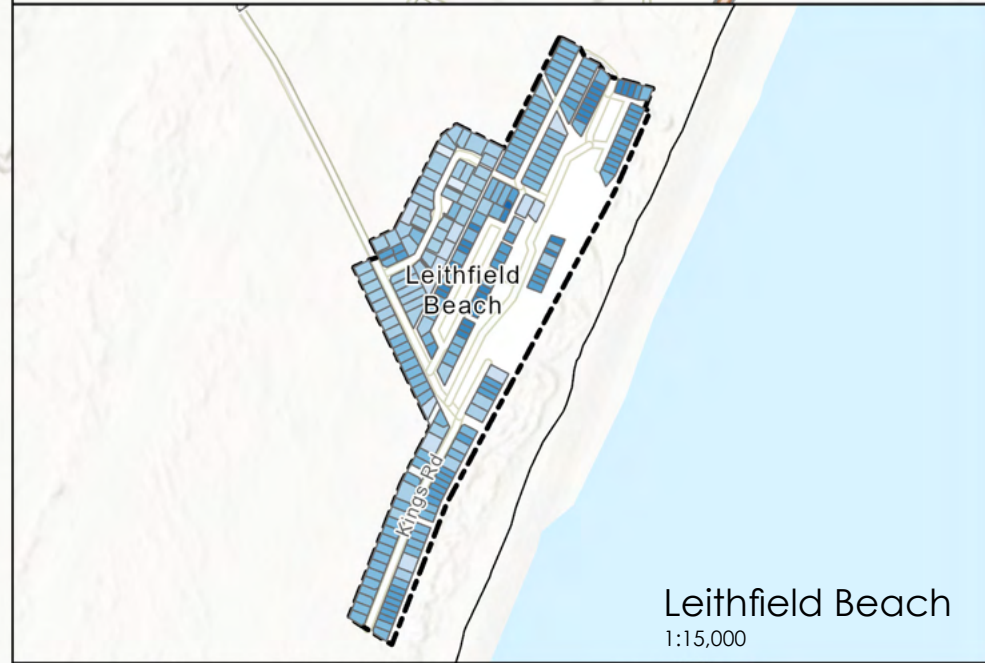
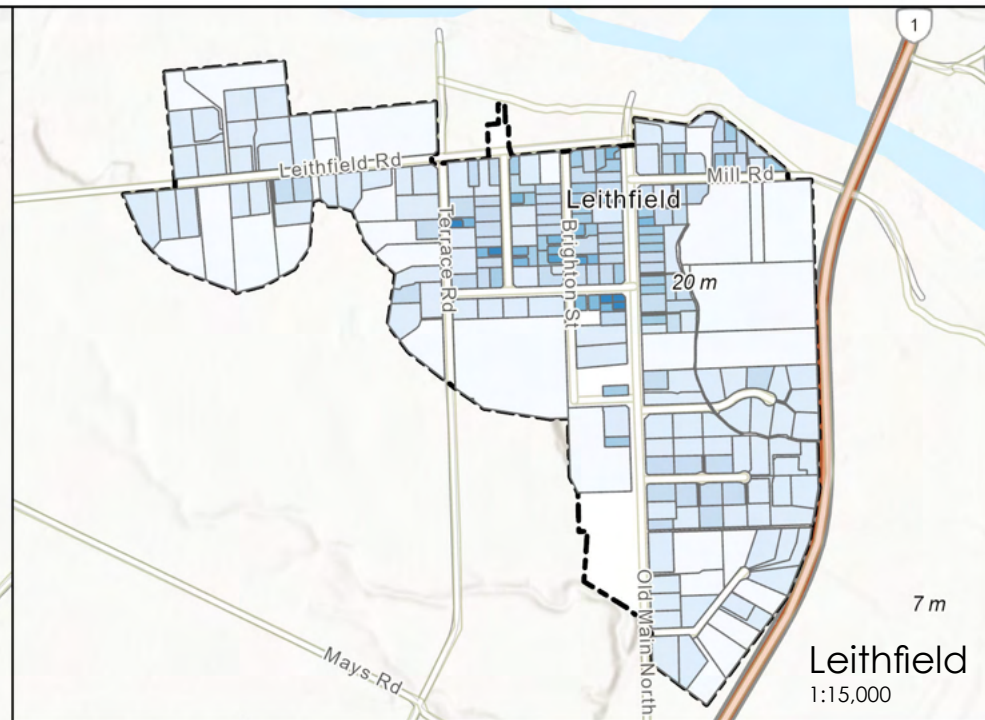
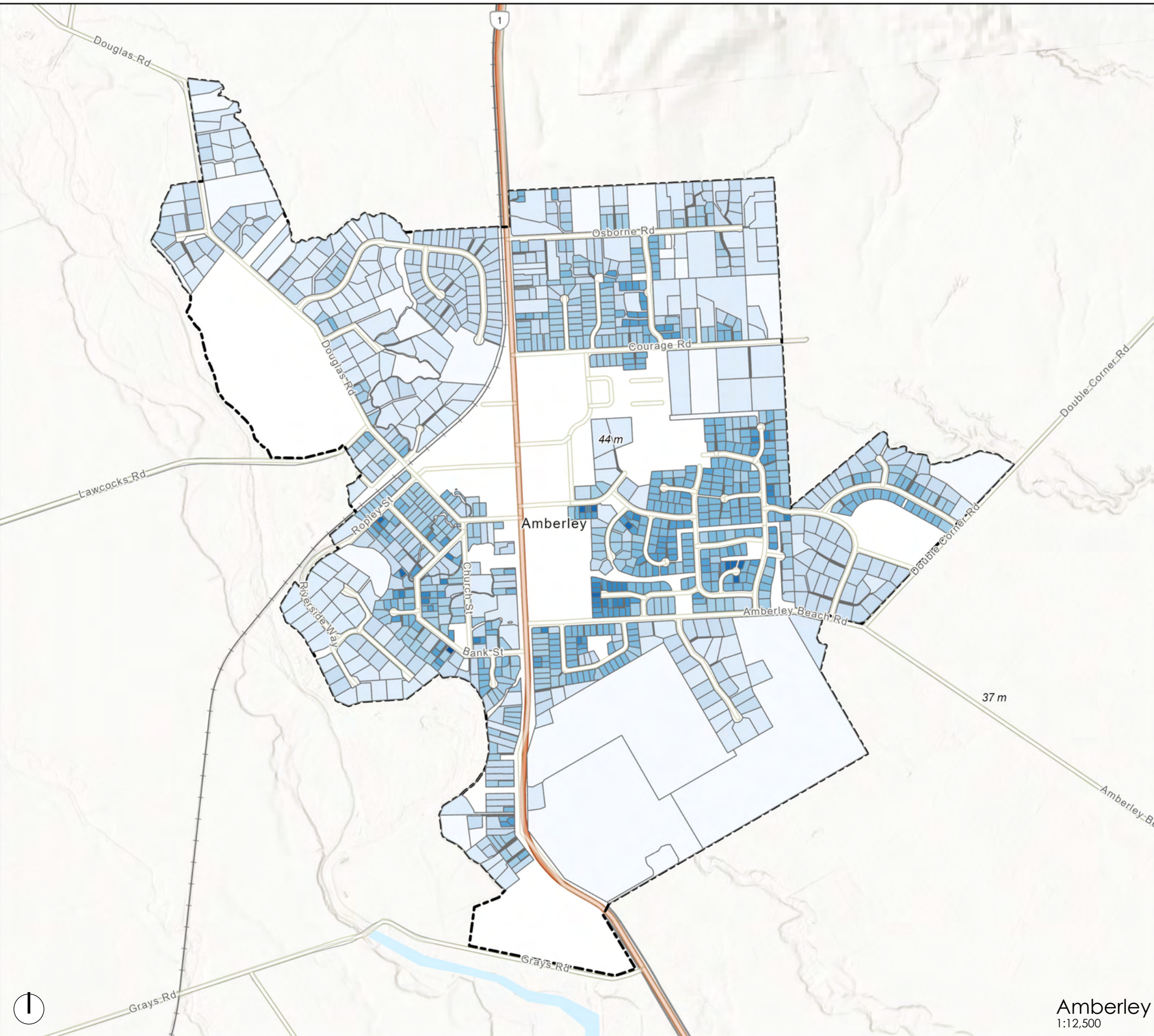
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