

# Greater Christchurch Spatial Plan

## Submitter Details

Submission Date: 19/06/2023  
First name: Alison Last name: Donley

Your role in the organisation and the number of people your organisation represents:

Would you like to speak to your submission?

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

No

Why:

No new transport provision for Rolleston and all the Selwyn townships apart from a Rolleston/Lincoln link.

We need the train line to come out here. May be a train to Ashburton even. We are all still stuck driving our cars in and out of CHCH

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

No point having houses with no public transport.

We need more affordable housing everywhere though. Don't be scared of stairs - the rest of the world isn't

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

#### Attached Documents

File
No records to display.

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## Submitter Details

**Submission Date:** 19/06/2023

**First name:** Jackson **Last name:** Davey

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

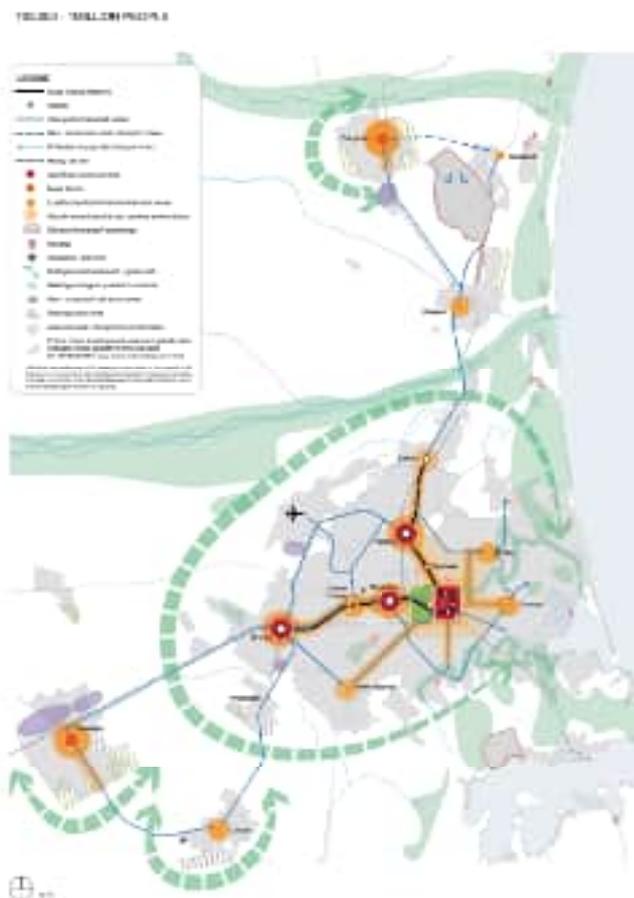
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1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

I strongly support the proposed improvements to the public transport system. This is because it will allow for reduced emissions, reduced congestion (by getting more people out of cars) and will also support the increased density of urban areas, while limiting sprawl. These improvements to the public transport system are, I believe, absolutely crucial to get this to happen, and without these improvements I feel that Christchurch will not be planning for the future or even the present. Currently, the existing core public transport routes, are, I believe, not good enough to adequately serve their communities and they certainly will not be as the grow in the future. They are too low capacity, too infrequent, and too slow to be competitive with driving. A MRT system like this will improve all of these, while still allowing people who need to drive to have that option (and reducing congestion for those people as there will be less traffic).

My only criticism of this planned system is that it does not ALSO include a heavy rail system from Rangiora to Rolleston via the city. If this was also included I believe that transport emissions would be dramatically reduced, as people living in these towns have the longest distance to travel. While the direct bus services are exceptional and are a major improvement over what used to serve these communities, I do not think that they have a high enough capacity to truly get the majority who drive to the city centre out of their cars. The only situation where I could see the direct bus services being used more is if frequency was improved and they travelled both directions all day, not just a single direction in peak hours.

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Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Christchurch already suffers from significant traffic issues. This is caused by a massive overreliance on cars, which in turn is caused by a lack of density in this city. People often have to travel great distances to where they need to go, as the suburbs are often very far away from places that people work or shop. Increasing density, particularly by using mixed-zoning and high density housing, will allow people to walk to where they need to go, rather than drive as their destination will more likely be a 15 minute walk from their house, rather than an hour. Increasing this density of housing will also allow a greater use of public transport, as there will be far more people within the catchment area and much higher ridership. This will have the benefits of lower congestion, lower emissions, and shorter travel times, particularly for those not driving. Increasing density will also prevent future urban sprawl, which considering that we live around land that would be better used for agriculture than housing, is clearly in our best interest economically and environmentally.

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1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

A system that encourages better protection of the environment will have the benefit of further encouraging high density development, while also protecting natural areas and giving people areas to use recreationally as well. Overall I think that this is an important part of this plan and I support it.

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One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

A greenbelt will prevent future urban sprawl, while also benefiting those who live near it. It will be useful recreationally and will allow people in the city to both be close to an urban centre, and rural areas. Overall I support the plan for a greenbelt around the city.

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

- Offer opportunities for accelerated and/or significant development;
- Are complex, in that successfully developing at the required pace and scale requires working in partnership i.e. Business as usual delivery will not be sufficient; and
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The following Priority Development Areas have been identified in the plan: Rangiora Town Centre and surrounds; Rolleston Town Centre and surrounds; Papanui; Central City; Riccarton; and Hornby. Eastern Christchurch is included as a priority area, recognising the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience.

1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

These areas already have a large number of people living in them, as well as existing public transport corridors. As such, encouraging further growth in these places will allow greater use of public transport (especially if it is also improved), and will also reduce emissions per person. I agree that 'business as usual' is not sufficient in Christchurch. The public transport system lags far behind the likes of Wellington and Auckland, despite having a similar population as Wellington. Usage of public transport is far too low, and there is a massive overreliance on cars. Encouraging higher density development and better public transport use is the only way that I can see Christchurch reversing these issues, and as these issues also relate significantly to reducing the emissions of the area, as well as the overall climate change outcomes of greater Christchurch I also see this plan as the only way that we can actually make a significant impact on the emission of people here.

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

I agree with these outlined opportunities, particularly in the idea of allowing people to live in a diverse variety of environments. Allowing for high density areas with good public transport access will allow people who want to live in such an environment to do so, while suburbs will still exist and people will also be able to live in them if they wish. The plan also has good management of the environment, both for recreation and for making this city much more sustainable and resilient to climate change. Overall I support this spatial plan in the strongest sense of the word, and I hope that it is implemented in entirety as it will make Greater Christchurch a much better place to live.

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

Attached Documents

File
No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 19/06/2023

**First name:** Bradley **Last name:** Pinkney

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**Would you like to speak to your submission?**

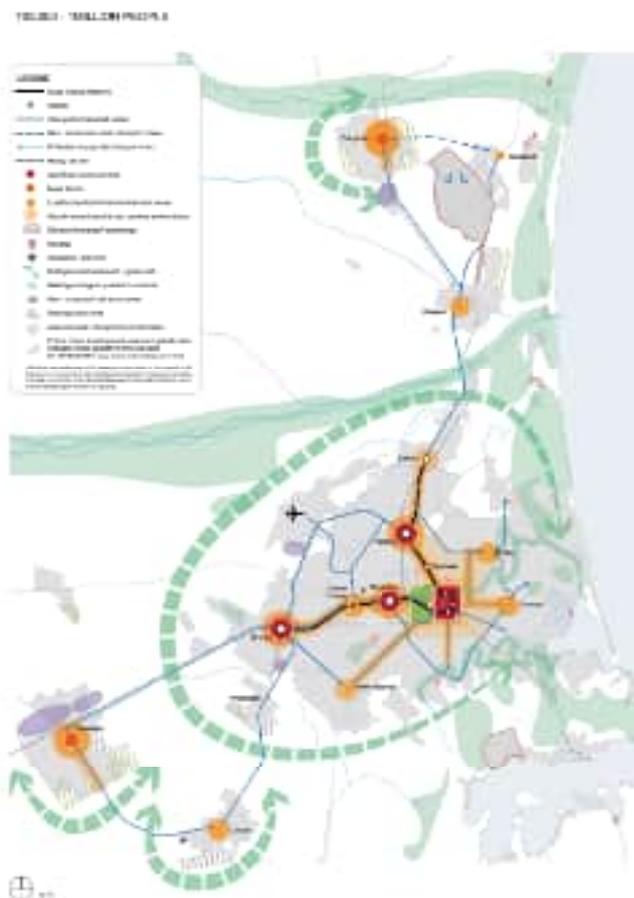
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Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

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1.6 Do you agree with the draft spatial strategy outlined above?  
Yes  
Why:

Attached Documents

File
No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Improved and having the best standard of public transport would significantly reduce the amount of cars or the necessity owning a private vehicle, which it would result in lesser traffic and air pollution.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

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Yes  
Why:

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1

Do you support the improved public transport system proposed in the draft Spatial Plan?

No

Why:

it does not go far enough to make it difficult to drive, or make it easier to bike and walk around the city. Car traffic needs to be slowed, car parks removed, roads narrowed, foot paths made wider, more and better bike lanes, more mixed use high density zoning.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

No

Why:

because all zoning should be deregulated and development should just be allowed to develop naturally where the market determines is most efficient

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1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

No

Why:

there is plenty of space for it along river banks, parks and outside the city. We do not need trees that wreck underground infrastructure, leaves that block up drains and waste space that ultimately push out the city. If people want plants on their private property fine, but do not require it.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

No

Why:

no, let development occur naturally, there's plenty of space for it elsewhere, we don't want to artificially restrict the free market and create a situation where housing is both really expensive but hard to find because of the inability to supply its demand due to market interference.

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

no these are indirect subsidies. We employ the capitalist system because the free market is far more efficient at allocating resources than a central entity is, we should stick to these principles, de-regulate the market. If we have a housing shortage let

the free market supply it with apartments, if people dont want to drive to the supermarket let the free market build shops in neighbourhoods, if you try to force something against the natural market issues will emerge in one form or another

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

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1.6 Do you agree with the draft spatial strategy outlined above?

No

Why:

too much focus on forcing outcomes, the government needs to just step out of the way and let the market solve our issues.

Many of our issues today are the results of over regulation such as zoning regulation restricting housing development to single family suburban housing resulting in massive housing shortages. These largely stem from undemocratic local councils which are completely undemocratic with less than 30% voter turn outs, and massive undrepresentation from the younger generations.

Just reduce the regulations and if people want a city with trees, developers will build streets with trees to increase property values, people will plant them in their back yards.

If people want single family housing in yaldhurst then thats what developers will build, if people want apartments in papanui, thats what the market will build. Just get out of the way and let the free market give the people what it wants

#### Attached Documents

File

No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

To reduce dependency on private vehicles.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Most number of impact impacted

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

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1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

Attached Documents

File
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# Greater Christchurch Spatial Plan

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**Submission Date:** 19/06/2023

**First name:** Jenny **Last name:** Chiu

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

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1

Do you support the improved public transport system proposed in the draft Spatial Plan?

No

Why:

By not also including the eastern suburbs in the main mass transit network plan we're furthering the developmental divide and leaving them behind.

Being able to take reliable public transport to the beach for instance would help to revitalise that area from a tourism hospitality perspective.

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Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Transport corridors are incredibly important

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The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

Flooding is clearly going to be more and more of an issue in NZ and our natural waterway should be restored and some natural wetlands restored to help manage.

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One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Yes green belt around and increased tree canopy throughout our urban areas.

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

Eastern christchurch should be priority development also This part of the city is just being left behind.

Attached Documents

File
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1

Do you support the improved public transport system proposed in the draft Spatial Plan?

No

Why:

The rapid transit proposal is not nearly ambitious enough. Rapid transit needs to extend to surrounding population areas, particularly to the north of Christchurch where traffic crossings over the river are limited and standard bus services get blocked by congestion

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

It makes sense to develop where amenities already exist rather than attempting to create new town from scratch or developing housing without local amenities.

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Why (please specify the Priority Area):

My main concern is that focussing development in towns surrounding Christchurch will inevitably increase the number of commuters travelling into the city each day either because residents have been tempted out of Christchurch or new residents are settling in the surrounding towns. Since the residents of Christchurch are famously reluctant to use public transport a great deal of effort must be put in to ensure that new and existing commutes from surrounding towns into the city centre are transferred from low occupancy vehicles to mass transit.

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the future of Greater Christchurch. The spatial strategy is detailed in the table below.

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1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

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1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

More connections/mass transit should be considered for connecting our city to its natural areas of interest, such as the port hills, red zone/avon river corridor/beaches.

This would be beneficial not only for resident access but would also open up more than just the central city to tourism opportunities.

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

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The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?  
Yes  
Why:

Attached Documents

File
No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 19/06/2023

**First name:** Brandon **Last name:** Wyatt

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

As a Belfast resident, one of the current barriers to consistently using public transport is the lack of availability. The plan as proposed would be far more accessible for my wife for daily use. I would also consider using this network daily, but this would require either a transfer heading to the West, or the ability to take my bicycle on board.

An important consideration for residents in my subdivision is connecting the subdivision to Main North Road by foot. Currently, the options are either to walk up Radcliffe Road, which has no footpath and is dangerous at night-time, or to walk up to Belfast Road which is a considerably longer walk. If there was a railway crossing on Thompsons Road, this would greatly improve uptake of public transport options (even before the completion of Phase 2)

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Higher density living close to transport corridors makes living in a car-less household far more feasible

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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1.5 Do you agree with the approach to focus on these areas?

Yes  
Why (please specify the Priority Area):

Attached Documents

File
No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

Submission Date: 19/06/2023  
First name: Rory Last name: Dephoff

Your role in the organisation and the number of people your organisation represents:

Would you like to speak to your submission?

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

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The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

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Yes

Why:

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Yes

Why:

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1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

A great idea would be to invest in inter-regional passenger rail infrastructure and the supporting public transport and cycling networks i.e. expand/improve the railway station and add plenty of bicycle parking, paths, and bus/tram services. This will be a sector that will be of great importance in the future and getting it right now or adding flexibility to the system will ensure cost-effective future development.

#### Attached Documents

File

No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 19/06/2023

**First name:** Kale **Last name:** Joines

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

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1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

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Yes

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Why:

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# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 19/06/2023  
**First name:** Lesley **Last name:** Liu

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
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1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

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1.6 Do you agree with the draft spatial strategy outlined above?  
Yes  
Why:

Attached Documents

File
No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 19/06/2023  
**First name:** Nelson **Last name:** Pearson

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

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1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

It is a good start, but would like to see plans for:

- Future expansion of rapid transport beyond the single line
- Plans for a regional transport network to Rolleston/Lincoln/Prebbleton/Kaipoi/Rangiora using Rail.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

It will enable the most residents to take advantage of the public investment in these transit corridors.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

Accessible public green space will be even more important as more housing without private green space is built.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

#### Attached Documents

File

No records to display.



# Greater Christchurch Spatial Plan

## Submitter Details

Submission Date: 19/06/2023  
First name: Ashlin Last name: Freear

Your role in the organisation and the number of people your organisation represents:

Would you like to speak to your submission?

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

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(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Unsure

Why:

Improved public transport sounds great, but its a 1/4 slice of pie of the city completely avoiding the east and south side.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

But, transport corridors should not be so narrow

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1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

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Yes

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

great to focus in these areas but as i said before they are one small slice of the pie

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(Click the image to open it in another window)





1.6 Do you agree with the draft spatial strategy outlined above?

Partially

Why:

Attached Documents

File

No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

Submission Date: 19/06/2023  
First name: Mitchell Last name: Tobin

Your role in the organisation and the number of people your organisation represents:

Would you like to speak to your submission?

