



New Zealand Approaches to Urban Development planning

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Short history of GM/UD planning

- 1950s – tool to respond to growth addressing physical/social infrastructure needs
- 1970s – incorporated environmental concerns, recognise need to integrate transport and land use planning
- 1980s – pause
- 1990s onwards – strategic, outcome-oriented, how to create a more desirable future



GM/UD Planning today

- Key themes

- Sustainable
- Liveable, attractive
- Competitive
- Quality of life/ wellbeing

- Main objectives

- Halt inefficient spread of cities (Urban Sprawl) and minimise loss of open/amenity space and productive land
- More sustainable transport patterns to respond to Peak oil, need to reduce CO2
- Create attractive and liveable communities that will attract skilled workers and businesses in a competitive globalised economy

- How – direct urban form and design



Methodology

- Review of International (US, Canada, Australia) and New Zealand Strategies
 - Governance context
 - Strategy development
 - Scope and purpose
 - Implementation, monitoring, evaluation, and review

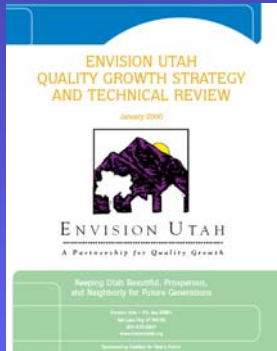
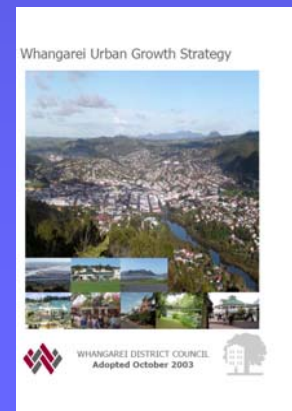
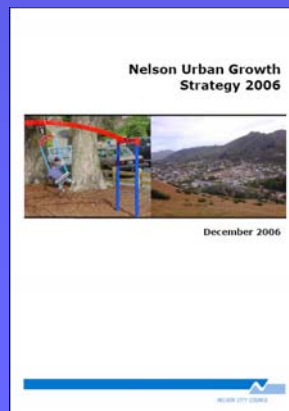


Table of Contents	Page
History, Vision & Rationale	ii
Urban Policy Statement	3.2
Land Use Statement	3.3
Transportation Statement	3.4
Housing Statement	3.5
Capital Facilities Statement	3.6
Utilities Statement	3.7
Economic Development Statement	3.8
Neighborhood Planning Statement	3.9
Historic Development Statement	3.10
Cultural Resources Statement	3.11
Environment Statement	3.12



Governance – Key ?s

1. Whose plan is it and who is responsible for implementing the plan?
2. What is its statutory status and how will it be implemented?
3. How does it link with other plans/ policies/ funding/ initiatives (by the same authority and by other authorities in the region)?



Governance - CSFs

- Mandate
- Requirement for review by a higher level of government (metropolitan region or state/national) against higher order goals
- Involve wide range of actors through strong alliances, partnerships, and community engagement processes
- Legislative framework allows for a wide range of implementation mechanisms, including education, financial, and regulatory tools.
 - urban growth boundaries
 - link development to infrastructure availability



Evaluation of NZ practice

- Does not have a legislative framework (outside of Auckland)
- Lack of national level policies or review function
- Regional level best level to implement but not traditionally level for Urban Planning
- Difficult to implement at local level due to effects-based approach of RMA
- Lack of clarity on how to integrate with:
 - Asset management/ strategic financial planning
 - Central/Regional government functions (Transport, Education, Health, Housing, Social Services)
- Christchurch strong efforts at collaboration, Regional approach including Transit NZ (NZTA), rest poor regional collaboration



Strategy Development – Key ?s

1. How were key stakeholders and the broader community involved in the strategy development?
2. What type of research and analysis was undertaken to inform the strategy?