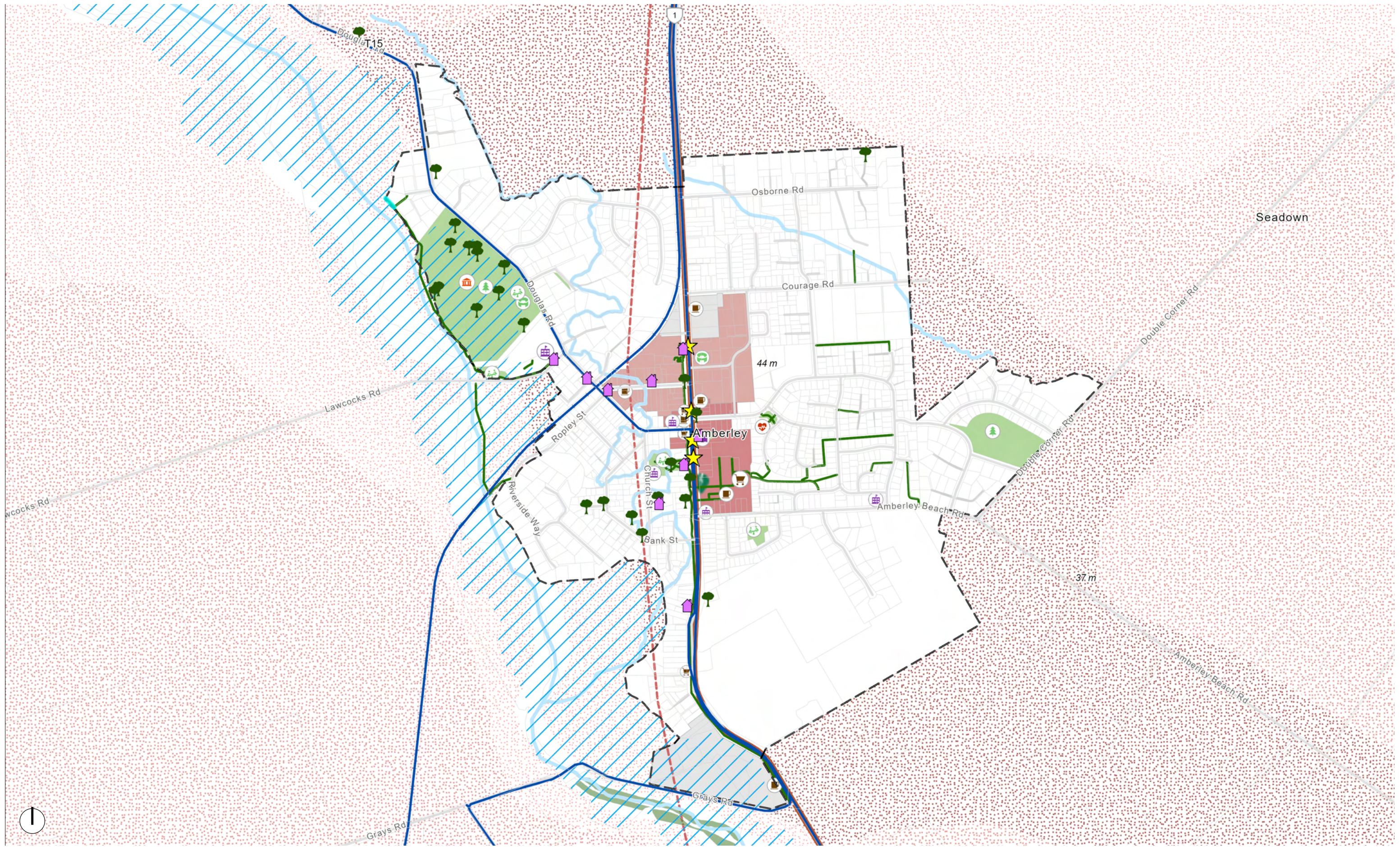
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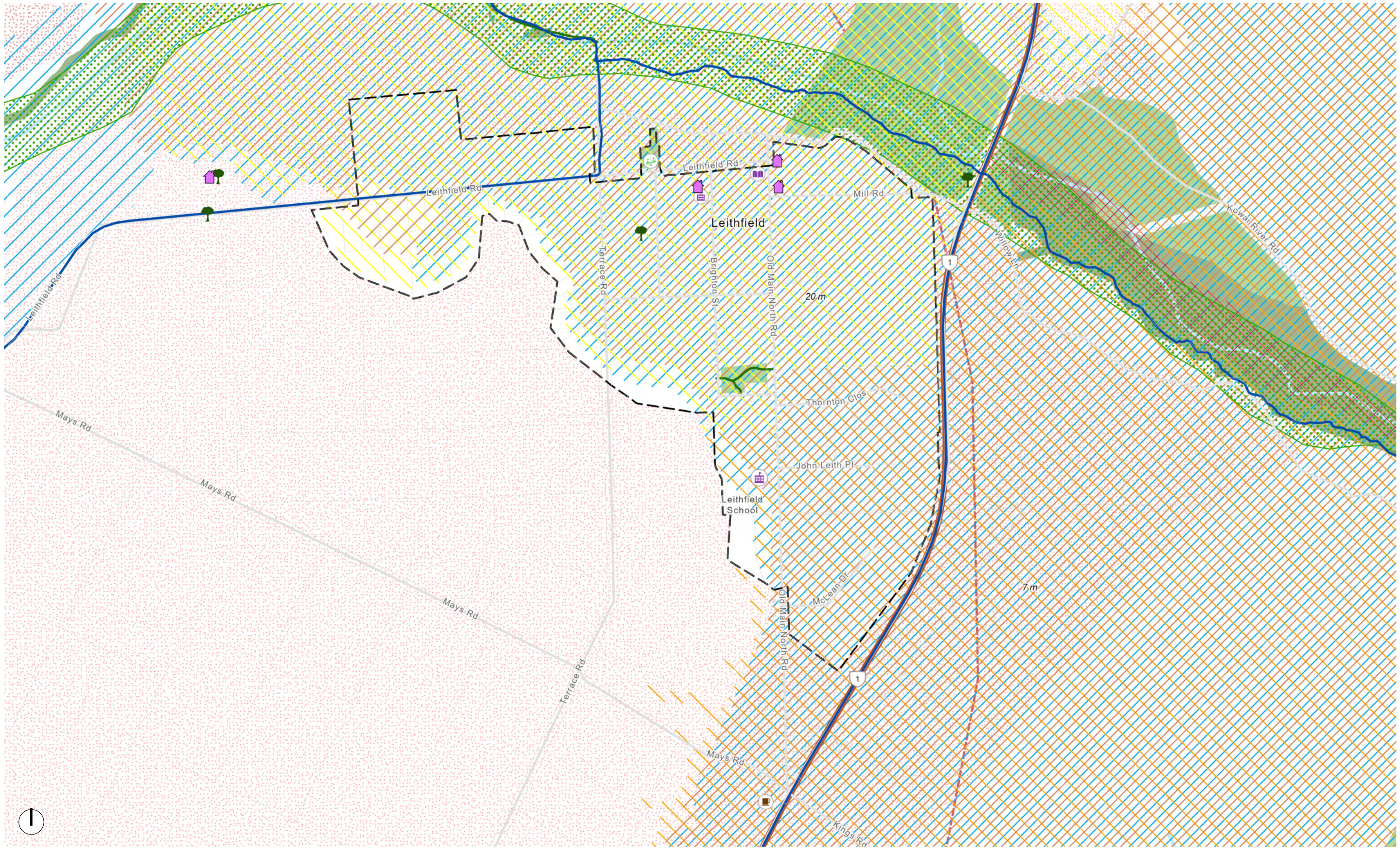


