

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 21/07/2023

First name: Sandamali **Last name:** Ambepitiya

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

Property Council New Zealand

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.

Attached Documents

File
PCNZ Submission

Property Council New Zealand

Submission on the Draft Greater Christchurch Spatial Plan

21 July 2023

For more information and further queries, please contact

Sandamali Ambepitiya 

Draft Greater Christchurch Spatial Plan

1. Summary

- 1.1 Property Council New Zealand and its South Island Regional members (“Property Council”) welcomes the opportunity to provide feedback on the Draft Greater Christchurch Spatial Plan (“the Plan”).
- 1.2 Comments and recommendations are provided on issues relevant to Property Council’s members.

2. Recommendations

- 2.1 We recommend that Greater Christchurch Partnership:
 - Undertake a cost-benefit-analysis of Mass Rapid Transit (“MRT”), buses and rail to determine what public transport approach (or approaches) is best for Christchurch;
 - Provide more information regarding street designs along the MRT route; and
 - Engage with the private sector (especially with those who own property and operate businesses along the route) before implementing any proposed road changes.

3. Introduction

- 3.1. Property Council is the leading not-for-profit advocate for New Zealand’s most significant industry, property. Our organisational purpose is, “Together, shaping cities where communities thrive”.
- 3.2. The property sector shapes New Zealand’s social, economic and environmental fabric. Property Council advocates for the creation and retention of a well-designed, functional and sustainable built environment, in order to contribute to the overall prosperity and well-being of New Zealand.
- 3.3. Property is the largest industry in Canterbury. There are around \$160.5 billion in property assets across Canterbury, with property providing a direct contribution to GDP of \$4.7 billion (14 percent) and employment for 31,380 Canterbury residents.
- 3.4. We connect property professionals and represent the interests of 146 Christchurch based member companies across the private, public and charitable sectors.

4. **Opportunity 2: Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change**

- 4.1. Given recent weather events across New Zealand, it is important now more than ever to manage risks so that people and communities are resilient to the impact of natural hazards. While we agree that development should be moved away from areas particularly susceptible to natural hazards, we believe that in some locations, this risk can be mitigated through careful design, planning and infrastructure.
- 4.2. Investment in more resilient infrastructure means we can balance the need for urban development whilst protecting new and existing communities. The recent Auckland floods had many examples of good planning and design protecting medium density housing

developments.¹ Other examples include Stonefields and Northcote (Auckland) in which water was directed away from houses through good planning and infrastructure. In all examples, planning and infrastructure is critical to reduce the effects of climate change and protect communities.

5. Opportunity 4: Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs

5.1. Property Council supports good, well-planned intensification as it enables housing affordability, provides greater connectivity to city centres, town centres or near key transport nodes, creates positive urban design outcomes and reduces transport related emissions. We are glad to see that the Plan similarly mirrors our position. We also support the introduction of Priority Development Areas as it will allow for accelerated development in locations that will support the desired pattern of growth.

6. Opportunity 6: Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities

6.1. Targeted intensification in urban centres, town centres, and along public transport corridors is a first step towards encouraging people to mode shift. While we support building awareness through information and education initiatives as well as incentivising the use of public and active transport, reliability of transport is key. For mode shift towards public transport to occur, the public transport system needs to be easy-to-access, efficient, reliable and affordable.

An improved public transport system

6.2. There must also be viable alternatives to private vehicle use, particularly in public transport. The proposed MRT system is not a public transport solution for all of Christchurch. It does not offer anything in Eastern Christchurch and those near the airport or the university. Improving transport links to places such as the airport is critical, given it is a core asset which brings in visitors, tourists and business to the region.

6.3. Furthermore, we are also concerned that there has been a missed opportunity by looking to only focus as far as Belfast and Hornby. There is also little information on how the Plan will connect the Waimakariri and Selwyn Districts. Our members would like the Council to recommend that the Greater Christchurch Partnership undertake a cost-benefit analysis into a range of public transport services including MRT, buses and rail.

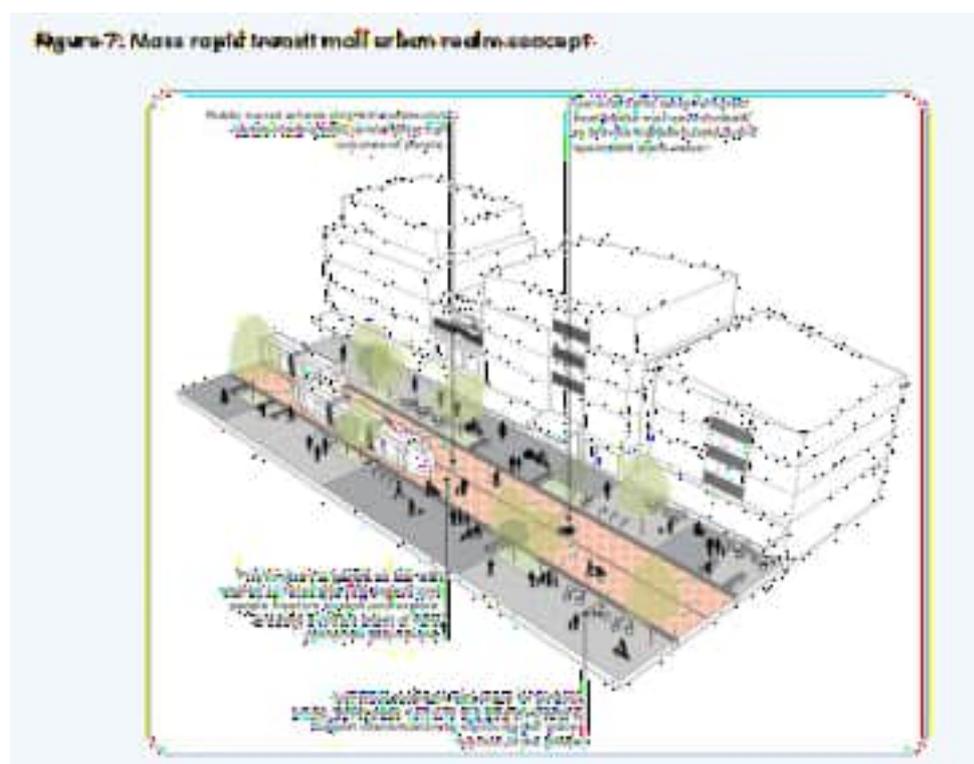
6.4. The Plan places some focus on greenfield development, to encourage positive change in our urban form and function. Property Council believes that well-planned greenfield development can deliver appropriate climate mitigations while also delivering types of housing at typologies and price points that may not be achievable in existing urban areas. It is therefore critical that those in areas such as the Waimakariri and Selwyn Districts have access to better public transport options, such as MRT, to encourage mode shift from private car use and thereby reduce carbon emissions.

¹<https://www.stuff.co.nz/life-style/homed/real-estate/131559591/the-medium-density-housing-developments-that-defied-the-auckland-floods--this-is-how-they-did-it>

Future road changes

- 6.5. The Plan states that if MRT is introduced, this will require some changes to neighbourhoods and transit mall environments, located along the preferred route. Some of these changes include creating wider streets to provide for green spaces and dedicated lanes for active travel. It also includes the removal of general traffic lanes (Figure 7).
- 6.6. The Plan does not provide any information as to whether car parks along this route will be removed and if so, how many. Removing private vehicle access completely, will limit foot traffic to businesses along the route. Furthermore, the Plan does not go into any detail regarding the impact these proposals will have on the surrounding street network. We are concerned that if new residents choose to live in higher density housing and therefore choose to use MRT, this will see existing traffic shift to surrounding streets.
- 6.7. More information is needed to illustrate how these streets will be designed so that the proposed road changes do not interrupt business continuity and create congestion in the surrounding areas. Early engagement with the private sector to help shape the thinking of these designs, is critical.

Figure 7.



7. Conclusion

- 7.1. Overall, Property Council supports aspects of the Plan. However more investigation needs to be undertaken to ensure that the introduction of MRT is the most appropriate for wider Christchurch. Furthermore, early engagement with the private sector is critical so that businesses along the MRT route are not negatively impacted by future road changes.

- 7.2. Property Council members invest, own, and develop property across Christchurch. We wish to thank the Greater Christchurch Partnership as this gives our members a chance to have their say in the future of our city. We also wish to be heard in support of our submission.
- 7.3. Any further enquires do not hesitate to contact Sandamali Ambepitiya, Senior Advocacy
[REDACTED]

Yours Sincerely,

[REDACTED]

Katherine Wilson

Head of Advocacy, Property Council New Zealand

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 21/07/2023

First name: Adele **Last name:** Radburnd

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

ChristchurchNZ

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.

Attached Documents

File
CNZ Submission_Draft Greater Christchurch Spatial Plan_July23

23 July 2023

BY EMAIL TO: huihuimai@greaterchristchurch.org.nz

ChristchurchNZ Submission

DRAFT GREATER CHRISTCHURCH SPATIAL PLAN

ChristchurchNZ is Ōtautahi Christchurch's economic development agency. Our purpose is to stimulate sustainable economic growth for a more prosperous city. Our functions have recently been expanded to include urban development with a mandate to *"create and implement long-term growth and development plans with multi-sector partners and to lead and invest in implementation projects to create attractive and thriving places"*¹. Sydenham, New Brighton and the Central City are priority areas identified by the Council for our early focus.

We have also recently developed a new Economic Ambition for the city, a draft of which has at its heart the aim of moving from an extractive to a regenerative economy. This means moving away from market systems that rely on depleting resources to generate profit, towards a profitable economy that unlocks the potential of businesses and people to benefit society and the planet. One of the ways we can do this is by taking a whole system approach to the planning and development of buildings, infrastructure and urban places, to ensure that they are smart, attractive and climate resilient and that they reduce emissions and waste. We are pleased to see that many of the opportunities and key moves of the Spatial Plan speak directly to this economic ambition, and we appreciate the opportunity to provide further feedback on these and other aspects of particular significance to ChristchurchNZ.

We do this in response to the questions specifically posed in the consultation material (refer to **Attachment A**). More specifically, below we make several recommendations for your further consideration as you develop the final plan. We welcome the opportunity to discuss our feedback at the opportune time and wish to be heard at the upcoming hearing.

Summary of recommendations:

- 1. Retain focus on Central City and continue to support growth in and around commercial centres and along transport corridors (as proposed).**

We support the ongoing focus on the central city and recognition of its importance for the economic and wider wellbeing of our city. Whilst the recovery and regeneration of the central city has made good progress in recent years, we agree that it remains vulnerable, having not yet reached its pre-earthquake levels of economic activity and with additional challenges emerging since Covid19.

¹ [Statement of Intent 2023-26, page 11](#)

2. Be bolder in the ambition and direction to transition to a low carbon economy.

We encourage the Partnership to think more boldly about its ambition and directions particularly in relation to the required transition to a low carbon economy, beyond urban form and MRT. There may also be opportunities to do more to implement key actions outlined in the government's Emissions Reductions Plan.

3. Include the area South of Moorhouse, as a Priority Development Area.

The area (shaded pink below) is large (100+ha) and capable of delivering 15,000 new homes² (37,000 new residents) in a strategically significant location. If supported by the necessary investment in urban infrastructure (particularly active transport and urban greening) it could lead the way in Ōtautahi Christchurch, and nationally, in terms of implementing innovative low carbon neighbourhood renewal as encouraged by the Emissions Reductions Plan and supported by other government plans and objectives. There would be significant opportunity cost if such investment is not prioritised by Partnership agencies and Spatial Plan Opportunity 4 would not be fully realised for this area.



4. Review and update the Business Capacity Assessment (foundation document) to address methodological limitations and additional capacity enabled through Plan Change 14.

We recommend you review/update the findings of the commercial land supply assessment and clarify the approach to meeting any shortfall, including the extent to which existing centres can accommodate any forecast shortfalls through redevelopment, vacant floorspace and additional heights and densities.

In particular, clarification is sought on the extent of any need for industrial land in Sydenham/Lancaster to accommodate commercial growth, as signalled in the Capacity

² The same capacity that the [MRT Indicative Business Case page xii](#) assumes would be stimulated by the proposed MRT corridor.

ChristchurchNZ

Assessment, given that Council's PC14 proposes to rezone it to mixed-use without provision for significant new commercial activity.

5. Economic Development Plan

As the joint work programme action to develop an "Economic Development Plan" is progressed (as identified on page 90), we would welcome clarification of expectations related to our role as the economic development agency (EDA) for Christchurch. The appropriate channel for this would be in the annual letter of expectations prepared by our shareholder, Christchurch City Council, in a manner consistent with the expectations outlined to Enterprise North Canterbury by Waimakariri District Council. If the role of EDAs is to be significant, funding to undertake this action must also be considered by these Councils through the current LTP process. We would welcome early direction on the scale of this work in order to inform our input to the Christchurch City Council LTP process.

Thank you for considering ChristchurchNZ's submission.

Yours sincerely,



Laura Dawson | Acting CEO | ChristchurchNZ

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Attachment A

Spatial Plan Questions	CNZ Response
<p>Q1. Do you support the improved public transport system proposed in the draft Spatial Plan?</p>	<p>We support the proposed Mass Rapid Transit route and consider that it will encourage residential and business development being in close proximity, which will contribute positively to business efficiency and growth and support our community and industry transition to the low emission city.</p> <p>We think it is appropriate that the two routes recognize the central city as the primary economic and social node of the city.</p> <p>We support a programme of work focused on how to facilitate the density required to support the MRT business investment case noting current issues with development economics for 4-6 storey development.</p>
<p>Q2. Do you agree that we should focus future development and investment around urban centres and transport corridors?</p>	<p>We agree that the pattern of growth set out in the Plan (focusing household and business growth through greater intensification in urban and town centres and along public transport corridors) will provide best opportunities for economic agglomeration and efficient/effective use of land and resources.</p> <p><i>Having “a well-connected centres network that strengthens Greater Christchurch’s economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services” is crucial for economic prosperity.</i></p> <p>We agree with the Plan’s focus on the central city, which remains economically vulnerable despite its economic importance to the city and sub-region.</p>

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<p>Q3. Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?</p>	<p>Yes, and we note that this is a priority consistently identified by the community. We note however that there are already numerous existing plans and strategies with this aspiration/goal but action is often slow or significantly limited by resourcing. A commitment to funding these improvements and finding new ways of working and financing should be prioritized.</p>
<p>Q4. Do you support the concept of a Greenbelt around our urban areas?</p>	<p>Neutral in the absence of more detail.</p>
<p>Q5. Do you agree with the approach to focus on the areas (identified as Priority Development Areas / Priority Areas)?</p>	<p>See further discussion below – we strongly recommend that the newly up zoned Sydenham/Lancaster area is included as a Priority Development Area given its strategic location and unparalleled city opportunity and noting that coordinated planning and investment by partner agencies would greatly facilitate and accelerate this opportunity. This could be either as a standalone priority development area or as an extension of the existing central city priority development area.</p>
<p>Q6. Do you agree with the draft spatial plan strategy (that proposes six opportunities, linking to a set of clear directions and 5 key moves to help shape the future of Greater Christchurch)?</p>	<p>We support all six of the opportunities but note that they are all existing requirements under various legislation, plans and strategies. The greater emphasis on prioritising sustainable modes of travel is welcomed and needed but this needs to be supported with increased efforts to take the public along on the journey.</p> <p>We encourage the Greater Christchurch Partnership to think more boldly about its ambition and directions particularly in relation to the required transition to a low carbon economy. The Government’s Emissions Reductions Plan³ provides several key actions that could be incorporated into the Spatial Plan in addition to denser living around centres, and</p>

³ [Aotearoa New Zealand's first emissions reduction plan | Ministry for the Environment](#)

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	<p>sustainable modes of travel⁴. This includes for example, prioritizing nature-based solutions, shifting to a productive, sustainable and inclusive low-carbon economy and promoting resource circularity, which will change the nature of supply chains and origin/destination for goods movements. A step change in focus and investment in a low carbon economy will be needed to achieve our emissions reductions targets.</p> <p>We also support the five key moves identified in the strategy. We would however like to see greater emphasis placed on active transport as a priority mode of travel in locations very accessible to local amenities including large centres, schools and recreational facilities. Whilst a mass transport system would undoubtedly contribute positively to business efficiency and growth and support our community and industry to transition to a low emission city, there are locations such as in and around the central city where the infrastructure and amenity could be focused on supporting active modes of transport rather than other modes.</p> <p>Related to this, we recommend that an additional Priority Development Area be included in the Plan for the area South of Moorhouse (Sydenham/Lancaster). At more than 100 hectares, this is a very significant area of light industrial land, immediately surrounding the central city, that is proposed to transition to high density mixed use. The Council has recently notified Plan Change 14 which includes a proposal to rezone the land to mixed use, but it requires significant further planning and investment to aid the transition from industrial to a well-functioning urban environment. If developed well and with the support of all agencies, it has</p>
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⁴ [national-adaptation-plan-and-emissions-reduction-plan-guidance-note.pdf \(environment.govt.nz\)](https://www.environment.govt.nz/national-adaptation-plan-and-emissions-reduction-plan-guidance-note.pdf)

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	<p>the potential to accommodate many thousands of homes, in a way that demonstrates leadership and innovation in sustainable, climate responsive living and working.</p> <p>We believe that this area is an unparalleled opportunity for the city to give effect to the opportunities expressed in the Spatial Plan and in particular, the community aspirations articulated in Figure 1 of the draft.</p> <p>ChristchurchNZ is working on a vision and framework to support the land use change and the community aspirations; its realization would benefit from the coordinated and collective focus of partnership agencies that would result from its identification as a Priority Development Area.</p> <p>Further, we believe that the area would score highly in a technical evaluation against the criteria identified on page 43 and that it would sit logically as a Priority Development Area classified as ‘Central City <u>and surrounds</u>’ on Table1, page 43 (if not on its own).</p>
<p>Q7. Do you have any feedback on other aspects of the Draft Spatial Plan?</p>	<p>Strengthening the form and function of the Central City (p36)</p> <p>It is unclear whether the reference to ‘transitioning the south and south-east general business and industrial areas to comprehensive higher density residential and mixed developments’ is referring to the Area South of Moorhouse (Sydenham/Lancaster) or areas within the four avenues covered by the current central city mixed use zone. If the former, we support that acknowledgement but recommend that the words “and surrounds” be added after “Central City” so that it is incorporated into the Central City Priority Development area (with consequential amendments made elsewhere to maps etc).</p>

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	<p>Opportunity 5 and the role of the industrial area south of Moorhouse.</p> <p>We agree that ensuring sufficient business land is important and note that the National Policy Statement on Urban Development requires a 30 year supply + 20% competitiveness margin. We would add that an over and / or dispersed supply of business land can also have unintended consequences including inefficient / less productive use of floorspace/land and diminished agglomeration benefits. A very large commercial land shortfall has been identified (110ha) but does not appear to take account of potential capacity likely through redevelopment at higher floorspace densities nor capacity available in existing buildings (vacant floorspace as opposed to just vacant land). The CCC's section 32 evaluation for PC14 to support rezoning of the mixed use area south of Moorhouse⁵ suggests that there is significant vacant <i>floorspace</i> capacity available, even just in the central city and surrounds – roughly the same as the capacity enabled by vacant <i>land</i>. The contribution of floorspace capacity available in existing buildings should therefore not be understated.</p> <p>It is also unclear what assumptions have been made about the ability of commercially zoned land to accommodate commercial growth demands vertically (e.g. multi-story offices) and out of zone provision and how the additional capacity enabled by PC14 has been factored in.</p> <p>We therefore recommend you review/update the findings of the commercial land supply assessment and clarify the approach to meeting any shortfall if one remains.</p>
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⁵ [Technical-Report_Central-City-Land-Demand-Capacity-Report-VERSION-1.PDF \(ccc.govt.nz\)](#) page 12.

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	<p>In addition, clarification is sought on the extent of any need for industrial land in Sydenham to accommodate commercial growth. The Spatial Plan and PC14 both acknowledge that the Sydenham / Lancaster area is available and appropriate to transition to high density comprehensively designed housing, but the evidence base⁶ alludes to this land needing to be considered as a method to accommodate commercial land shortfall.</p> <p>Joint work programme (page 90) We welcome clarity around the expectations relating to our role in developing an Economic Development Plan.</p>
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⁶ [Greater-Christchurch-Business-Development-Capacity-Assessment 2023](#) page 61.

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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:

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?

Partially

Why:

Attached Documents

File
Comments on Preferred mass rapid transit route

Submission on Greater Christchurch Spatial Plan
Draft plan for consultation

By Professor Christopher Charles Kissling [REDACTED]
[REDACTED]

I wish to be heard in person as an individual.

I have a PhD in Transport Geography (1966) from McGill University, Montreal, Canada. I am an Emeritus Professor of Transport Studies (Lincoln University). I am a Fellow of the Chartered Institute of Logistics and Transport and recipient of CILT NZ's highest award. I have researched, taught, published, developed courses, and consulted professionally in various fields of transport, urban and regional planning. I have long experience of living in Greater Christchurch, and have senior management experience in planning as Director of Planning Services for the Canterbury United Council and as Deputy CE to the late Malcolm Douglass while in that position. I have travelled globally and witnessed first-hand many transport systems in operation over a period of 60 years.

My submission is directed at the section on preferred mass rapid transit route – Phase 1 and 2 (maps page 39)

These maps indicate that new Direct Buses between centres will use the existing built motorway system.

Facts to consider

- They will compete with the private car and be subject to the same traffic management.
- The southern motorway connects to Brougham Street which is often saturated at times of peak traffic.
- The northern motorway connects to Cranford St which is also problematic at peak travel times.
- This Direct Bus system has limited interchange points. Its primary task is to connect regional hubs to the city centre swiftly.
- The heavy rail network provides similar connectivity in an access controlled corridor with priority at points of intersection with road traffic. It appears not to be under consideration as a mass transit option.
- Existing bus services are to be retained through phase 2. They serve much the same geography as the proposed Direct Bus services, but offer many more points for boarding and alighting. This contrasts with the express service intended by the Direct Bus route system.
- By Phase 2, the street running MRT as proposed terminates at Hornby and Belfast.

Possible improvements

- The MRT could go further by utilising the existing mainline heavy rail track. This could extend to Rolleston in the South and Rangiora in the North. Tram/Train metro systems are a proven technology in other major cities. Prebbleton could also be served on the existing branch line, which could be extended to again reach Lincoln.
- A prerequisite for a hybrid tram/train system is that the track gauge is the same. Therefore, the proposed MRT must be built to the same rail gauge as the mainline rail track.

- A major benefit of a Tram/Train system for MRT is that the street running is relatively slow for safety reasons, but when running on the access controlled mainline rail, the speeds can be swift.
- High levels of connectivity are achieved that take advantage of existing built infrastructure.
- The necessity of building new infrastructure is mostly limited to the inner city street-running sections.
- Contention with existing rail freight traffic is minimal, and non-existent for the Lyttelton – Hornby sections.
- Modern train control systems can keep heavy and light rail traffic safely separated.
- MRT between Hornby and Lincoln and Hornby and Rolleston could be continued as a circuit with the inclusion of a new-build Rolleston-Lincoln section for which land acquisition should not be difficult.
- In association with this MRT extended corridor, a linear zone comprising the track and nearby land, could be used for high density residential nodes at stations spaced at convenient intervals. They would have green belt around and between them and would offer superb rural landscape views as well as high quality connection to industrial, educational, and retail hubs. The green belts could be used for forestry and sports facilities.
- The impact of the CIAL noise contours dissipates with distance from the airport which will enable building heights to be increased.
- Strict confinement of buildings within a linear corridor offering high density, minimises potential negative impacts of such development on land suited for agriculture.
- The corridor width would be defined as a comfortable walking distance to the MRT.

In conclusion, I hold the view that there is considerable merit in the proposed mass transit system. However, it could be enhanced by extension and use of existing rail infrastructure. It could be staged further than indicated on the maps on page 39. There is existing technology that could be applied.

There is a need to put out a firm plan with timelines that can and will be followed. This mass transit system should be used to help shape the urban agglomeration we call Greater Christchurch. It should not be a retrofitting exercise, except in the inner city where that is a necessity. To make it all work efficiently, the MRT must shape development rather than be a response to development.

Much of the required assessment and analysis has been done. Coordination is an absolute necessity. I am not convinced that the present committee-like process can or will be able to implement this plan as the decisions are confounded by politics.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 21/07/2023

First name: Catherine **Last name:** O'Brien

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

Board of Airline Representatives New Zealand Inc

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

Executive Director

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.

Attached Documents

File
BARNZ submission Christchurch Spatial Plan July 23 FINAL



SUBMISSION

Draft Spatial Plan for Greater Christchurch

To the Greater Christchurch Partnership

21 July 2023

BARNZ'S SUBMISSION

INTRODUCTION

1. The Board of Airline Representatives New Zealand Inc ("BARNZ") is pleased to provide this submission on the Draft Greater Christchurch Spatial Plan ("Spatial Plan").
2. The submission is divided into three parts addressing:
 - a. Background to BARNZ's operations;
 - b. Background to guiding policies for planning development associated with airports and reverse sensitivity effects;
 - c. Key issues regarding the Spatial Plan.

BACKGROUND TO BARNZ

3. BARNZ is an incorporated society comprising 26 member airlines operating scheduled international and domestic services. It represents airlines carrying 99% of international passengers to and from New Zealand. Further background on BARNZ, its members and the works it undertakes on behalf of the airlines is set out at Appendix 1.

GUIDING POLICIES FOR PLANNING DEVELOPMENT ASSOCIATED WITH AIRPORTS

4. The National Airspace Policy of New Zealand creates a framework to guide the aviation sector (airports, airlines, and Airways NZ) towards integrating future airspace design and emerging technologies to be employed in communications, navigation and surveillance/air traffic management. The objective is to provide certainty for the nation and for the aviation sector's future investments in air navigation and Air Traffic Management equipment.
5. The "integrated" section of the National Airspace Policy observes the important interface between airspace, land use planning and the Resource Management Act 1991 (RMA) and recognises that:

"Airport Authorities and local authorities should work together in a strategic, co-operative and integrated way to ensure that planning documents (including those under the Resource Management Act) appropriately reflect noise contours and/or controls and approach and departure paths that take account of current and projected traffic flows.

Resource Management Act planning tools (including plan rules and designations) should as far as practicable seek to avoid the establishment of land uses or activities and potential obstacles or hazards that are incompatible with aerodrome operations or create adverse effects." (emphasis added)

6. Guidance for land use planning and mitigation of the effects of airport related noise is also provided in NZS6805:1992. The objective of NZS6805 is to ensure the proper protection from the effects of airport noise while facilitating the efficient operation of the airport.
7. As guiding documents for district planning, It is therefore important that the Spatial Plan is developed in a manner that does not inadvertently cut across or remove the current critical checks and balances for land development around airports provided for within these policies.

REVERSE SENSITIVITY

8. By way of background, reverse sensitivity is the term used to refer to a situation where an existing activity creates noise and has been sited so as to avoid disturbing any community; an activity which is sensitive to that noise locates in the vicinity of the existing activity and then complains about the presence of the original activity and seeks restrictions on that original activity. The establishment of Activities Sensitive to Aircraft Noise (ASANs) in the vicinity of airports has the potential to create, and indeed already in some other locations has created, pressure for limits on airport activity including curfews and operational restrictions, e.g. Wellington, Queenstown, Auckland and Sydney, Australia.
9. The potential implications of reverse sensitivity on the existence and development of airports should not be understated. If new residential developments or intensification of existing residential areas are allowed, without due consideration of reverse sensitivity effects on the airports, there could be substantial long-term implications for regional and national tourism and commerce. These restrictions would likely range from reduction in passenger and freight capacity and hours of operations through to higher passenger and freight charges and the possible stranding of airport assets as airlines seek to mitigate the effects of increased costs of operation. The recent Environment Court decision relating to aircraft engine testing at Whenuapai Airport is a timely example of how an airport once largely surrounded by greenfield land can be constrained by enabling urban development nearby.¹

¹ *Neil Construction Ltd v Auckland Council* [2019] NZEnvC 154.