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

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Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

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Yes

Why:

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1.6 Do you agree with the draft spatial strategy outlined above?  
Yes  
Why:

Attached Documents

File
No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

Submission Date: 19/06/2023  
First name: David Last name: Hercus

Your role in the organisation and the number of people your organisation represents:

Would you like to speak to your submission?

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

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Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

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Why:

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Yes  
Why:

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# Greater Christchurch Spatial Plan

## Submitter Details

Submission Date: 19/06/2023

First name: Shelby Last name: Allan

Your role in the organisation and the number of people your organisation represents:

Would you like to speak to your submission?

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

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1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Unsure

Why:

I support further public transport because it's important to a healthy city & people- but I have concerns that a large area of the east has no public transport readily available

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Climate Change, we are not going to always have space to sprawl out on

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1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

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1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Green spaces are great for communities

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Partially

Why (please specify the Priority Area):

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)





1.6 Do you agree with the draft spatial strategy outlined above?  
Unsure  
Why:

Attached Documents

File
No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 19/06/2023  
**First name:** James **Last name:** Foote

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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Yes

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Why:

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Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

A robust core of densification and core public transport (that needs to become rail asap that is possible) is crucial to get the wider region's inhabitants onboard to how effective the model will be. Auckland's potential economic and social prosperity has significantly languished over the last couple of decades because similar densification and investment in core public transport initiatives, that should have been happening in the 80s and 90s, didn't happen. They are now paying a significant toll while trying to catch-up to what is just a basic model of the required public transport infrastructure. It would be remiss of Canterbury to make exactly the same stupid mistakes that Auckland did in earlier decades. Now is the time for action, and this needs to start with a "good" plan, rather than niggling over what perfect is. This is a good plan.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

But with a hub and spoke concept to other areas. For instance why are the rapidly growing suburbs of Darfield, West Melton, Kirwee not purported in this...presumably they will be served through Rolleston which should be made apparent and how.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

There needs to be a step change towards more native flora around the wider region. The current stock of native flora and councils continuing to plant non-native species at all is abhorrent given the region has the lowest proportion of native flora of any NZ region.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

This is international best practice and should be the case here. But our Greenbelts need to include more natural native flora and fauna rather than just introduced invasive pines, hedgerows and damaging dairy herds.

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):  
As above

Attached Documents

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1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Christchurch has had unreliable public transport for decades. Comparable cities across the world have much better transport networks including light rail.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Again comparable cities around the world do this. People don't want live hours away from their place of work and play. Apartments and terraced housing suit a large majority of individuals and families. NZ is moving away from the 'quarter acre dream' and moving towards housing that suits the activities that can be done outside of the home - work, travel, sports, socialising etc.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

We're very lucky in Christchurch to have beautiful parks, recreational spaces and water ways. This is a draw card for future Christchurch residents and we should aim to protect it.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Comments as above.

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Yes

Why (please specify the Priority Area):

These areas are already business/shopping hubs, good to see them being expanded and developed.

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Yes

Why:

Yes, cycleways along river corridors and green belts, so I can avoid traffic congested roads

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Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Any move toward a greater public transit system is a good one. I would prefer if the already existing rail system we have in Christchurch is used with new stations. I think we can have both :)

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Absolutely. Christchurch needs to consolidate, at the moment its horrifically spread out with very little density (comparatively) in the city centre. The city centre itself has very poor public transport.

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

More effort needs to be focused on East Christchurch. Any expansion of Rolleston and Rangiora should be slowed until there is adequate transportation options between them and the city.

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1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

Sounds marvellous.

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1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

we must have quick convenient and comfortable public transport and reduce car use

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1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

it encourages use of public transport which will lead to frequent service and easy access. It's good for the environment

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Yes

Why:

Shared recreation spaces is efficient and good for cleaning the air. Trees and plants and water enhances mental and physical well being

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1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Yes so that sprawl does not continue into productive areas such as food growing.

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

The east has been neglected and has a concentration of unhealthy shops for alcohol vaping etc. People need the basics of life such as food, medical, libraries, cafes and meeting places within walking and biking distance. This also leads to a sense of belonging in that area.

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

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1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

It is a sustainable and modern approach

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1

Do you support the improved public transport system proposed in the draft Spatial Plan?

No

Why:

There is no linking of the East into the transport plan.

The routes seem to stop at Shirley and Linwood.

There are hundred of people who live east of those suburbs and NOTHING is showing on this map to move them into the city.

We have RIDICULOUS land zoning and building happening here and horrible townhomes replacing single family dwellings and they are being built without parking spaces or garaging for cars but there is no inclusion of the east into the public transport plan.

WAKE UP.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Yes.

Focus is IN THE URBAN CORE and URBAN CENTRES and ALONG TRANSPORT ROUTES.

NOT AT THE BEACH where there are few to poor transport options and clearly none in the future plans.

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1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

Yes. I fully support this.

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1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

And keep housing densities LOWER in these areas.

REDUCE the recession plane to allow sunlight to reach people's homes.

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

My support depends entirely on WHAT the development is.

If it's more Williams Corporation junk, of zillions of people crammed into tiny unliveable footprints, then NO, I DO NOT SUPPORT any accelerated or significant development AT ALL.

Accelerated development never leads to anything good. It leads to cutting corners and crap being rammed down people's throats at a cost and benefit to NOT the neighbourhood!!!!

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

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1.6 Do you agree with the draft spatial strategy outlined above?

Partially

Why:

How can we move forward with these when they contradict each other?

I fully support #2.

Dont cram hundreds of horrible townhouse developments between the sea and the estuary with only 3 ways (over bridged) out of the suburb!!!

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

I have lots of feed back on my neighbourhood having been zoned as Medium Density Residential and cowboy 'developers' being backed by the 'spatial plan' to tear down perfectly good houses and build mammoth monstrosities (townhouses) with little to no parking or garaging but there is zero transport to/from the area and zero depicted in the future plans too.

I live in fear every day that my neighbour is going to sell their property and my home will be cut off from all sunlight because someone will come along and build a two or three story building in the current ones space. We live a block from the beach and this area is a coastal/estuary area and should be treated as such. So not allow for major intensification between the sea and the estuary.

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Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

It has to be the most logical thing to do. Public Transport needs to be concentrated to the areas where most people live

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Unsure

Why:

Yes, certainly transport corridors but what about the centre city. The city centre needs to be extremely easy to catch a bus to town and especially when Te Kaha is completed. Public transport to and from this iconic venue needs to have a great amount of consideration going forward.

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1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

Our green spaces will become much more important once high density housing and Apartment complexes become the way of the future. Anything that will enhance or improve our waterways is of utmost importance.

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1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Why would we not support the green space area. We did have them for a long time but they seem to have disappeared since the earthquakes. Sadly the maintenance of these areas seems to have deteriorated lately.

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

The Eastern Christchurch area has seen such drastic changes and needs to be carefully considered when looking at future development.

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the future of Greater Christchurch. The spatial strategy is detailed in the table below.

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1.6 Do you agree with the draft spatial strategy outlined above?

Unsure

Why:

Unsure as there are too many options. Returning the Garden City to its original format would be a great idea. Flaxes and grasses are ugly and seem to be great collectors of any rubbish that happens to be blowing about. My own heritage is as important to me as it is to any other nationality.

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

No!

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## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 19/06/2023

**First name:** Liam **Last name:** Kennedy

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

### Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

- Offer opportunities for accelerated and/or significant development;
- Are complex, in that successfully developing at the required pace and scale requires working in partnership i.e. Business as usual delivery will not be sufficient; and
- Are in key locations where successful development gives effect to the draft Spatial Plan.

The following Priority Development Areas have been identified in the plan: Rangiora Town Centre and surrounds; Rolleston Town Centre and surrounds; Papanui; Central City; Riccarton; and Hornby. Eastern Christchurch is included as a priority area, recognising the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience.

1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)





1.6 Do you agree with the draft spatial strategy outlined above?  
Yes  
Why:

Attached Documents

File
No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

This transit systems, seems extremely efficient with well connected areas that daily commuters move through. The green belt incorporation will be essential in ensuring little further harm develops from the urban expansion and population growth going forward . I fully support this spatial plan

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

This will be essential in ensuring well connected pathways for daily life and especially for people less able bodied. People often seek out affordable and well connect networks around it, building forward and having this in place will allow for positive growth and good investments in services and infrastructure.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

Absolutely, the natural environment particularly remnant greenspaces and overlook freshwater streams need to be a central focus in restoring and enhancing these.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

This is a great idea, green belts are essential for native flora and fauna, having well connected patches of greenspace in the close proximity to the city will be beneficial for all aspects of the environment including humans.

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

These are good key locations to focus on, and disruption due to complexities in the short term will be welcomed for a more thriving system after the fact. Eastern christchurch as a focus is great also with the many challenges it faces including the socio-economic struggles the future will bring with climate cahnge and other issues.

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

Only amendment is to commit to 3.5 instead of explore opportunity.

#### Attached Documents

File

No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

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Yes

Why (please specify the Priority Area):

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(Click the image to open it in another window)





1.6 Do you agree with the draft spatial strategy outlined above?

Partially

Why:

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?  
didn't see anything on cycling

Attached Documents

File
No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 19/06/2023

**First name:** Murray **Last name:** Allison

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

### Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Unsure

Why:

The map is quite difficult to find these proposed public transport systems.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Unsure

Why:

I am not in favour of apartments and terraced housing that is currently being built in the city. I think that yes there is a place for some of this but we have to be very careful that we don't create "slums" like in cities around the world.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Unsure

Why:

I could not see any blue green network. does this come under green belt. Not at all happy with the proposed expansion for Prebbleton on good farmland.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

I am not sure what is meant by protection of nature, rural production and recreation. These terms are very vague, more detail would be appreciated.

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

Once again little detail of what this would entail. Rolleston expansion so far is poor. Lots of semi isolated groups of retail but most are the same. No actual clothing type shops at all. A lot of food shops.

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(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Why:

It is quite difficult to read this as blue does not come up very well. I am unsure what all of the different numbers mean. I guess this is meant to be the steps but it is not well explained. Do we have to have the Maori bits separated out. One country one people!

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

I think that most people would like to see better public transport especially light rail in and out of the city center like Rolleston, Rangiora. small buses on some routes out of peak time eg Lincoln.

It is good that we can comment but personally I found the lack of detail not very good in making a comment. Too often words or a word used with little clarity to what is meant by them.

#### Attached Documents

File

No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

I support the plan as presented, however I worry that the plan focuses too much on moving to and from the city centre rather than around the city. Mass transit also needs to be built to connect Riccarton and Hornby to Papanui directly, instead of through the centre city. Mass transit also needs to be built to connect Papanui, Shirley, and Linwood, and further out to New Brighton.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

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Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

No

Why:

I don't see the point of placing a green belt between Christchurch and Rolleston and Lincoln. Those towns should expand into Christchurch and eventually become connected. The same is true between Christchurch and Kaiapoi.

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(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?  
Please extend mass transit so it goes around the city and not only through it.

Attached Documents

File
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1.6 Do you agree with the draft spatial strategy outlined above?  
No  
Why:

Attached Documents

File
No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 19/06/2023

**First name:** Rory **Last name:** Evans Fee

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

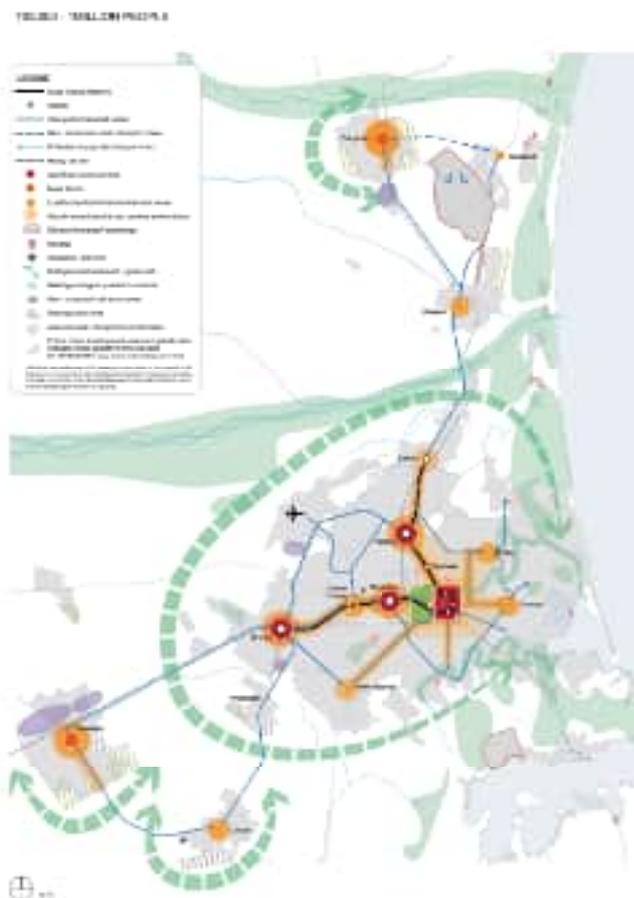
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(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

A better public transport system is sorely needed, this is a great start. I'd love to see the mass transit network with more routes to reach residential areas - like airport through Burnside / Ilam to the University and connecting to Riccarton. Even if these routes are less frequent. As the plan stand now, it's great for getting from one center to another, but not good for those that don't already happen to live near a main shopping center. Without dense housing around these stops means most people live no where near a stop and would have to take another transport option just to get to the nearest stop. At that point, why get off a bus going from Greers Rd -> City at church corner to take the mass transport network?

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

As stated above, more people living in dense housing options around public transport stops and shopping centers will have more people using the mass transport network as it is far more convenient than having to take multiple transport options. Would also help build the city up rather than out which is good.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

Can't express enough how vital green spaces, trees and well designed clean areas are. There's a big difference between getting off a train to a grey concrete set of buildings, and getting off to an open, walkable area that's nice to see and be in.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Unsure

Why:

I don't think I understand the concept. This is effectively a green park / border around the edges of the city between the suburban rim and rural areas? Would an expanding city destroy this concept? wouldn't it slow down the growth of the city by making it difficult to getting building done when expanding outwards? It might look cool to expand outwards skipping over this greenbelt but that's so far down the line.

So maybe it's a good thing? maybe it would hinder city growth? I don't know but I support any aesthetically pleasing spaces designed for the eyes and to walk through and enjoy.

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

It's sad to see things move so slow even when all safety measures and public support is there. It should be easier to get permissions to build these projects

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

Looks good, has good priorities.

#### Attached Documents

File

No records to display.



1

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Yes

Why:

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1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

No

Why:

This will cause properties to be built in 'noise pollution' areas, caused by the close proximity of neighbours and from increased and greater concentration of traffic on road corridors.

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1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Mental health of the population is greatly aided by the provision of easy access to 'greenspace'.

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1.5 Do you agree with the approach to focus on these areas?

No

Why (please specify the Priority Area):

This does not take account of expected Global Warming, rises in sea levels and greater more impact full storm and rain events. There should be no further development South and East of Rangiora, nor in the Eastern areas of Christchurch; doing so is building a problem that will in all probability materialise within 10-20 years.

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1.6 Do you agree with the draft spatial strategy outlined above?

No

Why:

Saying to prioritise / encourage development in safer areas, does not go far enough in stopping development in areas that are at risk; this needs a change in emphasis away from passive discouragement, towards regulatory prohibition.