Legend

- | | | | | | |
|-------------------|------------------------------|--------------------------------------|----------------------------|-----------------------------------|------------------------------------|
| Urban boundary | Pedestrian Link | Flood Assessment Zone | Business Zone - 2 | Pre School | Sportsground |
| Railway | Parks and Reserves | Native Bird River Open Water Habitat | Business Zone - Industrial | Primary School | Cafe |
| EV Station | DOC or QEII Land | Maori Land Holdings | Notable Tree | Superette | Library |
| State Highway | Coastal Wetland | 1 - Land Use Capability Class | Area of Notable Trees | Supermarket | Red - Tsunami Evacuation Status |
| Roads | Waterways | 2 - Land Use Capability Class | Historic Place | Medical | Orange - Tsunami Evacuation Status |
| Pedestrian Refuge | Coastal Hazard | 3 - Land Use Capability Class | Archaeological Site | Play | Yellow - Tsunami Evacuation Status |
| Cycleways | Liquefaction Assessment Zone | Business Zone - 1A | Community Hall | Recreation Centre / Swimming Pool | |

Opportunities & Constraints
Amberley
Hurunui District Council

Scale. 1:12,500 Status. FINAL - For discussion
Date. 06/03/2023 Sheet. 8/12

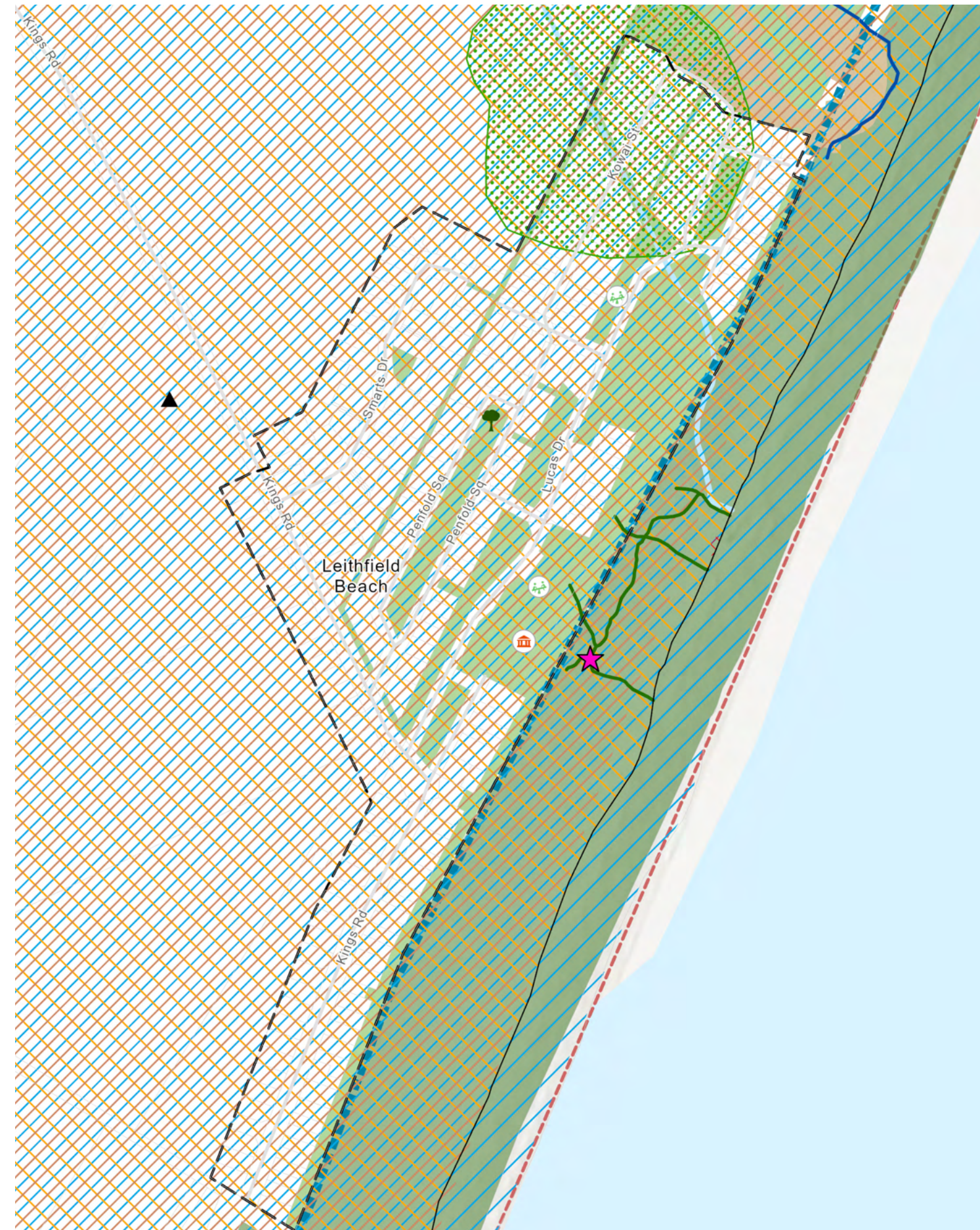
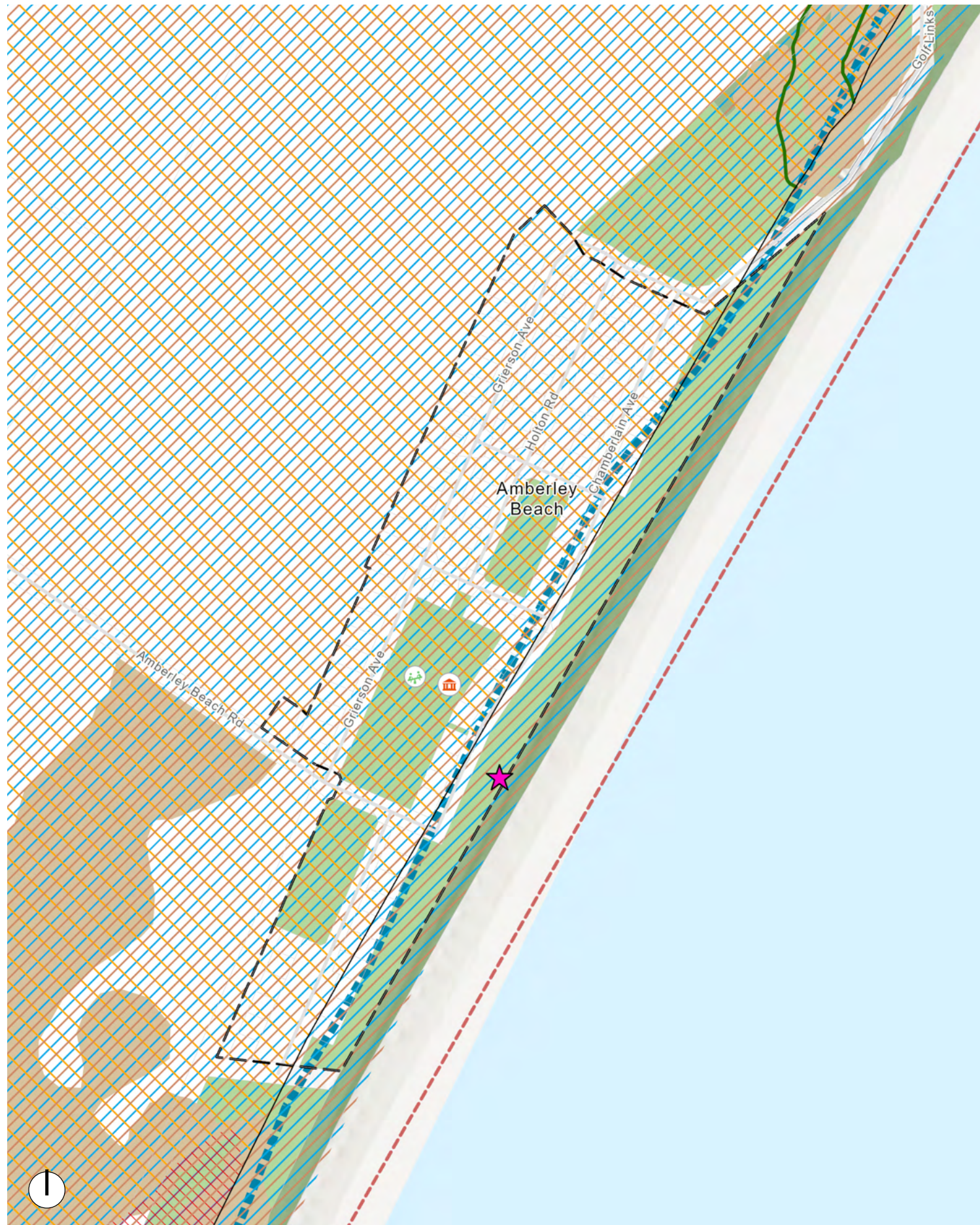


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| Railway | Parks and Reserves | Native Bird River Open Water Habitat | Business Zone - Industrial | Primary School | Cafe |
| EV Station | DOC or QEII Land | Maori Land Holdings | Notable Tree | Superette | Library |
| State Highway | Coastal Wetland | 1 - Land Use Capability Class | Area of Notable Trees | Supermarket | Red - Tsunami Evacuation Status |
| Roads | Waterways | 2 - Land Use Capability Class | Historic Place | Medical | Orange - Tsunami Evacuation Status |
| Pedestrian Refuge | Coastal Hazard | 3 - Land Use Capability Class | Archaeological Site | Play | Yellow - Tsunami Evacuation Status |
| Cycleways | Liquefaction Assessment Zone | Business Zone - 1A | Community Hall | Recreation Centre / Swimming Pool | |

Opportunities & Constraints
Leithfield
Hurunui District Council

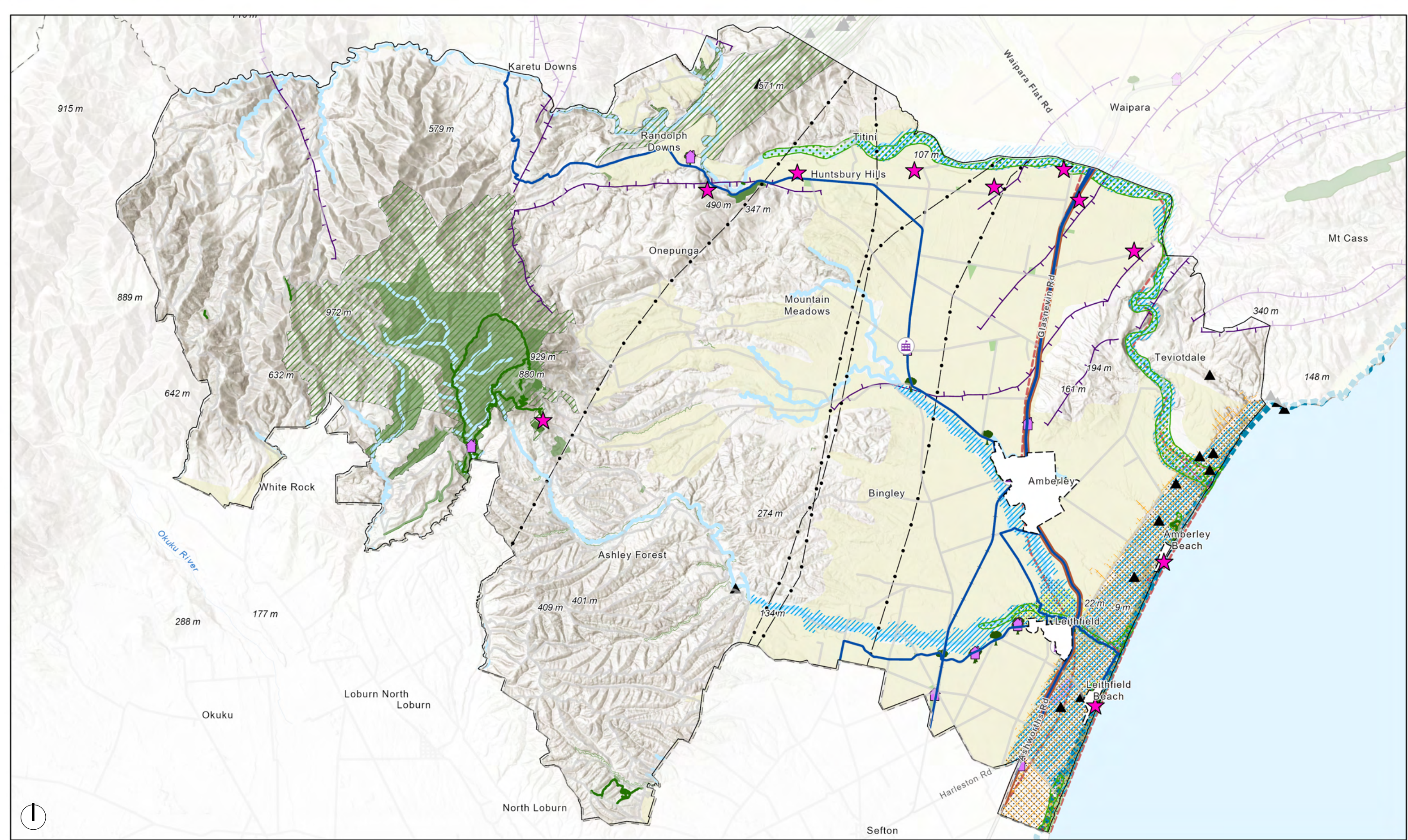
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Date. 06/03/2023 Sheet. 9/12



Legend

Urban boundary	Pedestrian Link	Flood Assessment Zone	Business Zone - 2	Pre School	Sportsground
Railway	Parks and Reserves	Native Bird River Open Water Habitat	Business Zone - Industrial	Primary School	Cafe
EV Station	DOC or QEII Land	Maori Land Holdings	Notable Tree	Superette	Library
State Highway	Coastal Wetland	1 - Land Use Capability Class	Area of Notable Trees	Supermarket	Red - Tsunami Evacuation Status
Roads	Waterways	2 - Land Use Capability Class	Historic Place	Medical	Orange - Tsunami Evacuation Status
Pedestrian Refuge	Coastal Hazard	3 - Land Use Capability Class	Archaeological Site	Play	Yellow - Tsunami Evacuation Status
Cycleways	Liquefaction Assessment Zone	Business Zone - 1A	Community Hall	Recreation Centre / Swimming Pool	