10. Exposure to noise levels at or above 65 dB L_{dn} can cause adverse health and wellbeing effects and these effects cannot be completely mitigated through mechanisms such as acoustic insulation. To manage these effects, airports rely on designations, as well as land use planning, through mechanisms such as overlays to manage appropriate development in proximity to airports.
11. BARNZ wishes to ensure that aircraft operations are not unnecessarily or unreasonably constrained through the inappropriate location of noise sensitive urban developments so that communities can continue to benefit from the important infrastructure provided by the Airport.

RESPONSE TO THE SPATIAL PLAN

12. The Spatial Plan presents a useful opportunity to provide overall direction regarding the location of appropriate residential development on land surrounding airports.
13. Such direction is consistent with the National Policy Statement – Urban Development’s objective to deliver quality urban environments. A key aspect of delivering quality urban environments is ensuring that such environments are not adversely affected by, or in conflict with, the effects of airport operations. Airports provide a good example of the importance of location for ensuring quality environments and the amenity and wellbeing of communities. High-density developments located too close to airports are likely to have poor amenity and wellbeing outcomes due to the effects of aircraft noise.
14. Many airports, including Christchurch Airport, are surrounded by land that is typically considered as greenfield area, on the outskirts of urban centres. This is purposeful planning, to minimise the adverse effects generated by airports on neighbouring activities by creating a "buffer" of less sensitive rural land.
15. As drafted, the Spatial Plan “Part one - areas to protect, avoid and enhance” specifically recognises the need to protect strategic infrastructure and that urban Development should be avoided around strategic infrastructure to ensure the safety and wellbeing of residents and to safeguard the effective operation, maintenance and potential for upgrades of this infrastructure. Christchurch airport is recognised as part of the region’s key strategic infrastructure. BARNZ strongly supports this provision.
16. However, the direction which follows, which includes matters such as avoiding development in areas with significant natural values, fails to carry through this matter and accordingly, to appropriately recognise the need to also avoid urban development around strategic infrastructure.
17. Beyond the reference on page 60 of the document there is no further reference to this key driver of appropriate urban development.

18. This is a significant oversight and for the reasons outlined in the first part of the submission, and in part one of the Strategic Plan, needs to be rectified.
19. Better recognition for significant infrastructure and its relationship with future urban development in the directions section of the Strategic Plan would assist in informing and guiding the community and relevant planning documents about the extent to which the location and development of noise sensitive activities is inappropriate within the noise control zones associated with Christchurch Airport.

CONCLUSION

20. BARNZ would welcome any opportunity to discuss this submission with the Council in any further consultation relating to the Draft Spatial Plan.

BOARD OF AIRLINE REPRESENTATIVES NEW ZEALAND INC:

Date: 23 July 2023

Catherine O'Brien
Executive Director
BARNZ

Address for Service: P O Box 2779
Auckland 1140

Telephone: (09) 358 0696
Email: cath@barnz.org.nz
Cc: gillian@chappell.nz

APPENDIX ONE – BACKGROUND TO BARNZ

BARNZ IS THE RESPECTED AND TRUSTED VOICE OF THE AIRLINE INDUSTRY IN NEW ZEALAND

We work closely with the Government, regulators, businesses and local communities to provide cost savings and service improvements for our members, and to create an environment that fosters continued, sustainable growth for them in NZ.

Our 26 members are a direct enabler of New Zealand's \$14.5 billion tourism industry and deliver \$8 billion of New Zealand's exports. They fly us to nearly 50 destinations, connecting us to the world. They bring together families and friends, and encourage the free flow of innovation, ideas and information that only face to face meetings can do.



WE CHAMPION THE AIRLINE INDUSTRY AND ITS CONTRIBUTION TO TRAVEL, TRADE AND TOURISM IN NEW ZEALAND.



WE STRIVE FOR FAIR-PRICED, CUSTOMER-FOCUSSED AIRPORT, BORDER AGENCY SERVICES AND INFRASTRUCTURE FOR OUR MEMBERS AND THEIR PASSENGERS.



WE SECURE THE AIRLINE INDUSTRY'S RIGHT TO GROW AND OPERATE IN NEW ZEALAND THROUGH CONSULTATION AND ENGAGEMENT WITH THE WIDER COMMUNITY.

Airline Members	
Air Calin	Air China
Air New Zealand (Group)	Air Tahiti Nui
Air Vanuatu	Airwork
American Airlines	Cathay Pacific Airways
China Airlines	China Eastern Airlines
China Southern Airlines	Delta
Emirates	Fiji Airways
Jetstar	Korean Air
LATAM Airlines	Malaysian Airlines
Air Chathams	Qantas Airways
Qatar Airways	Sichuan Airlines
Singapore Airlines	Tasman Cargo Airlines
United Airlines	Virgin Australia Airlines
Non-Airline Members	
Menzies Aviation (NZ)	OCS Group NZ
Swissport	Interwaste Air Centre One
LSG Catering	

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 24/07/2023
First name: Karen **Last name:** Silvers

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:

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:

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, as long as productive/agricultural land is protected and encouraged. Local food supply ensures food security and stops the reliance on food transportation. This should be encouraged. Council-owned and red-zoned land should be handed over to communities to develop more community gardens as they foster strong communities and teach valuable life skills. Affordable local organically grown fresh food would transform 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:

Yes, if it involves the growing of healthy and affordable food by local people for their communities. I would not want to see land being taken from farmers for any reason.

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?

Partially

Why (please specify the Priority Area):

I agree that East Christchurch needs significant investment following the earthquakes but I feel that the local community needs to decide their own priorities and how resources are allocated.

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:

Firstly, where is the extra population being planned for coming from? We have all time high excess mortality in New Zealand and other Western Countries and a declining birth rate.

Secondly, I wish to see a more 'Keep it local' approach to all decisions where CCC simply facilitates what happens by allocating appropriate resources. Too many centralised plans are being imposed on local communities and Councillors do not appear to be working for those they represent.

#1 - All heritage is important! It seems strange to only mention Maori heritage. I would especially like to see more done to uncover and disseminate Waitaha and MoriOri heritage as well as heritage of more recent times.

#2 - I would like to see an evidence =-based approach to climate issues. The science is never settled and we need to keep abreast of the latest research and be prepared to respond appropriately. Models are simply that and should not be relied upon!

#3 - Again, why is their a particular focus on Te Ao Maori? Ethnicity should have nothing to do with protecting out natural environment!

#4 -

#5 -

#6 -

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?
The questions above are very leading and will potentially scew the data collected.

Attached Documents

File

No records to display.

Scammell, Kelly

From: Huihui Mai
 Sent: Monday, 24 July 2023 2:47 pm
 To: MonitorSubmissions
 Subject: FW: Thanks for your submission on the Greater Christchurch Spatial Plan

From: Karen Silvers <karen.silvers@xtra.co.nz>
 Sent: Monday, July 24, 2023 1:12 AM
 To: Huihui Mai <huihuimai@greaterchristchurch.org.nz>
 Subject: Re: Thanks for your submission on the Greater Christchurch Spatial Plan

Hi
 For some reason, I had trouble uploading all of one of my responses. I have therefore pasted this as a response to the last but one question below.

Firstly, where is the extra population being planned for coming from? We have all time high excess mortality in New Zealand and other Western Countries and a declining birth rate.

Secondly, I wish to see a more 'Keep it local' approach to all decisions where CCC simply facilitates what happens by allocating appropriate resources. Too many centralised plans are being imposed on local communities and Councillors do not appear to be working for those they represent.

#1 - All heritage is important! It seems strange to only mention Maori heritage. I would especially like to see more done to uncover and disseminate Waitaha and MoriOri heritage as well as heritage of more recent times.

#2 - I would like to see an evidence =based approach to climate issues. The science is never settled and we need to keep abreast of the latest research and be prepared to respond appropriately. Models are simply that and should not be relied upon!

#3 - Again, why is there a particular focus on Te Ao Maori? Ethnicity should have nothing to do with protecting our natural environment!

#4 - Diverse and affordable housing is important for a thriving city but at what cost are we willing to change the character of existing neighbourhoods? We must respect communities and not allow a desire for development to take precedence over the well-being of existing residents. Development should also be balanced with heritage values. An article in The Press mentioned the recent demolition of an historic house in Linwood to make way for a new development. Our city has already undergone radical change since the earthquakes and what we now have is not necessarily better despite the promise!

#5 - As a scientist, I should point out that a low carbon future is a dead one! Carbon is the very substance of life itself and should not be vilified, particularly when you comprehend that carbon dioxide is not correlated with an increase in temperature and that ice cores show that our planet has been much warmer in the past. We have also had much higher concentrations of carbon dioxide in the past. As we are still coming out of the last mini ice age, it should be no surprise that temperatures have increased a little since modern records began. The average temperature is still nowhere near as warm as it was in the medieval warm period! It should also be noted that our planet has been in a cooling phase over the last 6 years despite claims to the contrary.

#6 - Pollution, environmental degradation and loss of habitat are significant problems today. Finding ways to address these issues without creating more issues for ourselves should be the aim. Electrification is certainly not the answer when you consider the facts. These include the massive environmental damage caused by the mining of minerals used in the batteries, the global shortage of these minerals, child slavery involved in the mineral mining industry, the fact that batteries cannot be recycled and they cannot be relied upon in a power cut. EVs also weigh considerably more than a standard petrol vehicle and therefore cause more wear and tear damage to the roads. We are also starting to hear about health problems associated with EMF exposure in cars!

Many thanks,
 Karen

On 24/07/2023 00:00 NZST huihuimai@greaterchristchurch.org.nz wrote:

Kia ora

Thank you for your submission and taking the time to share your views with us.

If you have asked to be heard in support of your submission, we will be in contact with you to arrange a date and time. Hearings will be held in October (specific dates to be confirmed).

If you have any questions please contact us at:
huihuimai@greaterchristchurch.org.nz

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Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 21/07/2023

First name: Leslie **Last name:** McAuley

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?

No

Why:

The city council does not have the funds for transport system that is proposed. Who will pay, the ratepayers?

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:

Apartment and terraced housing lacks storage facilities for families and lacks parking and green spaces.

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:

No, current family homes will be removed which is unnecessary and what happens to heritage buildings. With the decline of birth rates and increased death rates nationwide, where are all the people coming from to populate these high story buildings.

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:

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?

No

Why (please specify the Priority Area):

There is no Climate change. You are following a narrative from Wellington. I can backup this argument with solids facts.

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:

Attached Documents

File
No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 21/07/2023

First name: G and L **Last name:** Burgess

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.

Attached Documents

File
Submission GCSP GandL Burgess

21 July 2023

Greater Christchurch Partnership
huihuimai@greaterchristchurch.org.nz

Our reference: 501929

Dear Sir/Ms

Submission on the Greater Christchurch Spatial Plan: G & L Burgess; 93 Tosswill Road Prebbleton

1.1. Introduction

Eliot Sinclair and Partners Limited are acting on behalf of G&L Burgess regarding making a submission on the Greater Christchurch Spatial Plan (GCSP).

The GCSP partnership has a focus of establishing shared objectives regarding affordable housing supply, carbon emission reductions and creating more liveable urban areas.

The three main points and purpose of the Greater Christchurch Spatial Plan are:

- Creating a desired urban form to accommodate a projected 2051 population of 700,000 and beyond that to 1 million people. This is to ensure the Greater Christchurch area is prepared and ready for the population growth.
- To deliver the main priority of the Urban Growth Partnership to develop a spatial plan that will align with the goals of central governments, local governments, and mana whenua.
- Meet the requirements of the NPS-UD for local governments to prepare for a future development strategy.

1.2. Submitter's Site and Submission Context

The submitter's site is located at 93 Tosswill Road in Prebbleton with the corresponding legal description of Lot 4 DP 538252, with an area of 16.48 hectares.

The submitter has made submissions to the Proposed Selwyn District Plan and Variation 1 Resource Management Act (RMA) processes to request the rezoning of their property from General Rural to Residential use. Firstly to General Residential and then subsequently updated to request Medium Density Residential Zone as part of Selwyn District Council's Variation 1.

Recently (June 2023) the submitter has appeared before the Selwyn District Council's Independent Hearing Panel who are deliberating on the Prebbleton rezoning requests under Variation 1 and the PDP.

It is the submitter's understanding that the decision on the Selwyn Proposed District Plan and Variation 1 will be notified on or around the 20th August 2023 (next month).

Of relevance, the submitter's site is currently identified as Area 9 of the Selwyn Rural Residential Strategy 2014 (SRRS2014), for Rural Residential development.

In respect of the Selwyn Proposed District Plan, Council's notified proposal was for the site to remain General Rural Zone, but subject to the "Urban Growth Overlay" to enable a Plan Change to Large Lot Residential Zone at some stage in the future to acknowledge the SRRS2014.

As it is, the site is therefore proposed to contribute to what will become Urban Growth for Prebbleton, despite currently being located adjacent to, and outside of the current CRPS Map A Projected Infrastructure Boundary for Prebbleton as show below in Figure 1.

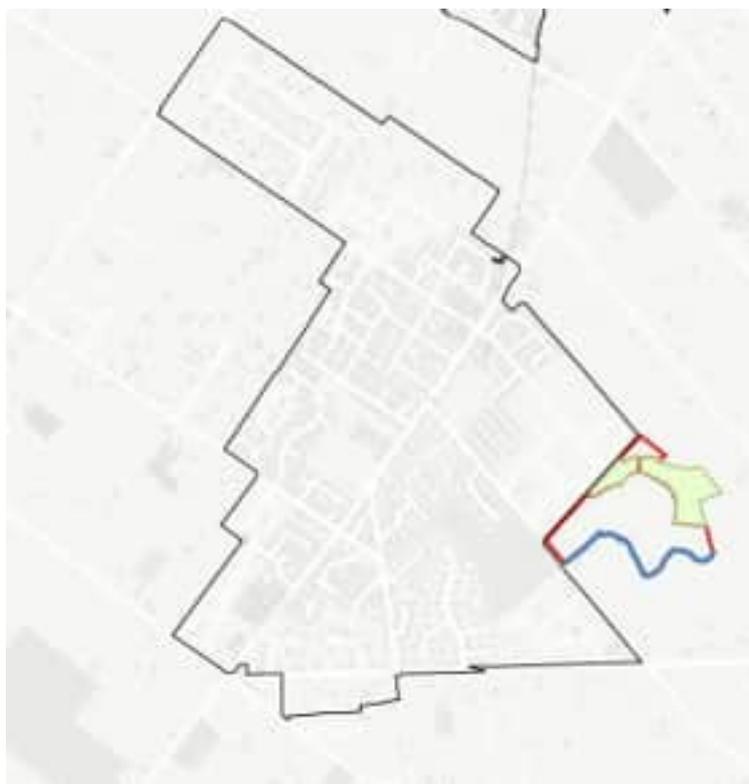


Figure 1: Site Location and Projected Infrastructure Boundary (CRPS)

The submissions have sought rezoning as part of the District Plan Review process, as this the most efficient time for a land owner to request rezoning. As part of this process;

- Specific Technical Investigations have been carried out on the submitter's site and form part of their submission on the Proposed Selwyn District Plan including; a Preliminary Site Investigation (PSI), Traffic Assessment, Urban Design Assessment, Geotechnical Assessment and Infrastructure Servicing reporting.
- The submitter's site has been demonstrated to meet the definition of the National Policy Statement of Urban Development (NPS-UD) of a well-functioning urban environment.
- As the site is already identified by Selwyn District Council for growth, it is not considered to be highly productive land in respect of the National Policy Statement for Highly Productive Land (NPS-HPL) and is therefore not constrained in this respect.
- It is important to consider that enabling the submitter's site and other sites that are similar for residential development will contribute towards the increasing housing supply shortage in New Zealand.

The matters that we wish to submit on are detailed below.

1.3. Submission points

All relevant maps within The Greater Christchurch Spatial Strategy will need to be updated before being finalised and adopted to take account of other current RMA Planning processes (such as the Selwyn District Plan review and Variation 1) when decisions are released in August 2023.

Proposed Map 2 of the draft GCSP currently depicts as grey the existing zoned urban areas of Greater Christchurch.

Hatched grey sites (located in Selwyn District) represent sites where Private Plan changes have been approved but are not yet operative and are under appeal.

Hatched green sites (located in Waimakariri and Selwyn Districts) represent Future Urban Development Areas (presumably from the current CRPS Map A document) and approved private plan changes that have not yet been implemented or updated within Map A of the CRPS.

Map 2 of the GCSP as it is proposed, does not show land that has been identified for growth (such as the Submitter's site shown as white in Figure 2).

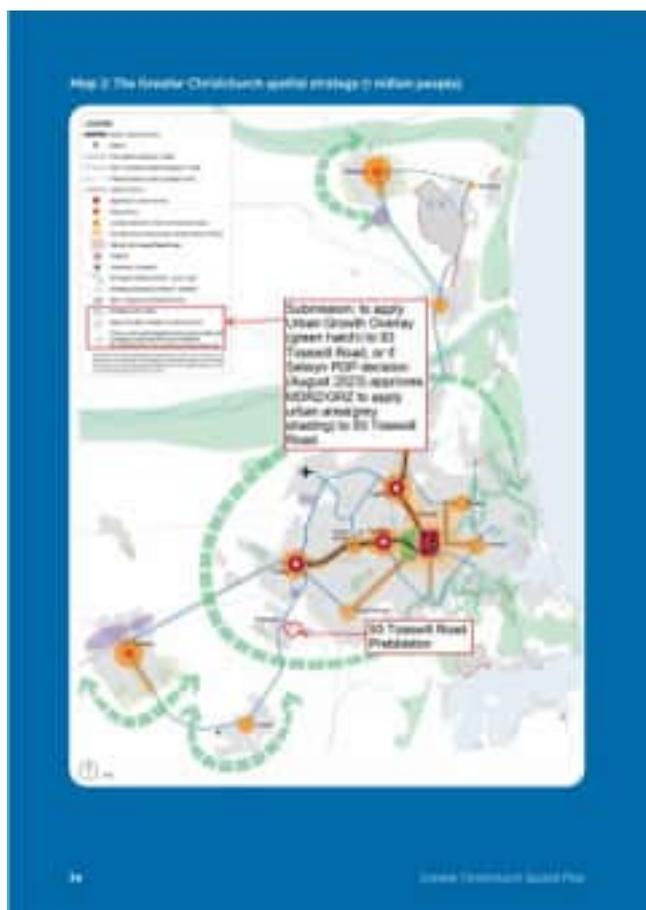


Figure 2. Draft Map 2: the Greater Christchurch Spatial Strategy Plan – Requested Changes

It is considered that the Submitter's site should at least be shown as a hatched green area on the basis that it has been identified for future growth in the Selwyn Rural Residential Strategy 2014. If subject to a future private plan change, it is noted that under National Planning Standards, this would lead to the site being rezoned as a *Large Lot Residential Zone*. At that time, the site would be considered to be urban.

However, should the Submitter's current rezoning request be accepted by Selwyn District Council's decision this coming August (next month) under the Selwyn PDP and Variation 1 process, then the site should instead (subsequent to that decision) be shown grey on Map 2 as an urban part of Prebbleton.

Given the overlap of concurrent RMA planning processes with this Local Government Strategic Direction process, (being the Selwyn District Plan review decision due in August, and the GCSP hearing to be held in October/ November, with adoption in early 2024), it is considered that there is more than sufficient time for the Greater Christchurch Partnership to ensure that relevant GCSP plans, attachments and diagrams are updated to accurately reflect planning decisions that will have been made by the relevant District Councils in the interim.

Development being restricted by Map A in the Regional Policy Statement (RPS) is an inaccurate and inefficient method of assessing development capacity.

Map A of the Canterbury Regional Policy Statement is now out of date, particularly in Selwyn District in respect of Plan changes that have been approved subsequent to the introduction of the NPS-UD. To rely on Map A to continue to determine areas for growth is inaccurate.

There is no specific identification in Map A of areas that are subject to hazards and that are not suitable for development, even if they may be identified as current Future Development Areas on CRPS Map A.

Significance Criteria needs to be developed as required by NPS-UD to enable Councils to have greater flexibility and accuracy around suitable development capability. The GCSP, as an overarching strategic document for Greater Christchurch, needs to make clear provision for flexibility so that consequential changes to the CRPS (and District Plans) can be made to enable land that fits future significance criteria to come forward.

1.4. Conclusion

The submission is to request that the GCSP diagrams, maps and attachments are updated to account for other RMA related planning decisions prior to being finalised in 2024. Ideally changes will be made prior to October/November hearings on the basis of Selwyn PDP decisions being notified.

In particular, the land at 93 Tosswill Road, Prebbleton needs to be added to Map 2 (and any others as required) to reflect the Selwyn Proposed District Plan decision, whether it be an approved urban area that has been rezoned to be shown as grey, or if not, then as green hatched to depict its role as an identified area for growth.

Further, the GCSP needs to be worded to ensure that it has provided flexibility in respect of likely future changes for the CRPS and Map A, as well as District Plans where future Significance Criteria may be used to provide for the consideration of additional land for urban use that are not currently shown on the maps in the document.

The submitter wishes to be heard in respect of this submission.

Yours sincerely

A handwritten signature in black ink, appearing to read 'CMK', with a large, stylized flourish at the end.

Claire McKeever

Resource Management Planner | Associate

BSurv(Hons) MS+SNZ MNZPI

Submitter Address for Service:

G&L Burgess

C/- Claire McKeever

Eliot Sinclair

claire.mckeever@eliot Sinclair.co.nz

021 0550833

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 21/07/2023

First name: Meg **Last name:** Christie

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

Living Streets Otautahi

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

Submissions convenor

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:

Living Street Ōtautahi Christchurch agrees with the proposed direction of the draft Greater Christchurch Spatial Plan to focus growth around key urban and town centre and along public transport routes however we believe there is an opportunity to also strengthen the relationships between active and public transport which need to work in harmony together to deliver the expected outcomes.

We support a **bus** MRT system for the following reasons:

1. There are no tracks that need to be crossed by pedestrians which reduces the number of potential trips and other accidents.
2. A bus MRT is cheaper and faster to build.
3. It is more flexible. In an emergency as it can be re-routed.
4. Automation will allow a greater variety of bus services to be part of the MRT that can come and go as needed. e.

We would prefer that on the Papanui to Church Corner route there would be no on-street car parking except for mobility parking in certain key places to allow room for the MRT to be in the centre of the road and enough room to be available for separated cycling lanes. We ask that no space is taken off that for pedestrians in fact request that this be widened and improved.

There is an assumption that higher density housing and key destinations will be built around MRT stops. However, there will still be some who don't live or need to go to destinations nearby and will need to travel at one or more ends. We ask that bicycles are allowed to be taken on the MRT. It would not hold up the MRT if it is a walk on walk off model. Hire micro-mobility options, while seen as a solution to extending the journey, may not be available at the end of travel when needed. And besides adds to the cost of a journey.

MRT needs to be more convenient than travelling by car but that average time does not need to equate to a car travelling at a particular speed and it includes parking and walking to your destination. It can be made more desirable by cars having to travel a less direct route, providing limited paid parking options for cars, providing wifi on the MRT, and ensuring the MRT is comfortable and safe, and carefully choosing stops.

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:

Preserving and enhancing the natural environment encourages more walking activity.

One of the most accessible and affordable types of physical activity is walking and, at 60%, it is also by far the most popular choice of physical activity for sport, exercise or recreation undertaken by adults in New Zealand. If you add in running and jogging then activities on the foot path goes up to almost 80%. Walking is also an affordable for or transport but sometimes not that accessible when the infrastructure does not lend itself to ease and comfort and safety of walking.

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:

See above

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:

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

Living Street Ōtautahi Christchurch agrees with the focus on high density areas that facilitate and encourage walking (and cycling) rather than the current urban sprawl where vehicles dominate.

Living Street Ōtautahi Christchurch prefers development areas to be permeable allowing for easy and safe walking (and cycling) routes which are reasonably direct routes to services

Living Street Ōtautahi Christchurch expects the transport plan to complement and enhance the existing footpath network without adding more shared paths.

Attached Documents

File
No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 21/07/2023

First name: Margo **Last name:** Perpick

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

Arumoni Developments Limited

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?

Why:

Please refer to the attached submission from Arumoni Developments Limited

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?

Why:

Please refer to the attached submission from Arumoni Developments Limited

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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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:

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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?

Why (please specify the Priority Area):

Please refer to the attached submission from Arumoni Developments Limited

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:

Please refer to the attached submission from Arumoni Developments Limited

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

Please refer to the attached submission from Arumoni Developments Limited

Attached Documents

File

Submission draft Greater Chch Spatial Plan - Arumoni Devel Ltd

Attachment 1 - Russley Block



SUBMISSION ON THE DRAFT GREATER CHRISTCHURCH SPATIAL PLAN

To: Greater Christchurch Partnership
PO Box 73014
Christchurch 8154

Submitter: **ARUMONI DEVELOPMENTS LIMITED**

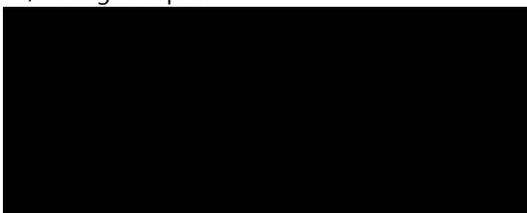
C/- Saunders & Co.,

Attention: Margo Perpick

Proposal: Draft Greater Christchurch Spatial Plan

Regarding: Russley Block

Address for service of submitter:
c/- Margo Perpick



SUBMISSION ON THE DRAFT GREATER CHRISTCHURCH SPATIAL PLAN

Name of submitter

- 1 Arumoni Developments Limited (**Arumoni Ltd** or the **submitter**).

Proposal to which submission relates

- 2 This submission relates to the Draft Greater Christchurch Spatial Plan (the **draft Spatial Plan**) in its entirety and particularly those provisions which apply or affect the following property alongside Russley Road of interest to Arumoni Ltd:
- 3 The land parcels subject to this submission are:
 - 3.1 Section 35 Survey Office Plan 474228; Lot 6 Deposited Plan 51890; Lot 5 Deposited Plan 51890; Lot 4 Deposited Plan 51890; Lot 3 Deposited Plan 51890; Lot 2 Deposited Plan 51890; Section 2 Survey Office Plan 489185; Lot 8 Deposited Plan 51890; Lot 10 Deposited Plan 51890; Lot 9 Deposited Plan 51890; Part Lot 1 Deposited Plan 2488.
- 4 The locations of Arumoni Ltd's interests as described above, are shown on the image appended at **Attachment 1**.
- 5 The land referred to above and depicted in Attachment 1 is collectively referred to herein as the **Russley block**.
- 6 The submitter could not gain an advantage in trade competition through this submission.

Details of submission

- 7 Arumoni Ltd's submission relates to the draft Spatial Plan as a whole, but has a specific focus on:
 - 7.1 Confirming the Russley block's identification as a new/expanded industrial area;
and

- 3 -

- 7.2 Identifying the Russley block as a Greenfield Priority Area - Business; and
- 7.3 Amending Map 2 and Map 14 to reflect the change in identification of the land above.