Strategy Development – CSFs

- Understand drivers of growth, forms of growth they are likely to produce
- Public consensus for growth management
- Champion
- Based around a long range vision/scenario of a desirable future and 'back-cast' from that future
 - Specific
 - Done early
 - Addresses urban form
 - Stakeholder agreement
- Public involvement in identifying problems and opportunities and setting goals
- Adequate financial and technical support



Evaluation of NZ practice

- CE ranged from ‘traditional’ (W, N) to more ‘innovative’ (QT, ChCh)
 - Whangarei – lengthy discussion document, written feedback, public meetings
 - Nelson – options document, written feedback
 - Queenstown – traditional as above plus open community design workshops ‘charrettes’
 - Christchurch – traditional plus ‘Inquiry by design’ design workshop for key stakeholders/representatives
- Basic trend analysis but no advanced scenario modelling/analysis



Scope and purpose – Key ?s

- How wide of a spatial and temporal scope does it take?
 - Usually 20+ years
- What is the purpose and overall objectives of the strategy?
- What are the major growth management ‘themes’ in the strategy?
- Which policy areas are covered under the strategy?



Common policies in UDS

- Clear *Urban/Rural boundary* or *Urban Edges*
- Polycentric form based on a hierarchy of higher density mixed-use (*Activity*) *Centres*
 - *Urban Villages*
 - *Transit-Oriented Design*
- *Urban Regeneration/Renewal*
- *Mixed-Use Development*
- *Jobs-Housing Balance*
- *Intensification or Urban Consolidation*
 - Encouraging most growth into *Centres* and along public transportation *Spines/Corridors*
- *Green networks/linkages/corridors* to encourage local recreation and active transport
- *Urban Design*
 - higher environmental performance and encourages pedestrian and other active modes of transport.



Scope and purpose – CSFs

- **Proactive**
 - focused on identifying the policies and actions necessary to create a desirable future rather than passive and reactive.
- **‘Vertical’ and ‘horizontal’ integration of policies across government**
 - in particular land use planning must be integrated with transportation and other infrastructure/services planning.
- **Regional in focus**
 - holistically examining urban area and surrounding peri-urban areas, notwithstanding jurisdictional boundaries.



Evaluation of NZ practice

- All relatively proactive
- QT, N, ChCh strongly reflected the common policies
- ChCh only one to cross jurisdictional borders and look at whole region



Implementation, monitoring, evaluation – key ?s

- Which are the main implementation methods and tools used?
- How will the plan be monitored, evaluated and reviewed?



Implementation, monitoring, evaluation - CSFs

- Need to guide growth not just mitigate effects
- Integration and coordination vertically and horizontally
 - within and across local authorities, regional authorities and central/state government
- Different policy areas (economic, environmental, social and cultural) 'joined-up' into packages with a mix of 'carrots' and 'sticks'
 - investment programmes, regulatory practices, economic dis/incentives, and education programmes.
- Clear implementation strategy
 - 'how, by whom, and by when' and costs of implementation need to be calculated and funding sources identified.
- Adequate administrative support
 - often requires a larger and more professionally trained planning staff.
- Monitoring and evaluation need to be included



Evaluation of NZ practice

- **Integration**
 - ChCh only with evidence of integration, identified actions to be completed by all partners, links to funding for transport
 - Nelson most narrow – mainly focused on location of new greenfield development
- **Implementation Plan**
 - ChCh only one complete, included cost implications, implementation tools, responsibility, and timing
 - Qtown, Whangarei – partial plans
 - Nelson – no plan
- **Implementation tools**
 - Structure plans, updating land use planning and financial plans most commonly mentioned
 - Many mention but do not provide details on more innovative methods to consider (e.g. economic instruments, public-private partnerships)



Conclusions

- Enormous influence of Urban Planning policy 'trends'
 - Need to be cautious
- NZ governance system weak for strategic urban development planning
- Need national level leadership
 - Review functions
 - National level policies
 - \$\$\$ to support outcomes
- Need better evaluation of strategies and plans