Opportunities & Constraints
 Amberley Beach and Leithfield Beach
 Hurunui District Council
 Scale: 1:5,000 Status: FINAL - For discussion
 Date: 06/03/2023 Sheet: 10/12

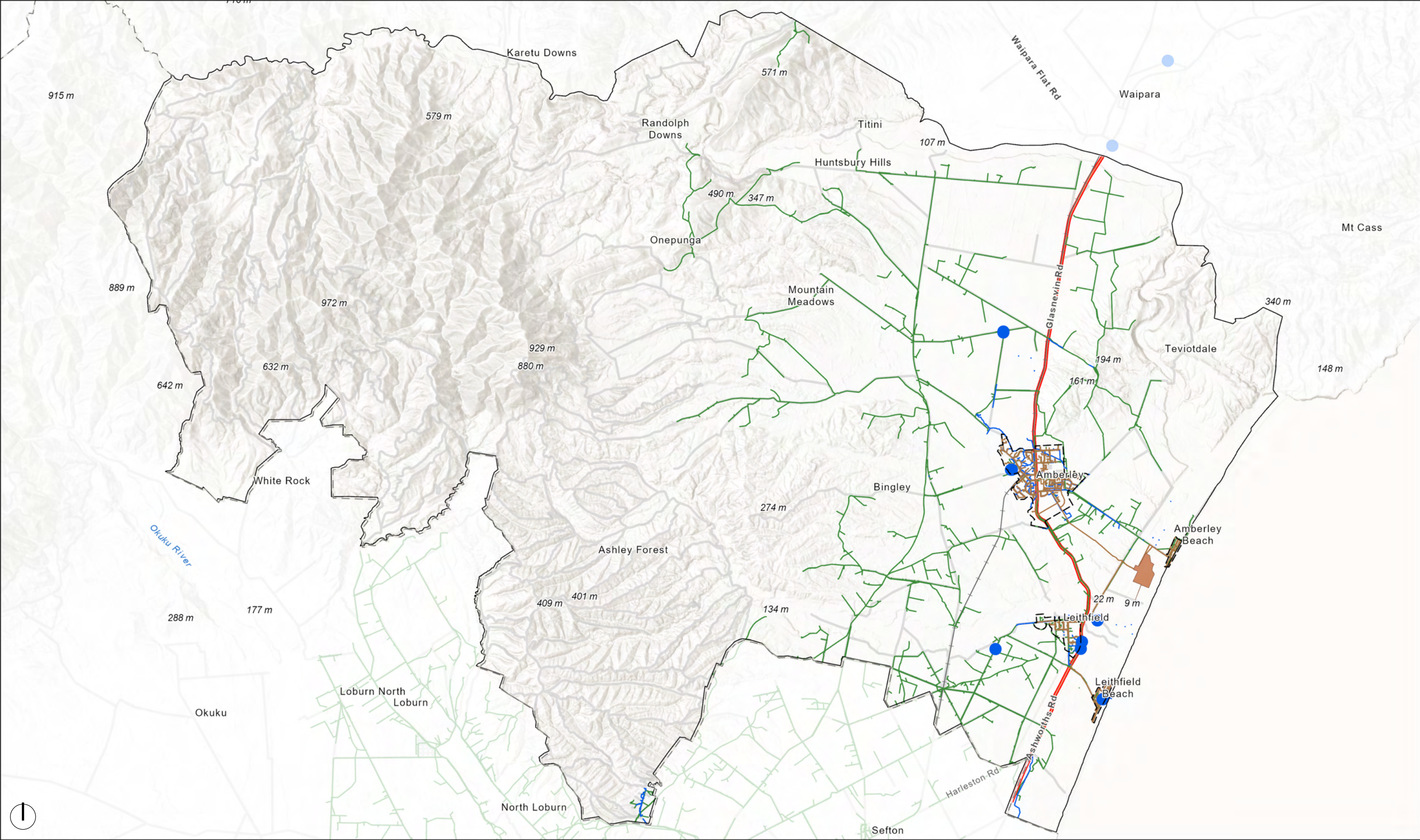


Legend

- | | | | | |
|---------------------|------------------------------|--|------------------------------------|---|
| South Ward Boundary | Parks and Reserves | Native Bird River Open Water Habitat | Outstanding Natural Landscape | Local stories and values - Kā Huru Manu |
| Urban Boundary | DOC or QEII Land | Maori Land Holdings | Red - Tsunami Evacuation Status | Fault / Fold |
| Railway | Coastal Wetland | 1, 2 and 3 - Land Use Capability Class | Orange - Tsunami Evacuation Status | |
| State Highway | Waterways | Notable Tree / Area of Notable Trees | Yellow - Tsunami Evacuation Status | |
| Roads | Coastal Hazard | Historic Place | Local Destinations | |
| Transmission Lines | Liquefaction Assessment Zone | Archaeological Site | | |
| Cycleways | Flood Assessment Zone | | | |
| Pedestrian Link | | | | |

Opportunities & Constraints
South Ward Wide
Hurunui District Council

Scale: 1:100,000 Status: FINAL - For discussion
Date: 06/03/2023 Sheet: 11/12



- Legend
- South Ward Boundary
 - Urban Boundary
 - Railway
 - State Highway
 - Roads
 - HurunuiWard2022
 - WastewaterPipelines
 - Stormwater
 - WaterSupplyPipelines
 - Railway
 - SH_Network
 - Community_Drinking_Water_S
 - Designated Site

Opportunities & Constraints
 Three Waters - South Ward Wide
 Hurunui District Council

Scale: 1:100,000 Status: FINAL - For discussion
 Date: 06/03/2023 Sheet: 12/12

APPENDIX TWO

• Engagement Summary Report

EARLY ENGAGEMENT SUMMARY

Background

The Council is undertaking a spatial planning process for the South Ward of the Hurunui district to spatially plan for how and where growth and development will occur over the next 30+ years to meet to ensure the South Ward continues to be a great place to live, work and play.

The South War Spatial Plan will show future zonings and indicative future growth directions, along with key placemaking, transportation and environmental actions to support the outcomes sought.

The process so far

The Council is working with Barkers and Associates to deliver this project.

To better understand the type of growth we need to plan for, officers commissioned a background economics and population report from Property Economics. See link here for more detail: https://www.hurunui.govt.nz/repository/libraries/id:23wyoavbi17q9ssstcjd/hierarchy/Regulatory_Services/Consultation/South-Ward-Spatial-Plan/Background-documents/Hurunui-South-Ward-Economic-Assessment-presentation-slides.pptx.

How we engaged

A wide variety of approaches were utilized to promote the South Ward Spatial Plan and to allow members of the community to provide their views on what they would like the South Ward of the future to be like.

Spreading the message

- Facebook posts.
- Information on Council website, including links to maps and survey form.
 - A copy of the maps can be found here https://www.hurunui.govt.nz/repository/libraries/id:23wyoavbi17q9ssstcjd/hierarchy/Regulatory_Services/Consultation/South-Ward-Spatial-Plan/Background-documents/Maps.pdf.
- Emails sent to Councillors, South Ward Committee and Amberley Absolutely encouraging them to spread word through their networks.
- Press release, published in New North Canterbury News on 14 September (in short) and in the Amberley Hotline local newsletter on 26 September (in full).
- Compass FM on 13 September – introducing the spatial plan and encouraging people to get involved.
- Library display, including maps and post it notes for people to add their thoughts.

Workshops were held with Councillors, Youth Council, South Ward Committee and the Leithfield Residents Association. The information received through these workshops, along with other background information, informed the maps created to aid the first round of engagement with the community.

The Council held the first round of engagement on the spatial plan from Monday September 11 to Monday 9 October 2023. The purpose of this was to provide:

1. The community with information about what spatial planning is; and
2. An opportunity for the community to provide initial feedback arranged by the three engagement themes: managed growth, improved connectivity and enhanced environment.

57 survey responses were received, two written pieces of feedback and lots of post-it notes. achieved right away.