Statement of Interest and Background

- 8 Arumoni Ltd is a development company interested in purchasing the land outlined in paragraph 3.

The Russley block

- 9 The Russley block is currently:
 - 9.1 zoned Rural Urban Fringe in the Christchurch District Plan (the **CDP**).
- 10 Arumoni Ltd's intentions for the Russley Block are that it will be:
 - 10.1 Confirmed as new/expanded industrial area; and
 - 10.2 identified as Greenfield Priority Area – Business on Map A of Chapter 6 of the CRPS; and
 - 10.3 after which it would seek that the Russley block be zoned Industrial General Zone or Heavy Industrial Zone in the CDP;

and then it would seek subdivision and land use consents to enable industrial development of the site.
- 11 A series of Location Maps are enclosed with the submission in **Attachment 1**. The aerial photographs at **Figure 1** show the different properties within the Russley block. The Russley block is primarily pasture at present, with several farmhouses or farm sheds spread across the larger properties.
- 12 The properties in question are shown in **Table 1** of the Attachment 1. The total area of the Russley block is approximately 51 ha.
- 13 **Figure 2** shows the Russley block is immediately next to the Projected Infrastructure Boundary on Map A in the CRPS, and to the east of an area identified as Greenfield Priority Area – Business.

- 4 -

- 14 The site is connected to the transportation network via Russley Road (SH1) to the west. SH73 is also within 800m – 1.8km from the block. There is a road that runs through the block, see **Figure 3**. It is also immediately next to the Christchurch International Airport, see **Figure 4**.

Submission Summary

- 15 This submission relates to the draft Spatial Plan as a whole, but has specific focus on:
- 15.1 To satisfy the requirements of the National Policy Statement on Urban Development (**NPS-UD**) for a Future Development Strategy (**FDS**) to:
- a promote long-term strategic planning by setting out how the local authorities intend to:
 - i achieve well-functioning urban environments in their existing and future urban area; and
 - ii provide at least sufficient development capacity, as required by clauses 3.2 and 3.3 of the NPS-UD, over the next 30 years to meet expected demand;¹ and
 - iii assist the integration of planning decisions under the Act with infrastructure planning and funding decisions² and
 - b spatially identify the broad locations in which development capacity will be provided over the long term, in both existing and future urban area, to meet the requirements of clauses 3.2 and 3.3 of the NPS-UD³

the draft Spatial Plan must identify the Russley block as Greenfield Priority Areas – Business, as well as confirming that the Russley block is within the new/expanded industrial area.

- 16 The draft Spatial Plan does not currently enable well-functioning urban environments in the Greater Christchurch area. Specifically, it makes no provision for Greenfields Business Development in the CDP area, and so does not:

¹ NPS-UD clause 3.13 (1)(a)(i) and (ii).

² NPS-UD clause 3.13 (1)(b).

³ NPS-UD clause 3.13 (2)(a).

- 5 -

a support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets;

17 This submission seeks to:

17.1 Confirm the identification of the Russley block as new/expanded industrial area; and

17.2 Identify the Russley block as a Greenfield Priority Area - Business; and

17.3 Amend Map 2 and Map 14 to reflect the change in identification of the land, as above.

Submission

18 Submission point: The draft Spatial plan does not comply with the requirements of a Future Development Strategy under the NPS-UD because it does not provide for the assessment and identification of additional Future Development Areas or Greenfield Priority Areas – Residential or Business in the Christchurch District Plan area through the Spatial Planning process

19 The draft Spatial Plan states that it satisfies the requirements of a FDS under the NPS-UD.⁴ However, it does not meet the requirements to provide at least sufficient development capacity, as required by clauses 3.2 and 3.3 over the next 30 years to meet expected demand⁵, nor assist the integration of planning decisions under the Act with infrastructure planning and funding decisions,⁶ because it fails to (as required) spatially identify the broad locations in which development capacity will be provided over the long term, **in both existing and future urban areas**, (our emphasis) to meet the requirement of clauses 3.2 and 3.3.⁷

20 Clause 3.3 requires every tier 1, 2 and 3 local authority to provide **at least sufficient** development capacity in its region or district to meet expected demand for business land:

⁴ Draft Greater Christchurch Spatial Plan, p.23.

⁵ NPS-UD clause 3.13(1)(a)(ii).

⁶ NPS-UD clause 3.13(1)(b).

⁷ NPS-UD clause 3.13(2)(a).

- 6 -

- a **from different business sectors;** and;
- b in the short term, medium term, and **long term.**⁸

In order to be **sufficient** to meet expected demand for business land, the development capacity must be:

- a **plan-enabled;** and
- b **infrastructure-ready;** and
- c **suitable to meet the demands of different business sectors;** and
- d meet the expected demand plus the appropriate competitiveness margin.⁹

(our emphasis)

- 21 Contrary to these requirements, the draft Spatial Plan fails to provide for new industrial areas within CDP. It states there is more than enough industrial land in Greater Christchurch to meet demand over the next 30 years, with a significant surplus in Christchurch.¹⁰
- 22 The draft Spatial Plan also assumes that demand for industrial land will decline in the long term due to global economic trends. It argues that the total supply of industrial land in Greater Christchurch may never be fully utilised.¹¹
- 23 This is contrary to recent research from CBRE, a real estate consultancy, showing there is currently a high demand for industrial land in Christchurch, but with a shrinking supply.¹² This research shows the vacancy rate in prime quality industrial property has fallen to virtually zero, with rents reaching records highs. Overall, the industrial vacancy in Christchurch is now just 0.8% as at December 2022, down from 2.6% in June 2022. The vacancy rate for prime Grade A premises is now just 0.1%.¹³ Evidence from real estate agents specialised in industrial land in Christchurch state that ongoing high

⁸ NPS-UD clause 3.3(1)(a) and (b).

⁹ NPS-UD clause 3.3(2)(a)(b)(c) and (d).

¹⁰ The Greater Christchurch draft Spatial Plan, p.77.

¹¹ Ibid.

¹² CBRE, [New CBRE research shows tight market with low supply and rent growth | CBRE New Zealand](#), 12 April 2023, last accessed 17 July 2023.

¹³ Ibid.

- 7 -

demand for industrial land in Christchurch is coming up against genuine land and building supply issues and placing upward pressure on rents. As a result industrial buildings are in high demand among investors.¹⁴

- 24 As an FDS, the draft Spatial Plan 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 3.3.¹⁵ This is a requirement for **each** local authority.¹⁶ The draft Spatial Plan fails to meet this requirement in that the Christchurch City Council has not made provision for development capacity over the long term, in both existing and future urban areas. It is assuming the already zoned industrial land is sufficient to meet current and future demand. However, there is evidence showing this is not the case and instead there is a current lack of suitable industrial land. The current supply of industrial land on the market is not suitable to meet the demands of different business sectors and therefore not **sufficient**.¹⁷
- 25 The contents of the draft Spatial Plan will affect the future contents of planning instruments under the RMA, such as the CRPS and the CDP; Clause 3.17 of the NPS-UD requires every tier 1 and 2 local authority to have regard to the relevant FDS when preparing or changing RMA planning documents. The failure of the draft Spatial Plan to provide for sufficient development capacity in the CDP area will result in those RMA documents also failing to give effect to the NPS-UD.

Well-functioning urban environments

- 26 The draft Spatial Plan states it provides for a well-functioning urban environment and sets out the criteria for this on p.23. This reflects the content of Policy 1 of the NPS-UD. To the contrary, by not allowing for any Future Urban Development Areas, or Greenfields Priority Areas (Residential or Business) in the CDP area, the draft Spatial Plan does not meet several key aspects of Policy 1, which defines well-functioning urban environments as, at a minimum:
- a having or enabling a variety of homes that:

¹⁴ Colliers, [Colliers | Christchurch industrial market continues to boom](#) 29 Oct 2021, last accessed 17 July 2023.

¹⁵ NPS-UD clause 3.13(2)(a).

¹⁶ NPS-UD clause 3.13(1)(a)(ii).

¹⁷ NPS-UD clause 3.2(2)(c).

- 8 -

- i meet the needs, in terms of type, price, and location, of different households; and
 - ii enable Maori to express their cultural traditions and norms; and
- b have or enable a variety of sites that are **suitable for different business sectors in terms of location and site size**; and
- c having good accessibility for people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and
- d supporting, and limiting as much as possible **adverse impacts on the competitive operation of land and development markets**; and
- e supporting reductions in greenhouse gas emissions; and
- f are resilient to the likely current and future effects of climate change.¹⁸

27 The draft Spatial Plan does not meet the above requirements as it does not provide for any future development capacity for industrial land within the CDP area. It states there is a feasible capacity of 663ha of industrial land in the medium term (0-10 years), with a projected demand of only 36ha on the medium term, leaving a surplus of 627 ha of industrial land.¹⁹ This analysis does not fit with the current vacancy rate of 0.8% for industrial land, with record high rents and high demand among investors for industrial buildings.²⁰ The Business Development Capacity Assessment also acknowledges that the figures for vacant industrial land should be treated with caution.²¹

28 The identification of the Russley block as Greenfield Priority Area -Business will help meet the current and projected demand for industrial land and help the Greater Christchurch Partnership avoid adverse impacts on the competitive operation of land and development markets.

Choice and Competitiveness

¹⁸ National Policy Statement on Urban Development 2020, Policy 1 (a)-(f).

¹⁹ Draft Greater Christchurch Spatial Plan, p.77.

²⁰ See footnotes 12, 13, and 14 *supra*.

²¹ *Greater Christchurch Partnership Business Development Capacity Assessment*, April 2023, p.41.

- 9 -

- 29 Clause 3.22 of the NPS-UD defines “a competitiveness margin” as “a margin of development capacity, over and above the expected demand that tier 1 and tier 2 local authorities are required to provide, that is required in order to support choice and competitiveness in housing and business land markets.” That is consistent with the NPS-UD Policy 1(d) part of the definition of “well-functioning urban environments” as being ones which “support and limit as much as possible adverse impacts on, the competitive operation of land and development markets”.
- 30 Under the draft Spatial Plan, there is no provision made for new industrial development in the CDP area in the short to long term. This does not support choice and competitiveness in industrial land markets and will exacerbate adverse impacts on the competitive operation of land and development markets.
- 31 The identification of the Russley block as Greenfield Priority Area -Business will address this, as the large size of the block (51ha), will provide for a variety of sites, well connected to infrastructure and arterial highways.

Well integrated with transport links and the centres network

- 32 Map 2 and Map 14 would restrict future urban development of Greater Christchurch to only within the Waimakariri and Selwyn Districts. Forcing future urban development away from Christchurch City and out to the Districts creates urban sprawl and does the opposite of integrating industrial land with transport links and the centres network.
- 33 There has been a trend for industry to prefer locations on the west of Christchurch closer to SH1 and the airport. Coupled with a growth in e-commerce and high rental rates for industrial land in Auckland. Industries with high freight volumes prefer locations that offer a large capacity for warehousing, close to strategic logistics hubs, such as the Christchurch International Airport. Industrial land of this type provides affordable transport backfill when distributing product from Christchurch to the north. The demand for industrial land of this type is “insatiable”, according to Colliers.²²
- 34 The Russley block fits the demand for this type of industrial land, as is it located right next to SH1, with good access to the airport.

²² [Colliers | Scarce supply and low vacancy fuels industrial property demand in Christchurch](#), 9 September 2021, last accessed 17 July 2023.

Reverse sensitivity

- 35 The Christchurch International Airport is identified as a key freight and logistics hub and the Spatial Plan seeks to ensure sure it is not compromised by development.²³ The Russley block is currently zoned Rural Urban Fringe zone and falls within the 50 dB Ldn Air Noise Contour overlay and the Christchurch International Airport Protection Surfaces, see Attachment 1, **Figure 5**. The Russley block is unlikely to be suitable for residential use. Rezoning the Russley block for industrial use would not introduce noise sensitive activities into the above Air Noise Contour overlay and would not present a reverse sensitivity risk to Christchurch International Airport.
- 36 The use of the Russley block as industrial would meet the criteria of a well-functioning urban environment and will contribute towards meeting future demand for industrial land.

National Policy Statement on Highly Productive Land (**NPS-HPL**)

- 37 The use of the Russley block for industrial purposes is required to provide sufficient development capacity to meet the demand for business land to give effect to the NPS-UD; and
- 38 There are no other reasonably practicable and feasible option for providing at least sufficient development capacity within the same locality and market while achieving a well-functioning urban environment; and
- 39 The environmental, social, cultural and economic benefits of using the Russley block for industrial purposes outweigh the long-term environmental, social, cultural and economic costs associated with the loss of highly productive land for land-based primary production, taking into account both tangible and intangible values.

Summary

- 40 The Russley block is well suited to be identified as a Greenfield Priority Area – Business. The use of the land as an industrial site fits the needs of the surrounding urban

²³ Draft Greater Christchurch Spatial Plan, p.86.

- 11 -

environment and will help meet demand for different business sectors, due to the size (51 ha) of the block and excellent accessibility to arterial roads and the airport.

Relief Sought:

- 41 Arumoni Developments Ltd seeks the following relief:
- 42 Confirm the identification of the Russley block as a new/expanded industrial area;
and
- 43 Identify the Russley block as a Greenfield Priority Area - Business; and
- 44 Amend Map 2 and Map 14 to reflect the change in identification of the land above;
and
- 45 Such other relief as may be required to give effect to this submission, including
alternative, consequential or necessary amendments to the draft Spatial Plan that
address the matters raised by Arumoni Ltd.
- 46 Arumoni Developments Ltd wishes to be heard in support of this submission.

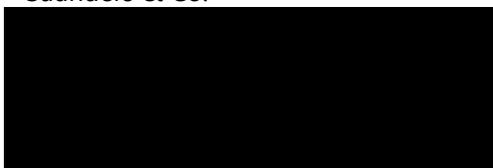
Dated 20 July 2023



Margo Perpick
Counsel for and on behalf of
Arumoni Developments Limited

Address for service:

Saunders & Co.



Attachment 1

Figure 1. Aerial view of the block of land at Russley and Ryans Road, outlined in yellow



Table 1. Legal Descriptions

Street Address	Area (ha)	Agreement status for each property (reached/pending)	Certificate of Title (Legal Description)
225 Russley Road	4.52	Pending	Section 35 Survey Office Plan 474228
201 Russley Road	3.56	Pending	Lot 6 Deposited Plan 51890
177 Russley Road	3.56	Pending	Lot 5 Deposited Plan 51890
167 Russley Road	3.56	Pending	Lot 4 Deposited Plan 51890
151 Russley Road	3.56	Pending	Lot 3 Deposited Plan 51890
131 Russley Road	3.56	Pending	Lot 2 Deposited Plan 51890
119 Russley Road	3.55	Pending	Section 2 Survey Office Plan 489185
20 Ryans Road	3.56	Pending	Lot 8 Deposited Plan 51890
30 Ryans Road	3.56	Pending	Lot 10 Deposited Plan 51890
26 Ryans Road	3.56	Pending	Lot 9 Deposited Plan 51890
85 Russley Road	14.2	Pending	Part Lot 1 Deposited Plan 2488
Total Area: 50.75ha			

Nb: 26, 30 and 20 Ryans Road and 119, 131, 151, 167, 177, 225 and 201 Russley Road all have a Fee Simple 1/10 Share in Lot 12-13 Deposited Plan 51890

- 2 -

Figure 2. Map A of the CRPS, Russley Block indicated by red circle

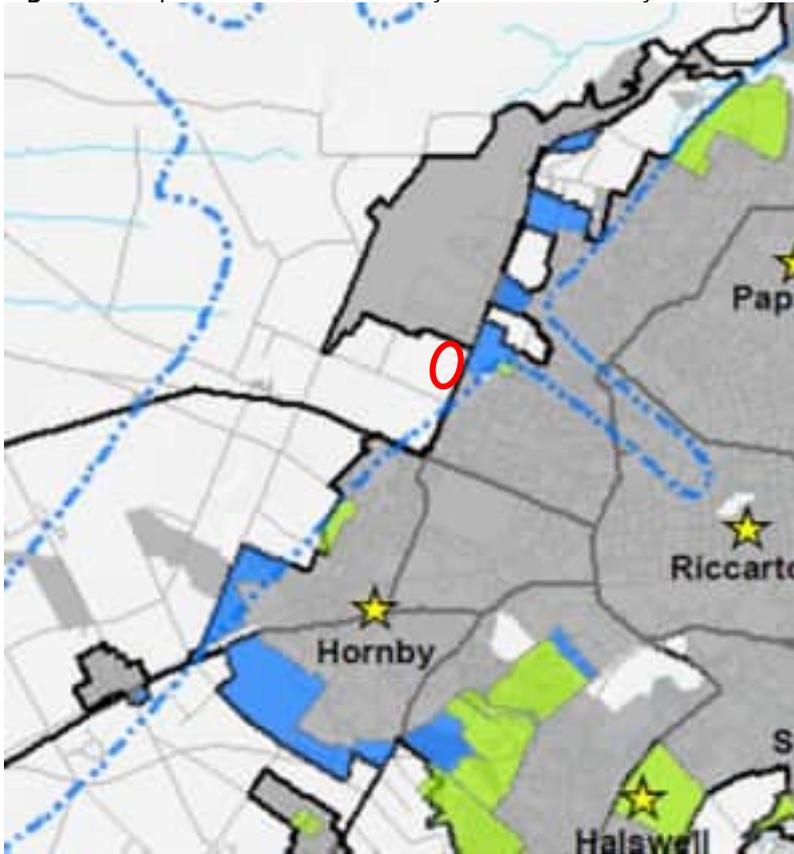


Figure 3. Internal road

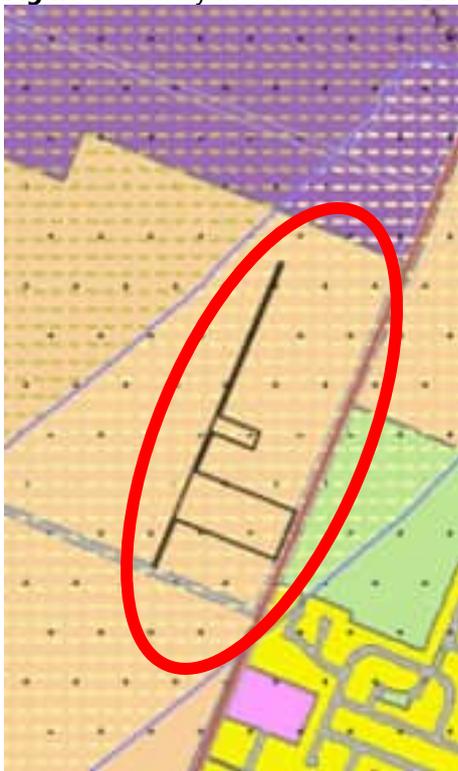


- 3 -

Figure 4 – proximity of the block (as indicated by the red circle) to the CIAL



Figure 5. Russley block with 50 dB Ldn Air Noise Contour overlay



Greater Christchurch Spatial Plan

Submitter Details

First name: Arumoni Developments Limited **Last name:** Arumoni Developments Limited

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

Postal address: 131 Victoria Street

Suburb: Christchurch Central

City: Christchurch

Country: New Zealand

Postcode: 8013

Daytime Phone: 0272272026

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.

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)

[Map of Greater Christchurch Spatial Strategy](#)

1

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

Why:

refer to the attached submission from Arumoni Developments Limited

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?

Why:

refer to the attached submission from Arumoni Developments Limited

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:

refer to the attached submission from Arumoni Developments Limited

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:

refer to the attached submission from Arumoni Developments Limited

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?

Why (please specify the Priority Area):

refer to the attached submission from Arumoni Developments Limited

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?

Why:

refer to the attached submission from Arumoni Developments Limited

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

refer to the attached submission from Arumoni Developments Limited

Attached Documents

File
Submission on draft Greater Chch Spatial Plan -Arumoni Ltd - Springs Rd
Attachment 1

Attachment 1



Figure 1. Aerial view of the Springs Rd Block

Legal Description	Area (ha)	Agreement status for each property (reached/pending)
Section 7 Survey Office Plan 482614	2.13	Pending
Lot 1 Deposited Plan 82095	4.00	Pending
Section 4, 6 Survey Office Plan 550060	12.45	Pending
	18.6 ha (total)	

Table 1.

- 2 -

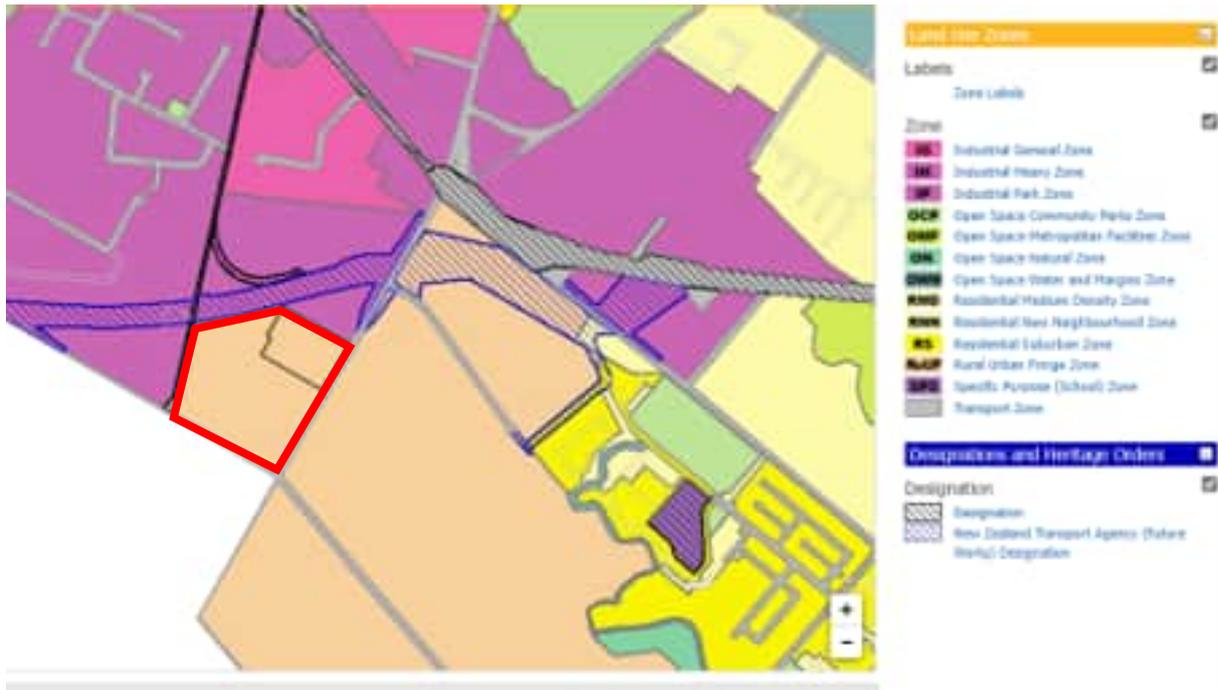


Figure 2. Christchurch District Plan zone overlay, Springs Rd block indicated in red.

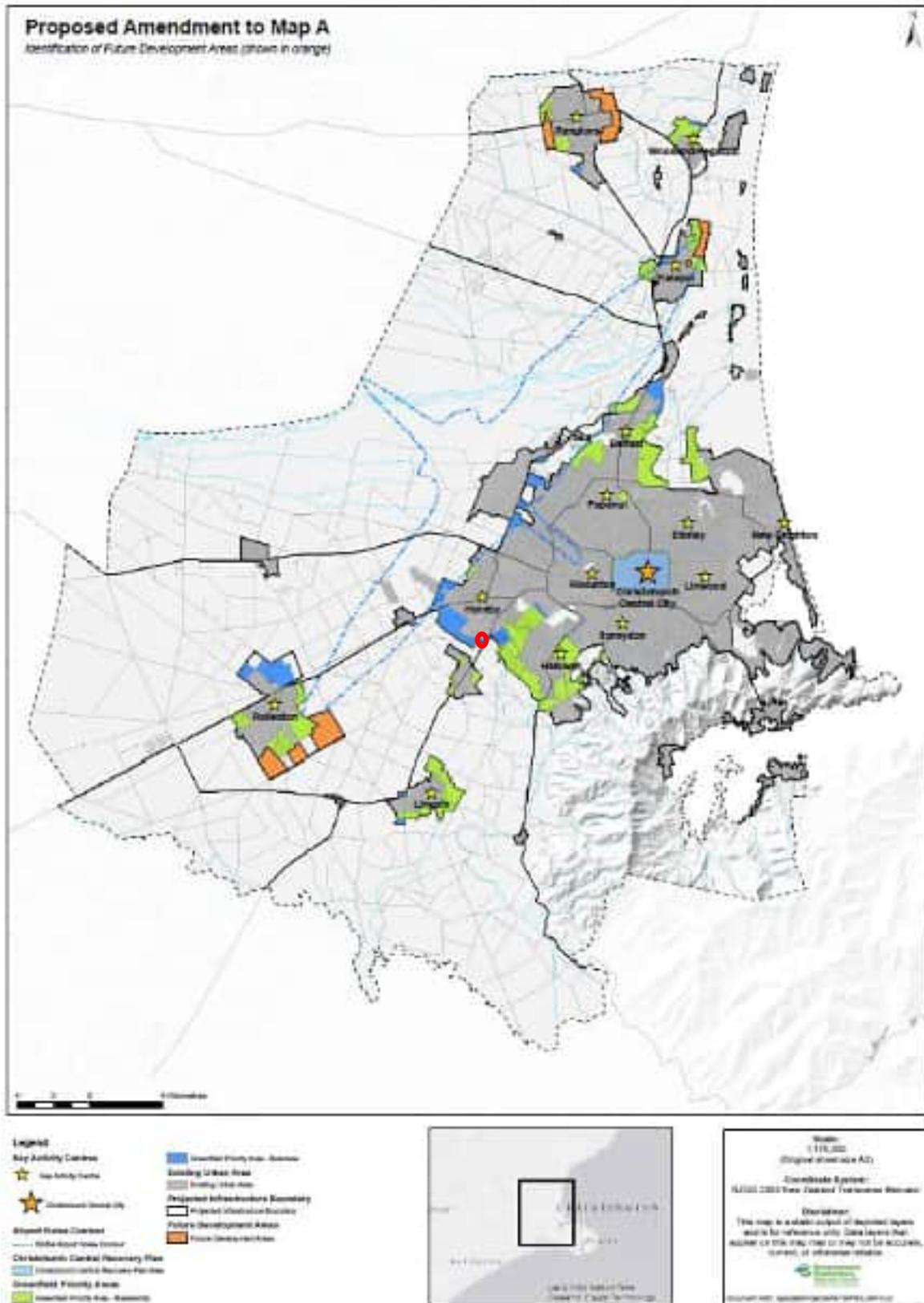


Figure 3. Location within Map A of the CRPS in red circle

- 4 -

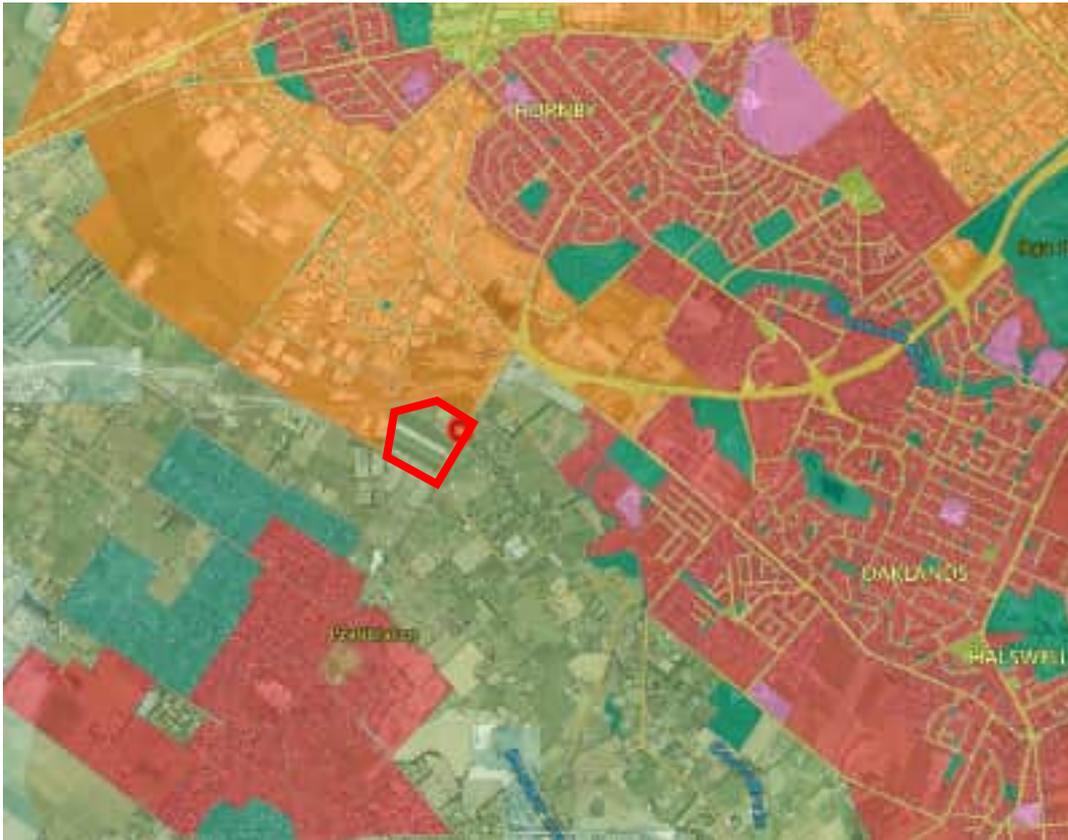


Figure 4. Location within the surrounding area from Canterbury Maps, indicating zoning overlay.