#### Attached Documents

File

No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Because it means buses wont be using Cranford st, which in turn means smoother more efficient travel for bikes buses and cars

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

No

Why:

Creates congestion within city centres. By building in outer suburbs this frees up the city to be vibrant after dark and business focused during the day

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1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

No

Why:

By spreading out we can create more green spaces and prepare for our city to double in the future

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

No

Why:

There is already a divide between the two groups, with the city folk running roughshod over rural. By having a direct connection, these people may learn to appreciate our rural sector

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1.5 Do you agree with the approach to focus on these areas?

No

Why (please specify the Priority Area):

The Status Quo should remain.

New Zealand and especially Canterbury has no issue with space and it should be utilised

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1.6 Do you agree with the draft spatial strategy outlined above?

Partially

Why:

I agree with section 3, but The division created by separating out Maori areas only is racist

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File

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1

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Yes

Why:

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)





1.6 Do you agree with the draft spatial strategy outlined above?  
Yes  
Why:

Attached Documents

File
No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 19/06/2023

**First name:** Thomas **Last name:** White

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

No

Why:

it doesnt go far enough. There should be a train line connecting the airport to the CBD.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

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Why:

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Why (please specify the Priority Area):

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1.6 Do you agree with the draft spatial strategy outlined above?

Partially

Why:

mass rapid transit should always consider airport links

Attached Documents

File
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No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 19/06/2023

**First name:** Ben **Last name:** Mules

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

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1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

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Yes

Why:

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1.6 Do you agree with the draft spatial strategy outlined above?  
Yes  
Why:

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File
No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 19/06/2023

**First name:** Charles Berdette **Last name:** Pardo

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

### Feedback

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The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

I believe this is an accurate projection of the growing urban centres and hence an improved mass transit is a must for along this corridor.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

This will facilitate in the public transport planning and will encourage people to use it since it is more accessible to many.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

This is maintaining the current vegetation and respecting the natural landscape

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

This could potentially be use as flood water catchment too.

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

I agree with the identified areas of growth and hence need further facilities to support the growth

#### Attached Documents

File

No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Unsure

Why:

understand that outer town centers are not planned to be included in rapid transport options. However the Bus from Rolleston to Christchurch (or Hornby) needs to be as fast and direct as possible with as little intermediate stops as possible. I recently took the bus from Rolleston to Christchurch bus interchange and it took exactly 1.5h. by car it would have been 26min. This is unacceptable and will prevent acceptance and usage of public transport.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

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1.4 Do you support the concept of a Greenbelt around our urban areas?

No

Why:

it needs widespread green spaces, trees (natives!) to ensure diversity of flora and fauna and potentially even attract the tui to come back to Christchurch. A belt or isolated green spaces won't do it

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Yes

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(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?  
Partially  
Why:

Attached Documents

File
No records to display.



1

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Yes

Why:

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Why:

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1

Do you support the improved public transport system proposed in the draft Spatial Plan?

No

Why:

I feel although the new proposal is not enough and there are no details regarding what the transport will be. A light rail system would be great.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

No

Why:

I completely disagree with apartment and terraced housing. These do not provide adequate space or garaging for families and produces cramped living. It does not look good.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

the natural environment is our tsonga. We took it away and we have a responsibility to bring it back to what it was like before we colonised here.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

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No

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1.6 Do you agree with the draft spatial strategy outlined above?

Partially

Why:

I definitely agree with preserving historic and natural heritage and the development of a more sustainable future.

#### Attached Documents

File

No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Strong support for step change public transport to address climate emissions, improve public health, and stop urban sprawl.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Strong support for this focus to help improve public transport to address climate emissions, improve public health, and stop urban sprawl.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

Strongly support ensuring that urban sprawl is contained.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Strongly support ensuring that urban sprawl is contained.

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1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

Number six should be number one, with the other items as a second tier.

Without reducing carbon emissions all other items are doomed to failure.

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

Strong support for step change public transport to address climate emissions, improve public health, and stop urban sprawl.

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File

No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

I especially love the idea of a green belt, like Wellington - it would mitigate urban sprawl that has characterised Christchurch and has locked us in to high-emissions car dependency over the past few decades, and create natural buffers during heatwaves and other extreme weather.

Public transport to Lyttelton would be really nice, especially because that community seems to be a) lots of young families who are also b) progressive and interested in low-carbon lifestyles.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Absolutely. Denser housing is an absolute must. It is one of the most cost-effective ways of reducing emissions, because it reduces the amount of roading/concrete/infrastructure that needs to be laid down to service sparsely populated suburbs, and reduces the transport emissions of everyone that lives in the area. Densely populated urban centres are crucial, and it is something I absolutely want to see more of in Christchurch.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

100% support. If anything, I would like the green belt to be smaller and tighter around currently developed areas, with little extra room. Christchurch is already sprawling enough, and there is plenty of land within its current borders to build all the housing we need if we make it denser. We must be realistic about the changes we need to see if we are to have a safe future, and that means no more sprawling, unproductive, empty lawns, and more dense housing, townhouses, 3-5 story buildings, communal living arrangements, and apartments.

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

I'm not super familiar with all the priority areas, but I'm surprised that areas like Addington aren't included.

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Partially

Why:

Super excited about a mass rapid transport system - something that has been sorely missing in Christchurch so far. I'm also excited to see the focus on active transport first and foremost, then public transport (which is still often driven by fossil fuel and requires heavy roading infrastructure), with personal vehicles not being mentioned.

I fully support the focus on more intensive housing. However, I would like to see more thinking about how the diverse & affordable housing is built - what are the materials being used, how well are the houses insulated or designed to require minimal heating/cooling (especially as heatwaves become more common)? Concrete is one of the most carbon-intensive materials in the world - what are the alternatives? For an example, the UK is starting to build state houses from hempcrete, a carbon-negative material (i.e. sequesters carbon, rather than emits) with excellent thermal inertia (stays cool in summer, warm in winter), thermal mass (good for insulation), is breathable (avoids dampness), and reasonably affordable. Also, focussing on 3-4 storey building rather than high-rises will mean less concrete needed.

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/06/2023  
**First name:** Ben **Last name:** Hay-Smith

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

### Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

To be clear, this is a "yes, and..." submission. I strongly support the creation of a new mass transit "turn up and go" system in Greater Christchurch, and out of the proposed options would strongly prefer a light rail format. I believe the current proposed system is a sound approach to getting widespread agreement and an '80/20' sort of benefit, given that it covers the critical areas of the city needing urban intensification.

*However*, I continue to strongly support exploration of extensions to this route in the DBC. Decision-makers should take into account the intangible benefits of a more fulsome mass rapid transit network in Christchurch. The thrust behind this spatial plan, and local/regional policy in general, should be the densification of the region to boost agglomeration benefits and access to local amenity (i.e. more people getting access to what Canterbury, the best region in Aotearoa, has to offer), and a side effect of any success the plan has will be an increasingly-painful-to-disrupt system rendering future extensions to the network relatively less attractive or feasible.

Basically—if the BCR is positive—get it done. Built the transport network out to Rolleston and Rangiora, not just Hornby and Belfast. The best time to build a brand new rail network in Christchurch was ten years ago and the second best time is now. Don't set the region up for a another bout of uncertainty and disruption 20-30 years down the line when it becomes clear that the network really does need to be extended. Don't settle for 'park and ride' and lock-in another few decades of people relying on cars in their daily routines. Mode-shift requires behaviour-shift, and behaviour-shift requires a decisive (positive) shock to people's routines.

Oh, and don't sleep on basic improvements to cycling and bus infrastructure. Christchurch can and should be Aotearoa's cycle city. But people aren't going to feel safe biking around without a physical barrier, even just small bollards or a curb, between them and the small tank travelling at 30-50km an hour.

I'd planned to end the rant here but I've come back to make a final plea that **your spatial plan should make more of an explicit reference to road pricing, namely a congestion tax**. Outline the obvious benefits this would have for transport efficiency, and maybe even drop in a couple of ways this could be a pareto improvement (revenues from congestion tax leading to commensurate reduction in other rates, resulting in a revenue-neutral but more efficient system). Don't just name check it and forget it, even if it's easier to pass that particular buck to central government.

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Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Yes, and:

I strongly support urban intensification around key transport hubs, but I would caution decision-makers against focusing on it to the outright exclusion of 'urban sprawl'.

I think Greater Christchurch should raise its ambition for its housing market. Ultimately, public officials and decision-makers should be trying to maximise households wellbeing. And the cost of housing is upstream of pretty much the entirety of one's wellbeing.

Christchurch is in a unique position, as New Zealand's second city, with a **house-price-to-income multiple**

**of just 5.97.** It's an incredible achievement, and a testament to the efforts of policymakers so far. But we shouldn't be resting our laurels—we should be aiming for a Greater Christchurch in 30-50 years' time that has a **median multiple of more like 4.00**, in a wider urban area of 1-1.5 million residents. New Cantabrians ready to call the region home, and contribute to its incredible amenity and the diversity of the city.

This is going to require a competitive urban land market. And a competitive urban land market requires that a city is *allowed to grow both up and out*. So yes, be strategic and focus development around urban centres and transport corridors. But also, please, plan for continued growth at the urban fringe.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

Yes. Access to the environment is, in essence, Christchurch's greatest selling point. It's the gateway to Te Waipounamu. Which I think has been established pretty objectively as the most beautiful place in the world, by now.

I'm a little more sceptical about the highly productive land bit, but I know that hands are metaphorically bound by the NPS there. Suffice it to say that if an acre of land bordering Christchurch is worth \$1m as productive agricultural land or \$5m as *literal housing for people, a fundamental human need*, and it's kept as the former because 'reasons', that doesn't seem like a particularly cool or good example of governance for the public benefit. Yes, I know food is a fundamental human need too. We should still grow food. Does it have to be riiiight at the urban fringe of the Southern Hemisphere's best city?

Also, for the record, I think densification of the Greater Christchurch reason is an excellent means to an end for improving outcomes for our natural environment. More residents = more revenue = more funding for biodiversity and stewarding Te Taiao for our future generations.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

No

Why:

I think a green belt is a tidy idea. I think it's a neat idea. I think it sounds good to decision-makers, because it's an easy way to pay homage to the importance of the environment while pleasing established interests who have a mild allergic reaction to the boundaries of a city moving more than a few metres in any given decade.

However, I expect in practice that a green belt is more likely to unduly restrict development at the urban fringe at the expense of New Zealanders' wellbeing. Every house that isn't built is a house that Kiwis don't get to live in. And a green belt, to me, is an excuse for artificially-high premiums for existing landowners rather than a strategy for improved biodiversity.

I support the purpose of such an approach. I would be much more favourable to a more targeted (albeit more complex) strategy involving:

1. Identifying areas of significant natural value beyond the urban fringe,
2. Proactively delineating generous portions of these areas as public parks, or predator-free areas, or zones for regenerating native bush,
3. Allowing the urban fringe to continue expanding past these areas as it becomes efficient to do

so, and ensuring it is integrated well around these natural areas.

I mean, sure, it sounds less exciting than a green belt. It's certainly less flashy. But there will always be swathes in a green belt which would be better used as housing for human beings. And besides, a more concentrated network of natural areas and parks will allow for biodiversity funding to be targeted at the highest-value areas rather than spread across a larger, inefficient area.

We also shouldn't forget that a green belt leads, in a sense, to *accelerated* urban sprawl as demand for housing at the urban fringe gets artificially shunted out towards the region's satellite cities and towns.

Ultimately, I think our aim should be a Christchurch that *integrates nature* rather than one that tries to *build around it*.

High density housing **and** an increased urban forest.

An expanding urban boundary **and** new, protected green spaces for people to enjoy.

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Partially

Why:

Agree with the proposed strategy, with the exception of:

- 3.4
- 3.5

As detailed in previous comments.

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

Taken as a whole, I think it's excellent. I think the team who worked to develop it should be commended. I think decision-makers should take confidence and pride in Christchurch's trajectory, and I think they should be looking to take it even further.

We have the most affordable housing in the country and we should be doing whatever possible to make sure we don't lose that head start.

#### Attached Documents

File
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No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Christchurch is in desperate need of a mass transit solution. Though I would also like to see it extended out east and to the surrounding satellite towns.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

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1.6 Do you agree with the draft spatial strategy outlined above?  
Yes  
Why:

Attached Documents

File
No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Unsure

Why:

I support the mass transit within the city, however believe that it should be extended to include mass transit using light rail on the existing rail links to Kaipoi, Rolleston, Rangiora

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

The city has suffered from urban sprawl since its start, with very limited densification. This tends to make most mass transit and public transport inefficient and cost prohibitive, and new subdivisions develop without local services (dairies etc). Densification should be encouraged around recognized centres and along the transport corridors to improve the efficiency and cost competitiveness of those services.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

Urban sprawl has eliminated much of the natural flora and fauna of the region, eliminating many native bird species etc.

Developing a green belt, allocating low lying regions to natural reserves and plantings, all help to restore a measure of natural balance.

Which provides a much healthier city, encourages more people to get outdoors walking, cycling etc

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

Eastern Christchurch has been slowly fading since its heyday when New Brighton was a weekend destination for everyone, and the earthquake merely accelerated that slide. Adding to that, future climate change and rising sea levels is going to render significant areas of that coastline prone to increasing flooding and ultimately uninhabitable. This requires a long term plan to redesign the entire region for an uncertain future.

The other regions specified, based along the transit corridors, require significant focus to encourage densification that is balanced with environmental concerns

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

#### Attached Documents

File

No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Giving residents an option other than car usage is very important

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

To reduce urban sprawl

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

To continue to have the right balance between development and outside spaces

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

To have a demarcation between the different zones and to have nature based recreation on the outskirts of the urban environment.

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

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1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

More needs to be done with regards to equipping residents to utilise low carbon cycling infrastructure. Such as:

- The provision of bikes, such as free hire bikes
- Secure bike parking, especially at transport hubs
- The provision of bike repair and maintenance facilities at bike parking locations / transport hubs

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/06/2023

**First name:** Justinus **Last name:** Yudistira

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

### Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

I support it and please create more frequent routes, i mean all routes that originates and terminates either in the city centre, big suburbs (e.g. halswell, hornby, papanui), and from the university, should be frequent

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Yes, and thats my point to expand the frequent bus route, so more areas can be upzoned to high density housing e.g. at least 6 stories. and reduce the 'low public transit areas', by expanding the frequent routes

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

Absolutely, stop destroying our great farmlands, protect the farmers, by densify our cities!

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Yes absolutely

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

Yes, and please include halswell north new town as well. its currently empty land, so please dont get this wrong, and immediately built high density housing there, and apartments and entertainment/retail venue. please please dont muck it up, bring cheaper housing here!

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

Start protecting land for mass rapid transit to other suburbs, e.g. north halswell, rolleston, rangiora/kaiapoi, airport, eastern chch, and on top of light rail, use heavy rail as well

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

Stop creating industrial areas in non-airport noise zone. instead these areas e.g. close to wigram/halswell, and the kiwirail train depot in middleton, is a prime spot to be turned into housing, and instead move them to inlandport or somewhere below the airport noise zone, better use of land!

#### Attached Documents

File

No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

I can't find any details on the actual route specifics, I presume these are just bus routes?

They should be developed into separated bus lanes, at least through high traffic areas. The northern express bus in Auckland shows how well used a bus route can become when it doesn't get stuck in traffic and delayed.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Yes, primarily in the center city though. Should be a focus on 4-6 story units in the center city + terraced housing in nearby suburbs.

Developing Rolleston and Kaiapoi etc will always result in car use and urban sprawl.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

More trees in center city and less surface parking needed urgently.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Probably make it tighter than proposed though.