In person

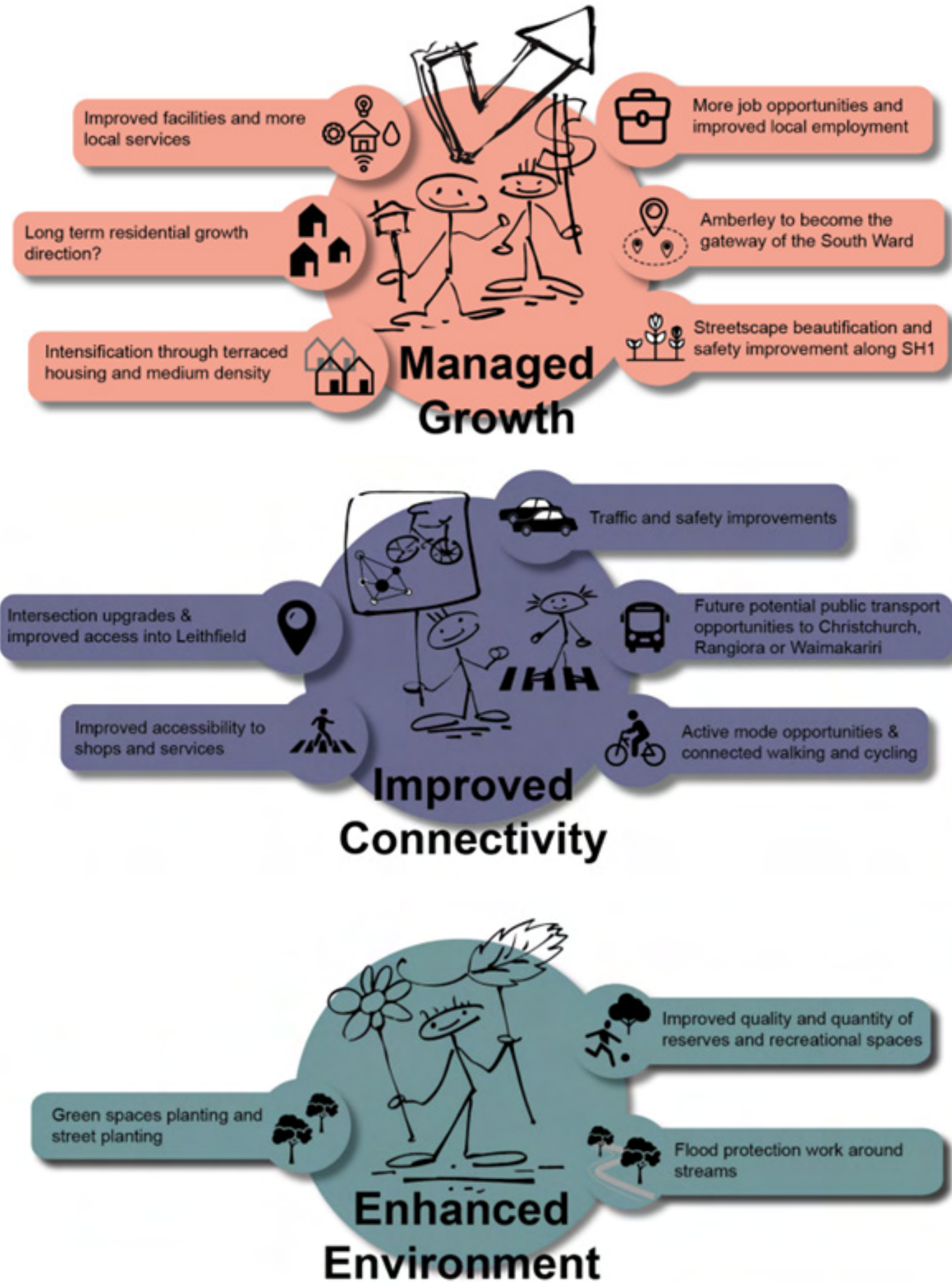
- Two drop-in sessions held. One at Amberley Library on 19 October, and another at Amberley Office on 28 October
- Stand at the Amberley Farmers Market on Saturday 16 and 30 October.
- Sessions with youth:
 - 29 October as part of the Hurunui Youth School Holiday Programme.
 - 11 October with Amberley School Year 7 & 8 students.
 - 12 October with Broomfield School Year 7 & 8 (plus some 5 & 6's).

Survey

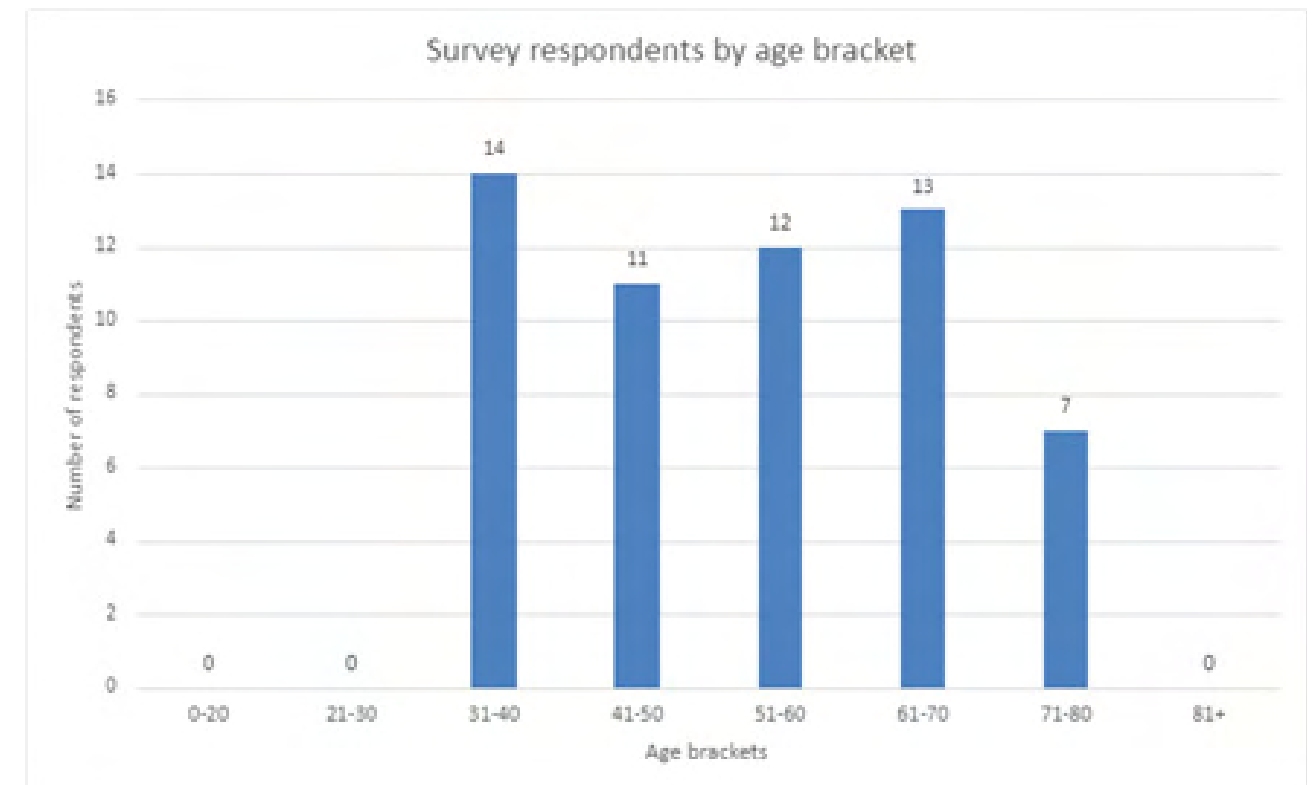
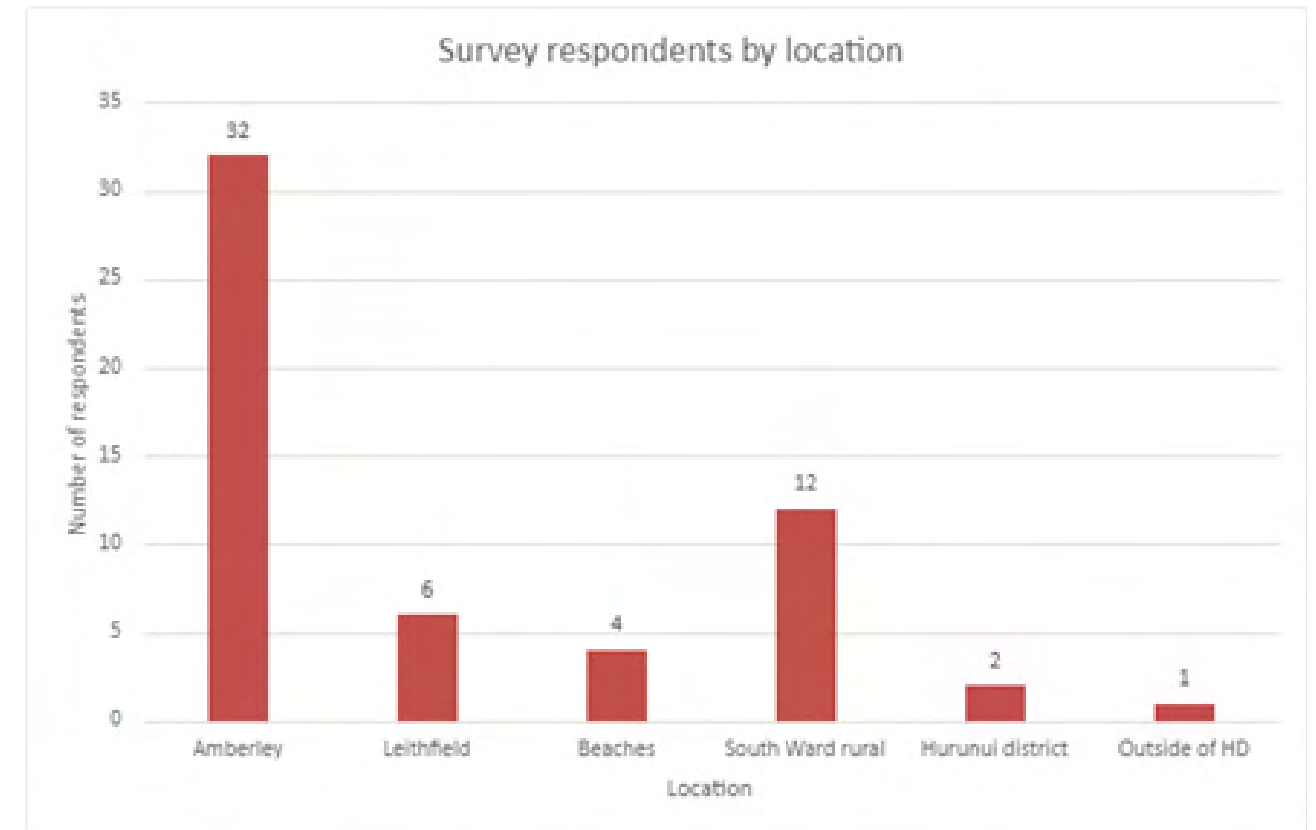
The main tool to receive feedback was through a survey.

The survey was arranged around the three consultation themes and included a mixture of long and short form questions. Some of the short form questions posed six options, all of which are considered to be important options, and asked the respondents to choose the three options they considered to be of highest importance to them. The idea behind this was to get people to really think about what is important to them when they think about and growth and development of their community.

Survey themes



Demographics of survey respondents



PURPOSE OF THIS SUMMARY OF ENGAGEMENT

This report provides an overview of the issues and ideas raised through the feedback. They have been organised under the engagement headings of managed growth, improved connectivity and enhanced environment.