SUBMISSION ON THE DRAFT GREATER CHRISTCHURCH SPATIAL PLAN

To: Greater Christchurch Partnership
PO Box 73014
Christchurch 8154

Submitter: **ARUMONI DEVELOPMENTS LIMITED**

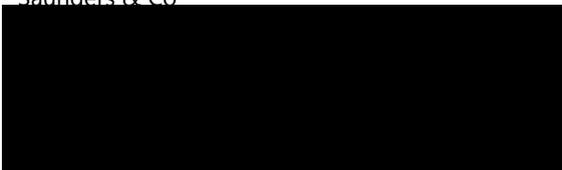
C/- Saunders & Co.,

Attention: Margo Perpick

Proposal: Draft Greater Christchurch Spatial Plan

Regarding: Springs Rd Block

Address for service of submitter:
c/- Margo Perpick
Saunders & Co



SUBMISSION ON THE DRAFT GREATER CHRISTCHURCH SPATIAL PLAN

Name of submitter

1 Arumoni Developments Limited (**Arumoni Ltd** or the **submitter**).

Proposal to which submission relates

2 This submission relates to the Draft Greater Christchurch Spatial Plan (the **draft Spatial Plan**) in its entirety and particularly those provisions which apply or affect the following property alongside Springs Road of interest to Arumoni Ltd:

3 The land parcels subject to this submission are:

3.1 Lot 1 Deposited Plan 82095, Section 4, 6 Survey Office Plan 550060, Section 7 Survey Office Plan 482614.

4 The locations of Arumoni Ltd's interests as described above, are shown in the figures and table appended at **Attachment 1**.

5 The land referred to above and depicted in Attachment 1 is collectively referred to herein as the **Springs Rd block**.

6 The submitter could not gain an advantage in trade competition through this submission.

Details of submission

7 Arumoni Ltd's submission relates to the draft Spatial Plan as a whole, but has a specific focus on:

7.1 Confirming the Springs Rd block as new/expanded industrial area; and

7.2 Identifying the Springs Rd block in the Spatial Plan as a Greenfield Priority Area - Business; and

7.3 Amending Map 2 and Map 14 to reflect the identification of the land as Greenfield Priority Area - Business.

Statement of Interest and Background

8 Arumoni Ltd is a development company interested in purchasing the land outlined in paragraph 3.

The Springs Rd block

9 The Springs Rd block is currently:

9.1 zoned Rural Urban Fringe in the Christchurch District Plan (the **CDP**), see **Figure 2**.

10 Arumoni Ltd's intentions for the Springs Rd Block are that it will be:

10.1 Confirmed as new/expanded industrial area in the Spatial Plan; and

10.2 Identified as Greenfield Priority Area in the Spatial Plan; and

10.3 Continue to be identified Greenfield Priority Area – Business on Map A of Chapter 6 of the Canterbury Regional Policy Statement (the **CRPS**); and

10.4 The subject of a successful application for it to be rezoned Industrial General Zone or Industrial Heavy Zone in the CDP;

and then Arumoni would seek subdivision and land use consents to enable industrial development of the site.

11 A series of Location Maps are enclosed with the submission in **Attachment 1**. The aerial photograph at **Figure 1** shows the different properties within the Springs Rd block. The Springs Rd block is primarily pasture at present, with a gardening centre located along Marshs Rd and a fuel station along Springs Rd, close to the on-ramp to SH76.

12 The properties in question are shown in **Table 1** of the Attachment 1. The total area of the Springs Rd block is approximately 18.6 ha.

13 **Figure 3** shows the Springs Rd block is inside the Projected Infrastructure Boundary on Map A in the CRPS and is identified as Greenfield Priority Area – Business.

14 The site has fast access to SH76 via Springs Rd along its eastern boundary and to Marshs Rd along its southwestern boundary, see **Figure 1**.

Submission Summary

15 This submission relates to the draft Spatial Plan as a whole, but has specific focus on:

15.1 In order to satisfy the requirements of the National Policy Statement on Urban Development (**NPS-UD**) for a Future Development Strategy (**FDS**) to:

- a promote long-term strategic planning by setting out how the local authorities intend to:
 - i achieve well-functioning urban environments in their existing and future urban area; and
 - ii provide at least sufficient development capacity, as required by clauses 3.2 and 3.3 of the NPS-UD, over the next 30 years to meet expected demand;¹ and
 - iii assist the integration of planning decisions under the Act with infrastructure planning and funding decisions² and
- b spatially identify the broad locations in which development capacity will be provided over the long term, in both existing and future urban area, to meet the requirements of clauses 3.2 and 3.3 of the NPS-UD³

the Draft Spatial Plan must identify the Springs Rd block as Greenfield Priority Areas - Business, as well as confirming that the Springs Rd block is within the new/expanded industrial area.

15.2 The draft Spatial Plan does not currently enable well-functioning urban environments in the Greater Christchurch area. Specifically, it does not identify any Future Urban Development Areas or Greenfields Priority areas - Residential or Business - in the CDP area, and so does not: support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets.

16 This submission seeks to:

¹ NPS-UD clause 3.13 (1)(a)(i) and (ii).

² NPS-UD clause 3.13 (1)(b).

³ NPS-UD clause 3.13 (2)(a).

- 5 -

- 16.1 Confirm the Springs Rd block as new/expanded industrial area; and
- 16.2 Identify the Springs Rd block as a Greenfield Priority Area - Business; and
- 16.3 Amend Map 2 and Map 14 to reflect the change in identification of the land, as above.

Submission

- 17 Submission point: The draft Spatial plan does not comply with the requirements of a Future Development Strategy under the NPS-UD because it does not provide for the assessment and identification of additional Future Urban Development Areas or Greenfield Priority Areas – Residential or Business in the Christchurch District Plan area through the Spatial Planning process.
- 18 The draft Spatial Plan states that it satisfies the requirements of a FDS under the NPS-UD.⁴ However, it does not meet the requirements to provide at least sufficient development capacity, as required by clauses 3.2 and 3.3 over the next 30 years to meet expected demand⁵, nor assist the integration of planning decisions under the Act with infrastructure planning and funding decisions,⁶ because it fails to (as required) spatially identify the broad locations in which development capacity will be provided over the long term, **in both existing and future urban areas**, (our emphasis) to meet the requirement of clauses 3.2 and 3.3.⁷
- 19 Clause 3.3 requires every tier 1, 2 and 3 local authority to provide **at least sufficient** development capacity in its region or district to meet expected demand for business land:
 - a **from different business sectors**; and;
 - b in the short term, medium term, and **long term**.⁸

In order to be **sufficient** to meet expected demand for business land, the development capacity must be:

- a **plan-enabled**; and
- b **infrastructure-ready**; and

⁴ Draft Greater Christchurch Spatial Plan, p.23.

⁵ NPS-UD clause 3.13(1)(a)(ii).

⁶ NPS-UD clause 3.13(1)(b).

⁷ NPS-UD clause 3.13(2)(a).

⁸ NPS-UD clause 3.3(1)(a) and (b).

- 6 -

c **suitable to meet the demands of different business sectors;** and

d meet the expected demand plus the appropriate competitiveness margin.⁹

(our emphasis)

- 20 Contrary to these requirements, the draft Spatial Plan fails to provide for new Greenfield Priority Areas - Business within CDP. It states there is more than enough industrial land in Greater Christchurch to meet demand over the next 30 years, with a significant surplus in Christchurch.¹⁰
- 21 The draft Spatial Plan also assumes that demand for industrial land will decline in the long term due to global economic trends. It asserts that the total supply of industrial land in Greater Christchurch may never be fully utilised.¹¹
- 22 This is contrary to recent research from CBRE, a real estate consultancy, showing there is currently a high demand for industrial land in Christchurch, but with a shrinking supply.¹² This research shows the vacancy rate in prime quality industrial property has fallen to virtually zero, with rents reaching records highs. Overall, the industrial vacancy in Christchurch is now just 0.8% as at December 2022, down from 2.6% in June 2022. The vacancy rate for prime Grade A premises is now just 0.1%.¹³ Evidence from real estate agents specialised in industrial land in Christchurch state that ongoing high demand for industrial land in Christchurch is coming up against genuine land and building supply issues and placing upward pressure on rents. As a result industrial buildings are in high demand among investors.¹⁴
- 23 As an FDS, the draft Spatial Plan 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 3.3.¹⁵ This is a requirement for **each** local authority.¹⁶ The draft Spatial Plan fails to meet this requirement in that the Christchurch City Council has not made provision for development capacity over the long term, in both existing **and future urban areas**. It is assuming the already zoned industrial land is sufficient to meet current and future

⁹ NPS-UD clause 3.3(2)(a)(b)(c) and (d).

¹⁰ Draft Greater Christchurch Spatial Plan, p.77.

¹¹ Ibid.

¹² CBRE, 12 April 2023, [New CBRE research shows tight market with low supply and rent growth | CBRE New Zealand](#) last accessed 17/07/2023.

¹³ Ibid.

¹⁴ Colliers, [Colliers | Christchurch industrial market continues to boom](#), 29 Oct 2021, last accessed 17 July 2023.

¹⁵ NPS-UD clause 3.13(2)(a).

¹⁶ NPS-UD clause 3.13(1)(a)(ii).

- 7 -

demand. However, there is evidence showing this is not the case and instead there is a current lack of suitable industrial land. The current supply of industrial land on the market is not suitable to meet the demands of different business sectors and therefore not **sufficient**.¹⁷

- 24 The contents of the draft Spatial Plan will affect the future contents of planning instruments under the RMA, such as the CRPS and the CDP; Clause 3.17 of the NPS-UD requires every tier 1 and 2 local authority to have regard to the relevant FDS when preparing or changing RMA planning documents. The failure of the draft Spatial Plan to provide for sufficient development capacity in the CDP area will result in those RMA documents also failing to give effect to the NPS-UD.

Well-functioning urban environments

- 25 The draft Spatial Plan states that it provides for a well-functioning urban environment and sets out the criteria for this on p.23, reflecting the content of Policy 1 of the NPS-UD. To the contrary, by not allowing for any Future Urban Development Areas, or Greenfields Priority Areas (Residential or Business) in the CDP area, the draft Spatial Plan does not meet several key aspects of Policy 1, which defines well-functioning urban environments as, at a minimum:

- a having or enabling a variety of homes that:
 - i meet the needs, in terms of type, price, and location, of different households; and
 - ii enable Maori to express their cultural traditions and norms; and
- b having or enabling a variety of sites that are **suitable for different business sectors in terms of location and site size**; and
- c having good accessibility for people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and
- d supporting, and limiting as much as possible **adverse impacts on the competitive operation of land and development markets**; and
- e supporting reductions in greenhouse gas emissions; and

¹⁷ NPS-UD clause 3.2(2)(c).

- 8 -

- f are resilient to the likely current and future effects of climate change.¹⁸
- 26 The draft Spatial Plan does not meet the above requirements as it does not provide for any future development capacity for industrial land within the CDP area. It states there is a feasible capacity of 663ha of industrial land in the medium term (0-10 years), with a projected demand of only 36ha in the medium term, leaving a surplus of 627 ha of industrial land.¹⁹ This analysis does not fit with the current vacancy rate of 0.8% for industrial land, with record high rents and high demand among investors for industrial buildings.²⁰ The Business Development Capacity Assessment also acknowledges that the figures for vacant industrial land should be treated with caution.²¹
- 27 The identification of the Springs Rd block as Greenfield Priority Area -Business will help meet the current and projected demand for industrial land and help the Greater Christchurch Partnership avoid adverse impacts on the competitive operation of land and development markets.

Choice and Competitiveness

- 28 Clause 3.22 of the NPS-UD defines “a competitiveness margin” as “a margin of development capacity, over and above the expected demand that tier 1 and tier 2 local authorities are required to provide, that is required in order to support choice and competitiveness in housing and business land markets.” That is consistent with the NPS-UD Policy 1(d) part of the definition of “well-functioning urban environments” as being ones which “support and limit as much as possible adverse impacts on, the competitive operation of land and development markets”.
- 29 Under the draft Spatial Plan, there is no provision made for new Greenfields Priority – Business areas in the CDP area in the short to long term. This does not support choice and competitiveness in industrial land markets and will exacerbate adverse impacts on the competitive operation of land and development markets.
- 30 The identification of the Springs Rd block as Greenfield Priority Area -Business will address this, as the large size of the block (18.6ha), will provide for a variety of sites, well connected to infrastructure and arterial highways.

¹⁸ NPS-UD 2020, Policy 1 (a)-(f).

¹⁹ Greater Christchurch draft Spatial Plan, p.77.

²⁰ See footnotes 12, 13, and 14 *supra*.

²¹ Greater Christchurch Partnership Business Development Capacity Assessment, April 2023, p.41.

Well integrated with transport links and the centres network

- 31 Map 2 and Map 14 would restrict future urban development of Greater Christchurch to only within the Waimakariri and Selwyn Districts. Forcing future urban development away from Christchurch City and out to the Districts creates urban sprawl and does the opposite of integrating industrial land with transport links and the centres network.
- 32 There has been a trend for industry to prefer locations on the west of Christchurch closer to SH1 and the airport, coupled with a growth in e-commerce and high rental rates for industrial land in Auckland. Industries with high freight volumes prefer locations that offer a large capacity for warehousing, close to strategic logistics hubs, such as the Christchurch International Airport. Industrial land of this type provides affordable transport backfill when distributing product from Christchurch to the north. The demand for industrial land of this type is “insatiable”, according to Colliers.²²
- 33 The Springs Rd block fits the demand for this type of industrial land, as is it located right next to SH76, the heavy industrial area in Hornby South, close to the IZONE logistics hub in Rolleston and with fast access to Christchurch International Airport.
- 34 The area surrounding the Springs Rd block is predominantly Heavy Industrial Zone and the rezoning of the Springs Rd block would integrate easily into the surrounding industrial area, see **Figure 4** for a map indicating the surrounding land use.
- 35 The use of the Springs Rd block as industrial would meet the criteria of a well-functioning urban environment and will contribute towards meeting future demand for industrial land.

Summary

- 36 The Springs Rd block is well suited to be identified as a Greenfield Priority Area – Business. The use of the land as an industrial site fits the needs of the surrounding urban environment and will help meet demand for different business sectors, due to the size (18.6 ha) of the block and excellent accessibility to arterial roads, industrial and logistic hubs and the airport.

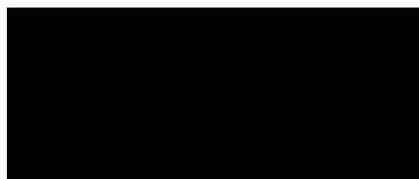
²² [Colliers | Scarce supply and low vacancy fuels industrial property demand in Christchurch](#), 9 September 2021, last accessed 17 July 2023.

- 10 -

Relief Sought:

- 37 Confirm the Springs Rd block as a new/expanded industrial area; and
- 38 Identify the Springs Rd block as a Greenfield Priority Area - Business; and
- 39 Amend Map 2 and Map 14 to reflect the change in identification of the land above; and
- 40 Such other relief as may be required to give effect to this submission, including alternative, consequential or necessary amendments to the Draft Spatial Plan that address the matters raised by Arumoni Ltd.
- 41 Arumoni Developments Ltd wishes to be heard in support of this submission.

Dated 21 July 2023



Margo Perpick
Counsel for and on behalf of
Arumoni Developments Limited

Address for service:

Saunders & Co.



Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023
First name: Ingrid Last name: Mesman

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?

No

Why:

New Zealanders do not use public transport like the English. They like to have the freedom to come and go as they wish. I do not support more money being spent on public transport that will only cause debt and will not be utilised.

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 do not support more high rise dense housing. Mental health is already at a high. How will pushing the public into high rise apartments address this issue. I do not see the Christchurch population rising by the amount you are referring to. We do not have the immigration numbers that are being forced onto European cities where this extra housing would be required. Our net migration gain is 52,000 per year. I believe NZ is big enough to cope with that without these specific major housing developments projects.

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:

I do not support this if it disrupts the opportunity for market gardens in fertile productive areas close to cities.

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?

No

Why (please specify the Priority Area):

Developing partnership with businesses will not give you opportunities to meet the specific needs of the local communities. Businesses want to profit out of any relationship. How will this happen when your proposal is to meet the individual needs of a local community. If you are suggesting a one size fits all or that businesses will consult with the local communities then you are seriously mistaken.

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:

#1 I do not support the restoration of our historic heritage. It is costly and more important issues are homeless people on our streets.

I partially support #2, in regard to encouraging people to be resilient to Natural hazards. This can be done through education, not a policy that is sewn into every part of their lives! I'd like to get more specific information regarding how you can assist people to be resilient to climate change as that could be a day to day project. Our climate is different from one day to the other. We do not want to change how we live on information from outside sources UN and WHO. Good luck with that!

I agree with #3 however not at the expense of productive soil for market gardens/ growing zones for the community city.

I do not agree with #4. Leave people to decide where and how to live. As long as they are living in honour and with respect to their neighbours. Housing should be the choice of the individual, family, group. People should be able to go where they want to satisfy their needs. Not be forced into communities where the perceived needs are being decided by bodies of people who do not have an idea of what their individual wants and needs are.

#5 Businesses will go where the rent is reasonable and they can operate near transport routes, production areas. I do not support subsidising providing accommodation for businesses where the local do not benefit in some way for that subsidy. I do not support subsidising businesses when their are homeless still on the streets of christchurch.

#6 As in my earlier reply above. NZ does not use transport like other countries. We like to be independent

with where we go and how we get there. Using public money to prop up transport in a presumed effort to get the public to use more is not working. Many people are using the cycleways. Take buses off the road and support minivan transport around the city. Mostly the buses are not busy during work hours. Have buses available at predesignated times and from predesignated places. Stop trying to provide all options for all. Get people to take action for themselves.

Attached Documents

File

No records to display.

1

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

Unsure

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?

Unsure

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?

Partially

Why (please specify the Priority Area):

Get rid of the "adapt to the impacts of climate change.." part. Anthropogenic global warming (AGW) is a globalist money-sucking scam designed to further enrich the super-rich and limit the freedom and prosperity of ordinary people. Carbon dioxide is not poison; it is plant food. The world needs more of it; not less.

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:

How about having a garage for most apartments? They can be used for storing things such as an electric scooter even if the occupier doesn't have a car. The United Nations 15-minute city concept is all about control and eventual depopulation. Why follow them? They are an unelected globalist organization run by billionaires.

Further, NZ should pull out of the WHO and have nothing to do with the WEF.

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

Please get rid of the fear-mongering about climate change and rising sea levels. The climate always changes but carbon dioxide and methane have little to do with it. It's mostly due to sun cycles. How about banning chemtrails, HAARP, and other weather modification?

And get rid of the 5G towers. They have little to do with connectivity speed for most users but are needed for mind-controlling those who got covid-jabs and are now walking antennas. Yes, they show up on bluetooth with MAC addresses! And how about respecting bodily autonomy instead of shutting my children out of council libraries and swimming pools because they didn't get injected with an "experimental" bioweapon?

Regarding water quality, Christchurch used to have great water but it is now polluted with chlorine and eventually will be poisoned with the neurotoxin fluoride. Chlorine is bad for gut health and the immune system, while fluoride lowers the IQ of children by 7 points. You need to stand up for the people against the globalist-controlled central government. You work for us; not for those control freaks.

Glyphosate and GMO food should be banned. They are dangerous.

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 21/07/2023

First name: Greg **Last name:** Gaba

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?

Why:

refer to attached submission from Greg Gaba

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?

Why:

refer to attached submission from Greg Gaba

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?

Why:

refer to attached submission from Greg Gaba

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:

refer to attached submission from Greg Gaba

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?

Why (please specify the Priority Area):

refer to attached submission from Greg Gaba

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:

refer to attached submission from Greg Gaba

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

refer to attached submission from Greg Gaba

Attached Documents

File
Submission on Draft Greater Chch Spatial Plan - Greg Gaba
Attachment 1 - Greg Gaba



SUBMISSION ON THE DRAFT GREATER CHRISTCHURCH SPATIAL PLAN

To: Greater Christchurch Partnership
PO Box 73014
Christchurch 8154

Submitter: **GREG GABA**

C/- Saunders & Co.,

Attention: Margo Perpick

Proposal: Draft Greater Christchurch Spatial Plan

Address for service of submitter:
c/- Margo Perpick



SUBMISSION ON THE DRAFT GREATER CHRISTCHURCH SPATIAL PLAN

Name of submitter

1 Greg Gaba (the **submitter**).

Proposal to which submission relates

2 This submission relates to the Draft Greater Christchurch Spatial Plan (the **draft Spatial Plan**) in its entirety and particularly those provisions which apply or affect the property 184 and 250 Johns Road, which is owned by the submitter:

3 The land parcels subject to this submission are:

3.1 Section 33 SO 460822, Section 6 SO 16854, Section 74 SO 460822, Section 36 SO 460822.

4 The location of Greg Gaba's interests as described above, are shown on the images appended at **Attachment 1**.

5 The land referred to above and depicted in Attachment 1 is collectively referred to herein as **184 & 250 Johns Rd**.

6 The submitter could not gain an advantage in trade competition through this submission.

Details of submission

7 Greg Gaba's submission relates to the draft Spatial Plan as a whole, but has a specific focus on:

7.1 Identifying 184 & 250 Johns Rd as a Future Urban Development Area; and

7.2 Identifying 184 & 250 Johns Rd as a Greenfield Priority Area - Business; and

7.3 Amending Map 2 and Map 14 to reflect the change in identification of the land above.

Statement of Interest and Background

8 The submitter is involved in the aeronautical parts industry. Prior to the Canterbury Earthquake, his business was on Moorhouse Avenue. However, after the earthquake's resource consents

- 3 -

were secured to operate this business at 184 Johns Road. The consents have now expired, leaving the site open for re-development.

184-250 Johns Rd

9 184-250 Johns Rd is currently:

9.1 zoned Rural Urban Fringe in the Christchurch District Plan (the **CDP**), see Attachment 1, **Figure 1 & Figure 2**.

10 The submitter's intentions for 184-250 Johns Rd are that it will be:

10.1 identified as a Future Urban Development Area in the Spatial Plan; and

10.2 identified as a Greenfields Priority Area – Business in the Spatial Plan; and

10.3 identified as a Greenfields Priority Area – Business on Map A of Chapter 6 of the CRPS; and

10.4 the subject of a successful application be zoned Commercial Mixed Use Zones, or some other appropriate commercial zone, in the CDP;

and then the submitter would seek subdivision and land use consents to enable commercial development of the site.

11 A series of Location Maps are enclosed with the submission in **Attachment 1**. The aerial photographs at **Figure 3** show the different properties within 184-250 Johns Rd. The land is primarily landscaped at present, with a dwelling and single level sheds spread across the property. **Figure 4** shows the land in relation to other sites of interest, such as its close proximity to the Clearwater Resort and SH1.

12 The total area of the 184-250 Johns Rd block is approximately 3.5 ha.

13 **Figure 5** shows that 184-250 Johns Rd is immediately next to the Projected Infrastructure Boundary on Map A in the CRPS.

14 The site is well connected to the transportation network with two connections to Johns Rd (SH1) to the south east. It is also very close to the Clearwater Resort and approximately 5-10

- 4 -

minutes driving from the Christchurch International Airport and has the ability to be serviced by infrastructure.

Submission Summary

15 This submission relates to the draft Spatial Plan as a whole, but has specific focus on:

15.1 In order to satisfy the requirements of the National Policy Statement on Urban Development (**NPS-UD**) for a Future Development Strategy (**FDS**), to:

- a promote long-term strategic planning by setting out how the local authorities intend to:
 - i achieve well-functioning urban environments in their existing and future urban area;¹ and
 - ii provide at least sufficient development capacity, as required by clauses 3.2 and 3.3 of the NPS-UD, over the next 30 years to meet expected demand;² and
 - iii assist the integration of planning decisions under the Act with infrastructure planning and funding decisions³ and
- b spatially identify the broad locations in which development capacity will be provided over the long term, in both existing and future urban area, to meet the requirements of clauses 3.2 and 3.3 of the NPS-UD⁴

the draft Spatial Plan must identify 184-250 Johns Rd as a Future Urban Development Area and as a Greenfields Priority Areas -Business.

15.2 The draft Spatial Plan does not currently enable well-functioning urban environments in the Greater Christchurch area. Specifically, it makes no provision for Future Urban Development Areas or for Greenfields Priority Areas - Business or Residential in the

¹ NPS-UD clause 3.13 (1)(a)(i).

² NPS-UD clause 3.13 (1)(a)(ii).

³ NPS-UD clause 3.13 (1)(b).

⁴ NPS-UD clause 3.13 (2)(a).

- 5 -

CDP area, and so does not: support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets;⁵

- 16 This submission seeks to:
- 16.1 Identify 184-250 Johns Rd as a Future Urban Development Area in the Spatial Plan;
and
 - 16.2 Identify 184-250 Johns Rd as a Greenfield Priority Area – Business in the Spatial Plan;
and
 - 16.3 Amend Map 2 and Map 14 to reflect the change in identification of the land, as above.