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

Rangiora, Rolleston and Hornby development will always result in urban sprawl and car dependency no matter the good intentions of council.

These areas are too far from main urban areas and too reliant on cars currently. Focus should be on stopping any additional development in these areas.

Even a rapid regional train network would struggle to improve livability of these areas.

Attached Documents

File
No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/06/2023

**First name:** Andrew **Last name:** Wilson

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

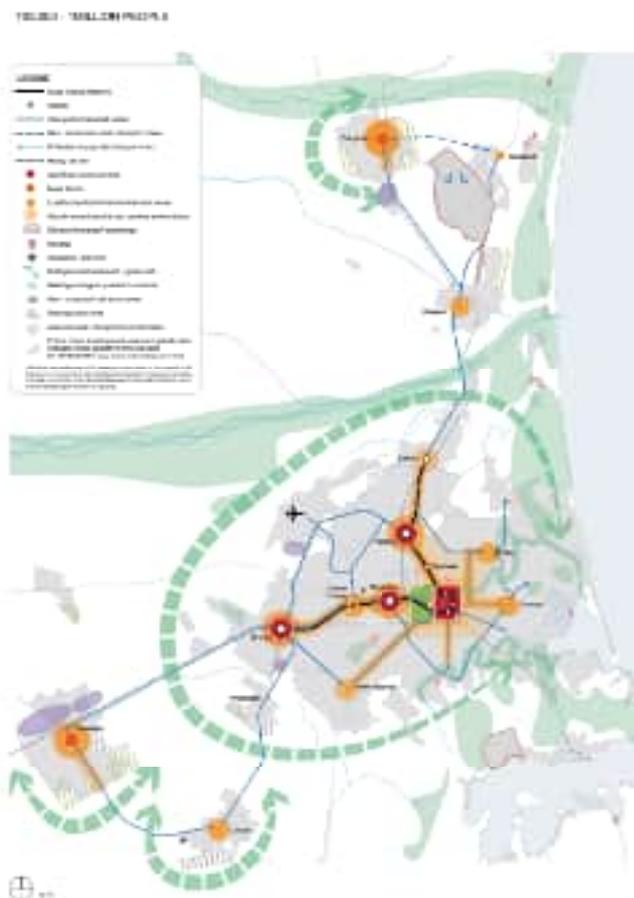
- Yes
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The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

No

Why:

It seems to deal with the area below SHW 1 and not above at all, where is the link to West Melton and beyond

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Because the existing infrastructure partly supports this

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

No

Why:

The term highly productive is a misnomer and will be understood quite differently depending on the spectrum you wish to follow. More study and more information on how that should be explained to the wider audience required, what meets and what does not.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

But remember it has been broken before, and based on the past will so again

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

Better long term planning instead of 3 year cycle stuff with central government involved as a co ordinated plan required with funding and resources allocated based on population and traffic counts

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Partially

Why:

Too much power of decision with those not skilled enough to understand implications of feelings to a wider future life

That said it is much better than current approach

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

Thinking of the Future

Electrifying the railways, or use of hydrogen technology to reduce emissions needs consideration.

Attached Documents

File

No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

With the cities continued growth there must be action taken to ensure that there is a resilient public transport system that can support a greater number of people. Simultaneously reducing traffic in and around Christchurch and reducing the costs which traffic brings with it.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

A good range of property types will ensure that peoples preferred housing type is available for them, it will also reduce the cost of housing for those who cannot afford larger homes. It should also reduce the need for urban sprawl and reduce the need for private vehicles.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

Natural environments can be beneficial to people's health and is in my opinion makes a city more inviting than it would otherwise be. It would also be helpful for us if we want to maintain our reputation as a "Garden city".

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Unsure

Why:

While this could be beneficial to the city I believe that there could be potential future problems with it limiting what I see to be the inevitable outward growth of the city.

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

There should be accelerated growth in many areas of Christchurch as this plan lines out and it would be necessary to communicate with key stakeholders to achieve the best outcome. However, the plans for Eastern Christchurch seem limited especially moving out as far as New Brighton, improper development of this area could limit the robustness and resilience of

Christchurch.

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

It seems to effectively consider the social, economic, and spiritual needs that need to be met in Christchurch while also allowing development that allows Christchurch to move forward and become better prepared for future challenges.

Attached Documents

File
No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

It would be great to consider urban corridors for future expansion of the mass transit corridor. Even if this is a designation / paper corridor until the population growth demands it. If the mass transit is successfully implemented, expansion of this network would be demanded by the public.

I imagine the mass transit network as a high-speed trainline or subway infrastructure, and the core public transport routes as a dedicated bus only lane, and or slow train route. Existing rail infrastructure is already there in Rolleston, Lincoln, Rangiora and Kaiapoi. Would using this existing railway line for passenger rail be an option?

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Yes within reason. We need to clearly look at flood risk areas as we are living in a swamp protected by a few "mounds" (stopbanks) and SW pump stations which can only handle a certain volume of water, and assume our land won't sink again (in case of future EQs).

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

Consider a future thinking "make way for the river" approach - and designate large spaces around waterways for urban greenspace, and build vertically to account for the loss of homes near the rivers.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Yes 100%. These greenspaces is what makes a city attractive to live in, creates fit people, and in-turn promotes happiness.

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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Christchurch is included as a priority area, recognising the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience.

1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/06/2023

**First name:** Clare Hong Leng **Last name:** Mateara

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

### Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

No

Why:

Lincoln is continuing to grow.

Rail in Lincoln will be very helpful as we also have Lincoln University in the vicinity

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

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1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

Attached Documents

File

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1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

It seems clear to me that this kind of action needs to take place - and ideally sooner rather than later. Christchurch is expanding at a rapid rate, and for many reasons (carbon emission, traffic, efficiency of space, future thinking), creating an effective mass transport system is essential.

For me, the key routes have all been hit:

- Rolleston to Hornby to town
- Rangiora to Kiapoi to town, and
- the airport to the central city.

Of those, I do wonder if connecting the airport on a more significant line might be worthwhile.

However, to see it there makes a lot of sense.

Christchurch has also just launched it's new identity, as a green, innovative city. I'm really quite eager to see these plans be ambitious, and I think that it hits on some of that mark. Keeping a focus on maintaining the natural beauty will support Christchurch's City identity into the future, and I think that really focussing on the Heathcote and Avon should be preeminent among those.

In general, I support the proposal.

---

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

It's a tough one.

I know many people in Christchurch struggle with the idea of housing density; as do I.

However, I support the idea of housing 'diversity', as listed. To allow for higher-density housing near the rail lines should provide lower cost options for young families and lower income families/individuals, while also keeping them close to public transport. This also makes sense as it is these groups who are most likely to 'use' the public transport system itself. Affordability of the transport network alongside this, therefore, should be of key importance. If the lower income/financially stretched are your target market, it needs to be able to fit them.

It would also bring us more into line with leading cities internationally in this regard.

---

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

I'm a strong proponent of not only 'maintaining', but in seeking to enhance our natural environment.

As housing density increases, and large-scale transport is introduced, the value of natural environment spaces only increases more and more. Accounting for these at this early stage will ensure that the negative effects of the transport and intensification are softened.

Recreation and relaxation as mentioned are particularly important - as is providing spaces for social connection (inherent in those ideas).

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Unsure

Why:

I'm unsure about this.

Whether a green belt would be better... or simply to have a *gradient* from urban to rural (with parks and green spaces peppered throughout).

I'd be interested to think about how these green belts could be maintained as the city grows 10-20-50years into the future.

Would they simply become unused high-value green spaces? Maybe that's not so bad.

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

It does make me a little nervous about whether what is carried out in these areas may be regretted in the years ahead.

BUT, in order to make effect to the special plan it does make sense.

I'm for it, but it would need to be done carefully, and be monitored, so that the changes don't cause a rise in abuse of the system for profit or other unintended consequences.

This, I imagine would be a heavy portion of the ongoing work of this programme.

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)





1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

Makes a lot of sense - the trick will be actioning the strategy, of course.

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

Often in times of great change, like we are facing, bold action needs to be taken to stay ahead of the curve.

I really like the direction that this is all heading in, and am excited to see how it progresses in the year(s) ahead.

Thanks for the opportunity to submit!

#### Attached Documents

File

No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

Submission Date: 20/06/2023  
First name: Blake Last name: Hoare

Your role in the organisation and the number of people your organisation represents:

Would you like to speak to your submission?

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

If yes, please provide a daytime phone number above so we can arrange a speaking time with you.

## Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)





1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Rather than increasing urban sprawl, we can increase the infrastructure in our current city limits through good public transport (thinking of places like London) that will allow for better health and access for all to amenities.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Like the start of my previous first statement: Rather than increasing urban sprawl, we can increase the infrastructure, this also means that we can maximise and where needed upgrade current capacities in infrastructure in these urban hubs, allowing for better ROI over time and helping the city develop faster - Urban sprawl will still happen, but this limits the growth trajectories of this and really focuses on bringing up the current standard of housing. A lot of CHCH houses are 50+ years old, this means that even if they are extensively renovated, the bones are still old, and slowly getting worse. There needs to be a push to rebuild and rejuvenate what we currently have!

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

There needs to be green spaces and keep parks and urban native bush as areas of significance to help increase birdlife, and encourage development around the parks as a "shared back yard" so then there is more of a sense of community.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Why:

Yes, but as the population grows and the city intensifies, the greenbelt may need corridors of development to allow the city, urban, and rural to get progressively easier to access and for people to still be able to have a house with a backyard the further they go out of the city.

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

Yes, given the opportunity for investment, it can help those that are able to quickly adopt the changes to start the movement and start to change and allow people to get used to their areas changing and new developments becoming 'normal', this allows for acceptance from society and will help the strategic plan move forward faster in the future.

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Why:

Yes, It allows for strategic growth whilst caring for the things that make our communities, land, and nature in the forefront of the proposal. :D

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/06/2023

**First name:** Alyse **Last name:** Boaz

**If you are responding on behalf of a recognised organisation, please provide the organisation name:**

Alyse Boaz Publishing

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

Yes

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(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Unsure

Why:

I live in an area not provided for by public transport.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

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(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?  
Partially  
Why:

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File

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1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

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1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?  
Housing density should be increased, too.

Attached Documents

File
No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

No

Why:

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

No

Why:

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1.6 Do you agree with the draft spatial strategy outlined above?  
No  
Why:

Attached Documents

File
No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Unsure

Why:

I support a plan that includes light rail; to the outlying areas of Christchurch eg. Rolleston and Ragiora and / or a fully electric bus service.

More green belts and areas for recreation

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Unsure

Why:

Transport corridors should be developed to service urban centres, but not necessarily have high density housing

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1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

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1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

Please plan public, and green, transport to reach these areas.

Maintain green areas

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1.6 Do you agree with the draft spatial strategy outlined above?

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Why:

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Yes

Why:

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1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

I think future development around transport corridors is good, but the transport corridors need to be big enough to support the growth of development in those areas. I also think we need to be looking at how far those corridors extend. It is clear to me that we need to be reducing the travel distances we embark on for day to day travel and we should be looking to limit the urban sprawl that could happen increasing costs of infrastructure

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Unsure

Why:

I support the development and protection of green space, we need it for wellbeing. However I am concerned that this drives a degree of urban sprawl that is not sustainable. I also recognise that there maybe a desire from Selwyn Council to keep itself separate from Christchurch and the use of a green belt may help facilitate this but it also adds to increased travel times and a push for development into productive land areas.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Unsure

Why:

The green belt also serves as a barrier between Selwyn Council towns and Christchurch. Largely there is no (as far as I am aware) significant nature areas that need protecting, and rural production is already limited as much of it is carved, or being carved, into 4 hectare blocks reducing its productivity and short of putting in more sports grounds there is limited opportunities for recreation.

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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The following Priority Development Areas have been identified in the plan: Rangiora Town Centre and surrounds; Rolleston Town Centre and surrounds; Papanui; Central City; Riccarton; and Hornby. Eastern Christchurch is included as a priority area, recognising the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience.

1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

Yes, but I do have concerns that development in Rolleston is focused on heading South and I think there should be more

development in the space between Rolleston and Christchurch which would allow for more coordinated public transport development, shorter commute times

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

#### Attached Documents

File

No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

The overall approach is sensible. However, a core focus needs to be ensuring the central city, including the south of the city has frequent reliable public transport that is door to door. This is about encouraging people living in the city out of their cars and into public transport and reducing reliance on private cars for short trips. MRT should include the South of the city as well to reduce car use and emissions.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

There is lots of room to have high quality intensification in the central city and in Sydenham in particular. We need more people living in high quality townhouses and apartments with good amenity value (such as developments by Brookfield) and outdoor space. This will support retail and business in the city and is more affordable than greenfield development saving rates overtime. This needs to be complimented by providing better pedestrian and cycle access for city residents and good parks and amenities- rather than neighborhoods in the central city being treated as transit corridors for people coming into the city in their cars.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

This is a critical part of supporting high quality intensification and encouraging a vibrant city center that attracts residents and business. Sydenham and south of the city in particular needs some love to help it transition from industrial to mixed use overtime.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

Significant investment has occurred in the inner city with projects such as riverside. However it is unclear how the plan will help to prioritise investment in those areas currently underinvested in within the central city including Sydenham and south Christchurch. Sydenham had a Master plan that has not been implemented following the earthquakes and plan change 14 will increase residential development in the area. There needs to be a focus on regenerating and developing the wider city to make it an attractive place to live not just the area immediately in the center.

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Partially

Why:

It is unclear how the plan will actually be implemented. Strong tools, action and funding is required to deliver change. This needs to go beyond setting a strategy into actually developing areas.

#### Attached Documents

File

No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

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Yes

Why:

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Yes

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1.6 Do you agree with the draft spatial strategy outlined above?  
Yes  
Why:

Attached Documents

File
No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 23/06/2023

**First name:** Andrew **Last name:** McDowell

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

### Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Improved public transport is necessary, and it's use to be encouraged, but not to the detriment of private transport use. This is Canterbury, where we have extremes of weather, so it is necessary to be able to transport heavy groceries and such like to one's door, dry, and public transport isn't going to do this for most. And as far as carbon emissions reduction is concerned, this is an alarmist scam being propagated by the United Nations based on false science. Carbon dioxide is important to all life, and the archaeological record shows life on the planet was more prolific during periods when the CO<sub>2</sub> level was considerably higher than it is today. Also, there is no link between rising CO<sub>2</sub> levels and rising global temperature, in fact CO<sub>2</sub> levels rose many years AFTER global temperature increases.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

No

Why:

Again, local government is being dictated to by the agenda of the non-elected UN. High density housing, 15 minute Smart Cities, and digital surveillance ghettos may suit some people and their lifestyles or the place in their life journey, but it certainly doesn't suit everyone, and would be detrimental to the health and freedom of many.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

I support the development of natural spaces in and around urban areas, but feel that it should be mandatory to include areas of food forests and community gardens instead of only planting exotic specimen trees and prolific native flora plantings. A balanced mix of both, with plenty of grassed areas would be most beneficial, with quiet spaces and more community orientated spaces. The plan still needs to allow quick and easy private vehicle exit from the urban areas to access the wider outdoor pursuits that are part of Kiwi culture, the ocean, beaches, rivers, and mountains. However, again the UN agenda of removing private vehicle use is already glaringly evident in towns and cities across New Zealand, without public consultation about the implementation, as seen by the prolific deployment of road cones restricting traffic flows and creating safety hazards they are meant to reduce, the ever decreasing inner town and city speed limits that are snarling up traffic flow and adversely affecting response times of the emergency services, and the increased number of judder bars again slowing traffic and increasing congestion. There is also the obvious removal of council owned parking, leaving a limited number of expensive private provider car parks, which negatively impacts businesses in these areas by making them less accessible to those travelling into these areas from further afield.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Historically green belts have been great recreational assets, that have been protected for the generations ahead. However they need to be planned in a way that allows for future population, commercial, and/or industrial growth. Though future growth expectations are very questionable now, given the eugenics agenda of the UN, the WHO, and the billionaire globalists who fund those organisations, along with the well documented declining fertility and reproduction rates of Western nation populations, not to mention the unknown long term toll that the toxic Covid vaccinations is likely to contribute, already evident in the significant increase in all cause mortality figures.