These issues and ideas do not always lead to consensus of thought, particularly on the where and how, however, where we asked check box questions, these show the general direction of thought.

Managed Growth

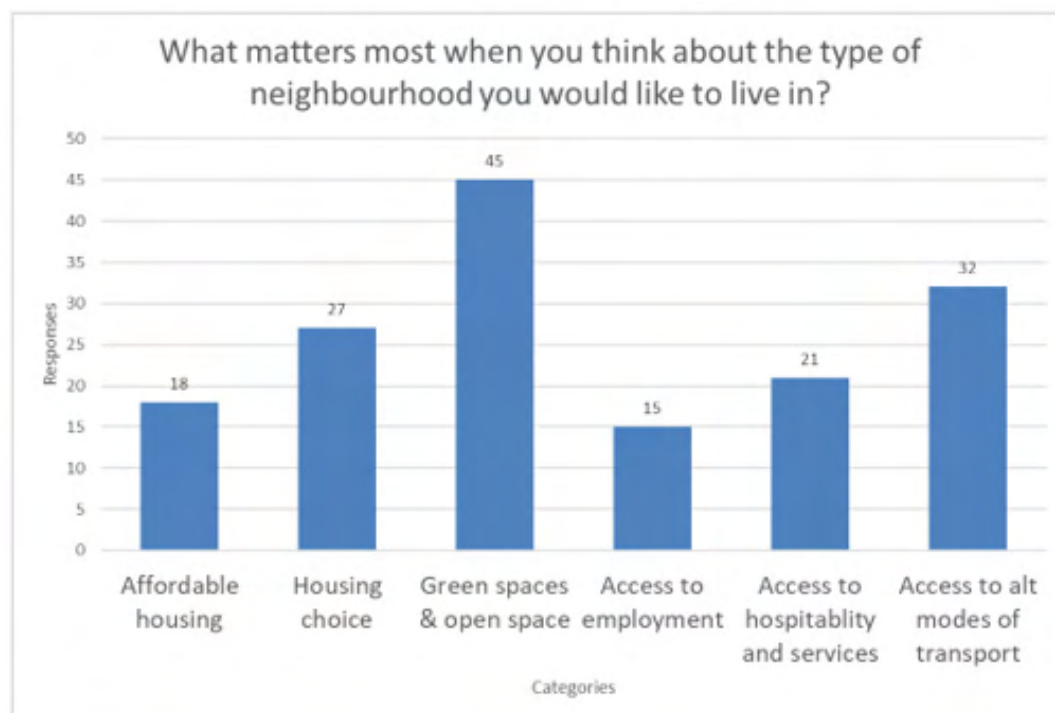
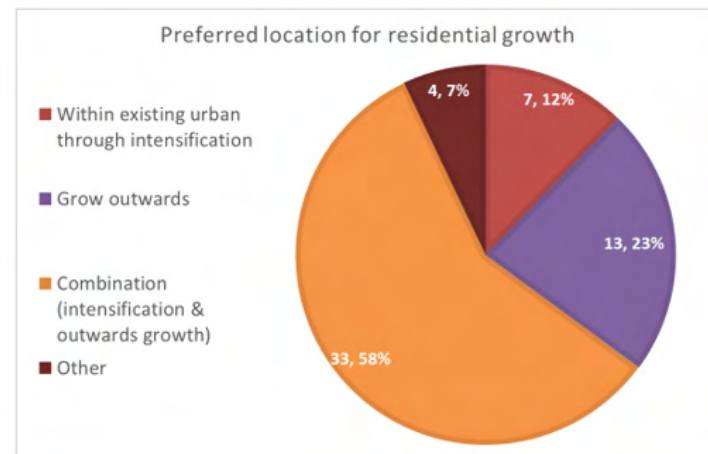
Residential growth

In answering the question on the preferred location for residential growth, the majority of respondents (58%, or 33 of 57) identified that their preference was a combination of growth within the existing urban area through intensification and outwards growth. Only 7 of the 57 respondents (or 12%) want to solely grow outwards.

Written feedback demonstrated a wide spectrum of views on the provision of housing in the South Ward and a glimpse at the value sets underpinning these opinions around township character, environment, housing affordability and urban design.

The respondents identified open and green space, access to alternative modes of transport and highly productive land as the matters that are most important to them when they think about the type of neighbourhood they would like to live in.

This report provides a summary of the feedback received. It is not a comprehensive document of all the feedback received.



Intensification

- Positive feedback on intensification outlined benefits such as more affordable housing, potential to attract a more diverse community, and keeping the urban area tight to retain surrounding nature and open space.
- Suggestions included promoting medium density housing within the existing urban area of Amberley; that any intensification should be located in proximity to shops/ the heart of town, and reference was made to the 15 minute cities concept.
- Negative feedback on intensification outlined that some respondents were less keen on the concept of intensification, considering small sections/big houses only provide cheap housing, while others didn't want to see infill encouraged on our older sections in town and that tiny sections are what 'city living' is for.

Greenfields growth

- Feedback was received that highly productive land should be protected to maintain our food production, and therefore that development should not occur on greenfields or should be the last resort to avoid urban sprawl and the loss of this HPL.
- Regional minimum lot size and house footprint to lot ratio to keep the region spaced.
- More consideration of actual and potential reverse sensitivity effects on the boundary between urban areas and rural when considering rezoning greenfields sites.
- No decisive direction for future greenfields growth came through in the written feedback received, however the suggestions included:
 - North of Amberley /not north of Amberley as too far from the town centre to walk
 - Along Amberley Beach Road – a lot of smaller holdings already

Rural growth

- Minimal feedback on specific rural growth was received. Suggestions included allowing 4 hectare lots to subdivide into smaller lots to free up land for more housing, removal of requirements for minor dwellings to be located within 30 metres of the main dwelling onsite, and for further development within the Ashley Forest Comprehensive Development Zone.

- A specific suggestion included the lowering of section sizes on Douglas Road from 2000m² to 600m², and further reductions of other residential section sizes.
- Suggestions of mixed-use development were received, where small businesses could be interweaved with housing, allowing for a mix of residential, retail and café.
- Specific to Leithfield was that development shouldn't be undertaken within the flood prone areas of Leithfield.

- Rural triangle of land adjoining the Oakfields and Tekoa developments up to Courage Road
- Douglas Road, opposite Newton Place
- Double Corner Road
- Terrace Road – west of existing town boundary
- Within Leithfield Village / not in Leithfield Village
- On the terrace above Leithfield
- Utilise existing towns and expand around these areas rather than scattered lifestyle blocks
- More growth to west for families so they don't need to cross SH1 for school.

- A respondent noted that they consider there has already too much lifestyle development (loss of HPL) and another considered it would become increasingly important to retain productive land in the peri-urban zones to ensure food security.

Township character

- The value of rural character and community values of the townships is highly important to a number of respondents, why they moved there in the first place and our point of difference to other townships within commuting distance to Christchurch. Worries about how future growth might affect these values were noted. This arose mainly in regard to Leithfield but was also noted in regard to Amberley Township.
- The rural identity of Amberley and Leithfield should be celebrated, and steps taken to retain the small town/ village atmosphere.
- One person noted they do not want growth anywhere as they consider it would ruin the rural, slower pace in Amberley.
- Open and green spaces were identified as a key factor contributing to a good neighbourhood, feedback provided that

connection to greenspaces should be given more consideration at subdivision. This is covered off in more detail under the 'enhanced environment' section.

- Spatial planning should aim to attract families and young people to our district.
- Plan for sufficient recreation and work opportunities so people can stay in town rather than have empty houses and busy roads with people commuting. As one respondent noted 'residential growth alone can be soulless'.
- Embrace more culture and diversity. One respondent suggested reclaiming the Māori name of Kōwai instead of Amberley.
- Consideration given to crime prevention measures and safety.

Community spaces

- Creation of a youth hub and community centre/ community hall, along with upgrades to the library.
- Concern about pressure on schools and medical resources as a result of growth.
- A secondary school in Amberley.
- Establish a high tech hub.

- Create art spaces, e.g: a designated community artspace, collective art gallery space, murals, performing arts centre.
- A covered permanent market space, or upgrades to the current site [outside Council offices] to better accommodate the farmers market.

Economic growth

Retail

- Encourage small businesses and hospitality venues rather than 'big box business' and chains – with big box business Amberley then becomes just like any other township.
 - Interestingly, the feedback from young people was more in line with big box business – presumably where they can spend their money and get 'more' for it.
- Feedback in relation to Leithfield went in both directions – that it is fine there are no shops in Leithfield, while another saw opportunity for this.
- The potential of Markham Street as a central high street to provide a heart / central high street for Amberley.
 - Pedestrianize
 - Plant trees
 - More cafes
 - Space for kids to play
 - Encouragement of a better use of the area next to Sally Macs
 - Move state highway designation to Douglas Road
- Ensure that easy access to cafes and shops is retained.

Tourism

- Developments to create a 'strong town identity' as one respondent described it to 'put Amberley on the map for more than toilets and Countdown' and to give people a reason to stop here. Suggestions included:
 - Decorative bridge over the State Highway
 - New public toilets
 - Increased beautification
 - Recreational and biodiversity hub at Ashworths Beach and Ponds
 - Butterfly House (a unique attraction)

Industrial growth

The majority of respondents (53%, or 29 of 57) preferred that industrial growth be located close to adjoining urban areas, while 31% (17 of 57) just preferred it was somewhere outside of urban areas. Only 16% or 9 of 57 respondents preferred that industrial growth occurred within the existing urban areas.