Submission

- 17 Submission point: The draft Spatial plan does not comply with the requirements of a Future Development Strategy under the NPS-UD because it does not provide for the assessment and identification of additional Future Urban Development Areas or Greenfield Priority Areas – Residential or Business in the Christchurch District Plan area through the Spatial Planning process.
- 18 The draft Spatial Plan states that it satisfies the requirements of a FDS under the NPS-UD.⁶ However, it does not meet the requirements to provide at least sufficient development capacity, as required by clauses 3.2 and 3.3 over the next 30 years to meet expected demand⁷, nor assist the integration of planning decisions under the Act with infrastructure planning and funding decisions,⁸ because it fails to (as required) spatially identify the broad locations in which development capacity will be provided over the long term, **in both existing and future urban areas**, (our emphasis) to meet the requirement of clauses 3.2 and 3.3.⁹
- 19 Clause 3.3 requires every tier 1, 2 and 3 local authority to provide **at least sufficient** development capacity in its region or district to meet expected demand for business land:
- a **from different business sectors**; and;

⁵ NPS-UD Policy 1(d).

⁶ Greater Christchurch Draft Spatial Plan, p.23.

⁷ NPS-UD clause 3.13(1)(a)(ii).

⁸ NPS-UD clause 3.13(1)(b).

⁹ NPS-UD clause 3.13(2)(a).

- 6 -

b in the short term, medium term, and **long term**.¹⁰

In order to be **sufficient** to meet expected demand for business land, the development capacity must be:

a plan-enabled; and

b infrastructure-ready; and

c **suitable to meet the demands of different business sectors**; and

d **meet the expected demand plus the appropriate competitiveness margin**.¹¹

(our emphasis)

20 The draft Spatial Plan sets out there will be a significant shortfall of commercial land in Christchurch over the next 30 years.¹² However, Maps 2 and 14 draft Spatial Plan do not provide for any new Greenfield Areas – Business in the Christchurch area.¹³

21 The Business Development Capacity Assessment estimates the shortfall of commercial land is approximately 110.1 ha. There needs to be a variety of business land types, as not all demand for commercial land can be satisfied by high rise buildings in the City Centre.

22 The NPS-UD requires the Christchurch City Council to provide for a variety of types of business land to be supplied, suitable for different business sectors in terms of location and site size¹⁴ and to limit adverse impacts on the competitive operation of land and development markets.¹⁵

23 The contents of the draft Spatial Plan will affect the future contents of planning instruments under the RMA, such as the CRPS and the CDP; Clause 3.17 of the NPS-UD requires every tier 1 and 2 local authority to have regard to the relevant FDS when preparing or changing RMA planning documents. The failure of the draft Spatial Plan to provide for sufficient development capacity in the CDP area will result in those RMA documents also failing to give effect to the NPS-UD.

¹⁰ NPS-UD clause 3.3(1)(a) and (b).

¹¹ NPS-UD clause 3.3(2)(a)(b)(c) and (d).

¹² The Business Development Capacity Assessment, p.57.

¹³ Greater Christchurch Draft Spatial Plan, p.77-79.

¹⁴ NPS-UD, Policy 1(c).

¹⁵ NPS-UD Policy (d).

Well-functioning urban environments

- 24 The draft Spatial Plan states it provides for a well-functioning urban environment and sets out the criteria for this on p.23, reflecting the content of Policy 1 of the NPS-UD. To the contrary, by not allowing for any Future Urban Development Areas, or Greenfields Priority Areas (Residential or Business) in the CDP area, the draft Spatial Plan does not meet several key aspects of Policy 1, which defines well-functioning urban environments as, at a minimum:
- a having or enabling a variety of homes that:
 - i meet the needs, in terms of type, price, and location, of different households; and
 - ii enable Māori to express their cultural traditions and norms; and
 - b **having or enabling a variety of sites that are suitable for different business sectors in terms of location and site size; and**
 - c having good accessibility for people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and
 - d **supporting, and limiting as much as possible adverse impacts on the competitive operation of land and development markets; and**
 - e supporting reductions in greenhouse gas emissions; and
 - f are resilient to the likely current and future effects of climate change.
- 25 The draft Spatial Plan does not meet the above requirements as it does not provide for any future development capacity for commercial land in the CPD area.

Choice and Competitiveness

- 26 Clause 3.22 of the NPS-UD defines “a competitiveness margin” as “a margin of development capacity, over and above the expected demand that tier 1 and tier 2 local authorities are required to provide, that is required in order to support choice and competitiveness in housing and business land markets.” That is consistent with the Policy 1(d) part of the definition of

- 8 -

“well-functioning urban environments” as being ones which “support and limit as much as possible adverse impacts on, the competitive operation of land and development markets”.¹⁶

- 27 Under the draft Spatial Plan, there is no provision made for new commercial development in the CDP. The Business Development Capacity Assessment concludes the supply of future commercial land will come from rezoning old industrial sites around the city, but suggests nothing to provide for future commercial development in the west of the city.¹⁷ This does not support choice and competitiveness in commercial land markets and will exacerbate adverse impacts on the competitive operation of land and development markets.
- 28 The land at 184-250 Johns Rd will meet a proven demand for commercial land in the Christchurch area. **Figure 2 & Figure 3** in Attachment 1 shows the site right next to SH1 and the Clearwater Resort. The location of the site will meet the future lack of choice in the surrounding area for commercial land and will support the future operation of a competitive land market in the local area.

Well integrated with transport links

- 29 The Spatial Plan seeks to provide sufficient commercial land that is well integrated with transport links. The 184-250 Johns Rd land is located right next to SH1 and with good access to the airport. It would be ideal for commercial retail or visitor accommodation servicing visitors to the Clearwater Resort, or passing through Christchurch on route to Picton or elsewhere.

Reverse sensitivity

- 30 The Christchurch International Airport is identified as strategic infrastructure. 184-250 Johns is currently zoned Rural Urban Fringe zone and falls within the 50 dB Ldn Air Noise Contour overlay and the Christchurch International Airport Protection Surfaces, see Attachment 1, **Figure 6**. 184-250 Johns is unlikely to be suitable for residential use. Rezoning 184-250 Johns Rd for commercial use would not introduce noise sensitive activities into the above Air Noise Contour overlay and would not present a reverse sensitivity risk to Christchurch International Airport.

¹⁶ NPS-UD, Policy 1(d).

¹⁷ Business Development Capacity Assessment, p.8.

- 9 -

- 31 The use of the 184-250 Johns as commercial/visitor accommodation would meet the criteria of a well-functioning urban environment and will contribute towards meeting future demand for industrial land.
- 32 The use of 184-250 Johns Rd for commercial purposes is required to provide sufficient development capacity to meet the demand for business land to give effect to the NPS-UD; and
- 33 There are no other reasonably practicable and feasible options for providing at least sufficient development capacity within the same locality and market while achieving a well-functioning urban environment; and
- 34 The environmental, social, cultural and economic benefits of using 184-250 Johns Rd for commercial purposes outweigh the long-term environmental, social, cultural and economic costs associated with the loss of highly productive land for land-based primary production, taking into account both tangible and intangible values.

Summary

- 35 The land at 184-250 Johns Rd is well suited to be identified as a Greenfield Priority Area – Business, as this use fits the needs of the surrounding urban environment, will help meet demand for the long-term shortfall of commercial land in Christchurch, has good transport connections and the ability of the site to be served by infrastructure.

Relief Sought:

- 36 Identify 184-250 Johns Rd as a Future Development Area; and
- 37 Identify 184-250 Johns Rd as a Greenfield Priority Area - Business; and
- 38 Amend Map 2 and Map 14 to reflect the change in identification of the land above; and
- 39 Such other relief as may be required to give effect to this submission, including alternative, consequential or necessary amendments to the Draft Spatial Plan that address the matters raised by Greg Gaba.
- 40 Greg Gaba wishes to be heard in support of this submission.

Dated 21 July 2023

Submission of Greg Gaba 21 July 2023



Margo Perpick
Counsel for and on behalf of
Greg Gaba

Address for service:

Saunders & Co.



Attachment 1



Figure 1. 184-250 Johns Rd, Rural Urban Fringe Zone, Christchurch District Plan

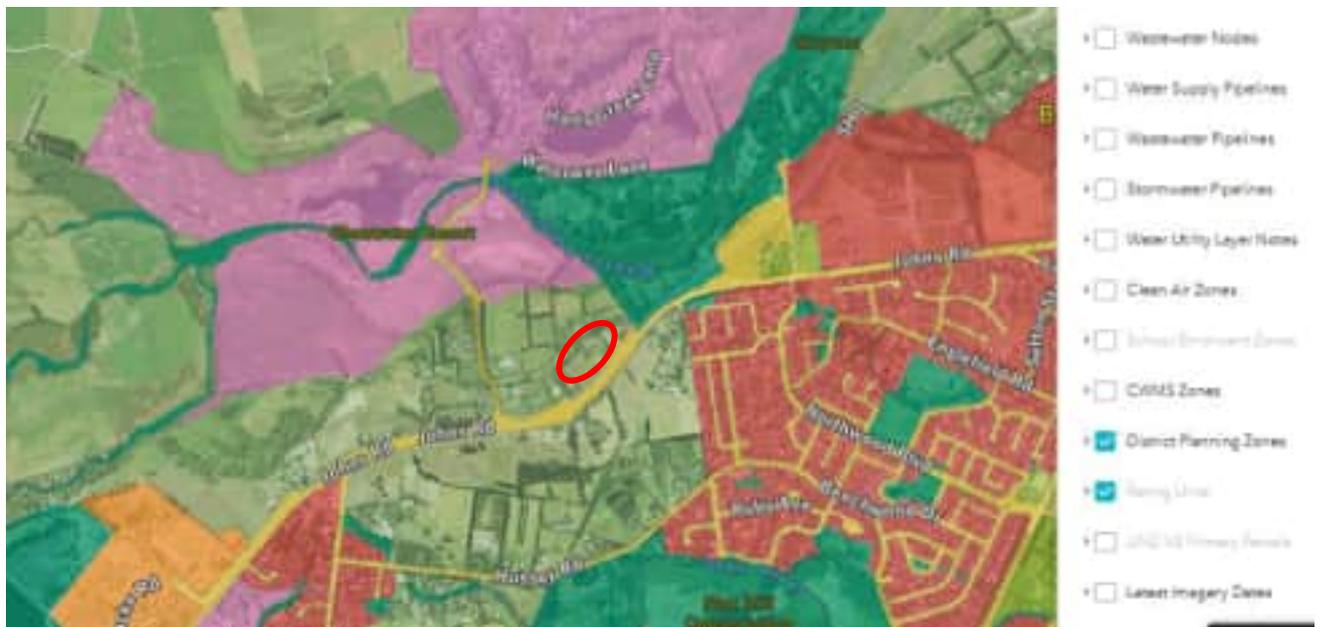


Figure 2. 184-250 Johns Rd in relation to the Clearwater Resort & nearby residential areas in Belfast and SH1.

- 3 -

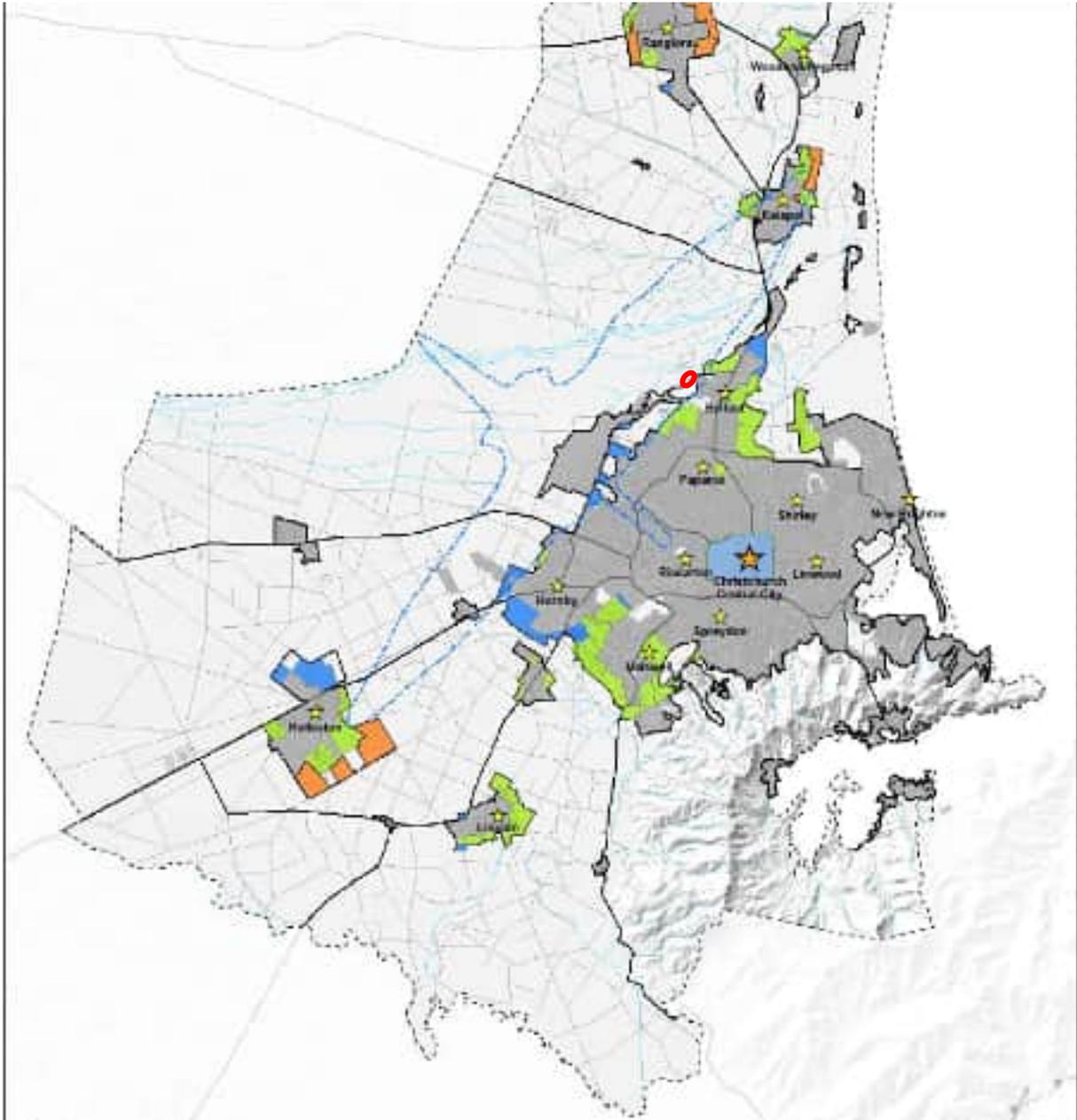


Figure 5. Location of 184-250 John Rd (in red) on the Map A CRPS.

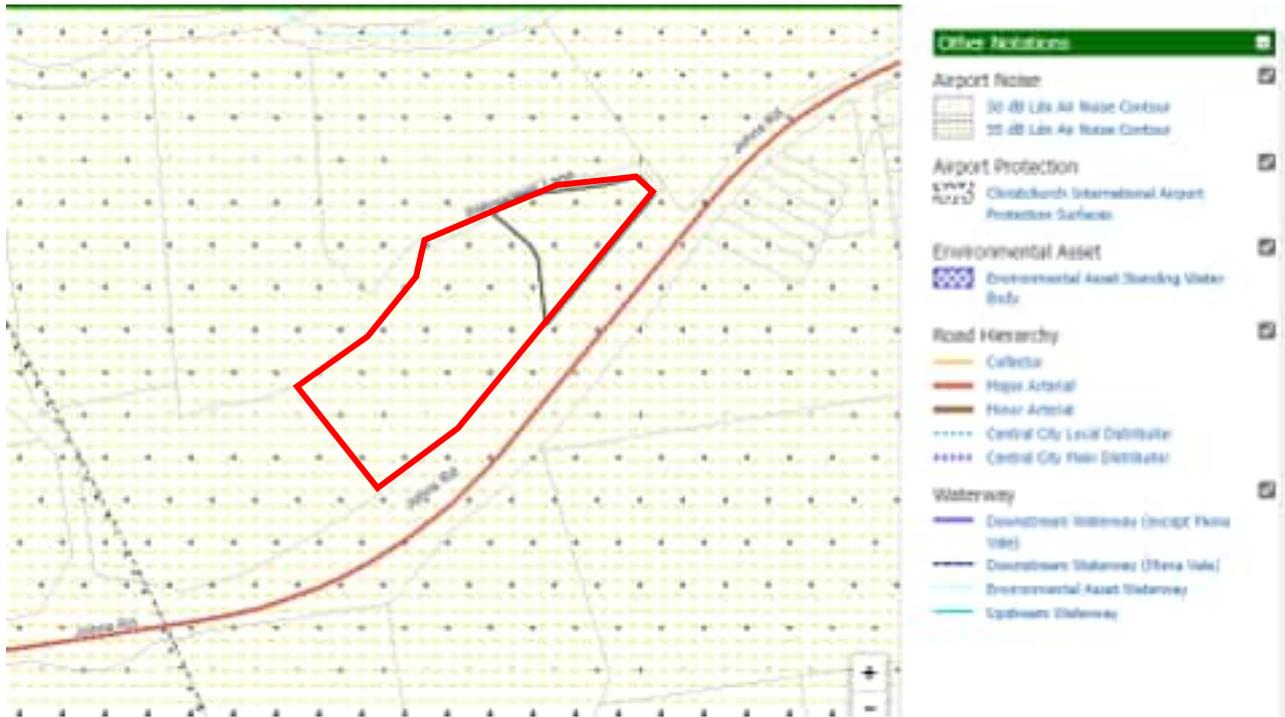


Figure 6. 50 db Ldn Air Noise Contour overlay over 184-250 Johns Rd.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 21/07/2023

First name: Victoria **Last name:** Wicks

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:

As someone who lives in St Albans my needs, wants and most definitely my investment in housing has already been ignored when it was decided the Northern Corridor could cut a swathe through our suburb to allow easy access to the city for people who chose to buy and live a significant distance from the urban centre

We now find that we are earmarked for mass rapid transit to once again allow those who do not live in our suburb to get where they want to go more efficiently. The plan notes that the Papanui/Merivale corridor is currently primarily focused on residential. These residential homeowners are now being asked – well actually told – that they must accept the inevitable devaluation of their homes to allow for mass transit options for people who chose to live further from the city centre.

We do not want or need more commercial businesses in our residential suburb

We do not want or need to be a transport thoroughfare

We are not simply the *opportunity to leverage the potential mass rapid transport route* quoted in your plan

We do not consent to once again being the people whose homes, lifestyles and investment is inconsequential

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:

As someone who lives in St Albans my needs, wants and most definitely my investment in housing has already been ignored when it was decided the Northern Corridor could cut a swathe through our suburb to allow easy access to the city for people who chose to buy and live a significant distance from the urban centre

We now find that we are earmarked for mass rapid transit to once again allow those who do not live in our suburb to get where they want to go more efficiently. The plan notes that the Papanui/Merivale corridor is currently primarily focused on residential. These residential homeowners are now being asked – well actually told – that they must accept the inevitable devaluation of their homes to allow for mass transit options for people who chose to live further from the city centre.

We do not want or need more commercial businesses in our residential suburb

We do not want or need to be a transport thoroughfare

We are not simply the *opportunity to leverage the potential mass rapid transport route* quoted in your plan

We do not consent to once again being the people whose homes, lifestyles and investment is inconsequential

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:

it would appear we are all be crammed into high density crowded suburbs who then take their rapid transit options to visit the safely tucked away nature areas

Why not let homeowners have liveable spaces with gardens in which to actually live rather than cram them into high rises to then have to take the mass rapid transit to visit a tree?

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:

The belt acts not just to keep the urban sprawl from encroaching on the countryside but also to keep people away from nature. Keep them all contained. Locked away with limited options to access the countryside

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?

No

Why (please specify the Priority Area):

Papanui is a residential area. It is not just somewhere ripe for leverage for your transport and high density plans

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:

Attached Documents

File
No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 21/07/2023

First name: Glenis Last name: Youngman

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:

On the East side of town it stops at Linwood. What about the areas past Linwood? Aranui, New Brighton, South New Brighton? There is no development at all for these areas . Not good 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?

No

Why:

Apartments and terraced housing are no good for families who want outdoor areas at their homes for children to play. There has been nothing for families with children at all in your housing plans.

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:

Growth is already focussed around urban areas. It depends what you mean about enhancing the natural environment. Putting awful big cell towers everywhere in the natural environment is not good for it as emit radiation. i would like to see the council promote orchards in the red zones as to make use of highly productive land.

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:

We need a greenbelt to protect the rural areas. It is very important to maintain the land to produce food for people living in surrounding areas and NZ. Urban and rural areas need to be kept separate.

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?

No

Why (please specify the Priority Area):

Climate change is the biggest farce out and should not be used as a reason to make changes in certain areas. If climate change was real there would be no building apartments

on Marine Parade as that is close to the beach. By not naming any specific areas in eastern Christchurch I do not believe there will be any priority given to it. The Christchurch city council need to look after the residents in Eastern Christchurch more as the area has been neglected for a long time. As a rate payer I am disappointed in how the council has not supported the New Brighton area by ensuring pot holes at the entrance to one of the main car parks and in by the Surfside mall. The health and safety hazards these holes create are enormous and sadly ignored by the council. What kind of partnership is the council proposing that the other areas are not getting? The rates paid by ratepayers in our area should stay in our area to fix the rotten roads, pot holes etc. We do not need any outside entity to come in and take over our area in the name of partnership.

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:

What about ratepayers who own land? What rights do we have? Too much emphasis on Maori land and rights. Reducing carbon footprint means reducing population as we are all made of carbon. To protect the health of water there should be no chemicals put in it i.e fluoride and chlorine. People should have the choice to travel how they want. Taking the choice away from them is an over reach from the council. Electric vehicles are not environmentally friendly and give off more greenhouse gases than petrol vehicles. New Brighton is a great area that had the chance to really prosper. Unfortunately the Christchurch City council do not see it that way. To not give our area the support it and ratepayers deserve really shows in your plan for the future.

Intensive housing does not work as the infrastructure to support it is not there in Christchurch. We have many roads still sinking in Christchurch, voids beneath roads that need to be fixed before you think about anything else. That is what we pay our rates for. Not partnerships with outside entities. We should only have to pay for our essential services with our rates not fancy stuff we do not use.

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

Really disappointed that all you are looking at are 15 minute city concepts and not at what is good for the city as a whole. To single out certain areas and ignore other areas shows how insincere your plans for the future are.

I suggest that you reduce the rates being paid by rate payers in Eastern Christchurch as you have no ideas on how to develop it. Eastern Christchurch is treated like it is a nuisance to the Christchurch City Council.

I expect a reduction in our rates now that we have to pay for excess water. We already pay for water once in our rates so is unfair that you add more water debt to our rates.

Attached Documents

File

No records to display.



1

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

No

Why:

because if the urban and historical impact on our 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?

No

Why:

because of the impact on historical architectural elements that have lasted post earthquakes.
We ste losing our heritage..

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:

because of the historical impact of our lasting architectural heritage.

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:

too restrictive

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?

No

Why (please specify the Priority Area):

because of the impact on our historical architectural elements and our sense of community.

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:

because of the impact on our smaller society and mini communities within the city.

we are not a supercity and this proposed spatial plan will have a negative impact on our neighbourly and community.

don't change what isn't broken

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

dont support this plan, our city has been wounded greatly by the earthquakes and this will distory our rebuilt sense of community as well and historical architecture elements that survived the quakes....

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 21/07/2023

First name: Felicity **Last name:** Blackmore

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

Christchurch International Airport Ltd

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.

Attached Documents

File
CIAL submission on draft Spatial Plan



PO Box 14001
Christchurch 8544
New Zealand
Telephone (+64 3) 358 5029

christchurchairport.co.nz

21 July 2023

Submission by Christchurch International Airport Limited on the draft Greater Christchurch Spatial Plan

CIAL's overall vision for the Spatial Plan: recognition of Christchurch Airport as a Key Transport, Energy and Employment Node

Introduction

- 1 Christchurch International Airport Limited (*CIAL*) welcomes the opportunity to submit on the Draft Greater Christchurch Spatial Plan (the *draft Spatial Plan*).
- 2 CIAL owns and operates Christchurch International Airport (*Christchurch Airport*), the largest airport in the South Island and the second largest in the country. Christchurch Airport plays a critical role in the Greater Christchurch community and economy.
- 3 CIAL's primary business is facilitating aviation activity at Christchurch Airport and, in doing so, providing safe and efficient air connectivity for people and goods. However, the Christchurch Airport campus also hosts a range of other businesses and activities that depend on, or benefit from, an airport location.
- 4 The broader Christchurch Airport campus is a key contributor to the social and economic prosperity of Greater Christchurch. That role will continue, and no doubt strengthen, over the lifetime of the draft Spatial Plan.
- 5 CIAL's climate policy is to maintain its own absolute greenhouse gas emissions reductions above 90% and, while it continues working on its remaining operational emissions, CIAL's focus is on accelerating the decarbonisation of the wider aviation sector.
- 6 To displace the emissions from jet fuel requires a large amount of renewable energy production. The availability of a reliable, renewable energy source is critical. This is why CIAL is developing an onsite renewable energy precinct, Kōwhai Park. Phase One of Kōwhai Park involves the development of an approximately 300-hectare solar farm. The energy produced will power the Christchurch Airport campus and future aviation activities, including terminal requirements, future electric plane charging

and the production of green hydrogen for use in domestic and trans-Tasman aviation.

- 7 CIAL is heavily invested in planning for the future in order to best serve the long-term infrastructure needs of Greater Christchurch.

Summary of CIAL's vision for the draft Spatial Plan

- 8 With its 30-year outlook, the draft Spatial Plan is a key planning document for CIAL. CIAL understands that the draft Spatial Plan will provide overarching direction for the Greater Christchurch planning framework, informing the Canterbury Regional Policy Statement (*CRPS*) review and the three district plans.
- 9 CIAL generally supports the Spatial Plan as drafted. CIAL strongly agrees with taking a strategic approach to long-term urban growth planning, and enabling alignment between the three district councils.
- 10 CIAL considers that the draft Spatial Plan should recognise that the role and importance of a modern airport is, and will be, broader than currently depicted. As a key part of this, CIAL considers that there should be stronger recognition in the draft Spatial Plan of the role that renewable energy infrastructure will play in the future, as New Zealand decarbonises to meet emissions reductions targets.
- 11 CIAL acknowledges that infrastructure is a feature of the draft Spatial Plan, but considers that there should be a greater focus on the protection of existing infrastructure and provision for future infrastructure, particularly given the urban growth projections outlined. Infrastructure and growth necessarily go hand-in-hand and CIAL considers that the draft Spatial Plan provisions need to better prioritise the protection and development of infrastructure.
- 12 With the above in mind:
 - 12.1 CIAL seeks the classification of Christchurch Airport in the draft Spatial Plan (including on the relevant maps) as a Key Transport, Energy and Employment Node. This would give appropriate recognition in the draft Spatial Plan of the full range of core aviation and other services provided at the Christchurch Airport campus and its contribution to the social, environmental and economic prosperity of Greater Christchurch.
 - 12.2 To ensure Christchurch Airport can continue to operate safely and efficiently now and in the future and therefore continue to provide these social, environmental and economic benefits, CIAL also seeks adequate protection and future-proofing of airport and campus activities in the draft Spatial Plan.
- 13 **Appendix A** outlines suggested changes to the Spatial Plan in order to reflect CIAL's position.
- 14 CIAL requests the opportunity to present its submission to the Greater Christchurch Partnership.