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

While I believe it is necessary for Councils, utility companies, the business community, and contractors to work together from the planning stage to achieve efficiencies and achieve the best outcome, the wording here reeks of the terminology used in the UN Agendas 2030 and 2050, so I have to question what some of the focused actions are likely to be, what adaption and regeneration look like, how and why the priority areas have been selected, and by whom. Has there been any public consultation on this? How much say do the private sector investors get in the final plan, and will earnings from their investment benefit the community, or will their investment return disappear off shore leaving the community poorer? There is an obligation on the councils involved to ensure the unlocking of public and private investment is actually necessary, and not simply allow the milking of public funds for unnecessary projects while more urgent infrastructure maintenance and upgrades are neglected.

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

No

Why:

These six "opportunities" are taken out of the UN Agenda 2030. The councils represented here are responsible to their communities, not to central Government or the UN. These so called opportunities are racist, divisive, include woke ideologies that are contrary to scientific fact. Cultural and historic heritages of any race other than Maori have been excluded. This submission form is in English language, yet many Maori words are used without an English translation.

The deemed significant risk from natural hazards is part of a natural retreat agenda being promoted by the World Economic Forum, which is also linked to UN Agenda 2030 and is designed to use the fear generated by the climate scam to push people into 15 minute smart neighbourhood digital ghettos. Globally there is no significant sea level rise that poses any increasing risk to the vast majority of coastal communities. The risks from rivers is no worse than 100 years ago, provided the overhead and wider area Pacific Basin geoengineering operations cease and normal flood protection works are adequately maintained.

Who determines what qualifies as an area of significant natural value, who determines this, and how much total area do we actually need or want of these areas. There may need to be more focus on not developing on land that is unsuitable for the proposed development to avoid the Christchurch Earthquakes Red Zones situation, or creating lakes that become a health hazard, such as Pegasus. On protecting productive food production land and the wellbeing of water bodies, start by addressing the constant dumping of toxic chemical nanoparticle via high altitude aerosol injection geoengineering operations that nobody is allowed to talk about or acknowledge, yet is clearly visible in our skies most days. It is poisoning our waterways, soil, the air we breathe, getting into the food chain, and even limiting food production due the the reduction in sunlight. Councils have a responsibility to monitor and control pollution, so should be all over this.

Are Ewi going to be required to contribute toward the cost of providing infrastructure to the kainga nohoanga reserve areas? This would be more appropriately funded from treaty settlement funds, as would the development within these reserves.

Who has defined the "desired" pattern of growth that puts a focus on intensification of housing and incentivises this? What will the incentives be, and how will traditional housing developments be disadvantaged by this? What will be the social and health impacts of significant housing intensification? What demand modelling has been done, and by who? What community consultation has been undertaken to date regarding the community developments and the supporting infrastructure, including surveillance and control systems supported by AI?

Following woke and climate fear ideologies will not make the greater Christchurch area economically competitive but will in reality waste valuable capital investment in unnecessary projects. The reality, as seen in neighbourhoods in England that have already established 15 minute neighbourhoods, has shown how impractical these initiatives really are. They try to force behavioural changes on the population without their consent, that simply do not work for the majority of the population. The 15 minute community model must be dropped as the majority of humans are not wired to flourish in this confined environment, it wrongly assumes there will be enough suitable employment for everyone in the community within the said community, it doesn't reflect the need for many residents to travel to remote work locations no served by public transport because of their specific skill sets and occupations, it doesn't adequately cater for tradespeople who have use a company vehicle for their work, and it will isolate family members who are not residing in the same community.

The provision of walking, cycling, and micro mobility infrastructure must not be to the detriment or exclusion of conventional private transportation, and the safety or convenience of operating that conventional private transport, as there will always be a need for these conventional vehicles by many of the residents in these communities. As stated previously weather is one of the factors that determines the choice of transport mode, as is the destination, and what may need to be transported.

#### 1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

Councils should answer to their communities, not submit to flawed ideologies being pushed by unelected globalist organisations who openly plan to enslave and exploit populations. If councils continue down this path, their respective communities, and the nation for that mater, will be the losers.

#### Attached Documents

File
No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 22/06/2023

**First name:** Josh **Last name:** Kelleher

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

### Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Unsure

Why:

I fully support the need for an improved and a mass public transport system, but unsure on the proposed route and curious how it came to be. Hornby seems to be an odd prediction to be a significant urban centre. Unless it is predicted to be a link from Selwyn Christchurch. Or is there an ulterior plan to focus more on west side of the city.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)





1.6 Do you agree with the draft spatial strategy outlined above?

Partially

Why:

I think we as a city needs to become more open and make it easier to build up. There's obvious trepidation post quake with this idea, but that was a knee jerk reaction – realistically there's no reason why we can't safely do so. There's plenty of resource and successful case studies with the likes of Japan and San Francisco/Californian cities as two examples.

Not only is this an obvious answer to population density and land good land use, but building up will undoubtedly set Christchurch up for further growth towards a major/ international city.

#### Attached Documents

File

No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 23/06/2023

**First name:** Yuhui **Last name:** Wang

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

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The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

No

Why:

I live in BrokenRun in southwest of the city. The population rapidly increased in our area. Wigram became a urban centre to me now but the bus service was hopeless. The new plan of the bus network has not improved the situation much. There is a big empty area without bus service. We need some buses in our area directly going to city centre instead of changing the bus, please. I would like to see a rout starts from Hornby, runs through Wigram sky centre, then Wigram road and goes to the city centre at least. Wigram should be treated the same as North Halswell, Shirley and Linwood.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

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1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Unsure

Why:

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

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1.6 Do you agree with the draft spatial strategy outlined above?  
Partially  
Why:

Attached Documents

File
No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Yes Christchurch needs better public transport. However one light rail line won't solve everything, there needs to be multiple routes as well as Heavy rail and frequent buses all with priority. I think it would also be smart to stage the process with 2 or 3 shorter light rail lines to different communities that are extended every couple years, as opposed to 1 really long line that will take 10 years to complete and won't operate until finished.

Along with safer and more bike friendly streets driving would be completely unnecessary for the vast majority of people.

Also idk how practical it would be but if the CBD tram way could somehow be upgraded to run as an actual mode of transport instead of just tourism would be cool. Still have the vintage tourist trams but double track it and have some more frequent modern rollingstock that extends further out across the CBD and follows a better route. The high street upgrade only cost \$9 million to lay tracks and upgrade the streets, that's just \$36 million per km for double track and better streets, aka nothing. Do this for major light rail lines too and it would put Auckland and Wellington to shame.

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Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

To enable more vibrant communities and lessen dependence on cars.

---

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

With more dense housing built within the current city, the less valuable land we are wasting. provides more space for farming and ecosystems/habitats.

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One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

Yes but only if a frequent Heavy Rail service is built to go with it. These centres are fairly far apart and distant from the CBD with the exception of Riccarton and Papanui and would be impractical for light rail or busses. Having heavy rail with station spacing just at the main centres as opposed to servicing every suburb every 1.3km like Auckland or Wellington would allow significantly faster journey times for these outer towns/suburbs over any other vehicle. Light rail can service the shorter journeys within Christchurch itself and connect the heavy rail stations with the CBD.

There also needs to be regional rail included across the south island with several services each day. Ideally every hour in both directions if not better.

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

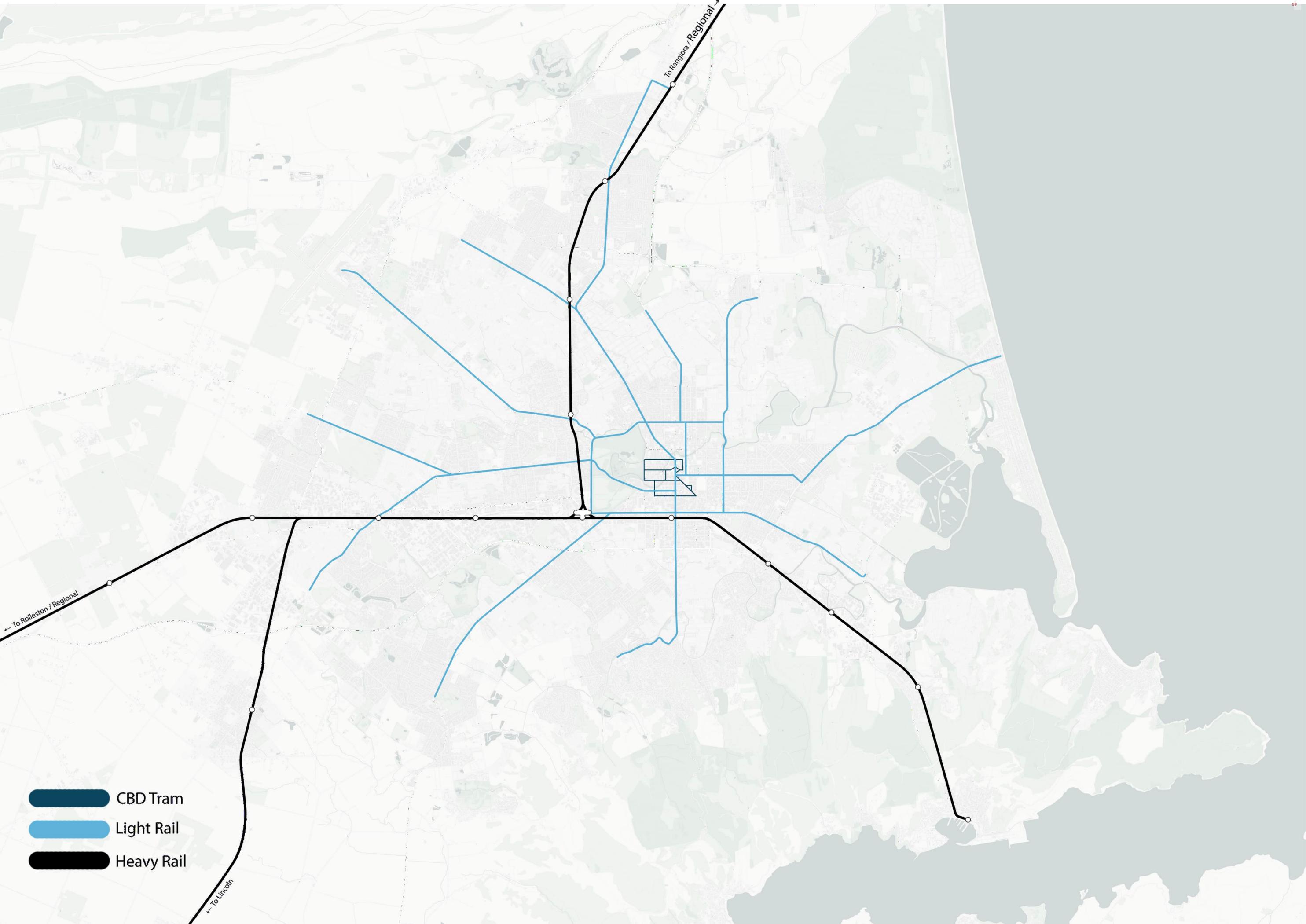
Yes

Why:

#### Attached Documents

File

Christchurch Rail Network-compressed



To Rangiora / Regional →

← To Rolleston / Regional

← To Lincoln

-  CBD Tram
-  Light Rail
-  Heavy Rail



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

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Yes

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Unsure

Why:

May drive up housing prices unnecessarily.

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)





1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

Remove or relax height restriction on highrise building, it conflicts with the goal of intensification in urban centres.

Attached Documents

File
No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

As long as we can afford it. Light rail

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Community is important

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

Make sure Community gardens are well supported by the community and the council

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

Papanui is a great area, has real potential

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)





1.6 Do you agree with the draft spatial strategy outlined above?

Partially

Why:

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

no

Attached Documents

File

No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

No

Why:

The rail system is a better and much more enduring solution for MRT.

Probably more complex and costly but a better one.

- a) Rail works much better with congestion tolls as PnR to rail is better than that to street based rapid transit.
- b) Congestion tolls will be needed to reduce emissions (& VKT proxy) - again these work better with rail & rail based PnR
- c) The area under the airport noise boundary could be designated for light industrial so that some areas along the rail line can be rezoned for mixed use (any heavier industry could go to areas outside the groundwater recharge zone if it needs to relocate.
- d) Marshalling yards can be relocated. There is already the major rail hub at Rolleston
- e) The third line to Lyttleton also provides for potential densification
- f) The street based MRT? (its doubtful it will be rapid) faces multiple issues of lack of space, nowhere to divert traffic to if parts are closed for transit malls (target 1m pop), land that isnt at the end of its economic life and so wont be densified for a long time & it doesnt connect to the commuter towns without interchange being required.
- g) The rail already connects to the outlying commuter towns. PnR can be established. Congestion tolls added and more extensive parking charges added to induce mode shift.
- h) The rail already has a right of way available. The street based system doesnt and has space constraints and capacity issues trying to divert traffic.
- i) The north to east rail connection can be re-established by tunnel.
- j) Access to the CBD can initially be via street based MRT from Moorhouse Ave and possibly Riccarton Rd at the rail line. An underground section can be added in the long term to provide direct CBD access. We are talking about 1m pop.
- k) With 1m pop, roughly 2x current pop the roads will be full. There is no room to expand them in the urban area. Congestion is nonlinear and will be >>> 2x with 1m pop.
- l) The land use changes shown to support the street based MRT wont happen by 2053. PnR opportunities already exist along the rail system. Rail as a solution is not completely dependent on the landuse moving to the rail corridor. Provide rail based PnR opportunities means a much greater potential catchment. The street based MRT is (PnR to street based MRT is typically much lower)
- m) The existing urban fabric needs to be served by many more bus lanes. This needs to happen now. It will take until 2053 to roll this out given how long transport projects take. There is no way the land use will be in place by 2053 to support the street based MRT.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Yes, but the subsidies for greenfields development need to go to achieve this.

Greenfield developments need to pay the full costs via targeted rates not be cross subsidised by ratepayers.

This will make brownfield intensification relatively cheaper.

This is the only way land use development can be forced into the needed development patterns otherwise we are going to see continued sprawl.

Also vehicle user need to pay much closer to their full costs of travel rather than being heavily subsidised as they currently are. If the current pricing continues they will just keep driving to their new greenfields homes.

I also note that the NPS-UD 3 houses 3 storeys high per section in going to provide significant housing supply across most of G.Chch. Its going to be harder to corral growth into the proposed areas.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

No

Why:

No artificial greenbelts should be implemented.

Yes there should be continuous green and blue connectivity corridors but a greenbelt shouldn't just be implemented as a generic policy if it restricts development in an area that would otherwise provide a medium or high density development node.

If its an artificial greenbelt then it will push up land prices artificially as well.

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Christchurch is included as a priority area, recognising the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience.

