

MINUTES OF A MEETING OF THE DRAFT RANGIORA TOWN CENTRE STRATEGY HEARING PANEL FOR THE PURPOSE OF HEARING SUBMISSIONS ON THE DRAFT RANGIORA TOWN CENTRE STRATEGY HELD ONLINE (OVER ZOOM) ON MONDAY 20 APRIL 2020 AT 2:00PM

PRESENT

Councillor K Barnett (Chairperson), Councillor J Ward and Councillor P Williams

IN ATTENDANCE

H Downie (Principal Strategy Analyst), S Hart (Business & Centres Manager)

1. APOLOGIES

Councillor R Brine

2. CONFLICTS OF INTEREST

Nil

3. HEARING OF SUBMISSIONS

N°	Submitter	Comments
26.	Fiona van Petegem, Regenerative Business Development	<p>Submitter addressed how to build resilience in the town centre through planning now. This involves residential housing, developing the local economy, and mobility. We require more centrally located smaller housing options and restricting further growth on town boundaries. In the future, the personal car will cease to be available / accessible to most. Main facilities and amenities need to be available by walking or cycling. Our current economies and lending systems allow us to buy houses larger than what we can afford. An economic downturn is imminent. Residential areas in countries like Germany and Netherlands are denser and don't necessitate cars to operate well. Having less space in the home to entertain also means residents use local restaurants and public spaces more to meet others, which has a knock on effect on supporting the local economy, and environmental effect of lowering emissions as services and amenities are within walking distance.</p> <p>The centre of Rangiora should be designed for people, not cars. We need to design the town centre for ease and mobility of people – for walking and cycling. Evidence suggests that a world without cars will be a pleasant one, with less debt, injury, and environmental impacts.</p> <p>We need to find ways for true local businesses to populate the centre as national franchises mean profits leave the region. Diversity and uniqueness of our offering will draw visitors to town. We also need centrally located collaborative working spaces and hubs as working remotely will become more common. Rangiora could be an innovation hub and</p>

		<p>residents won't need to drive to Christchurch for work.</p> <p>Questions from the panel:</p> <ul style="list-style-type: none"> • PW: How were people in the overseas examples transporting their goods bought home if not in a car? Answer: People tend to live differently – in small central apartments with a supermarket very close by means they buy what they need for the next day or two. Markets also operate twice a week. This is a more sustainable way of living. • JW: Given Waimakariri District has a large rural population, how do you see such a lifestyle and not accessing the town centre by car working? Answer: Rangiora is not dissimilar to towns in Germany located on the outskirts of large towns. These small towns still have everything they need within them and there is the option of commuting the bigger city using public transport, if needed. Rangiora has the right resources because it is so close to Christchurch and businesses service the wider community. • KB: Do you foresee any social issues with very small housing options in the NZ climate where larger homes are prominent and we are looking to create a village atmosphere in Rangiora? Answer: With good, sensible design, residential developments can be created that maintain privacy and a positive atmosphere, featuring greenery and plenty of common areas where people can congregate. High-rise apartment buildings would not be appropriate for Rangiora. • KB: Do you think having national retail chain stores locally in fact stops people travelling to Christchurch to shop to access such stores? Answer: Visitors love stores that are different and there is a balance to be achieved. Reserve the core high street areas for people and the 'interesting' local stores. Larger national chain stores could then be located in the less interesting sites outside of the town centre core.
38.	Roisin Magee	<p>Roisin's submission builds on the previous submitter's. Cyclists have a positive economic impact. A city that has more cyclists has fewer cars which benefits the environment. It is safer and more sustainable. Cyclists on average spend three times more than drivers because they visit more often. They are also more loyal customers. The town centre needs more communal spaces that are not next to busy roads as this makes them unattractive for people to enjoy them. The submitter regularly bikes with two small children and experiences unsafe behaviour from cars and particularly trucks when commuting to Rangiora from Ohoka. Real space for cyclists in and out of Rangiora needs</p>