About Christchurch International Airport

Today - 2023

- 15 CIAL's core business is to be a safe and efficient airport operator, providing appropriate facilities and services for airport users and those undertaking associated activities.
- 16 In 2018, just under seven million travelling passengers, on a total of 109,307 aircraft movements, and their associated 'meeters and greeters', passed through Christchurch Airport.¹ While these are pre-pandemic figures, they are considered the most representative, as all projections indicate that passenger numbers will return and thrive at Christchurch Airport. Total passenger recovery is currently at 93% compared to June 2019.
- 17 Importantly, Christchurch Airport has a point of difference over other airports in New Zealand in that it operates without curfew and is unrestricted as to the types of aircraft using it. In particular, Christchurch Airport is able to host wide-bodied international passenger services (which also enables the movement of goods), late arriving international flights, fleet maintenance activities and the United States Antarctic Program. The ability of Christchurch Airport to continue to operate without restriction is integral to the delivery of economic and social benefits for Greater Christchurch, the South Island and New Zealand.
- 18 During the COVID-19 pandemic, due to the reduction in passenger services (particularly wide-bodied international flights) which ordinarily facilitate freight movement, action was required to ensure freight links to and from the South Island and connecting to the rest of the world were maintained.
- 19 The Government's International Air Freight Capacity scheme provided funding to airlines for dedicated freight flights. Christchurch Airport played a critical role in the scheme, enabling freight services that kept the South Island economy connected to the rest of the world.
- 20 While passenger services have now returned, and freight specific services have decreased, the pandemic highlighted the critical importance of aviation services to the functioning of the domestic and international freight network.
- 21 Commercial airlines and freight movements aside, even today, the Christchurch Airport campus represents a much broader hub of activity than simply an airport accommodating travelling passengers and the movement of goods in the traditional sense. Other on-campus activities include:
- 21.1 Several international Antarctic science programmes and their associated facilities;
 - 21.2 The air rescue hub for the South Island, which is operated by Garden City Helicopters;

¹ Total in 2019 calendar year.

- 21.3 A base for civil defence and emergency services, a common feature of all airports which are recognised in statute as lifeline utilities;
 - 21.4 An international and domestic aircraft maintenance hub operated by Pratt & Whitney and Air New Zealand;
 - 21.5 Dakota Park, the freight, logistics and warehousing precinct;
 - 21.6 Mustang Park, the largest rental car hub in the South Island;
 - 21.7 The Spitfire Square retail and hospitality hub; and
 - 21.8 Harvard Park, a trade and service precinct.
- 22 To service the broader campus, CIAL owns and manages its own internal transport network and water supply, stormwater and wastewater assets. The provision of water services is secondary to CIAL's core business as an airport owner and operator, but is essential to CIAL's broader business activity and is a desirable element of the services and facilities that the Christchurch Airport campus can offer.
- 23 The activities at the Christchurch Airport campus make a significant contribution to the social and economic wellbeing of the communities and economies of Greater Christchurch, the South Island and New Zealand. Based on data from 2019 and 2020, which is the best representation of employment levels at Christchurch Airport pre-COVID, more than 9,000 people are employed on the campus in full time, part time or casual roles. This makes it the largest single centre of employment in the South Island.
- 24 In the year ended February 2020,² the total direct and facilitated economic contribution to the Canterbury regional economy from business activity at the Christchurch Airport campus was \$5.30 billion of value added and approximately 61,170 jobs, which equated to 20% of all jobs in the region.
- 25 The social and economic contributions of Christchurch Airport to Greater Christchurch (and the South Island and New Zealand) are therefore significant and far larger than aviation activity in isolation.
- 26 Finally, but critically, sustainability is already at the heart of CIAL's business. CIAL's overarching approach to sustainability is best captured by the Māori concept of Kaitiakitanga. This refers to guardianship, conservation, and the connection humans have with the natural world. The six key kete (pillars) of CIAL's sustainability strategy include climate, energy, biodiversity, water and noise and circularity. Christchurch Airport was the first in the world to receive the highest carbon certification an airport can achieve (Airports Carbon Accreditation Level 4), is recognised globally amongst airports for its climate action leadership, and CIAL is a member of the Climate Leaders Coalition and the Sustainable Business Council.

² The most recent 'peak year' of employment and performance at Christchurch Airport.

Into the future

- 27 What will Christchurch Airport look like in 2050? And, at that point, what will its contribution be to the Greater Christchurch community and economy?
- 28 CIAL has committed to taking a leadership position in addressing climate risk, both in terms of climate risk mitigation (emissions reduction) and climate risk adaptation (building resilience).
- 29 In terms of mitigation, a key future investment focus for CIAL is to assist with the decarbonisation of the aviation sector. The future of its core business activity (aviation) will depend on the availability of renewable energy for the uptake of green hydrogen planes (for short-haul and trans-Tasman trips) and planes using SAFs (for long-haul travel).
- 30 CIAL is acutely aware that well-planned and proactive infrastructure investment that aligns with decarbonisation goals and other climate change considerations will be vital to achieving a sustainable and resilient future for Greater Christchurch and New Zealand. There are opportunities for Christchurch Airport to lead the way with green infrastructure, a prospect which CIAL takes very seriously. CIAL, with its strong proven performance in planning, and developing and operating long-term transport infrastructure assets, is and will continue to be world-leading in this sector.
- 31 In terms of resilience, mandatory climate risk disclosure reporting has in fact established that the Christchurch Airport campus is comparatively well-placed to manage the potential effects of climate change and to build resilience into its operations. However, CIAL has an active programme of work addressing issues such as an increasing number of hot days in the region and extreme weather events.
- 32 Other key future sustainability-related focuses for CIAL will revolve around biodiversity (restoring parts of CIAL's landholdings and managing local wildlife), circularity (putting less into landfill and promoting circular economy initiatives) and water (protecting this precious resource).
- 33 CIAL is of course also focused on servicing the projected growth of aviation activity and supporting maintenance, freight, logistics, as well as business activity necessary to service a Greater Christchurch population of approximately 1 million people (with a corresponding increase in visitor numbers). The needs of a modern airport will require CIAL to invest in and provide:
- 33.1 High quality and efficient air services and infrastructure to accommodate aviation sector growth, including services that directly support passenger and freight activity and that facilitate a low emissions future; and
- 33.2 A functional, attractive and well-serviced business environment, which can continue to support a significant volume of employment.

Christchurch Airport as a Key Transport, Employment and Energy Node

- 34 As outlined above, the Christchurch Airport campus is more than a “Key Business Area” as currently described in the draft Spatial Plan. CIAL considers the correct characterisation of the Christchurch Airport campus is a “Key Transport, Energy and Employment Node” or a “KTEEN”. Each of the elements which make up this unique node are discussed below.

Energy

- 35 As indicated above, climate risk mitigation (emissions reduction) is a key future focus for CIAL. To this end, CIAL is actively exploring solutions for its existing and new infrastructure that enables a transition to a low emissions future, most critically through the decarbonisation of the aviation sector.
- 36 For context, the following paragraphs provide a brief overview of the future transition of the aviation sector:
- 36.1 In October 2022, governments meeting at the International Civil Aviation Organisation assembly in Montreal (including New Zealand) agreed on Net Zero emissions by 2050 for the entire aviation industry (including airports and airlines).
- 36.2 The journey to Net Zero by 2050 is expected to require combinations of low emission initiatives. Current forecasts in the aviation industry suggest that by 2050, hybrid, electric, hydrogen fuel cell and hydrogen aircraft will be able to support the global Net Zero emissions reduction goal.
- 36.3 Accordingly, airports around the world are and will continue to see increased demand for renewable energy as aircraft, surface transportation, building and other supported facilities become decarbonised. Most of this demand is expected to arise from the generation of green hydrogen and synthetic forms of Sustainable Aviation Fuel (also derived from green hydrogen).
- 36.4 The start of the Net Zero transition in New Zealand is imminent. This is particularly due to New Zealand’s advantage in that:
- (a) The majority of commercial flights in the country are short, domestic connections;
 - (b) Proximity to Australia offers appropriate distances for future liquid hydrogen aircraft;
 - (c) The Government has committed both to Net Zero emissions by 2050 and 2030 interim reductions; and
 - (d) Air New Zealand has committed to science-based emissions reduction targets, including purchasing zero emission aircraft and plans to have its first low emission flight by 2026.
- 36.5 This presents an opportunity for New Zealand airports, notably Christchurch Airport leading within the New Zealand network, to be global demonstrators of next generation decarbonised aviation.

- 37 CIAL is already experiencing an increase in electricity demand from its campus tenants and electric vehicles at Christchurch Airport. This demand, combined with green hydrogen-fuelled aircraft, is set to dramatically increase in the foreseeable future.
- 38 CIAL will need the capacity to generate a significant volume of electricity to be an effective partner to airlines and aviation-related and other businesses in future.
- 39 In that context, and to help position CIAL as an emissions-reduction leader, CIAL is developing Kōwhai Park as a platform for creating green energy. The 400-hectare land area adjacent to the Christchurch Airport airfields is proposed to be a hub for renewable energy projects to support CIAL's, and the broader aviation industry's, decarbonisation goals.
- 40 Phase One of Kōwhai Park is a proposed large-scale solar farm. The solar farm will be a renewable electricity generating infrastructure asset. On-site generation represents a highly functional and effective approach for electricity for aviation use. It minimises transmission, distribution and logistics costs, which will make the energy product more financially viable for airlines to utilise, with ultimately better outcomes for customers.
- 41 CIAL is also investing significantly to pioneer New Zealand's deployment of green hydrogen in aviation. As part of the Hydrogen Consortium announced in February 2023, CIAL (together with Airbus, Air New Zealand, Fabrum, Future Fortescue Industry and Hiringa) intends to play a key part in supporting the development of green hydrogen to facilitate the transition to green hydrogen in aviation.
- 42 The decarbonisation of aviation is a primary incentive for CIAL. However, CIAL is also exploring the opportunity to serve other energy intensive activities including land transport, manufacturing, other industrial activities and potentially new high-tech activities. It is important that the capabilities of a modern airport are not unduly restrictive. There is also potential for CIAL's investment to provide the foundations of other renewable energy infrastructure projects in Greater Christchurch.
- 43 Based on the above, CIAL considers that Christchurch Airport should be identified as an energy hub in the draft Spatial Plan:
- 43.1 It needs energy now to service terminal requirements and the needs of its tenants;
- 43.2 It will need (significantly more) energy in the future to service aviation-related activities and, potentially, the broader transport network; and
- 43.3 It is well-placed to provide a platform for creating a range of green energies, due to the space available at Kōwhai Park and the location next to the airfields, Christchurch City and the wider electricity network.

- 44 The draft Spatial Plan represents a key opportunity to contemplate and enable innovation and the fast uptake of future technology and operations, in order to assist New Zealand's overall Net Zero transition.

Transport

- 45 Christchurch Airport is a major gateway connecting Christchurch and the South Island to other parts of the country and overseas:
- 45.1 It is a key destination for domestic and international passengers (both for leisure and business) and meeters/greeters;
 - 45.2 It facilitates a significant proportion of freight distribution and CIAL has invested in developing suitable facilities, such as at Dakota Park, to enable these freight services in recent times;
 - 45.3 It is a major employment destination in its own right for Greater Christchurch residents; and
 - 45.4 It is easily geographically accessible to all three districts in Greater Christchurch.
- 46 An effective and resilient transport network, for the movement of goods and people, is critical. Airports are a critical piece in the global transport network that are, for the most part, resilient to the effects of natural disasters and extreme weather events. The susceptibility of road and rail to such events highlights the importance of airports in providing a regional, national and global connection when the land transport system is compromised.
- 47 In addition, airports play an important role in supporting one another as part of the domestic and international transport network. The Auckland floods in January 2023 and the impact on Auckland International Airport saw Christchurch Airport play a role to assist in the maintenance and recovery of the aviation network by accommodating flights, passengers and freight that could temporarily not use Auckland International Airport.
- 48 The Canterbury floods of May 2021 and the significant rain events in Canterbury and the West Coast in 2019 caused significant damage to the land transport network and closed off areas of the South Island from the rest of the country. Aviation, and specifically Christchurch Airport was relied upon for freight and passenger travel while those areas recovered. This is one of CIAL's critical functions, and it is recognised a lifeline utility in statute.³
- 49 In New Zealand specifically, aviation also plays a vital role in transport connections because, unlike in other parts of the world, we do not have full coverage rail alternatives. Residents and travellers are generally limited to flying to their destinations or having long driving distances.

³ CIAL is specifically identified as a lifeline utility under the Civil Defence Emergency Management Act 2002, Schedule 1, Part A.

- 50 Christchurch Airport therefore plays a unique and important role in the transport system and, with that, has unique needs in terms of transport provision and accessibility.
- 51 Looking to the future:
- 51.1 CIAL is driving the development and implementation of renewable energy solutions for the transport network (air and land) and considering how this will influence the movement of goods and people in the future. Kōwhai Park is an example of CIAL's ambition to deliver renewable energy infrastructure projects for the benefit of the entire transport network and the communities it serves.
- 51.2 Access to Christchurch Airport under the future growth scenario, together with the provision for future transport technologies, will require consideration of future arterial road enhancements as well as enhanced facilities for other modes of transport involving public transport, walking and cycling. These needs apply equally to travellers as well as the campus' vast employment base.
- 52 On this basis CIAL considers that the draft Spatial Plan should both recognise Christchurch Airport as a key transport node, and provide for an effective transport network that supports Christchurch Airport now and into the future.

Employment

- 53 The Christchurch Airport campus provides a broad range of employment opportunities. The types of employment that are sustained include:
- 53.1 Employment at CIAL itself;
- 53.2 Employment for the core aviation functions (for example, the airlines and ground staff);
- 53.3 Other aviation-related roles, including in the aircraft maintenance sector;
- 53.4 Roles associated with the Antarctic programmes;
- 53.5 Roles associated with freight services such as warehouse storage and distribution (for example, at Dakota Park);
- 53.6 Passenger services such as car rentals (for example, at Mustang Park); and
- 53.7 Other commercial and retail roles across the campus at businesses that desire and/or require an airport location (for example, at Harvard Park and Spitfire Square).
- 54 In total, aviation and other businesses at the Christchurch Airport campus sustain around 9,000 full time, part time or casual roles.

- 55 In addition, statistics from the year ended February 2020 show that the direct economic contribution to the Canterbury regional economy from all business activity at the campus (\$717 million) sustained an additional 6,560 jobs, and that the facilitated economic contribution (\$4.59 billion) sustained an additional 54,615 jobs.
- 56 This is a significant contribution. Christchurch Airport is clearly already a key enabler of employment in Greater Christchurch.
- 57 Furthermore, CIAL's long-term decarbonisation strategy, investment in renewable energy and property master-planning approach mean that there will be future opportunities for additional and other types of businesses at the campus, all with associated employment. This includes businesses with high energy demands, such as manufacturing, other types of industrial activity, high-tech servicing and more. These activities will be a logical progression of what is already taking place at the Christchurch Airport campus.
- 58 CIAL considers that both the current situation and future outlook justifies specific recognition of the employment aspect of the Christchurch Airport campus in the draft Spatial Plan.
- 59 It is important that the draft Spatial Plan signals Christchurch Airport and its surroundings as a key employment node to indicate that it is an area where certain types of business activities thrive, and to direct similar or complementary types of businesses there where appropriate.

Associated protection of Christchurch Airport

- 60 For Christchurch Airport to continue serving the local, regional and national communities and economies in all aspects outlined above, the draft Spatial Plan must adequately protect and future-proof its safe and efficient operation. This is particularly the case if Greater Christchurch grows, as predicted, to a population of one million people.
- 61 CIAL considers it critical that the draft Spatial Plan contains appropriate direction to enable the protection of the Christchurch Airport KTEEN, both as it exists today, and as it develops into the future.

Noise contours

- 62 Noise contours are a key planning tool used at airports worldwide. Their intended purpose is to:
- 62.1 Define the noise footprint an airport can operate in;
 - 62.2 Ensure regions grow in a way that is right for future generations, which means planning well to protect communities from aircraft noise (both now and into the future); and
 - 62.3 Enable major airports to continue growing to meet the needs of the regions and countries they serve.

- 63 Proactive planning rules based on noise contours protect people from establishing sensitive land uses (like housing, schools or hospitals) in areas that are exposed to higher levels of aircraft noise which might disturb them or affect their quality of life. As much as possible, areas within the noise contours which are exposed to higher levels of aircraft noise are reserved for things like industrial, agricultural or recreational land uses.
- 64 CIAL therefore supports the inclusion of the 50dB Ldn Air Noise Contour as a constraint in the draft Spatial Plan. However, the Air Noise Contour has recently been remodelled and the draft Spatial Plan mapping requires amendment to reflect the 2023 50dB Ldn Outer Envelope Air Noise Contour (as shown in **Appendix B**).
- 65 The two-year remodelling process was rigorous and robust and the final 2023 50dB Ldn Outer Envelope Air Noise Contour has been agreed by independent experts engaged by both CIAL and Environment Canterbury. CIAL's experts produced the report *2023 Updated Christchurch International Airport Noise Contours* and this is available on CIAL's website.⁴ The report contains key information that explains the effects of aircraft noise on communities and the importance of land use planning tools to address those effects.⁵ It also outlines the technical remodelling and review processes in greater detail.⁶
- 66 The 2023 50dB Ldn Outer Envelope Air Noise Contour represents the most up to date technical information of the geographical extent of projected aircraft noise exposure within Greater Christchurch, with Christchurch Airport operating at its ultimate runway capacity. This is the correct information for inclusion in a long-term strategic planning document.

Bird strike

- 67 Bird strike is another core airport safeguarding matter. CIAL takes the potential bird strike risk around Christchurch Airport very seriously. Even if the risk of bird strike in a statistical sense is relatively low, it is beyond dispute that a single strike could have significant effects.
- 68 CIAL has a responsibility to provide a safe operating airport environment and therefore actively works to minimise the threat and incidence of bird strike at Christchurch Airport. Activities off-airport which can increase the risk of bird strike include the creation of water bodies, landfills, composting facilities, sewage treatment and disposal, and agricultural activities. CIAL is heavily involved in bird monitoring and management and also regularly participates in planning processes in order to manage this risk.
- 69 While CIAL does not seek amendments to the draft Spatial Plan mapping in this respect, CIAL seeks recognition of the issue in the draft Spatial Plan text to ensure the management of activities that constitute a bird strike risk is highlighted and applied consistently across Greater Christchurch.

⁴ <https://www.christchurchairport.co.nz/about-us/sustainability/noise/noise-contour-review/>

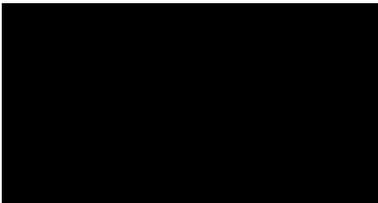
⁵ *Fact Sheet 1 - Introduction to Aircraft Noise.*

⁶ *Fact Sheet 3 - Overview of the Air Noise Contour Remodelling and Peer Review Process.*

CONCLUSION

- 70 Christchurch Airport is a valuable multi-generational strategic asset and plays a crucial role in connecting communities, supporting the flow of goods and services and providing a major source of employment in Greater Christchurch and beyond.
- 71 The needs of a modern airport will require CIAL to invest in and provide high quality and efficient air services and infrastructure to accommodate aviation sector growth. This will include services that facilitate decarbonisation of aviation, directly support passenger and freight activity, and provide a functional and well-serviced business environment.
- 72 In recognition of all of these aspects, CIAL considers that the correct characterisation of the Christchurch Airport campus in the draft Spatial Plan is a "Key Transport, Energy and Employment Node". It is also critical that the draft Spatial Plan contains appropriate protection of the Christchurch Airport KTEEN now and into the future so that it can continue to facilitate the social, environmental and economic prosperity of Greater Christchurch and the South Island.

Yours faithfully



Felicity Blackmore

Environment and Planning Manager



APPENDIX A

The following table outlines CIAL’s position on various parts of the draft Spatial Plan. Further or consequential changes to these or other parts of the draft Spatial Plan may be required in order to give effect to the matters raised in CIAL’s submission:

Spatial Plan reference	CIAL position
Key terms (pages 10 and 11)	The key terms listed are not comprehensive and do not cover all relevant aspects of the draft Spatial Plan. CIAL considers that the key terms should include, at a minimum, “ <i>Infrastructure</i> ”, “ <i>Key Node</i> ”, “ <i>Renewable Energy</i> ” and potentially other climate change-related terms, in accordance with the matters outlined in its submission.
Introduction (page 13) and aspirations (page 14)	<p>CIAL considers that the Introduction to the draft Spatial Plan should include express reference to both infrastructure and climate change. In particular the need for reliable, renewable energy to achieve a low carbon future for Greater Christchurch.</p> <p>CIAL considers that Figure 1, which outlines community aspirations for Greater Christchurch in 2050, should include specific reference to the infrastructure necessary to support future growth and the wellbeing of residents now and for generations to come.</p>
Context (page 19)	CIAL supports the final paragraph on page 19 which refers to Christchurch Airport as a nationally important economic asset.
Whakawhanake Kāinga Komiti’s priorities (page 22)	CIAL supports the list of priorities to create a well-functioning and sustainable urban environment. In particular, providing for Christchurch Airport as a KTEEN for all the reasons outlined above will support and enable decarbonisation of the transport system.
Well-functioning urban environments and a low emissions future (page 23)	CIAL supports the list of matters which contribute to well-functioning urban environments, noting that it reflects Policy 1 in the National Policy Statement for Urban Development. Providing for Christchurch Airport as a KTEEN in the Spatial Plan will complement this direction, specifically in relation to supporting reductions in greenhouse gas emissions and resilience to the future effects of climate change.

	<p>CIAL also supports the elevation of a low emissions future in this section, and agrees that it is important to plan for an urban form and transport system that reduces emissions and supports a shift in transport choices.</p>
<p>Related planning processes (page 25)</p>	<p>CIAL notes the reference to the review of the Canterbury Regional Policy Statement, including a review of the airport noise contours. As outlined above, the remodelling of the airport noise contours has now been completed and the remodelled contours are agreed as between CIAL and Environment Canterbury's independent experts. Given the place of the draft Spatial Plan in the Greater Christchurch planning context (see Figure 5, page 24), it is imperative that the draft Spatial Plan incorporates the 2023 Outer Envelope 50dB Ldn Air Noise Contour. This is critical to ensure the protection of both the community and Christchurch Airport now and into the future as Greater Christchurch grows and develops.</p>
<p>Map 2: The Greater Christchurch spatial strategy (1 million people) (page 29)</p>	<p>CIAL considers that the depiction of Christchurch Airport on Map 2 must reflect the broader range of activities being undertaken at the Christchurch Airport campus now and the range of activities that will take place over the lifetime of the draft Spatial Plan. In particular, CIAL considers that amendments are required to Map 2 to include Christchurch Airport as a Key Transport, Energy and Employment Node both on the map and in the legend. Additional changes may also be required to other parts of the map, for example in relation to public transport, the green belt and future growth areas.</p>
<p>Opportunities, Directions and Key Moves (pages 30-31)</p>	<p>CIAL has a number of general comments in relation to the framework of the draft Spatial Plan, namely the Opportunities, Directions and Key Moves:</p> <ul style="list-style-type: none"> • CIAL generally supports the approach of outlining Opportunities, Directions and Key Moves. • CIAL's sustainability strategy is particularly aligned with Opportunities 3, 5 and 6. The six key kete (pillars) of CIAL's sustainability include climate, energy, biodiversity, water and noise and circularity and this complements the high-level direction in the draft Spatial Plan.

	<ul style="list-style-type: none"> • CIAL considers that there needs to be express reference in the Opportunities to the enablement of infrastructure, otherwise the draft Spatial Plan will be missing the strategic direction required to provide and protect infrastructure in the context of the growth of Greater Christchurch. • CIAL considers that it should be made clear that there is no hierarchy between the Objectives and the provisions that flow from them. As drafted, there may be interpreted to be a natural hierarchy due to the order of the Opportunities and the language used. • Under Opportunity #5 (albeit noting that CIAL considers infrastructure should form an Opportunity in and of itself), the text should be expanded to refer to both the “enablement” and “protection” of infrastructure, to recognise the important role it plays, and will play, in the future growth of Greater Christchurch. • Under Opportunity #6, CIAL considers that reference is required to public transport to key nodes (such as Christchurch Airport) and that a more expanded reference is required in respect of the Greater Christchurch freight network. • CIAL considers that infrastructure should form its own Key Move, given the importance of adequate, resilient and future-proofed infrastructure to the growth of Greater Christchurch.
<p>A strengthened network of urban and town centres (page 35)</p>	<p>Christchurch Airport is included as a “Key business area” in the proposed network of urban and town centres.</p> <p>As outlined in CIAL’s submission, CIAL considers that this underplays the unique and important role of Christchurch Airport and the social, environmental and economic benefits that the broader Christchurch Airport campus brings to Greater Christchurch. On this basis, CIAL considers that Christchurch Airport should be recognised in the draft Spatial Plan as a Key Transport, Energy and Employment Node.</p>

<p>A mass rapid transit system (pages 38-44)</p>	<p>CIAL supports the concept of mass rapid transit for Greater Christchurch.</p> <p>Two points in particular arise for CIAL when considering the prospect of mass rapid transit. Firstly, as outlined in CIAL's submission, the need for reliable and efficient access to Christchurch Airport is critical <i>now</i>, not only for travellers and meeters/greeters but for the significantly number of employees at the broader campus. This will become increasingly important in the future with passenger growth, growth in campus activities and the transition to a low carbon future. CIAL considers that access to Christchurch Airport should therefore be considered in the context of the mass rapid transit conversations. Secondly, while mass rapid transit is supported, consideration is required of constraints that may exist in relation to the proposed intensification along mass rapid transit corridors (for example, the air noise contours).</p>
<p>Priority Areas (pages 42-44)</p>	<p>CIAL supports the identification of Priority Areas in the draft Spatial Plan, however CIAL considers the wording should make it clear that these are <i>residential</i> priority areas, otherwise there could be confusion as to commercial and business development priorities across Greater Christchurch. In addition, there needs to be consideration of any relevant constraints applying to development in these areas (for example, the air noise contours).</p>
<p>Blue-green network and green belt concept (pages 45-49)</p>	<p>CIAL supports the focus of the draft Spatial Plan on a blue-green network and potential green belt areas, including through Direction 3.5. As outlined in its submission, biodiversity and water are key kete in CIAL's sustainability strategy. There are likely to be opportunities in the future for collaboration between strategic infrastructure asset owners and operators, government agencies and local authorities in order to deliver aspirations signalled in the draft Spatial Plan, including the blue-green and potential green belt areas.</p> <p>In terms of the green belt concept, CIAL does note that bird strike is a risk area which CIAL must carefully manage within the Christchurch Airport environs. The key to addressing bird strike risk is managing the habitats of high-risk species (including larger, exotic species). Managing bird strike risk and achieving biodiversity outcomes (which focus on native restoration) can be achieved in a complementary manner. CIAL considers additional text could usefully be added to this effect.</p>

<p>Areas to protect, avoid and enhance (pages 50-65)</p>	<p>CIAL generally supports the approach of the draft Spatial Plan towards areas to protect, avoid and enhance.</p> <ul style="list-style-type: none"> • CIAL supports the identification of “Strategic infrastructure” as an area to protect. By identifying the Christchurch Airport air noise contours as an area to protect, the remainder of the planning framework will then be directed to include appropriate provisions, for example provisions requiring the avoidance of new sensitive activities in areas subject to the contours. • Map 5 should depict the 2023 Outer Envelope 50dB Ldn Air Noise Contour and it should be shaded commensurately to recognise the level of protection required of Christchurch Airport operations. • CIAL supports Direction 2.2 as community and ecosystem resilience will be critical in the future. CIAL’s sustainability strategy supports the delivery of this Direction, which supports the recognition of Christchurch Airport as a KTEEN. • Map 9 should depict the 2023 Outer Envelope 50dB Ldn Air Noise Contour. • CIAL supports the management of highly productive land in accordance with the National Policy Statement for Highly Productive Land, however CIAL considers that Map 12 should reflect the status of land under the National Policy Statement (for example, land that is not zoned Rural or Rural Production should not be shown in the mapping).
<p>An urban form for people and business (pages 66-74)</p>	<p>As a general comment, CIAL considers that the draft Spatial Plan section on an urban form for people and business should give greater focus, or priority, towards the infrastructure necessary to support a Greater Christchurch population of 1 million people in future.</p> <p>Direction 4.5 refers to “community infrastructure”, however there are limited references to broader infrastructure and the resilience and future-proofing of infrastructure provision. CIAL considers that these elements need to factor into Opportunity 4 of the draft Spatial Plan.</p>

<p>Opportunity 5: Provide space for businesses and the economy to prosper in a low carbon future (pages 75 – 81)</p>	<p>CIAL supports Opportunity 5. This Opportunity aligns with CIAL’s sustainability strategy and energy goals, particularly in relation to its initiative and investment in decarbonising aviation. In recognition of this alignment, and for reasons outlined above, CIAL considers that Opportunity 5 and the supporting text needs to describe Christchurch Airport more broadly in terms of its unique and important role as a Key Transport, Energy and Employment Node.</p> <p>Directions:</p> <ul style="list-style-type: none"> • CIAL supports Direction 5.1 as it is important that sufficient space is set aside for businesses and infrastructure to develop alongside urban growth, and for it to prosper in a low carbon future. • CIAL supports Direction 5.2 as a well-connected centres network (including Christchurch Airport as a KTEEN) is a key part of achieving social and economic prosperity for Greater Christchurch. • Direction 5.3, which refers to the provision of strategic infrastructure, is supported: <ul style="list-style-type: none"> ○ The body of CIAL’s submission outlines CIAL’s sustainability strategy, visions for the future and its strategic infrastructure assets including in relation to transport (aviation), energy and water. CIAL considers that this Direction should be more enabling, broader and, most fundamentally, also provide for the protection of strategic infrastructure so that it can continue to deliver important social and economic benefits for Greater Christchurch. ○ CIAL agrees that strong alignment and joint planning will be critical to deliver infrastructure capable of serving the growing and changing needs of communities. CIAL considers alignment could be between infrastructure providers, government agencies and local authorities.
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	<p>Maps:</p> <ul style="list-style-type: none"> • CIAL supports the depiction of Christchurch Airport on Map 13, which goes some way to outlining the broader range of activities currently taking place on the campus and which will take place in future. However, CIAL considers that express reference should be made to Christchurch Airport as a Key Transport, Energy and Employment Node and to the full scope of current and future activities at the campus. • Map 14 requires amendments in accordance with CIAL's submission and the points made above.
Connecting people and places (pages 82-86)	<p>CIAL generally supports the approach of the draft Spatial Plan towards connecting people and places, particularly the recognition of the need for significant improvements to public and active transport. CIAL's specific comments include:</p> <ul style="list-style-type: none"> • CIAL's contribution to the social, environmental and economic prosperity of Greater Christchurch, the South Island and New Zealand are outlined in the body of this submission. CIAL has and continues to invest in initiatives to decarbonise the aviation sector consistent with its sustainability strategy. All the work that CIAL is undertaking will be critical to connect people and places in the future and, accordingly, its elevation in the draft Spatial Plan to a KTEEN is entirely appropriate. • CIAL considers that Christchurch Airport should be expressly recognised as a key part of the freight network for moving goods into and out of the city region. • CIAL considers that express reference is required to public transport connections to Christchurch Airport for both travellers and campus employees (which may require corresponding changes to Map 15).