1.5 Do you agree with the approach to focus on these areas?

Why (please specify the Priority Area):

Rangiora and Rolleston are only priorities if a rail based MRT is going to be provided.

Specifically where Papanui, Riccarton and Hornby develop depends on whether a street based or rail based MRT is provided.

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

Yes, but it does nothing to identify that a root factor causing our existing low density Greater Chch are the large subsidies for vehicle users and greenfield developers. Unless central and local government address these the strategy will be hard to achieve.

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

I dont think it meets the spirit of the NPS-UD requirements.

Every FDS must spatially identify: the broad locations in which development capacity will be provided over the long term, in both existing and future urban areas, to meet the requirements of clauses 3.2 and 3.3; and the development infrastructure and additional infrastructure required to support or service that development capacity, along with the general location of the corridors and other sites required to provide it; and any constraints on development.

I would have expected to see quantified growth area numbers by at least community board area. CCC, WDC, SDC are too large and are the only tabled quantitative numbers.

Attached Documents

File
No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 23/06/2023

**First name:** Murray **Last name:** Sanders

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

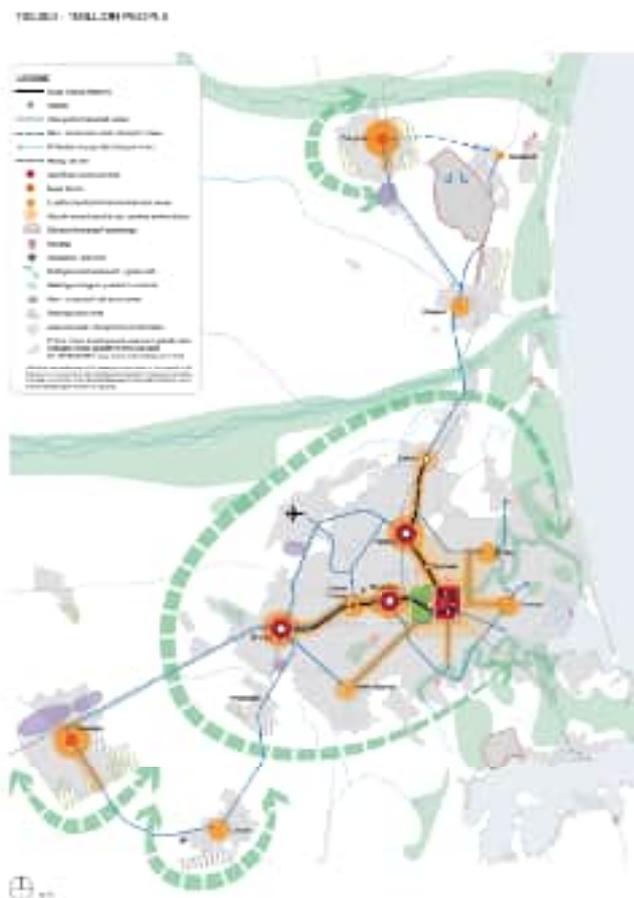
- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

### Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Unsure

Why:

Heavy Rail Corridor is neglected in the diagram. The efficient option is to enhance the existing heavy rail corridor, which exists at Rangiora, Kaiapoi, Belfast, Redwood, Papanui, Riccarton, Addington, sockburn, Hornby etc. With a fast commute operation from Addington into CDB. New suburban railway stations with planning for Park and Ride.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

This way rural productive land is not gobbled by urban sprawl. Infrastructure construction is easier.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

See answer above

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Conflict between urban v rural needs is reduced. Provision can be made for more passive recreation opportunities.

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

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(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Partially

Why:

The plan predicts a fantastic well ordered city with opportunities for all.

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 24/06/2023

**First name:** Marilyn **Last name:** Yurjevich

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

### Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Why:

It's an improvement on what we have

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Because it would make public transport cheaper, take some cars off the roads, improve road safety. Please ensure there is space for active transport of all types.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

Because the natural environment is key to improving the health of the environment and people's health

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Because it gives urban dwellers easy access to nature, it may prevent urban sprawl even further

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

The concept was adopted during the Urban Development Strategy years ago, is a good one and still needs to be kept alive. Greater urban intensity makes public transport more affordable, gets more cars off the road and encourages people to get out of their silos.

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

Creates greater efficiencies in transport, healthy living arrangements, preserves productive land for growing food through more intensive urban areas. Make sure there are green spaces in areas that have intensified urban residences.

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

No. Thank you

#### Attached Documents

File

No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 23/06/2023

**First name:** Anna **Last name:** Rumbold

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

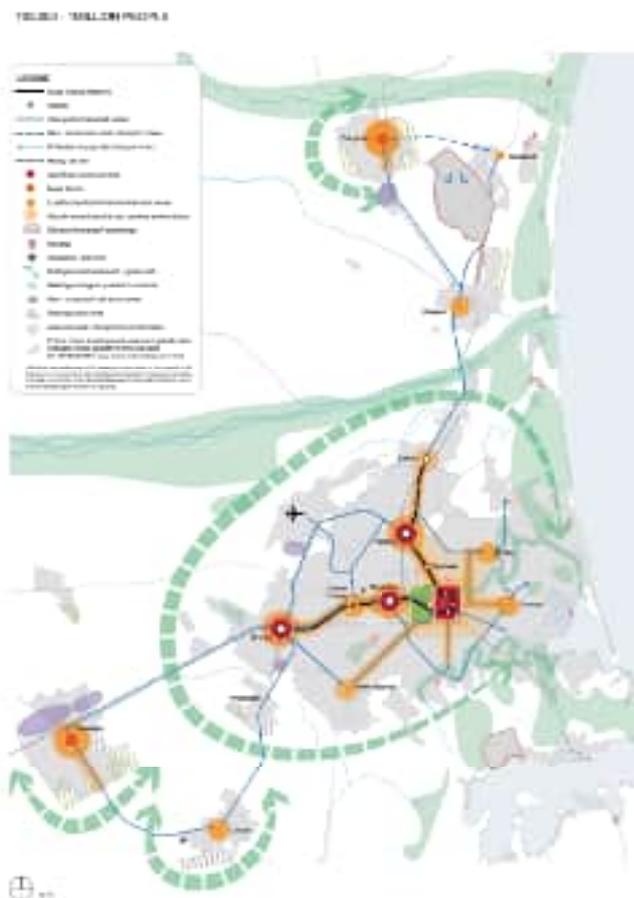
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(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

I do support this, but considering that heavy rail tracks ALREADY EXIST I cannot see how not having commuter rail from Rangiora and Rolleston to Christchurch can be anything other than completely essential. This infrastructure is already partly established. People make a lot of excuses about why this can't happen but it simply must.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Urban sprawl is wrecking the environment and arable land. We must build, particularly terraced, homes that are functional, warm, efficient, surrounded by green space and are able to be used by all.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

Enhance!

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

This is very common in other parts of the world, particularly Europe. It makes for a lovely commute ON THE TRAIN when there is time to look at the scenery etc. Nature and the environment must come first, above all, including economic growth.

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

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(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

Trains trains trains.

Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 23/06/2023

**First name:** Madeleine **Last name:** Price

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

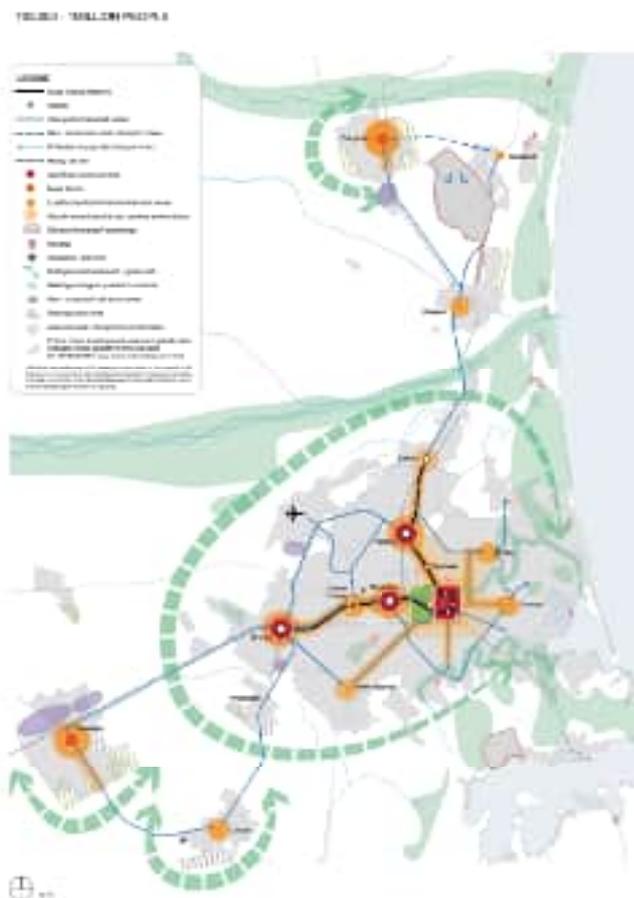
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(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

I support improved public transport to ensure major and minor hubs will be connected via a continuous route. This is particularly important for people who choose not to drive or no longer able to drive by car.

Has ready access via public transport to our beaches been included, eg Sumner, Brighton?

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Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

A **choice** of housing is essential to cater for **all** age groups and group sizes. Privacy is a vital element.

Housing areas should be designed to ensure mixed populations/communities.

All housing sizes must include adequate storage space to comfortably store bulky items.

Solar panels must also be included as an alternative energy source.

Will our stormwater drainage systems need to be upgraded to cope with the watershed from increased rooftops and sealed street surfaces?

Will the sewer systems cope adequately in high density areas?

We do not want flooding and sewage failures in adverse weather.

All housing development should be designed for lasting well into the future and still look good. Quality design and building materials must be included. We want to **maintain** Christchurch's image as a **garden city**

There will be people who will still need a car. **Sheltered off- street secure parking must be made available, not on- street. This was an appalling government decision.** Why? Because there will still be destination best reached by a private vehicle. I am thinking of rural holiday destinations such as holiday houses and sports such as skiing.

On street parking for residents is not safe and cars weather very badly.

Provision of green areas, trees and gardens must be included for ambiance and connection with the land.

High density living must also be safe, especially at night. well lit streets and alley -ways are essential.

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The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

Preserving the natural environment is vital for human mental health as well as healthy waterways.

Community gardens must be planned for. People will still want to maintain their connectivity with productive land to grow fruits and vegetables.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Greenbelts are vital for human health and the many benefits these offer.

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

**Only** if the city council plays a leading role and responsibility for development.

Progress with developing hubs one by one. Assess outcome and modify further hub development as necessary.

I have been deeply upset that "greedy property developers" have such a free licence to destroy perfectly good properties in order to squeeze as many "apartments" as possible on the land.

These have mostly been designed to make as much money/profit as possible. These developers must be reined in. They have been creating potential slums.

They have also been allowed to build on narrow streets with no on-site parking, thus reducing these streets to a single lane thoroughfare, eg Mansfield Avenue.

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)





1.6 Do you agree with the draft spatial strategy outlined above?

Partially

Why:

If this is to be successful, the biggest challenge for residents is **respect** for their neighbours and **respectful care** care of their neighbourhoods.

We regularly observe respect is wanting in low cost housing areas and are potentially dangerous environments.

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

This plan has been carefully planned. Ideally it should work.

**My plea** is that implementation of the plan is **progressed carefully** and is **sufficiently flexible** to be modified if difficulties are encountered.

**Improved public transport has to be the first priority.**

Attached Documents

File

No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Because I think public transport is an important step in reducing carbon emissions.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

So that it is easier for people to use public transport.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

- Offer opportunities for accelerated and/or significant development;
- Are complex, in that successfully developing at the required pace and scale requires working in partnership i.e. Business as usual delivery will not be sufficient; and
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The following Priority Development Areas have been identified in the plan: Rangiora Town Centre and surrounds; Rolleston Town Centre and surrounds; Papanui; Central City; Riccarton; and Hornby. Eastern Christchurch is included as a priority area, recognising the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience.

1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

I think that expanding in far away suburbs is not so good because people will be more likely to drive into town than walk, bike, or take public transport.

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)





1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 24/06/2023

**First name:** Telly **Last name:** Power

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

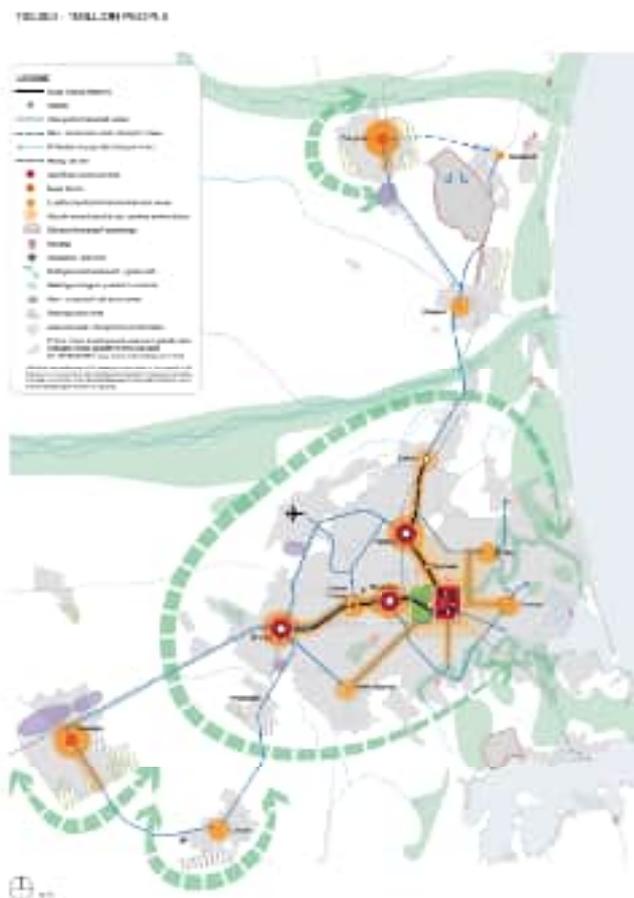
- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

### Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

No

Why:

No way, the transport system within Rolleston needs to be vastly improved. In the area of Rolleston that I live in, there is no frequent transport to get around Rolleston, and especially on weekend when one is needing to get into work in Christchurch. Would have liked to have seen internal Rolleston/Lincoln/Prebbleton/Burnham routes separate to CHC

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

No

Why:

Why can't be put transport routes where people already live and a system doesn't exist?

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Unsure

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

No

Why:

Really? This is the Canterbury Plains, there is a lot of Greenery and greenbelts that exist

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

I'm not really sure how to answer this one honestly really...

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Partially

Why:

Maori land is important, but can't we work do what this is beneficial for Maori and Pakeha alike?

#### Attached Documents

File

No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

No

Why:

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

No

Why:

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Yes

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Why (please specify the Priority Area):

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(Click the image to open it in another window)





1.6 Do you agree with the draft spatial strategy outlined above?  
Yes  
Why:

Attached Documents

File
No records to display.





1

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Yes

Why:

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Partially

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(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Partially

Why:

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?  
see document attached - in haste

#### Attached Documents

File

What will make Greater CHCH the best place to be

## ***What will make Greater CHCH the best place to be?***

Colin D Meurk ONZM

22<sup>nd</sup> June 2023

████████████████████

█

### **Advisory Group**

Note I was unable to attend the wananga, as I was attending to my daughter with health issues in Brisbane at the time. And I only have a general sense of how well you have delivered what people want AND what it needs – as I'm extremely busy. But would like to be a part of the Greater CHCH Advisory Group that should reflect >**quadruple bottom line** expert representation: Mana Whenua, Ecology (not just environment), Community, Business, Engineering, Hydrology ... as well as elected members. This is probably my most **critical recommendation – to set up a broader-based and widely skilled advisory group.**

Most of us don't have time to keep making submissions (that often appear to go into a black hole). We need to be inside the tent, providing the full range of lenses, and as part of an ongoing citizen assembly; not controlled by those who say they will invite input on the 'vironment when they perceive there is a problem. It is more critical than ever to have all lenses **AT** the table, not waiting to be invited on the whim of a narrow subset of opinion. This is how so much falls through the cracks, so many opportunities are lost, and so many critical risks are not recognised.