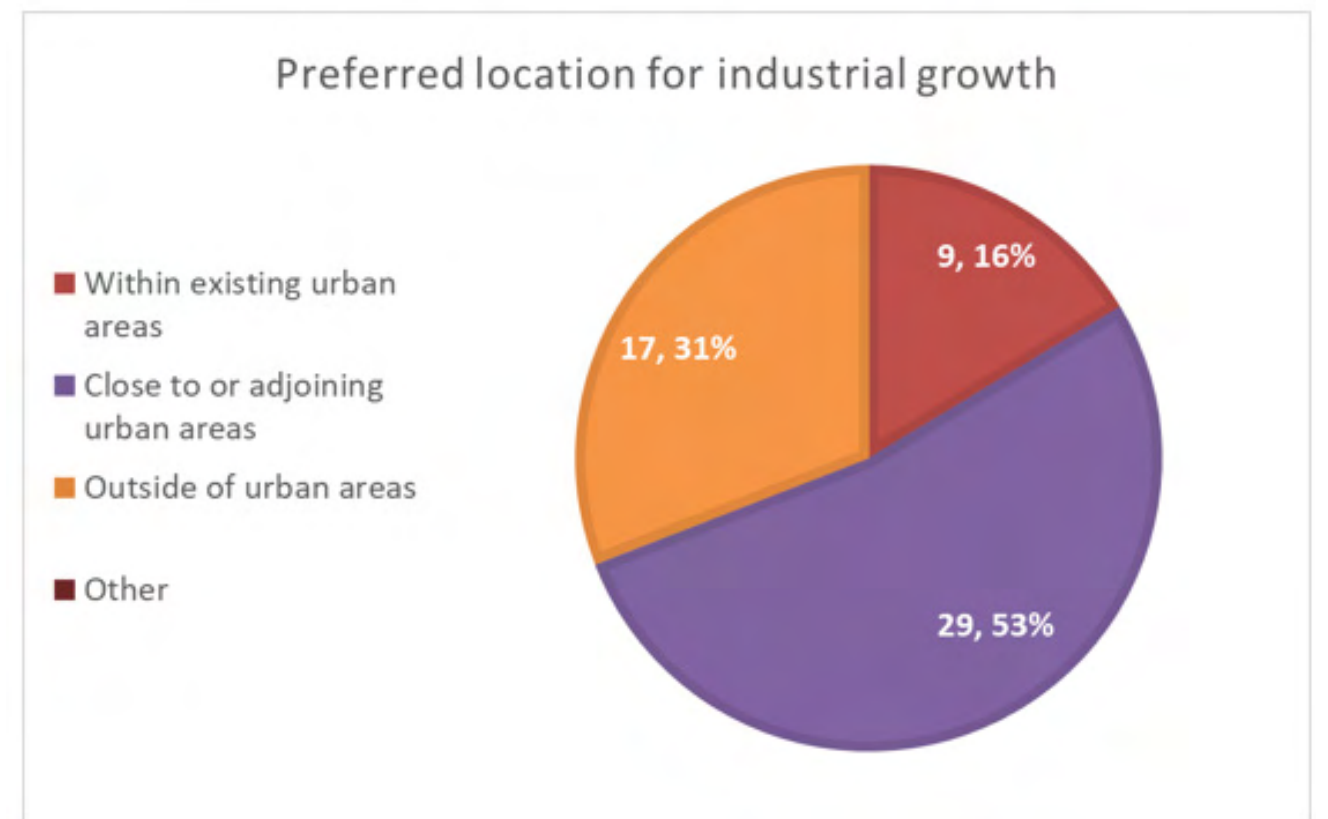
Potential locations

- The industrial area should not be located within the wine growing area:
 - It could tarnish the reputation of the Waipara Valley and a lot of effort by the wine growing community has gone into creating the character of this area.
 - It would be at odds with ratepayer money spent promoting tourism of the Waipara Valley wine growing area.
 - The area [north of Amberley] should be protected for future vineyard expansion and associated tourist and residential areas and that an industrial zone as an entrance to this area would negatively impact on the value of this area.
 - One respondent suggested the industrial area should be located no further north than Purchas Road.
- If looking to make the South Ward the gateway for tourism, then don't make the entry through an industrial area as this won't make visitors feel like they are entering a place to stay, play and spend their money.

- An industrial area should not be located in residential areas or near waterways, or in areas with other desirability e.g coastal or mountain views.
- Another respondent had no objections to mixing industrial within the urban areas as this is a country area and has always had a good mix.
- In terms of specific locations for a future industrial zone, suggestions included:
 - Saleyard Drive area
 - On lefthand side going to Waipara
 - On Lawcocks Road, over the Kōwai River North Branch
 - To north and northwest [of Amberley]
 - To the south or southeast of Amberley
 - Near transfer station
 - On terrace above Leithfield

Transport connections

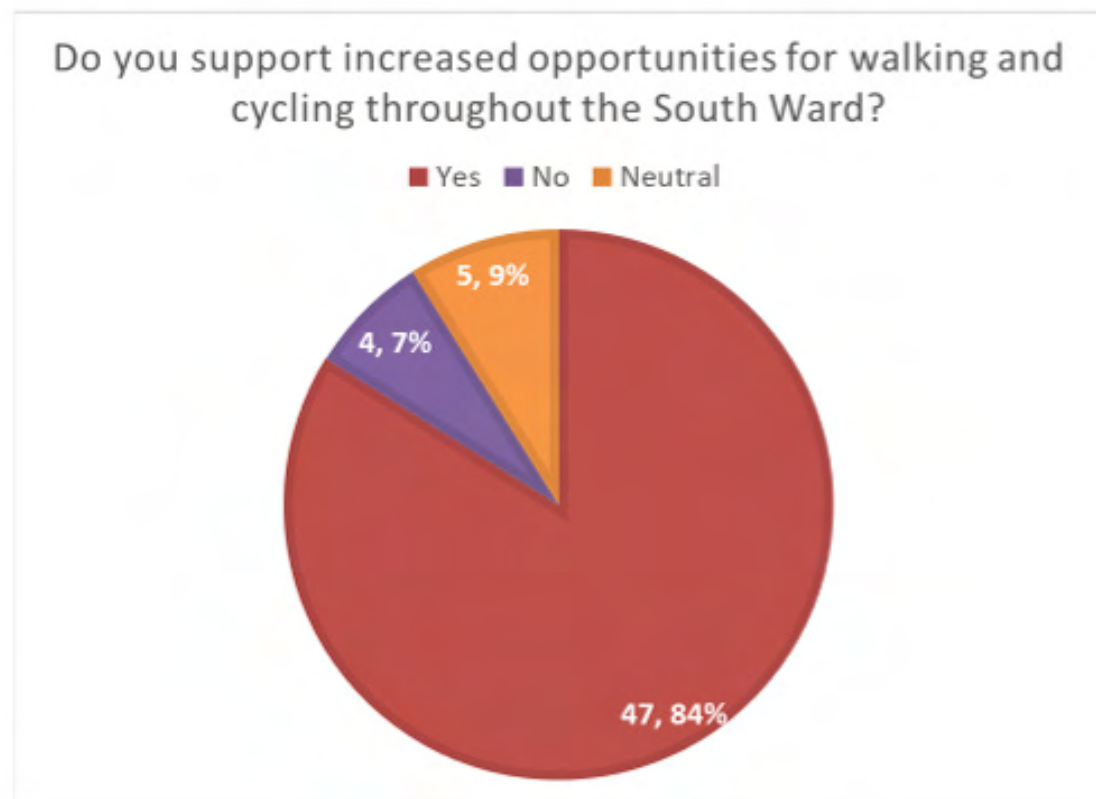
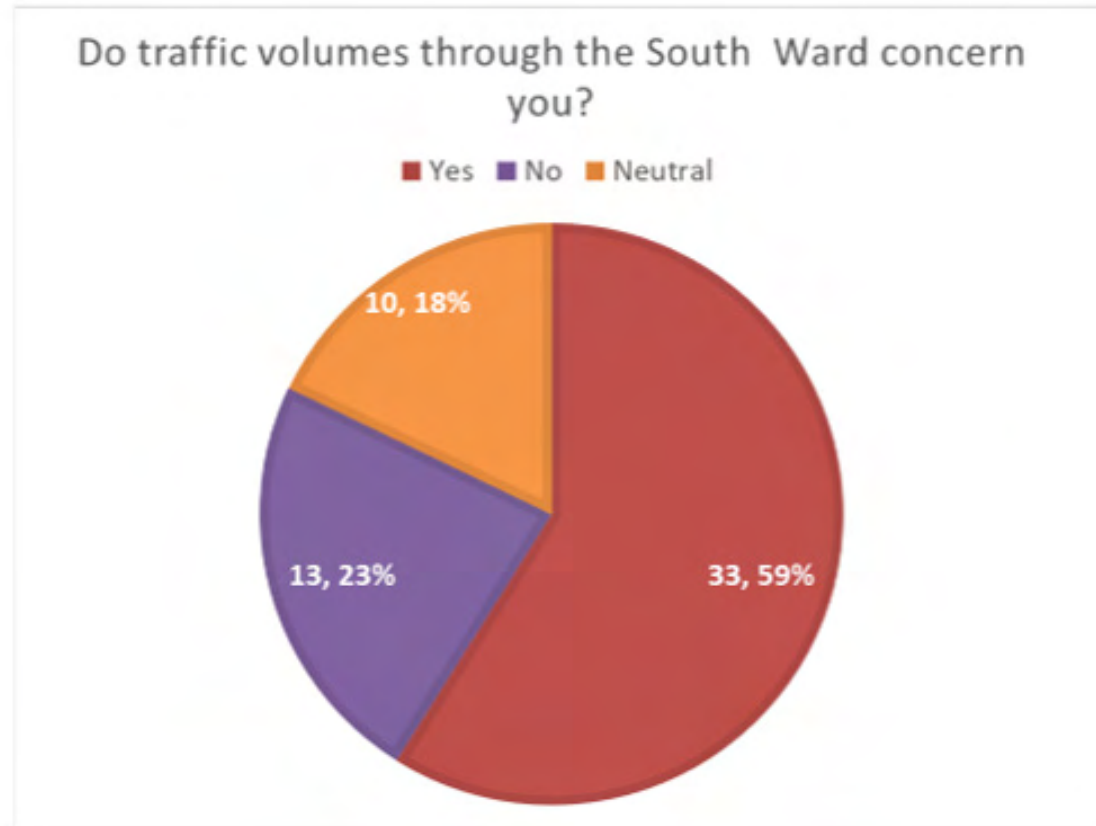
- Zoned away from urban areas to avoid potential congestion as a result of more vehicle and truck movements, road upgrades may be required to link such a zone.
- Locate near railway line and easily accessible, but not located right on the main street.