		<p>to be planned, particularly as the town grows. Cycling and related infrastructure needs to be an integral part of the Rangiora town centre. Attitudes will change as more people cycle. Routes need to be planned to be the most direct as cyclists don't want to add time to their journeys. Submitter agrees with the Strategy's overall objectives and considers that cycling positively contributes to quality of life, active and healthy lifestyles, aesthetics. Town centre vibrancy will be achieved through safe, clean environments.</p> <p>Questions from the panel:</p> <ul style="list-style-type: none"> • JW: Offered an alternative route to Rangiora from Ohoka by cycle. Council can take submitter's concern into consideration when we redesign roads. Answer: It is most important to plan for people to take the most direct route or they won't do it. Recreational bike paths are great but priority should be placed on paths that the majority of people can make as their ordinary journey. • PW: Rangiora has an aging population and we will need space for elderly people to bring their cars to town. Are you advocating for roads that accommodate no cars whatsoever? Fewer cars often has the effects of increased speed. Answer: Cycling is one of the best forms of exercise for any age. Not suggested no cars on roads. It's about sharing the road and making space for cyclists. The current issue is that there is no space, i.e. lack of a shoulder on the side of the road into Rangiora. Submitters is advocating for people being able to cycle should they want to. • KB: Rangiora is designed for vehicle as it is a rural service town. The main road through the Southbrook area is very narrow. Would you consider cyclists would take an alternative route? Answer: An alternative route would depend on the difference in time it takes to access the town centre. Research shows that there is a markedly quieter road available that only adds 5 minutes to the journey, cyclists will take it. But if it takes 10 extra minutes or more, they will take the most direct route. • KB: What are your views on shared cycle/walkways? Answer: While they are great, there can be conflict but it comes down to common courtesy. It is better to make cycling space on roads than to share space with pedestrians because of their speed difference. There is a reasonable expectation for cyclists to slow down in a town centre environment.
8.	Riana Auret, Handzon Ltd	<p>Submitter owns a retail store in Rangiora. There is nowhere in central Rangiora where people can park for more than 2 hours. Often customers need to move their car, which is bad for business and submitter has lost some sales. If we want</p>

		<p>to attract people to Rangiora, we need to provide the option of staying longer than 2 hours. We could consider 2 hours free parking, then paid parking if customers want to stay longer. People will feel more comfortable visiting the centre is they are not rushed.</p> <p>Questions from panel:</p> <ul style="list-style-type: none"> • PW: Is it your opinion that we have plenty of car parks in the Rangiora town centre? Answer: Yes, quantity isn't a problem, it's how long you can stay that is the issue. • PW: If there was a paid car parking building, do you think people would use it? Answer: If you had a free period first and people want to stay longer and have option to pay, then they will unless it's very expensive. It is also difficult for staff to park somewhere that is closer than two blocks away. They might also pay to park in a car parking building all day. • KB: If the Council were to develop 3 to 4 hour parking areas for customers to spend more time in the centre, do you think there is a risk that this would be taken up by town centre staff instead? Are there other ways to encourage staff to park in areas not meant for customers? Answer: If paid parking was available. Paying for parking is a fact of life.
15.	Alasdair Leech, Rangiora Museum	<p>Submitter has been involved in Rangiora Museum for the last 7-8 years, on the weekend roster. There are major flaws. The building is totally unsuitable for a museum; the membership is aging and many are no longer capable to running it. The museum needs dramatic changes in the future. The building isn't watertight, there is a lack of storage and lack of space to displace anything well. It is also not attracting younger members. The committee has been looking for a better site and what can be done. The Civic Precinct would be perfect as it would have a more prominent spot. It could be combined with the Art Gallery and Citizen's Advice Bureau.</p> <p>Funding would probably be a problem, but the provincial growth fund or Lotto could be approached. The old court house could be an entrance way to Civic Precinct if purchased from owners. Then a sympathetic building could be constructed to left of it to accommodate the museum. Rangiora is a very historic town and one of the oldest market towns in NZ.</p> <p>Submitter has the support of the museum committee but is lacking the experience in progressing a project like this.</p> <p>Questions from the panel:</p> <ul style="list-style-type: none"> • PW: Are you aware the Citizens' Advice is already in

		<p>library? Answer: Yes but thought combined with Information Centre could be more prominent. Tucked away in library, many don't know it's there.</p> <ul style="list-style-type: none"> • PW: For funding, have you considered fund-raising? Or to get things organised for that sort of proposal? Answer: No, most members are over 80 and not up to progressing this type of project. Submitters still looking for somebody to help support him. • JW: Thank you for all your work with museum. • KB: If the museum was forced to close because of a lack of membership, funding and the building being unsuitable, what would happen to its collection? Answer: Don't know the answer to that. The museum committee took a submission to Council to get funding to do renovations to building badly needed as it is very run down. Perhaps the building could be repurposed for meeting rooms.
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The Chair thanked each submitter in turn for attending the hearing and reiterated to each that the hearing panel will meet in due course to consider and deliberate on all 42 submissions received during public consultation of the draft Rangiora Town Centre Strategy in February/early March this year, as well as any other relevant advice. A revised Rangiora Town Centre Strategy will then be prepared and presented to full Council for consideration and adoption later this year.

There being no further business the hearing closed at 3:05pm.