The following are just some of the critical areas that require visionary, and outside-square input (and apologise if this is a bit out of left field and too late or no longer deemed relevant??):

### **Public Transport**

**Commuter Rail** in Arc around Otautahi-CHCH from Amberley to Springfield to Ashburton. Move to fully subsidised public transport – that is citizen contributing to climate change mitigation in very direct way.

### **Intensification**

We do need this (to prevent urban sprawl onto prime agricultural land on which our material standard of living depends), but we urban ecologists have known for decades, the way to design **green, sustainable, regenerative cities** that cater for human well-being. E.g. [Urban Greening Manual. How to Put Nature into Our Neighbourhoods. Landcare Research Science Series 35.](#) .

**Biodiversity**, tree cover and Landscape are critical factors in authentic place-making, carbon sequestering, reducing heat-island effect, etc. One element of this is to protect visually connective wetland/riparian remnants in water races (which are heritage features in their own right).

Promote Native Street Trees and avenues/shelterbelts – for the importance of visibility, natural character (as well as ecological connectivity) – overcoming the phenomenon of 'extinction of experience' (and relearning to identify with the special, unique aspects of our natural heritage).

Re-naturalise streams, water races, road verges (frangible divaricating shrubs), hedges and shelterbelts.

Designing inner-city river corridors to reflect strength of **Te Tiriti partnership** – as interwoven riparian strands that convey on one side the English Parkland and the Indigenous Nature/Culture thread on the other.

Apply the Meurk & Hall 2006 model for landscape **optimum patch connectivity** and associated ecological and cultural halo effect (cf highly successful Te Ara Kakariki green dot project in Selwyn District). Add larger **Legacy Patches** (>5ha) to provide the critical mass of habitat and reduced 'edge effects' for delicate plants and safe wildlife breeding. Some larger habitats of >100 ha need to be formulated as **Eco-Sanctuaries** to add value critical value to habitats. Canterbury is singularly devoid of this experience of iconic threatened wildlife for its people.

Sign-off and market the **1<sup>st</sup> Urban Great Walk** (CHCH360Trail - [Christchurch 360 Trail |](#) ) and mark ancient trails through the region by symbolic planting of Ti Kouka and kowhai.

Promote Greater Christchurch and the **City of Golden Winters** (capturing the amazing blaze of golden flowers of the very Canterbury kowhai that is increasingly evident in and around the city as planted trees come to fruition).

**Bush City** in Cathedral Square that reflects all the habitats of lowland Canterbury, spilling out of the Chalice (bringing nature into the heart of the city, following the model at Te Papa on the Wellington waterfront).

LIUDD - **Sponge City** – to acknowledge the need for hydrologically sound city planning.

**Community Gardens** – ensuring no residual contamination.

With all of the above – we are in a prime position to promote the greater city as a **National Park City** – an international concept developed out of London.

## **Socio-cultural**

We can't be complacent after March 15 and, as stress and anxiety increase in community with associated loss of social cohesion, there is an urgent need to address the means of bringing people together and caring for each other, and watching out for and addressing pockets of alienation.

A Plane Table in an elevated central city location that embraces the diversity of peoples and nature in the City – there is a model.

Continuing to foster international connections through Sister Cities.

## **Economic**

Build a **collective between the local governments and iwi of the south island** to promote to central government the 'Super South' as a force to be recognised – Te Waka a Maui; Te Wai Pounamu ... There are many indications that the south is being marginalised in government investment.

Build a stronger **"town and gown" relationship** and, for instance, partner with research and engineering school to design (in conjunction with the impactful boating industry and expertise in the

country) new generation, hi-tech, aerofoil-powered Sailing Ships to support the slow tourism model (below).

Advocate for **Head Offices in the Super South**; including a stronger southern media hub as part of TVNZ and RNZ (is it truly 'national'?).

Promote our region as **multi-valued destination for slow tourism** – that captures the above and markets a truly clean green, kind place. For instance, those who have actually done the chch360trail say “I’ve lived in chch all my life and never knew it has such riches”; “it’s better than the El Camino, and the Great Walks”; “it’s transformational” – at a time when an older demographic is wanting to have deeper, more meaningful experiences of the world that are not impacting the environment.

# Greater Christchurch Spatial Plan

## Submitter Details

First name:      Last name:

Your role in the organisation and the number  
of people your organisation represents:

Postal address:

Suburb:

City:

Country:    New Zealand

Postcode:

Daytime Phone:

Age:

Gender:

Ethnicity:

Would you like to speak to your submission?

Yes

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)

[Map of Greater Christchurch Spatial Strategy](#)

1

Do you support the improved public transport system proposed in the draft Spatial Plan?

No

Why:

only in that i support a far more ambitious proposition

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

to some extent but see next question

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

nature should be integrated with all facets of the city - whether by viable habitat patches and corridors or green roofs - that is a rewilding of the city and proposing a national park city

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Unsure

Why:

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)

Picture of the Greater Christchurch Spatial Strategy



1.6 Do you agree with the draft spatial strategy outlined above?

Partially

Why:

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

Note, i believe i submitted this earlier but i attended a feedback session one evening last week with the GCSP manager and staff at the ecohub in Botanic Gardens.

i gave feedback there but not sure anyone reported that. some of it has been covered by OHRN submission.

My main point is that I am so stretched through demands for my expertise (usually on a pro bono basis), but never get invited into the tent to provide my big-picture, long experienced visionary input which i've been presenting in public lectures for decades. I speak at the Walking Summit this Tuesday about the 1st urban great walk in nz - the chch360trail - which i conceived 32 years ago!!! So I just don't have time to keep making submissions that seem to end up in a black hole. the only way around this and for other knowledgeable and aware people is for there to be open invitations to citizen assemblies that are part of a co-governance, co-designing of the future and dealing with the many 'wicked' problems we and the world are facing. we need the best most innovative and often outside the square brains on tihs.

so that is my main point here - adding to the attachment.

in haste ...

I wish to be heard - altho don't see that option here now

#### Attached Documents

File

What will make Greater CHCH the best place to be

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 26/06/2023

**First name:** Ross **Last name:** Marks

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

### Feedback

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The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Good public transport can reduce the need to spend on wider roads and road maintenance.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Minimise need for new infrastructure and preserve present green areas.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

Lots of evidence for the beneficial impact on people's physical and mental health from green areas.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

I moved to Rangiora from Wellington. The Wellington Green belt is a major community asset. Having a green belt around Christchurch will also reduce the travel time for people to visit these areas.

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

Half the work is already done. There's no point in starting from scratch somewhere else when these areas are already in place.

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

All the important things are included.

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

Not at present, thanks.

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 26/06/2023  
**First name:** Tyler **Last name:** McNabb

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

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(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Natural spaces are needed in urban areas for both physical (flood and water quality management) and social (mental and physical wellbeing and societal connections) reasons, especially as we continue expanding greater Christchurch so I would really like to see these ecological belts represented in these areas.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

Having these spaces readily available and accessible in and around urban areas is probably likely to increase the amount of people using and therefore benefitting from them

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

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Yes

Why:

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

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(Click the image to open it in another window)





1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

Yes I agree with the strategy, but am really keen to see aspects of community and mana whenua involvement in the plan to ensure that greenspaces are representatives of the communities they serve.

#### Attached Documents

File
------

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 27/06/2023

**First name:** Katie **Last name:** Cowan

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

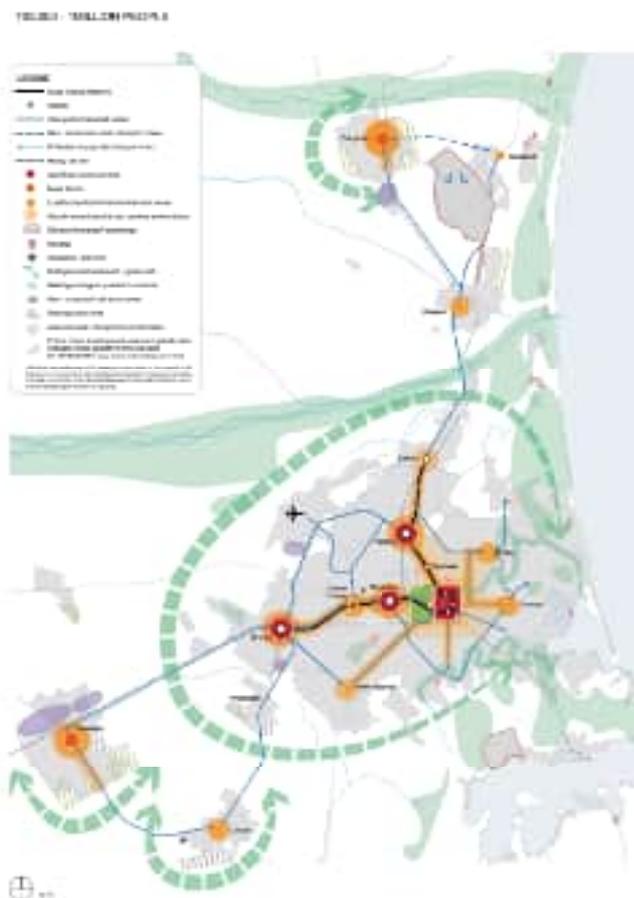
- Yes
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(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

we need urgent action at a systemic and structural level to reduce consumption and emissions. This plan is line with that.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

absolutely - these spaces are fundamental to the sustainability of the area itself, and are also vital to the quality of life for humans living here. It is a win win with enormous positive consequences, many of which we cannot even see currently.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

absolutely, the more green space the better, especially near dense non-green space.

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)





1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

Attached Documents

File
No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

Submission Date: 27/06/2023

First name: Evelyn Last name: Charlesworth

Your role in the organisation and the number of people your organisation represents:

Would you like to speak to your submission?

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

It connects all the key areas and identifies areas that are already growing and should be the focus of improvement.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

As above, these are already the areas people gravitate towards, so it makes sense to focus on improving them. It then means as well that other areas can be focused on for other benefits - e.g. the green corridors and ecological belts.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

Yes. I think it makes sense to carve out space for the blue-green network, but it's also important to make sure that all areas have access to this - that the belt spans across suburbs and whilst there is unique space for it, it is not hard for people to access.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

I think having a green belt is key for so many reasons. It also important for Christchurch as a city - ecological value is key.

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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The following Priority Development Areas have been identified in the plan: Rangiora Town Centre and surrounds; Rolleston Town Centre and surrounds; Papanui; Central City; Riccarton; and Hornby. Eastern Christchurch is included as a priority area, recognising the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience.

1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

Yes I think so. As above, I think it makes sense to focus effort on these areas which are already the center of growth and contain the most people. It covers a diverse range of Christchurch and wider Christchurch too.

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

All key, important issues that are connected to each other

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

N/A

#### Attached Documents

File

No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

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1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

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Yes

Why:

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Yes

Why:

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

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(Click the image to open it in another window)





1.6 Do you agree with the draft spatial strategy outlined above?  
Yes  
Why:  
3,4 and 6 seem the most important areas to focus on.

Attached Documents

File
No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 27/06/2023

**First name:** Daniel **Last name:** Hyndman

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

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(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Further consideration needs to be made for people wanting to commute from Rangiora and Rolleston. These areas are growing in size and if we want to action getting people out of their cars and using public transport, the heavy transit line needs to be extended (or at least allow for this in the not too distant future)

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

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(Click the image to open it in another window)





1.6 Do you agree with the draft spatial strategy outlined above?  
Unsure  
Why:

Attached Documents

File
No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 27/06/2023

**First name:** Beulah **Last name:** Pragg

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

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(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

We need reliable public transport with good commute times if we are to trust it instead of using private vehicles. As you've said, private vehicle emissions are a huge part of the reductions needed to reach our goals around climate change.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Being within walking distance of shops and public transport reduces the need to own a car and helps us reduce emissions

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

Having healthy green spaces is so important, both for human well-being and mental health as well as environmental health and biodiversity. We need to leave room for rivers to protect against extreme weather events and we need more trees and native plants, both to capture carbon and to provide all the other amazing ecosystem benefits that come with them.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Absolutely. We need really accessible green spaces for everyone in urban areas to be able to relax in and enjoy. There are so many other ecosystem services these kinds of spaces can provide as well. I think that the more we can experience and treasure our green spaces, the more motivated we'll be to fund their upkeep and even expansion

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

I especially think that eastern Christchurch will need considerable support as the impacts of climate change are keenly felt. I absolutely support this as a priority area.

File
No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

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Yes

Why:

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Yes

Why:

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

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(Click the image to open it in another window)





1.6 Do you agree with the draft spatial strategy outlined above?  
Yes  
Why:

Attached Documents

File
No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 27/06/2023

**First name:** Ed **Last name:** Wegner

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

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The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

It's a start, but not enough

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

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Why:

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

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1.6 Do you agree with the draft spatial strategy outlined above?

Partially

Why:

There needs to be improvement in public transport connections across all of greater chch - not just the identified key centres.

Attached Documents

File
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No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 27/06/2023

**First name:** David **Last name:** Lee

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

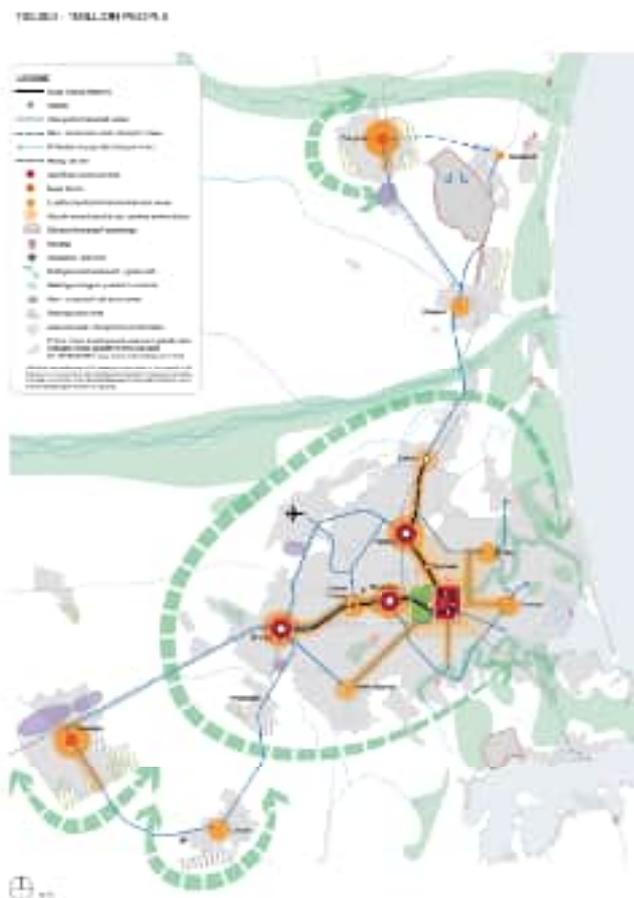
- Yes
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(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

reduced car centrism. I don't own a car.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

I don't like the idea of investing in orbital towns like Rolleston. Adding more homes or reasons to live in Rolleston will only increase car dependency.