Improved Connectivity

Transportation

The majority of respondents asserted that traffic volumes through the South Ward concern them (59% or 33 of 57) and that they support increased opportunities for walking and cycling throughout the South Ward (84% or 47 of 57).



Public transportation

- Train to Christchurch, Rangiora and Christchurch.
- Buses to Rangiora and Christchurch in particular.
 - Transport to Rangiora daily would be helpful for the elderly.
- Needed especially with the view on existing population growth and making Amberley an attractive option for people working in Christchurch.

- One respondent suggested that while alternatives to the car don't seem 100% necessary now, they will in the not so distant future.

State Highway traffic

- Safer crossing for children and elderly
 - Controlled crossing, overbridge/underpass
- Safe cycle routes along SH1
- Bypass Amberley
- Safer speed limits
- Make the township feel like a place you stop rather than drive through – planting, roundabouts, traffic calming and shared roads could aid this.

- Comment on the following intersections with State Highway 1, including difficulties faced and concern that growth will make these intersections more difficult and/or dangerous:
 - Mill Road
 - Old Main North Road
 - Amberley Beach Road
 - Hursley Terrace Road
 - Douglas Road
 - Markham Street

Walking and cycling connections

- The general feedback on enhancing and increasing walking and cycling connections was positive, however there were also respondents who did not support money spent on this.
- Co-ordinate cycleway and roadway construction.
 - Roads need to support safe cycling.
- Plan walking and cycling connections into subdivisions.

- Provide to encourage the next generation to not just drive everywhere.
- Create more off road walking and cycling connections.
- Enhancement of safe cycling between Amberley and Leithfield, and Broomfield.
- Link amenities such as the beaches and townships.
- More accessibility for horse riders.

Road improvements

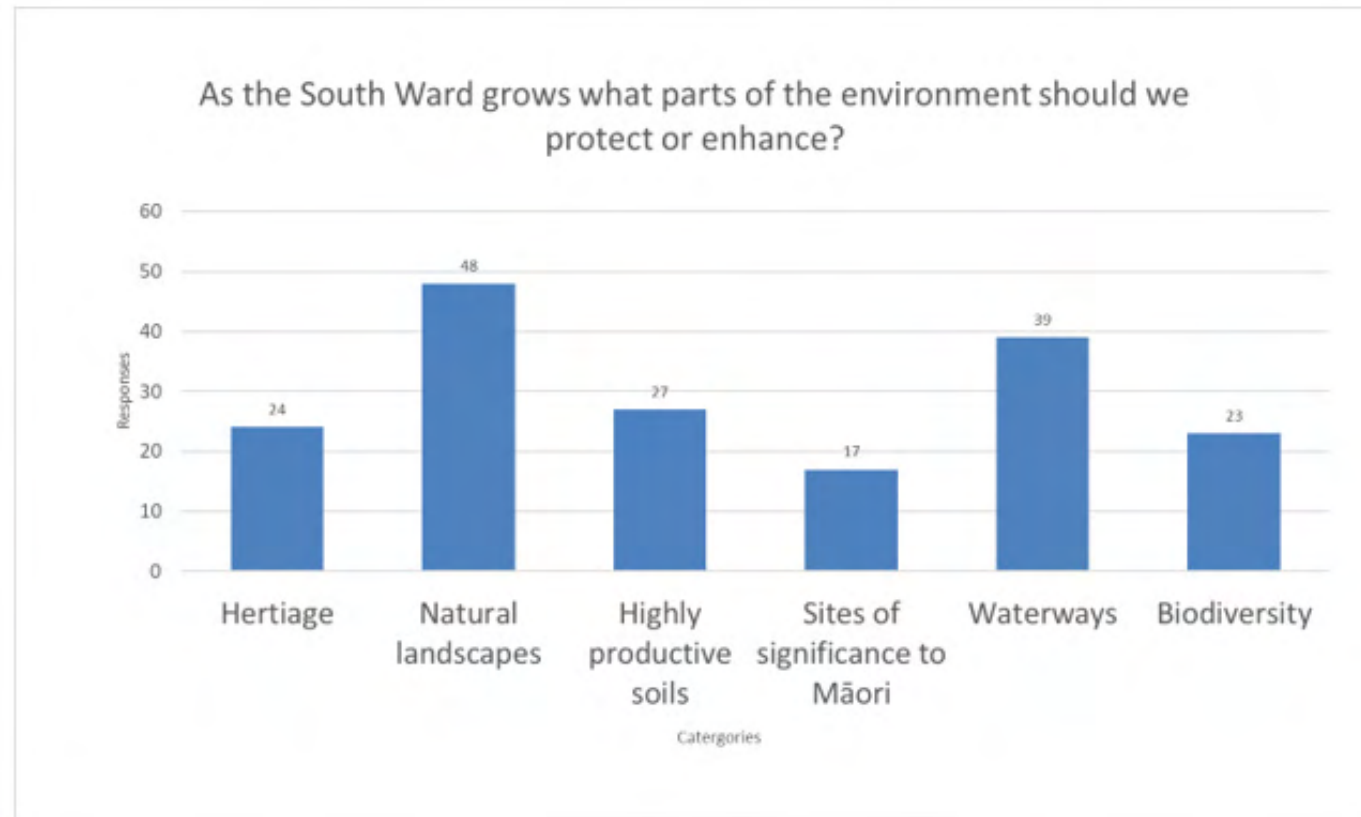
A number of specific road improvements were brought up in the responses. This is not relevant to the spatial planning project and so are not summarised in this report.

Enhanced environment

Environment

Respondents identified our natural landscapes, waterways and highly productive soils as the matters most important to them when they think what parts of the environment should be protected and enhanced as the South Ward grows.

As shown earlier in the managed growth section, survey respondents identified that open and green spaces were the most important matter to them as the South Ward grows.



Open space/ reserves – urban green

- Responses received included requests for more open and green spaces ranging from large multi-use spaces similar to the domain, to smaller parks where children can play that are walkable from people's homes.
- Continue to encourage and plan for more trees and greenspaces as part of development.
- Respondents also pointed to the contrast between the older and newer parts of Amberley, noting the differences in the number

of mature trees and greenery, while another wanted our townships to have amenity more like Hanmer Springs.

- A number of respondents suggested an off leash dog park in Amberley.
- Lack of parks in north-east Amberley.
- More trees was a common refrain, and more plants and trees along walking paths to provide shade in summer, while noting maintenance issues for existing trees.

Walking and cycling connections

- Comments included that walkways and cycleways through reserves and swales are good, and that more off road cycle and walking paths to link our townships and amenities would be good. One respondent was more specific and suggested that it would be amazing if there was a plan to create overtime more shaded walks of length to mitigate sunburn and heat from rising temperatures.

- Respondents wished it was easier to access to Amberley Beach as there are many activities and recreation opportunities there, more links to Heartland Cycle trail and to better enable access to Leithfield Village from the north side of the Kōwai River.
- Consider an opt in for local farmers who may be supportive of walking tracks through their property.

Environment

- Respondents made suggests of how the environment could be enhanced through the development process, such as:
 - Encouraging (if not mandating) developers to adhere to biodiversity best practice.
 - Building in developed green and recreational space as part of subdivision development plans.
 - Every subdivision should have walking tracks through or around.
 - Ensure reserves are planned to occur with or before residential development and not after.
 - Encourage more off grid development and save on infrastructure costs.
- The importance of the taonga of our rivers was highlighted with a number of respondents stating they would like to see native plantings to reduce flooding effects, weed free riverbanks, walkways along our rivers, discouragement of vehicles in our rivers.

- Comments in relation to climate change included a that the Council should lead rural climate change mitigation and that there should be district wide policies to promote the establishment of local businesses and to discourage work commutes of over 20km. This respondent considers this would be a start in establishing a proactive role in addressing climate breakdown and its impact in Canterbury.
- Food security and production was raised in responses from support for a community garden to suggestion that small scale food production from a planning perspective to encourage resilience in the face of global uncertainty, climate change and other supply chain shocks.

Recreation

- Numerous suggestions for various recreation activities and spaces were received, for example a skate park, crazy golf, fitness trails, obstacle course in domain
- Install a disability friendly playground
- More mountain bike trails and a pump track
- Create horse only trails along the beach and/ or river.

Youth

The questions posed to youth at the school sessions were slightly different to those asked in the survey.

- How do you get to school now, how would you like kids to be able to get to school in the future?
 - There were differences in how the kids get to Amberley and Broomfield schools which generally reflect the contexts as Broomfield is a rural school, while Amberley School is located within Amberley township.
 - For Amberley School, while the majority said they came to school by car, there were far more students that were able to utilize active transport methods than at Broomfield School.
 - Distance, lack of footpaths, high traffic speeds/ big trucks were mentioned as barriers for young people at Broomfield who live within a walking/ cycling distance to the school.
 - The Broomfield kids were very imaginative in their suggestions on how kids might be able to get to school. A number these suggestions would probably bankrupt the council.
- What do you go to Rangiora for that you'd like to be able to do in Amberley?
 - Various shops were mentioned, tending towards big box/chain stores, suggestions of various fast food places and chain eateries were also popular.
 - A number of outdoor activities and facilities were mentioned, mountain bike tracks were particularly popular.
 - In terms of community facilities a sports stadium (like MainPower Stadium in Rangiora), a youth centre was mentioned and a high school. A reason given for a high school was to avoid a long bus trip to the surrounding high schools.
 - Various activities were also mentioned included an animal park, movie theatre and trampoline park, mini putt etc.
 - Transport also came up, in particular buses or trains to Christchurch, Kaikoura and Rangiora. E-scooter share schemes were also suggested.
- How many playgrounds should we have?/ what type of playground?
 - Again mountain biking facilities were a popular suggestion
 - Bigger skatepark and playground in Seadown Crescent.
 - Playground in Broomfield.
 - Dog park
 - Many others