APPENDIX B – 2023 REMODELLED 50DB LDN CONTOUR

Image 1: 2023 Outer Envelope 50dB Ldn Air Noise Contour

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 21/07/2023

First name: Garreth **Last name:** Hayman

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

Doppelmayr NZ Ltd

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.

Attached Documents

File
Doppelmayr GRP draft spatial plan submission July 2023 (ID 28707)

Greater Christchurch Partnership
PO Box 73014
Christchurch 8154

Doppelmayr New Zealand Ltd



Email: huihuimai@greaterchristchurch.org.nz

Our Reference:
Christchurch

HGA
21/07/2023

Submission by Doppelmayr New Zealand Limited to the Greater Christchurch Partnership on the draft Spatial Plan

1. Doppelmayr New Zealand Limited (*Doppelmayr*) welcomes this opportunity to provide feedback on the Greater Christchurch Partnership's draft Spatial Plan (*draft Spatial Plan*). As a planning document that contains the "blueprint" for growth out to 2050, Doppelmayr believes it is important for the draft Spatial Plan to anticipate the future of public transport.
2. Doppelmayr is Aotearoa's subsidiary of the Doppelmayr Group; the world market leader in cable car engineering responsible for more than 15,400 installations in 95 countries. We have been in New Zealand for over 45 years supporting tourism, winter sports, public transport and material handling systems, from our nationwide base in Christchurch. Doppelmayr's purpose is to explore and implement innovative transport systems including for tourism, urban passenger transport and the handling of goods and materials.
3. In New Zealand to date, Doppelmayr's transport systems are commonly found in the tourism sector. However as New Zealand cities grow, so does the demand for efficient urban transport solutions. The challenge is to implement systems that are inclusive, reliable, resilient and that do not compromise the quality of life of the communities they are established in. Doppelmayr believes that successful transport networks in the future will be multi-modal, that is, where all modes are linked and complement each other. Sustainability and accessibility are paramount for modern transport systems.
4. With regards to the draft Spatial Plan, Doppelmayr are generally seeking to ensure appropriate enablement of future transport solutions. While it is important to identify and provide for existing infrastructure, public transport and freight network assets, the document is intended to signal and direct growth out to 2050. By that time, it is likely that new forms of important infrastructure will be developed and utilised by the Greater Christchurch community. It is important that the draft Spatial Plan enables that opportunity.

Introduction to cable car / gondola mobility

5. While considered to be a relatively new mode of urban transport, cable cars are already installed and operating worldwide. They have opened up a new innovative and more efficient mechanism for sustainable public transit.
6. Doppelmayr has 30 years' experience with cable car infrastructure in urban environments including projects in significant centres such as London, Mexico City, La Paz, Luxemburg and Portland. For example, from 2025, a Doppelmayr urban cable car is expected to commence operations in Paris. This is set to be a milestone project which will be capable of servicing 160,000 residents.
7. Doppelmayr projects worldwide have shown that the urban cable car network has changed the way cities move and has led to reductions in greenhouse gas emissions, reduced commute times and are viewed as landmark's in and of themselves. Some of the advantages of urban cable cars when compared with other types of transport are:
 - a. Cost:**
 - i. The investment cost to install and operate cable cars is low when compared to other modes of public transport. Internationally, it is understood that cable cars are approximately a third of the cost of on grade light rail and a tenth of the cost of underground infrastructure.
 - ii. The construction time for installation is low (approximately two years) due to a very small structural for the towers and stations on the ground. This also makes construction possible in built-up urban environments.
 - b. Environment:**
 - i. It is one of the most energy efficient means of transport available today. Based on data from recently installed cable cars, the consumption of electric energy per passenger journey is around 0.13 KWh. This compares with 0.32 KWh for trams, 0.48 KWh for metro, and 1.15 KWh for combustion-engine buses.
 - ii. Cable cars are one of the quietest modes of transport, with a single electric motor propelling a rope which carries multiple cabins along.
 - iii. The supporting infrastructure also has low environmental impact on the ground due to its small physical footprint.
 - iv. Cable cars can easily overcome environmental obstacles such as hills, waterbodies and buildings.
 - c. Social:**
 - i. Cable cars have proved to be a reliable, safe and comfortable form of transport and have had a measurable positive impact on the quality of life of the communities they serve.
 - ii. Cable cars can be fully integrated into their surroundings including existing or future transport networks. They are able to

complement existing services, increase their capacity and/or extend them into areas that are difficult to reach.

- iii. Densely built-up urban areas can be retrofitted with transport without causing significant disturbance. Stations placed in those built-up areas can then provide passengers with a transport option that is within walking distance.
- iv. Cable cars have proved to be a reliable, safe and comfortable form of transport and have had a measurable positive impact on the quality of life of the communities they serve. The high frequency of cabin movements and continuous operation provides a time-efficient and reliable option for passengers. Cable cars are also not hindered by other modes of transport nor traffic on the ground and passengers can be confident that their journey will take the same amount of time at any stage during the day.
- v. Cable cars are inclusive, that is they can be used by all. Entry to the cabins is at level with the platform which allows for easy access for people with pushchairs, wheelchairs or bikes.

Cable car mobility in New Zealand

- 8. As outlined above, in comparison with other types of transport, cable cars are cost-effective, fast and easily lend themselves to incorporation into existing infrastructure assets and networks. This proven technology, and the reliability it provides, have made cable cars a popular and high-performance means of transport in skiing and recreation regions and now, to an ever-increasing extent, in cities.
- 9. Doppelmayr believes that cable car technology is an opportunity for New Zealand cities to add a low carbon, low investment public transport solution to its urban centres and to connect difficult to reach communities. Cable cars are able to connect with multi-modal transport networks to enable greater uptake of buses, trains, ferries, cycleways and walkways. Doppelmayr has already embarked on the initial stages of delivering cable cars mobility in New Zealand, including by consulting with key stakeholders and monitoring transport and technology trends.
- 10. Doppelmayr has strong proven performance with its urban transport projects worldwide, which are reliable, safe and sustainable. Where implemented, cable cars are fully integrated into their surrounding transport networks and have a positive impact on the mobility and quality of life of the cities' residents. As a result, Doppelmayr is in a strong position to deliver this innovative transport mechanism in New Zealand when the time comes.
- 11. cable cars have been used for a long time for a variety of purposes. They are now being used by millions of passengers every day as a public transport option. This technology presents an exciting opportunity for the future of transport in New Zealand and, specifically, Greater Christchurch.

Doppelmayr feedback on the draft Spatial Plan

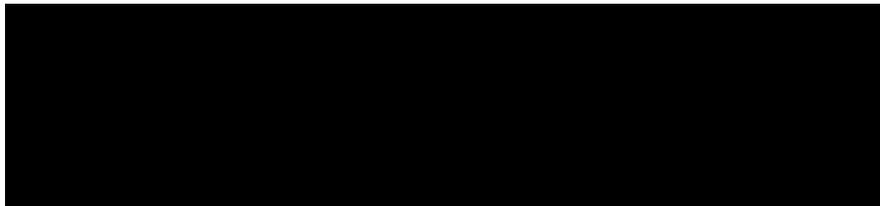
12. In order to activate and deliver urban cable car transport solutions, Doppelmayr are cognisant to the importance of an enabling planning framework. Doppelmayr understands the draft Spatial Plan is intended to provide a high-level blueprint directing how Greater Christchurch will accommodate future population and business growth. The viability and efficiency of public transport is obviously a key element in servicing that growth.

13. In general, Doppelmayr supports the draft Spatial Plan, particularly its purpose to plan for growth out to 2050. Doppelmayr is primarily concerned to ensure the planning framework is able to contemplate future transport infrastructure. In particular, it will be important to enable innovative solutions such as urban cable cars which are well integrated, eco-friendly, inclusive, reliable, resilient and allow communities to thrive.



Garreth Hayman
Chief Executive Officer
Doppelmayr New Zealand Limited
21 July 2023

Address for service of submitter:



1

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

Yes

Why:

Please see attached submission for detail

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:

Please see attached submission for detail

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:

Please see attached submission for detail

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:

Please see attached submission for detail

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?

Partially

Why (please specify the Priority Area):

Please see attached submission for detail

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:

Please see attached submission for detail

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

Please see attached submission for detail

Attached Documents

File

Greater Christchurch Spatial Plan Ministry of Education Submission

19/07/2023

Tēnā koutou

This is a submission on the Whakawhanake Kāinga Komiti / Greater Christchurch Partnership's Draft Spatial Plan 2023

1. Background

The Ministry of Education (MoE) is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing. The Ministry is therefore a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in the Greater Christchurch area.

2. Draft Greater Christchurch Spatial Plan

Thank you for the opportunity to provide a submission on the draft Greater Christchurch Spatial Plan 2023 (the draft Spatial Plan). As outlined below we look forward to greater engagement in areas where MoE can contribute to and assist with the success of the draft Spatial Plan and its implementation.

Ministry position: In general, we support the community aspirations outlined in the draft Spatial Plan, the overarching directions and the Whakawhanake Kāinga Komiti's principles. We generally support the compact centres-based approach that focuses growth in existing urban areas that can be serviced by infrastructure and integrated land use/transport, but the detail of how this is achieved is particularly important.

Decision requested: We echo feedback provided through the engagement process to date (draft Spatial Plan pg.6) that there needs to be greater partnership and communication between Urban Development partners and other stakeholders. We hold a number of key roles (including Crown Agency, provider of additional infrastructure and landowner) and look forward to much greater engagement with the Partnership than has been had to date in a number of areas.

We understand the role of MoE within Urban Growth Partnerships (UGPs) is currently being considered by the Ministry of Housing and Urban Development (HUD) and we are very interested in strengthening and formalising the inputs, roles and responsibilities across the UGPs including this one.

3. Development and Planning

The rapid and varied rate of greenfield growth in the Greater Christchurch sub-region in recent years has required a significant number of new schools and redevelopments to be needed in the Greater Christchurch area. In the past the lack of direction regarding the location, timing and staging of development, as well as relying on developer-led processes has created difficulties for MoE in responding to growth.

Ministry position: We agree that the cost (both tangible / intangible) of greenfield development is high and as part of a more sustainable settlement pattern we support the balanced emphasis on growth within existing brownfield areas, centres and corridors as part of overall growth in the region. Understanding the changing nature of intensification instruments and the investment planned to prioritise certain areas over others will enable MoE to plan in a more responsive way.

It is important to note that the demand for Primary and Secondary education is dynamic, with different communities demonstrating significantly different age profiles. This can result in significant changes in local demand for education over time, even in areas of limited change in housing, or can exacerbate surges in demand that result from some changes in housing typology.

Decision sought: The complexity of addressing brownfield growth for MoE needs to be understood and we seek further engagement at a much greater level of detail than that provided by the draft Spatial Plan. This is in accordance with our position as providers of 'additional infrastructure' and is further outlined in the section on the FDS components below.

This will help enable us to understand the impacts on our networks and the opportunities that could result from more integrated planning. Challenges of limited land supply in urban areas and the impacts of new intensification policies will also require significant collaborative work to enable an integrated response to growth when it occurs.

We welcome greater inclusion into the process of development / implementation of PDAs, understanding transformational projects such as Mass Rapid Transit (MRT) and other more focused levels of planning (such as structure / centre / area plans). We agree that partners and stakeholders need to show leadership and shape this growth and we welcome the opportunity to contribute to methods of incentivisation, partnership and investment as outlined in Part 2 section 4.3 of the draft Spatial Plan. This includes a desire to work to develop new responses to growth if required.

Priority Development Areas

The draft Spatial Plan contains a set of Priority Development Areas (PDAs) to provide a mechanism for co-ordinated and focused action across multiple agencies.

Ministry position: To date we have not been involved in selection of PDAs nor engaged with in regards our development and investment intentions in the short / medium / long term, in these and other areas. MoE has a critical role to play in unlocking and supporting areas of complex growth (both brownfield and greenfield) through our planning and investment.

While the detail of the specific PDAs is not included in the draft Spatial Plan, we have a particular interest in the Rangiora PDA identified through the Technical Assessment undertaken by the Partnership. The opportunities presented here need to consider the complexity of the land ownership (School, Board, Ministry) and this would be a good example of where more joined-up conversations can ensure best results.

Decision sought: We seek to be involved as we are in other UGPs and Spatial Plan processes and consider the Joint Work Programme / PDA workstreams an essential forum for MoE to be included. This includes involvement in the development of criteria and selection of PDAs as well as their implementation. Ideally this would have already occurred to signal the collaborative approach sought, but going forward this would be a significant move towards more integrated planning and investment.

Other Relevant Sections of the draft Spatial Plan

Part 1 Section 3.5 outlines the potential to explore a Greenbelt around urban areas, which may have the dual effect of reinforcing urban limits.

Decision sought: The MoE are generally interested in any mechanism that can help retain the focus on areas of agreed investment in the short, medium, and long term.

Part 2 Section 4.4 discusses Greenfield areas.

Decision sought: It would be good to make it clear that point one of this section includes education as a community facility / service.

Part 2 Section 4.5 outlines the features of connected neighbourhoods.

Decision sought: We strongly agree that community facilities like education are critical to delivering thriving neighbourhoods. Engagement with MoE at more detailed levels of planning, on transformational projects and at PDAs will enable this to occur.

Part 3 sections 6.1 and 6.2 outlines the direction of support for active modes and public transport between centres.

Decision sought: We strongly support development of active modes and public transport as these have a number of benefits to students and communities as well as wider aims such as emission reductions. Land use needs to strongly consider how communities will access services and community facilities (including education) as both origins and destinations.

Areas of Particular Interest in the Education Network

Through the Canterbury Schools Rebuild programme following the Canterbury Earthquakes, most schools in Greater Christchurch have been planned for expansion based on household and population projections from Territorial Authorities (TAs) and Stats NZ. Where the draft Spatial Plan proposes significant changes, there is a risk that elements of the education network may require re-configuration. This is particularly the case in existing urban environments, but also impacts greenfield growth areas if housing density is much greater than previously anticipated.

Ministry position: The following are some high-level comments on the state of the network that may require additional planning and investment. These should not be considered detailed responses or adequate to answer the questions on the sufficiency of 'additional infrastructure' required by the NPS – UD. Greater detail on the constraints and opportunities here can only be developed when further detail on development is provided, and this is a necessary step in understanding the sufficiency of 'additional infrastructure' and promoting integrated planning.

In general, the growth proposed in the draft FDS and through the MDRS will place pressure on the education network servicing the central city and surrounding suburbs. Work is currently underway by MoE to increase the capacity of the education network in a number of the growth areas indicated in the draft Spatial Plan. These include multiple projects currently underway or planned in Rolleston, Lincoln and the South-west of Christchurch.

Current areas of rapid greenfield growth include Rolleston, Lincoln and Halswell. To this will be added additional areas for greenfield growth such as Belfast, Rangiora, Woodend, Kaiapoi, Prebbleton and Darfield. The MoE has actions planned for managing currently anticipated growth in these areas, but these will need to be reviewed if there are additional greenfield growth areas (above current estimates) or changes to the anticipated or delivered housing density.

Decision sought: As per the FDS section below we request greater engagement with MoE on areas of growth and change, to inform the 'additional infrastructure' components of the draft Spatial Plan. It is not possible to provide input on the draft Spatial Plan at present in this regard without an understanding of the quantum, type and staging of development that may occur.

Another focus will be on the MRT project and the areas / centres that are likely to be activated by this. It is important to understand its timing and planning and likely impacts on both development and accessibility. We welcome greater engagement on this project alongside the PDAs to ensure integrated planning and delivery across agencies.

The draft Spatial Plan and Relationship to a Future Development Strategy (FDS)

While the draft Spatial Plan is considered by the Partnership as equivalent to a Future Development Strategy there are several areas where engagement with MoE has not been undertaken in a way that enables it to provide a robust response across the different roles we have as Crown Agency, provider of additional infrastructure, and landowner.

Under Section 3.13(2) of the NPS-UD 2020 (as reviewed in May 2022) every FDS must spatially identify:

- a. 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*

b. 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

c. any constraints on development.

Policy 10 of the NPS-UD states that local authorities should engage with providers of development infrastructure and additional infrastructure (schools are considered additional infrastructure), to achieve integrated land use and infrastructure planning. In addition to this, subpart 3.5 of the NPS-UD states that local authorities must be satisfied that the additional infrastructure required to service the development capacity is likely to be available.

With specific reference to the requirements of preparing and updating an FDS, Section 3.15 (2) of the NPS-UD states that (2) In order to prepare the draft required by that procedure, local authorities must engage with the following: ... (d) providers of additional infrastructure.

Ministry position: While the Greater Christchurch partnership has consulted with MoE as a Crown Agency as per some of the requirements of the NPS – UD (3.15.2b) there are other areas that could be significantly improved. This will ensure that urban development will be integrated with infrastructure planning and funding (NPS UD – Objective 6), achieve integrated land use and infrastructure planning (Policy 10 b) and additional infrastructure is available to service development capacity (3.5.1, 3.15.2d).

The need to address ‘additional infrastructure’ requirements under the NPS UD is essential to achieve well-functioning, sustainable and thriving urban areas. This has been acknowledged in both the August 2022 update on Urban Form Scenarios (Greater Christchurch Spatial Plan and Mass Rapid Transit Indicative Business Case Briefing) at Focus 2 of Next Steps, as well as in the Greater Christchurch Housing Development Capacity Assessment (March 2023). The latter capacity assessment indicated the need for a Phase 2 Housing Capacity Assessment to satisfy the ‘additional infrastructure’ requirements of the NPS – UD (pg.55).

This Phase 2 Housing Development Capacity Assessment has not yet occurred but is critical to undertake to provide MoE the information needed to effectively input to the draft Spatial Plan at this level. The current TA level of capacity provided by this assessment and outlined in the draft Spatial Plan enables the Partnership to judge overall capacity but does not provide a useful level of detail in terms of development quantum, type or timing to assist providers of ‘additional infrastructure’.

Decision sought: We consider engagement with additional infrastructure providers to be a fundamental requirement of an FDS, to give clarity for infrastructure providers, and help to achieve the aims of the draft Spatial Plan. Given the detail required this may need to occur at a sub-TA or corridor level (including centres) to understand the capacity allocation, staging (Short / medium / long term) and typologies required to deliver 170,000 people and 77,000 dwellings over the 30-year horizon.

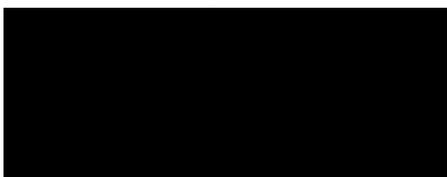
While the towns and centres planned for growth have been identified along with indicative densities there is no information on the quantum of this growth allocated and the timing specific to these areas. Without this information even at a high level MoE cannot provide useful input on the sufficiency of ‘additional infrastructure’. This should already have been provided to MoE and both

quantum and timing should be included in the draft Spatial Plan, not purely considered at Implementation Plan stage.

Prior to the Implementation Plan phase starting the supply of growth model information created to inform the draft Spatial Plan would help to begin developing robust estimates of development capacity, timing and typology. For example, sharing of the information that fed into the Housing Development Capacity Assessment (eg. Appendix 3 Formative Model Process). The more granular work completed by each TA to build up to the Reasonably Expected to be Realised / Feasible Capacity discussed in section 7.5 of the HDCA may also enable much greater understanding for MoE. Similar information has been invaluable in other FDS processes to enable us to provide useful input as 'additional infrastructure' providers and as a Crown agency.

Closing comments

Whilst the engagement with the MoE to date has not been as comprehensive as ideal we look forward to exploring these and other areas of mutual interest and to developing a much greater level of integration between the Whakawhanake Kāinga Komiti and MoE.



Blair Firmston

Manager – Spatial Planning

Land Investment and Planning - Te Pou Hanganga, Matihiko | Infrastructure & Digital



Clive Huggins

Director Land Investment and Planning - Te Pou Hanganga, Matihiko | Infrastructure & Digital

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 21/07/2023

First name: Graeme **Last name:** McCarrison

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

Spark, Chorus, One NZ, FortySouth and
Connexa

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.

Attached Documents

File
Telco submission Greater Christchurch Spatial Plan 21 July 2023



21 July 2023

Greater Christchurch Council

Email: huihuimai@greaterchristchurch.org.nz.

Draft Greater Christchurch Spatial Plan Submission

1. Spark, Chorus, One NZ (formerly Vodafone), Connexa and FortySouth welcome the opportunity to submit on the Draft Greater Christchurch Spatial Plan.
2. We wish to be heard in support of this submission.

Executive submission

3. We support the draft strategy, the prioritisation of development areas supported by public transport corridors and an improved public transport system.
 4. Telecommunications is a critical infrastructure providing digital services essential to a well-functioning urban environment. This is generally well stated in Opportunity 5.3.
 5. Recognise the role telecommunications beyond Opportunity 5 related to '*providing space for business and the economy to prosper in a low carbon future*'. Telecommunications is essential in supporting resilience to the impacts of natural hazards and climate change (Opportunity principle 2); providing choices for supporting the movement of people and goods and enabling access to social, cultural and economic opportunities (Opportunity 6). Communications providers have a role in enabling and supporting all 6 Opportunities of the draft Spatial Plan.
 6. We look forward to continuing work with Council staff on developing the framework for Council communication, working with infrastructure/network utilities to undertake more detailed infrastructure planning and explore the range of funding options available.
-

Telecommunications – critical infrastructure

7. Telecommunications providers (refer to Appendix 1) deliver critical communications infrastructure that connects communities, underpins key economic and social objectives and is a critical part of our response to climate change. Communications providers invest over \$1.5 billion every year to maintain existing services, add capacity and resiliency to existing networks and connect new communities. Some of the investment relates to the cost of relocating existing cell-sites because of the increasing densification of urban areas.
8. In parallel, Spark, and One NZ are currently rolling out new 5G mobile networks, deploying over 1,000 new mobile sites and extending network coverage to regional communities. Connexa and FortySouth are essential partners in building the mobile network infrastructure. Chorus as a wholesale only provider of broadband services over fibre optic and copper networks. In late 2022 Chorus completed the final stage of the Ultrafast Broadband network build with fibre services now available to 87% of New Zealand addresses. Demand for fibre services continues to grow and Chorus recently connected their one millionth address to fibre. Chorus continues to expand its fibre network in urban and small rural settlements. Continuous network technology upgrades are needed to keep up with the increasing demand from consumers and businesses – exponential growth in the use of data is continuing and each year the amount of data handled by telecommunications networks roughly doubles. Chorus, Spark, One NZ, FortySouth and Connexa, along with other telecommunication providers, invest significantly every year in our networks to ensure New Zealanders have access to world class digital services.
9. The mobile, wireless and fixed line/fibre services that Spark, Chorus, One NZ, Connexa and FortySouth provide are a key part of our national infrastructure. Mobile communications have developed into an essential and critical function, supporting New Zealanders in all aspects of their lives. It is worth explaining a couple recent changes to the how we build and provide network due to Spark, One NZ and 2degrees selling most of their passive network to Connexa (Spark & 2degrees) and FortySouth (One NZ) are responsible for, building, owning, operating, and maintaining the mobile tower infrastructure which Spark, 2degrees

and One NZ attach their network equipment. Spark, 2degrees and One NZ remain telecommunication network operators providing customers the opportunity for digital connectivity. The diagrams in Appendix 2 give a general understanding of what each organisation is responsible for and highlight the split between passive structures and the active components of the Spark, 2degrees and One NZ wireless networks.

10. The influence of the telecommunications sector and its infrastructure is significant across the four dimensions of wellbeing: Economic, Social, Cultural, and Environmental. Mobil, wireless and fixed line/fibre infrastructure is critically important for the economy and peoples' wellbeing. Our services also allow consumers to contact friends and family, conduct business, be entertained, and engage with Government, medical, educational, and emergency services. Similarly, our sector will be a critical driver of productivity growth across the New Zealand economy in the near and long-term.