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)





1.6 Do you agree with the draft spatial strategy outlined above?

Partially

Why:

I support the idea of a mass rapid transit system and a strengthened network of urban and town centres, but, I'm not sure what the rest of the poster means.

#### Attached Documents

File

No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 28/06/2023  
**First name:** Gareth **Last name:** Hunter

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

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(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

There has been a significant underinvestment in public transport over many years, especially when compared to Wellington which has a similar population to Christchurch, but also cities like Canberra and Newcastle in Australia. Christchurch is the largest city in Australasia without a mass rapid transit system and I was disappointed to see plans initially proposed by then Mayor, Bob Parker, for light rail to the University in the aftermath of the earthquakes and the 'Share an Idea' campaign. I believe it is important to integrate the proposed public transport system with the proposed major cycle routes to enhance the connections between active and public transport.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Concentrating density around mass transit helps to make transit more cost effective and helps to encourage more people to reduce their dependence on vehicles which makes the streets easier and quicker for people who need to drive (e.g. freight). Also, I saw a presentation from former Director of City Design for the City of Melbourne, Professor Rob Adams, which showed that the densification of the Melbourne CBD overtime helped to reduce the cost of rates paid by local residents. There are plenty of brilliant examples showed by YouTube channels 'Not Just Bikes' and 'Strong Towns' which shows the financial implications of urban sprawl and the importance of densification and utilising existing infrastructure.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

Along the lines of what I answered for the previous question, I believe that there should be no new greenfield subdivisions constructed. All of these places have very low public transport access and use and are heavily car dependent which adds to the congestion and pollution (both air and noise) in the city.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

No

Why:

I believe an urban growth barrier is a better alternative. There is an excellent video on YouTube by 'Paige Saunders' about greenbelts and provided examples from other cities in the world where the establishment of greenbelts has resulted in more housing being built on the other side of the greenbelt and therefore further away from where more housing is required.

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

I absolutely agree with the priority development areas in the central city and along the proposed mass rapid transit route. However, I believe that the proposed density isn't ambitious enough. For me, without plans for mass rapid transit such as trains, I have concerns that the Rangiora and Rolleston Development Areas will see more people live there who drive cars into Christchurch which will add to the congestion in the city

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

It's refreshing to see a long-term region-wide masterplan which emphasizes density and a mass rapid transit system and other sustainable transport options, instead of one which emphasizes greenfield subdivisions and motorways.

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

I think we need better communication about why this plan is important. Especially at the moment with the cost of living crisis, I believe it is important to show the financial implications of this plan compared to continuing with the status quo, in addition to the social and environmental benefits and costs. I would love to live in a city where walking, cycling and using public transport is seen as something normal rather than being in the small minority.

And I would love to see the major cycle route network become a network and expand to 300km in the next 10 years.

#### Attached Documents

File

No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

the planning should be in place for an extended mass transport route connecting the airport to the city and extending out to Lincoln University via Prebbleton.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

yes, the existing state and quality of existing rental housing in the central Christchurch area is terrible. New housing to new standards is necessary and proximity to reliable public transport essential.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

green spaces are important however feel this could be better integrated into the urban fabric rather than just parks. Street scaping / planting to increase.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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- Are complex, in that successfully developing at the required pace and scale requires working in partnership i.e. Business as usual delivery will not be sufficient; and
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The following Priority Development Areas have been identified in the plan: Rangiora Town Centre and surrounds; Rolleston Town Centre and surrounds; Papanui; Central City; Riccarton; and Hornby. Eastern Christchurch is included as a priority area, recognising the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience.

1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

believe Lincoln should be included in this

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?  
Yes  
Why:

Attached Documents

File
No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 28/06/2023

**First name:** Sasha **Last name:** Carey

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

I do, however, the eastern part of Christchurch needs to be heavily supported like other parts. For example, the light rail that has been proposed, the line does not support the eastern side of Christchurch. A light rail surfacing woolston, ferrymead, sumner etc would be a great idea. Also consider servicing new brighton and aranui. Imagine being able to take the tram/ light rail to the beach from the city and back. We used to have a system like this in the past, would be great to see a revamped service return.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Yes, but only if done right. Having walkable areas for residents of high density housing. For example, A block of 10 apartments on the upper floors and a mini metro mart, cafe and other amenities on the ground floor. I have seen this overseas and thought it was a fantastic way of dealing with condensed housing and the ease of living. Having public transport within walking distance too.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

I would love to see more plantings and the return of our lost forests. Not only would this create a pleasing environment, but would improve the mental health of the community. As research has shown, the more we are in nature, the happier we are. It is super important that we restore our native plants as this supports our native species and provides habitats for vulnerable species as well.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Yes, there are so many benefits to having green belts. I'm sure you are aware of them, so will not list them. I would absolutely love to see more green around urban areas.

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

The eastern part of Christchurch definitely needs to be supported more. A lot of people live in these areas and it is extremely important that these area's are prioritised.

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

It is important to improve our lives and protect our sacred land. The steps outlined adhere to those values and I support them.

Attached Documents

File
No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 28/06/2023  
**First name:** Philip **Last name:** Baumbach

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Unsure

Why:

The council already overspend far too much. There won't be any money left for useful stuff.

However at the moment I can't travel directly from Lincoln to the centre of Hornby by public transport. Springs Road is becoming overloaded.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Because Selwyn Council seem to be building all over Greenbelt.

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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The following Priority Development Areas have been identified in the plan: Rangiora Town Centre and surrounds; Rolleston Town Centre and surrounds; Papanui; Central City; Riccarton; and Hornby. Eastern Christchurch is included as a priority area, recognising the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience.

1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

Rolleston town centre has already had loads of money spent on it. The other towns in the Selwyn area including Lincoln just get the dregs.

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Partially

Why:

Maori are over-emphasised at the expense of everyone else. You quote Maori terms without telling us what they mean.

It's ok but there's a lot of bullshit in there. It sounds like a licence to ask for more money so you can tick lots of boxes.

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

The idea is ok I suppose. The problem is that Councils already take no notice of what their ratepayers want. A get together like this is going make them even more remote and self-important.

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 28/06/2023

**First name:** Ruby **Last name:** Beaumont

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

### Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Yes, but I'd want it to go further.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

Because we cannot keep expanding forever outward, requiring more roading and disturbing more green areas.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Yes but look, there have been green belts in the past that have just been built over. There must be binding protections in place to protect this one.

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

Eastern Christchurch requires support. Those in a lower socio-economic area to begin with, are being left behind by the slow re-development from the earthquakes so to provide strengthening preemptively is wonderful to hear.

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape

the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

It has key points of protecting nature and improving sustainable transport. Very important to me. I appreciate that businesses are also considered in this space to ensure buy-in from those which hold significant roles in our locality,

#### Attached Documents

File

No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 29/06/2023

**First name:** Cayne **Last name:** Worthington

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

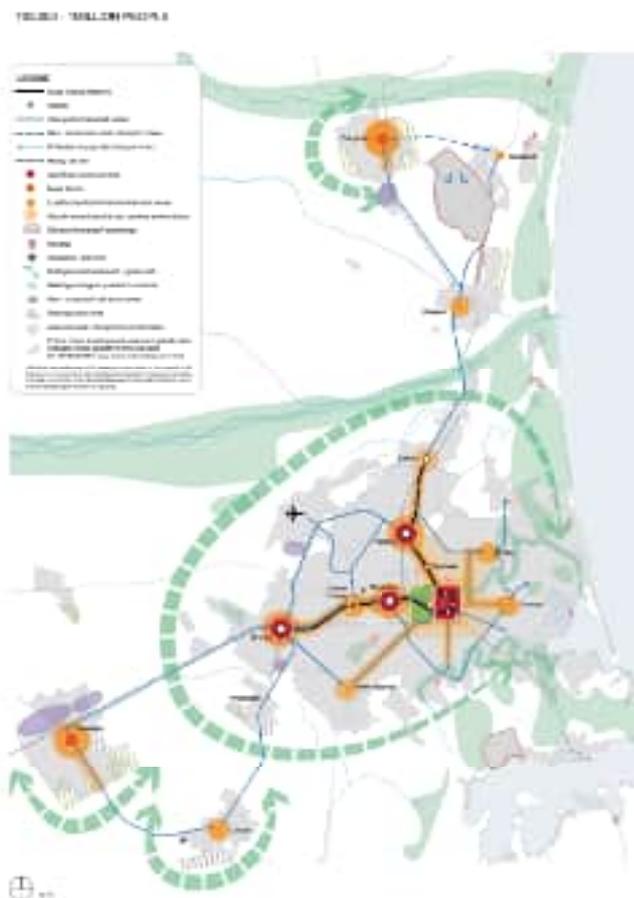
- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Christchurch is New Zealand second largest city which is hugely lacking in infrastructure. Transport corridors with light rail would pave the way for future expansions of the network. A good public transport network would help in bringing growth and higher density living which would in turn help with foot traffic in commercial zones. Christchurch is a small city on the world stage and yet has a horrific traffic problem that is just going to get worse. No one wants a city destroyed by motorways like in North America, people want walkable and accessibly cities with good infrastructure.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

People don't know how convenient and affordable high density apartment housing is. Christchurch needs affordable options which are in walking or rapid transit distance to shops and work places. Creating these corridors will help transform Christchurch into a world class city.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

We need a mix of high density well planned living and beautiful green spaces in which New Zealand is so famous for.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Multiple Greenbelts and strips around Christchurch can be built in previous redzones as well as on the edges of the city as we have the space now to build these for the future.

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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1.5 Do you agree with the approach to focus on these areas?

Partially

Why (please specify the Priority Area):

I think we should also look at areas that need the transport and are growing for a stage one project, the next areas should highly potential areas that need some investment to really take off.

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

We need to prioritise our cultural and historical heritage along with working towards growth in a sustainable environment, Christchurch has the oppurtnity to become a leader in New Zealand within the eco-development space.

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

Light rail encourages permanent growth along key transport corridors which can be expanded in the future as well.

#### Attached Documents

File

No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

No

Why:

Bowenvale loop and the surrounding area used to have its own route. This was removed when the system was 'improved' and then we experienced delays and cancellations on Orbiter and 1.

As New Zealand's second city, it's unbelievable that there is no passenger rail to link communities and other towns. This limits our ability to reduce traffic on roads.

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Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

its where people are,. However, existing areas which lost services under the guise of improvement for should have these restored, even on a trial basis, ahead of new services. How often do planning staff use public transport to and from work?

---

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

As it's already there.

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One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Provides a boundary between town and country environments.

---

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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1.5 Do you agree with the approach to focus on these areas?

No

Why (please specify the Priority Area):

What about existing communities who have seen cuts to services in the guise of improvement?

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Partially

Why:

Building standards would need to improve to European levels to mitigate noise complaints, leaky homes etc. It should not be the case that, in winter, unless heat pumps are on high, it can be warmer outside than in.

Effective double glazing, with non condensation -causing frames, should be a priority.

Central heating systems, heating a dwelling, not individual rooms, should be standard design.

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 30/06/2023

**First name:** Carey **Last name:** Barnett

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

Yes

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

### Feedback

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Unsure

Why:

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

No

Why:

This has been tried in the past and was not that successful previously. Need to be really careful about where you locate these Green Belts as while they may be seen as places for smaller scale activities like vegetable growing - this may not actually be feasible without irrigation in some locations. Very difficult to now irrigate previously unirrigated land in over allocated water zones. Plus, if the land in the Green Belt is already heavily subdivided and not in productive land uses then what is actually being achieved. There would be no point for example locating a Green Belt around Christchurch between Lincoln and Rolleston. The horse has already bolted between these towns and Christchurch. Prebbleton, Lincoln and Rolleston are so close to Christchurch that a Green Belt between Prebbleton and Lincoln/Rolleston seems overly restrictive when such large scale development has already spread in every direction. Infill development and well defined township boundaries would be useful in conjunction with collaborative city and township planning between all the relevant district councils.

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

#### Attached Documents

File
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No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 30/06/2023  
**First name:** Michael **Last name:** Smith

**Your role in the organisation and the number of people your organisation represents:**

**Would you like to speak to your submission?**

- Yes
- I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

The Huihui Mai engagement revealed 86% support for concentrating future growth around urban centres and along public transport corridors (see map below). This is a key direction of the draft Spatial Plan, and we'd like to hear your response to the following aspects of that direction.

The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(Click on the map to view it in a new window)



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Yes

Why:

Frequent & convenient public transport is necessary to get usage up. It make sense to focus on main corridors first. I live in New Brighton, close to the no 5, 60 & 135 buses so enjoy a good bus service. I would also like passenger rail reintroduced to Lyttelton!

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

I live close (250m) to New Brighton mall and enjoy being able to walk for my daily needs. I completely agree with the concept of 15min centres to reduce our reliance on cars.

The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.

1.3 Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?

Yes

Why:

I like the green areas the Avon red zone has created and look forward to the shared pathways, extra facilities to come.

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

As for my previous answer, its good to be able to have recreational facilities - especially bike & walking tracks within reach of town. Bottle lake forest park being an existing example which seems to be quite popular.

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

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- Are complex, in that successfully developing at the required pace and scale requires working in partnership i.e. Business as usual delivery will not be sufficient; and
- Are in key locations where successful development gives effect to the draft Spatial Plan.

The following Priority Development Areas have been identified in the plan: Rangiora Town Centre and surrounds; Rolleston Town Centre and surrounds; Papanui; Central City; Riccarton; and Hornby. Eastern Christchurch is included as a priority area, recognising the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience.

1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

New Brighton will likely be a challenge in the future with rising sea levels, so its important that climate change is considered, without withdrawing from the coastline except where unavoidable!

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape

the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)



1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

I have taken early retirement, and so am enjoying living in a community (Central New Brighton) where I don't need to use my car very often. The more we can make this possible the better.

#### Attached Documents

File

No records to display.



1

Do you support the improved public transport system proposed in the draft Spatial Plan?

Unsure

Why:

Light rail should be considered a priority given the development of the stadium and other anchor projects in the central city. The trams in Melbourne provide a quick and reliable means of travel around the city. A return to trams would be popular with the Christchurch public and a more enticing transport option as opposed to bussing.

Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.

1.2 Do you agree that we should focus future development and investment around urban centres and transport corridors?

Yes

Why:

I agree, housing intensification should occur in our urban centres. Major consideration should be given to how potential apartments or townhouses are designed. Housing developments by Mike Greer, Citrus Living and Williams Corp to name a few, look awful and cheap. Affordability does not need to look ugly, it just takes a little more time and perhaps some bylaws to make our urban

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

1.4 Do you support the concept of a Greenbelt around our urban areas?

Yes

Why:

Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:

- Offer opportunities for accelerated and/or significant development;
- Are complex, in that successfully developing at the required pace and scale requires working in partnership i.e. Business as usual delivery will not be sufficient; and
- Are in key locations where successful development gives effect to the draft Spatial Plan.

The following Priority Development Areas have been identified in the plan: Rangiora Town Centre and surrounds; Rolleston Town Centre and surrounds; Papanui; Central City; Riccarton; and Hornby. Eastern Christchurch is included as a priority area, recognising the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience.

1.5 Do you agree with the approach to focus on these areas?

Yes

Why (please specify the Priority Area):

The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. The spatial strategy is detailed in the table below.

(Click the image to open it in another window)





1.6 Do you agree with the draft spatial strategy outlined above?

Yes

Why:

Attached Documents

File

No records to display.