Telecommunication important to Greater Christchurch

11. We would like to take the opportunity to highlight the importance of telecommunications to Greater Christchurch.
12. Telecommunications infrastructure is nationally, regionally, and locally critical. It is fundamental to digital transformation of private and public (both social and network) infrastructure. Telecommunication networks, wireless and fixed line are a critical part of enabling New Zealand to successfully respond to climate change, monitor and enhance the environments that New Zealander's love. These networks enable the gathering and generation of data to better understand and respond to changes, especially environmental changes which are occurring at pace. Telecommunication network technology is continually developing and changing to meet customer expectations for new, faster, and uninterrupted digital experiences wherever possible they are. The continual challenge is finding locations to increase the density of the telecommunication networks to meet the demand generated by growth and development.

13. Well-functioning communities depend on recognising and planning for the all the core infrastructure including telecommunications, social infrastructure, three waters, transport/movement, and electricity. There are interdependencies between networks especially on electricity. Urban systems are interdependent for example a poorly community with poor connectivity generates car dependency, which leads to air pollution, high carbon emissions, obesity and other health issues, degradations of local amenity, anti-social behaviour and loss of natural habitat.
14. Telecommunications and digital infrastructure are important for ensuring access for everyone including those who are vulnerable and disadvantaged. Ensuring that telecommunications networks are recognised, planned for, and constructed is critical part of planning for growth and development in the Greater Christchurch as telecommunications:
 - a. shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
 - b. link people, enabling the flow of ideas and information.
 - c. connect whanau, communities, business, enables new technologies and is becoming increasingly essential for accessing key services such as education, social, health, business, and government services.
 - d. significantly contribute across the four dimensions of wellbeing: economic, social, cultural, and environmental.

Well-functioning urban environments

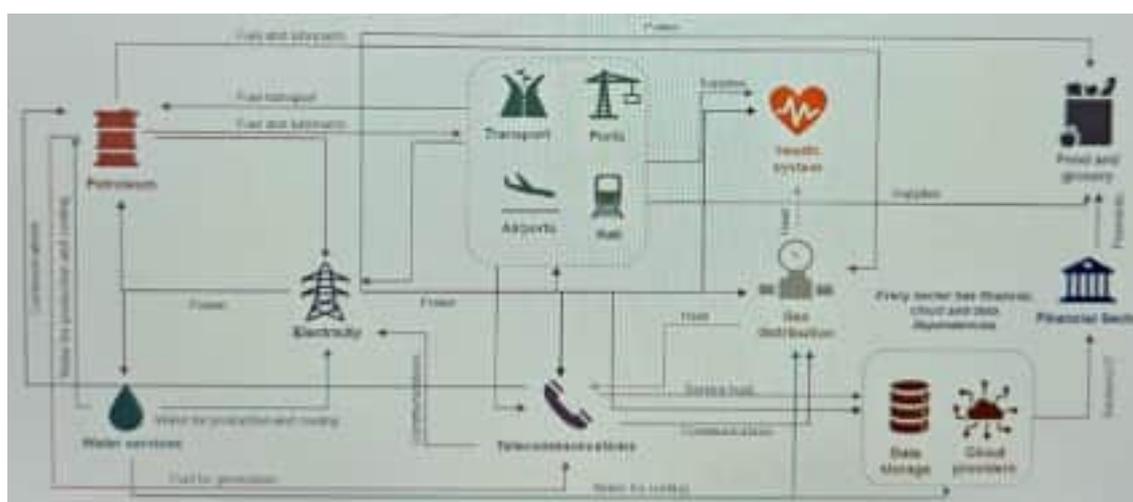
15. Telecommunication and infrastructure including electricity is missing from the explanation of what contributes to a well-functioning urban environment. Core to any well-functioning urban environment is the infrastructure such as telecommunications and electricity on which the people and economy of Greater Christchurch dependent. Take away telecommunications and electricity the modern urban environment will not function.

16. **We recommend** that the following be added to the meaning of a well-functioning urban environment.

Enable and support the provision of critical infrastructure, such as telecommunications.

Resilience of Communities

17. Opportunity 2 fails to recognise the impact that disruption to telecommunications could have during an extreme natural hazard event, such as Cyclone Gabrielle. The 'Strengthening the resilience of Aotearoa New Zealand's critical infrastructure'¹ system discussion document outlines why a resilient critical infrastructure system matters for our country and people. The following diagram presented during a Critical Infrastructure webinar on 20 July 2023 by Te Waihanga and Department of the Prime Minister and Cabinet (DPMC) shows the interdependencies between critical infrastructure and impacts of outages in one sector can have flow on consequences for other sectors. Telecommunications and electricity are critical sectors our communities and the economy.



¹ https://consultation.dPMC.govt.nz/national-security-group/critical-infrastructure-phase-1-public-consultation/user_uploads/discussion-document--strengthening-the-resilience-of-nzs-ci-system.pdf

18. **We recommend** that Opportunity 2 recognises that interdependencies between infrastructure sector especially telecommunications and electricity. It is essential that the existing and proposed growth areas have telecommunications infrastructure both wireless and fixed line integrated into the developments. Currently it does not happen under the existing regulatory regimes of the District Plans.

Climate Change Challenge – role of digital technology

19. Opportunity 6 of the draft strategy explores the opportunities for reducing greenhouse gas emissions via measures to change the way people travel. Ensuring access to quality connectivity will be key to reducing emissions. The telecommunications network and digital technology is a critical pathway to reducing greenhouse gas emissions in many ways:
- a. Avoiding transport emissions by enabling more people to work and study from home. This goes beyond connecting people virtually, to enabling secure remote access to systems and services, and monitoring physical assets. A consequential life cycle assessment was undertaken in 2022 to measure how working from home one day a week affects the size of an employee's carbon footprint. One NZ commissioned Thinkstep-anz carry out a Consequential Life Cycle Assessment (CLCA)² which found that the average New Zealand office worker who works one day a week from home will save 4.2kg in carbon emissions per day, compared to commuting into the office every day.
 - b. Using smart technology to reduce energy consumption for individual households and public institutions such as schools and hospitals. This includes smart thermostats, heat pumps, and water heaters, and demand management technologies to support grid decarbonisation and reduce peak demand by controlling and coordinating energy heavy activities such as EV charging.

² [What does working from home do to your carbon footprint? \(one.nz\)](https://www.one.nz/research/what-does-working-from-home-do-to-your-carbon-footprint/)

- c. Using smart cities technology to help tackle climate change. For example, for traffic management, optimising refuse collection, monitoring pollution, optimising street lighting, ride sharing, energy metering, and switching on devices at times to optimise energy use.
20. The smart technologies we mention rely on sensors and telecommunications networks to record and relay data. Research from Spark and Thinkstep-ANZ³ found that digital technology as an enabler of a variety of actions could collectively reduce annual emissions 7.2 Mt by 2030 - the equivalent of 42 percent of Aotearoa New Zealand's current emissions budget targets.
21. **We recommend** that Opportunity 6 recognises internet access and digital enablement more generally be included as part of climate change mitigation part of the Spatial strategy.

If there are any questions, please contact Graeme McCarrison.

Ngā mihi

Graeme McCarrison

Planning and Engagement Manager - Spark



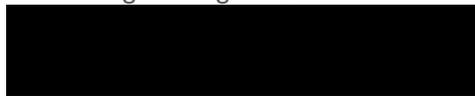
Colin Clune

Planning Manager - FortySouth



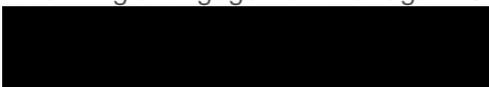
Fiona Matthews

Planning Manager - Connexa



Andrew Kantor

Planning & Engagement Manager - Chorus



³ [Meeting The Climate Challenge Through Digital Technology \(sparknz.co.nz\)](https://sparknz.co.nz)

Appendix 1 – Telecommunication Providers

Telecommunications infrastructure is critical and essential to a modern economy and connecting the ‘system of systems’ that supports New Zealand’s economy and wellbeing of people and communities.

The Infrastructure Commission’s discussion document on Infrastructure for a Better Future recognises the critical nature of telecommunications infrastructure. The report notes that ‘Increasing reliance on communications makes telecommunications infrastructure more critical.’

Telecommunications plays a vital and important role in national resilience, demonstrated most recently through our national response to Covid-19, as recognised by the Infrastructure Commission: ‘The Covid-19 pandemic is a reminder of the importance of a resilient, flexible and agile infrastructure system, as demonstrated, for instance, in the move to working from home, where telecommunications infrastructure has become a substitute for physical transport infrastructure.’

New Zealand has multiple layers of networks (wireless, IoT and fixed line, plus satellite) and providers include:

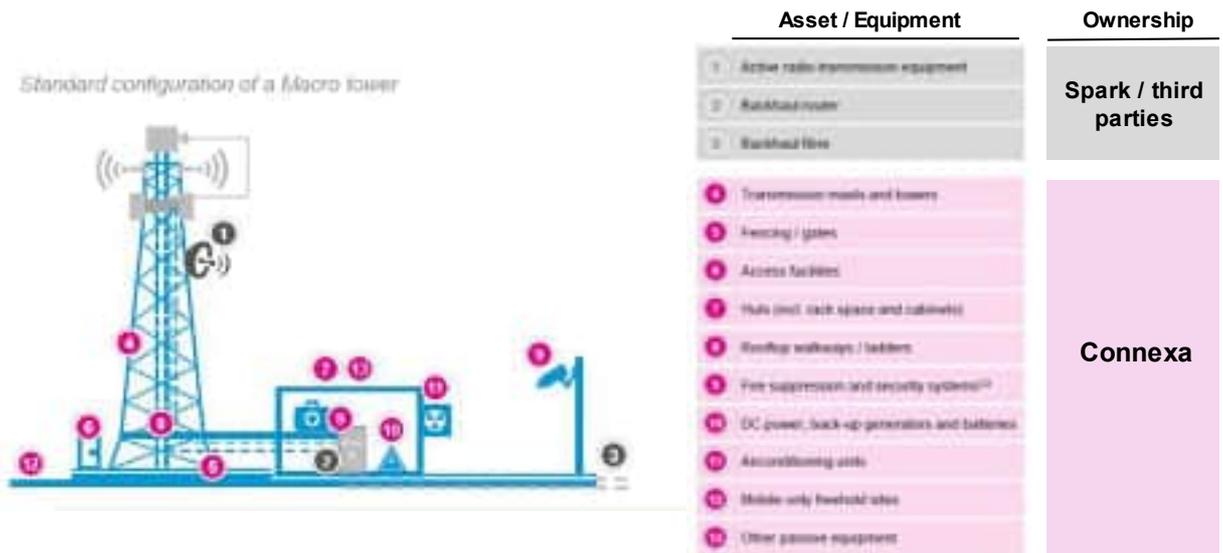
- Wireless networks of Spark, One NZ, 2 degrees and Rural Connectivity Group (RCG) (a joint venture between Spark, One NZ and 2 degrees)
- Fixed line networks operated by Chorus nationally, Tuatahi First Fibre (previously Ultrafast Fibre Limited) throughout Waikato, Bay of Plenty, Manawatū-Whanganui, Taranaki and Enable in parts of Canterbury including Waimakariri. Note that Spark and One NZ have large fibre networks of their own.
- Connexa and FortySouth manage, and build passive infrastructure for network operators such as Spark, One NZ and 2degrees.
- Wireless Internet Service Providers (WISPs) – there are about 30 WISPs operating across Aotearoa – including Amuri Networks in Canterbury
- International companies e.g. Starlink (SpaceX service), Amazon, Google

Our wireless telecommunications networks enable the provision of Emergency Mobile Alerts by the National Emergency Management Agency. These are messages about emergencies sent by authorised emergency agencies to capable mobile phones. The alerts are designed to keep people safe and are broadcast to all capable phones from cell towers within the emergency area.

Telecommunications infrastructure is a key enabler of future technologies that are expected to be one of the solutions to many of today's challenges, from climate change to lifting our productivity and innovation. The Climate Change Commission's final advice to the government for its emissions reduction plan notes precision agriculture as an example of the ways in which technology will help to improve efficiency and reduce environmental impacts in agriculture – it requires digital connectivity and networks to be possible. The rollout of 5G and digital technology that it enables is critical to a well-functioning urban environment as it is widely expected to transform our cities and the ways in which we use other types of infrastructure.

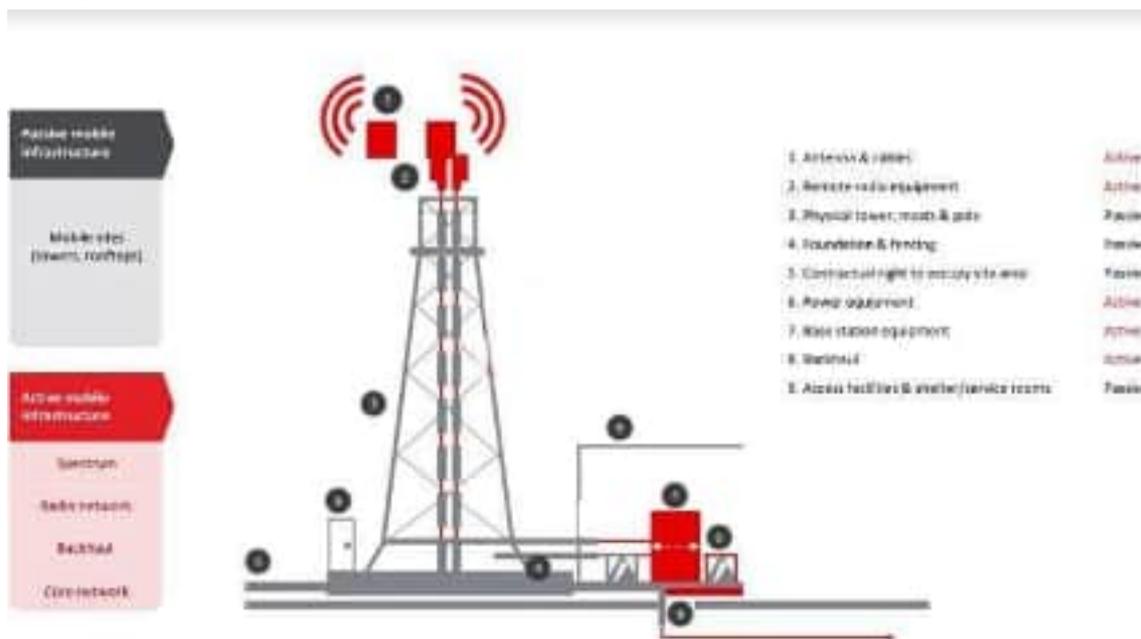
Appendix 2 Connexa & FortySouth

Spark / Connexa asset split on a typical macro tower



1

FortySouth



Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 21/07/2023

First name: Wayne **Last name:** Scott

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

The Aggregate & Quarry Association of NZ

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.

Attached Documents

File
Submission - Greater Christchurch Spatial Plan

Submission from the AQA on the Greater Christchurch Spatial Plan

July 2023

Introduction

The Aggregate and Quarry Association (AQA) is the industry body representing quarrying companies which produce 45 million tonnes of aggregate and quarried materials consumed in New Zealand each year.

Funded by its members, the AQA has a mandate to increase understanding of the need for aggregates to New Zealanders, improve our industry and users' technical knowledge of aggregates and assist in developing a highly skilled workforce within a safe and sustainable work environment.

We would like to thank the councils for the opportunity to comment on the [draft Greater Christchurch Spatial Plan](#) (the draft plan).

The aim of our submission is to highlight the role aggregates will play in Christchurch's growth and to reiterate the need for the councils to allow for quarries in their planning.

Key Points

- Aggregate is an essential ingredient in the building of infrastructure, roading and housing as well as climate change adaptation. It will be needed to achieve the growth and development of Greater Christchurch as anticipated in the draft plan.
- We are concerned that the plan does not address the need for new quarries or where they will be located.
- In order to future proof Greater Christchurch, land for existing and future aggregate extraction activities must be adequately identified and protected from encroachment of non-compatible land uses.

The Importance of Aggregates in Greater Christchurch

Aggregate (crushed rock, gravel and sand) is an essential resource for the construction of housing, roading projects and other transport infrastructure. It is used for general construction – in concrete, asphalt, mortar and other building products.

Due to the unprecedented levels of construction and infrastructure development activity, partly due to the rebuild, aggregate is increasingly in short supply in Christchurch as well as other parts of New Zealand.

Aggregate deposits are 'location specific' – limited in quantity, location and availability. They can only be sourced from where they are physically located and where the industry is able to access them.

This means it is important that the location of aggregate resources are identified by councils and access is not inadvertently shut off through land development and council planning.

Greater Christchurch quarries have greatly increased production in recent years to meet the needs of the rebuild. We are conscious that this has caused some dust and noise concerns from a small number of residents living near some quarries. In response to these concerns the Canterbury quarrying sector developed their own Code of Practice giving some self-governance on managing these potential impacts.

Greater Christchurch has a mix of riverbed and land-based quarries. There are limits on the amount of aggregate that can be removed from the region's rivers, in order to manage flood mitigation, and more land-based quarries will be needed.

The Draft Greater Christchurch Spatial Plan

We are concerned that insufficient attention has been given in the draft plan to the role aggregates will play in achieving the anticipated growth and to ensuring that land for existing and future aggregate extraction activities is available, adequately identified and protected from encroachment of non-compatible land uses.

The latest projections from Statistics New Zealand indicate Greater Christchurch's population will grow from a population of approximately 530,000 to more than 700,000 by 2051.

170,000 more people means another 77,000 more dwellings will be required. These will consume 19 million tonnes of aggregate alone, on top of existing demand and the infrastructure required to support the population growth.

A number of Greater Christchurch quarries are coming to the end of their life and replacements need to be established to meet Greater Christchurch's growing needs.

The region needs more than 50 hectares of area to be quarried each year to meet demand – about five years supply from the new quarries if all are approved.

As stated above, aggregates can only be sourced from where they are physically located and where the industry is able to access them. At the same time, quarried products are high-volume, low-cost products and therefore need to be close to where the product is to be used. Too far away means significant expense of transporting quarry materials (which is passed on to consumers) as well as congestion and CO₂ emissions. The cost of aggregate doubles when transported 30 kilometres from its source. Too close to residential areas brings reverse sensitivity issues due to the nature of extractive industry operations including noise, vibration and dust. Residential and

industrial development areas should ideally be as close as reasonable to identified areas of aggregate.

Highly Productive Land

In a number of places, the draft plan refers to the need for highly productive land to be protected referring to food production.

The same should apply to aggregate extraction land which is equally highly productive, in fact more so than farm land – quarrying generates many times more revenue per hectare than dairy, beef/lamb or horticulture.

Just as “highly productive soils have been lost to urban development and land fragmentation” (page 61), so too has quarry land been lost over the years as residential areas have expanded. It is essential that the spatial plan does not allow potential quarry land to be sterilised in this way in the years ahead.

Map 12 on page 64 shows the location of highly productive soils. We recommend the councils work with GNS Science to ascertain potential quarry areas and produce a similar map, so the public have a greater awareness of where these are.

We note that quarrying is part of the primary production definition in the Nation Planning Standards which supports this argument.

There is also reference in the draft plan, e.g. page 31, to sufficient land being provided for commercial and industrial uses. But again, not for quarries.

Rehabilitation

Quarries have a finite life – they are not there permanently. Once the aggregate has been extracted the land is able to be returned to its original use or used in a variety of other ways. Often the land is turned into community facilities.

The Isaac Conservation and Wildlife Trust, and Halswell Quarry are good examples of this in the Grater Christchurch area.

It is not inconceivable that housing and other developments can occur on and around former quarry land that has had the aggregate extracted as has occurred in other parts of the country (for example Stonefields in Auckland).

Climate Change

We support the thrusts of “Opportunity 2” on making communities resilient to the impacts of natural hazards and climate change. It is important to note the central role aggregates have in strengthening resilience to these.

Rock is needed for flood protection and to adapt to sea level rise and coastal erosion through strengthening of sea walls etc. It will be needed to repair damage to coastal infrastructure and to make infrastructure generally more resilient to greater intensity storms and extreme weather events.

Sand and aggregates will play a vital role in retreating from the effects of climate change, including the relocation of communities, whether in preparation for or response to climatic events as key components of the construction sector in the form of concrete and other construction materials.

Wayne Scott
Chief Executive Officer
[Aggregate and Quarry Association](#)



Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 21/07/2023

First name: Tobias Last name: Meyer

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, I find public transit too slow currently so anything that speeds it up is 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?

Yes

Why:

Yes! Great to enable choice for people to live close to facilities and to be able to live without a car.

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:

I do, but I support green fingers even more, where development is built along transport routes and everyone has close access to 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:

- 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?

Partially

Why (please specify the Priority Area):

I think there should be more priority areas, especially Addington, Sydenham, Barrington, Edgeware, St Albans, Merivale, and Fendalton

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

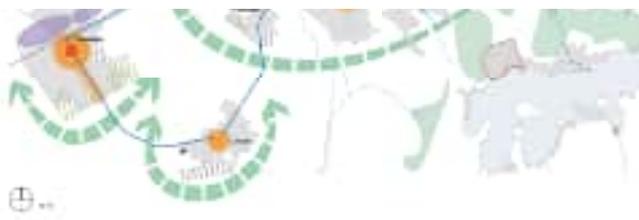
Why:

We should allow plenty of capability for growth in the areas close to the central city and other key centers, especially the areas at lower risk from climate change disasters.

Attached Documents

File

No records to display.



1

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

No

Why:

Too woke

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:

No this is a bad idea

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:

It provides spaces for people to relax

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 necessary in todays urban places

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):

No draft spatial plan is good, ie 15 min cities are out

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:

This is a part of making 15min cities, I strongly oppose

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 public transport is essential to mitigate climate change, to improve communities and quality of life.

I agree with the areas that the proposed improved public transport system would go to.

I believe we should continue to have high frequency services to other key areas, particularly in the east- to Linwood, Woolston and Brighton- and there should be improved bus shelters etc to support this.

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, however I believe this should include the east of ChCh, particularly the Linwood and Woolston/Philipstown areas as these are close to town with direct road connections to the city centre, have a relatively good basis of existing facilities and low-income populations that would benefit from better public transport and housing. These areas are also experiencing considerable private development of intensive housing showing little sign of good planning, and would benefit from better planning leading to improved quality of life for residents.

Intensification of housing must include good design principles- both that support the natural environment and encourage community, and that provide comfortable houses- houses that do not get sun for three months of the year are not acceptable in Christchurch. Housing should support mixed communities- families, individuals, younger and older people and differently abled people. We should not build complexes with a single type of housing. Housing should enable people to remain in the community as they move through different phases of their lives.

There should be enough flexibility in regulations to allow exceptions to rules where the benefit is clear- e.g. allow intensive housing on a Southerly boundary if it does not block other residents' sun, has good infrastructure including transport, wastewater and services, and creates quality housing.

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 strongly support all of the directions *except for* the green belt.

All areas of significance to mana whenua should be protected as directed by them.

Food production areas must be protected. We have already lost significant high quality food production land around Marshlands, the Applefields development and other areas. Such a significant amount of the best land has already been lost to housing that we must now protect the remnants of this land and the lower quality food production land. The city must not be allowed to expand across horticultural and agricultural land, forcing food production onto less suitable land at a greater distance from population centres- the environmental damage and

climate change implications of this are too severe (and it's just plain stupid).

Water bodies must be protected-as a city built on a wetland this is another absolutely fundamental part of our environment. Drinking water aquifers and the water bodies that feed them are obviously crucial. The damage done to aquifers further beyond Christchurch are a clear warning of what we must not allow to happen.

We need to enhance and expand green spaces to improve biodiversity, protect waterways, reduce urban temperatures, build stronger communities through shared enjoyment of better physical spaces, improve routes for active transport.

We must recognise that such significant destruction of natural areas has been done that we cannot afford to only maintain what is left, we must actively restore natural areas. We must retain and restore more than 'significant natural values'. If we do not do this, the natural environment will remain so at-risk that the consequences of climate change will be catastrophic- and extremely expensive.

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, I do not support the Greenbelts as proposed in this draft.

I believe it would be more appropriate to use a mixture of green wedges and green ways that follow the natural environment features of the Greater ChCh area- particularly but not limited to the waterways, including the Waimakariri, Ōtakaro and Ōpawhau rivers, wetlands, the green 'red zone' areas and the Port Hills. I would like to see green ways used to link people and areas and green wedges to provide green spaces within a short walking distance of most Greater Christchurch residents. I would like to see green wedges and green ways planned to increase and support biodiversity by providing both sanctuaries and corridors for birds and insects. The existing ecological patches and corridors provide a clear and logical starting place for green wedges and ways.

It would be good to create eco sanctuaries so that city dwellers can see what a healthy natural environment can be.

There's a good summary of the pros and cons of all three types of green spaces here:

https://www.researchgate.net/publication/355950244_Reconsidering_green_belts_green_wedges_and_greenways

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 think the areas of Woolston that are not prone to flooding should be added.

I definitely agree that significant resilience work should be done for Eastern Christchurch- it seems to have been largely abandoned by the Council since the quakes. There is a risk of increasing the divide in Christchurch with the North and West becoming more expensive and the enclave of the relatively wealthy as services improve while poorer people are trapped in the east with poor services and a low quality of life.

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:

Overall yes.

Respecting the wishes of Mana Whenua must be the first priority- without this we are not respecting the principle of Treaty Partnership.

After this the focus must be on the environmental issues as without a resilient natural environment, the economy will fail. The risks posed by climate change are so significant that #2,3,4 & 6 must be prioritised above #5.

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

I think this is a very significant document about the shift to the North and West of Christchurch with significant implications for the other parts of the city. I believe this should have been spelt out more clearly in the introduction. I think the introduction should be upfront that the East of Christchurch is not included in the development because of its environmental risk factors.

This level of focus on the N & W creates a significant risk for the East to not have the investment that it needs to create/maintain a good quality of life for its citizens. Eastern Christchurch is listed as a 'priority area' but the plan is the silent on the East because it is excluded from this development- there needs to be a much clearer statement on this.

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, this is a key aspect if we are to lower our carbon emissions. A frequent, efficient bus service right across the city is important. Whilst I can understand the concept of mass rapid transit along the two key routes that link to the urban areas of Waimakariri and Selwyn, it is equally important that frequent bus services continue to run from Sumner through Woolston, Philipstown, central exchange & onto the university, and from Brighton through Aranui, Linwood onto the university.

A campaign to encourage mixed modality of non-car transport would be useful to encourage more people out of their cars & onto bikes/scooters/skateboards combined with taking the bus. Maybe some secure bike lock-ups at key transport nodes might alleviate some people's concerns about cycling to catch a bus.

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 was surprised that whilst Linwood and Shirley were designated locally important urban centres, Woolston was not. It seems potentially to be a good spot for intensification; it already has a good number of services available, has a good public transport service, is close to the city and easy access to recreational areas. As a low income community it may benefit from investment in diverse, good quality, community-focused affordable housing that incorporates well-planned community spaces.

Through policies and planning regulations we need to encourage development that creates and enhances community connectedness rather than prioritises the profit motive. Incentivise (or force) developers to build better housing options that allow for mixed housing options that ensure mixed communities ethnically and generationally. Important to have the flexibility to go beyond rigid guidelines when a different solution could be a better solution.... Locally relevant guidelines.

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, definitely. As we intensify our built environment, we must prioritise the health of our urban rivers ensuring sediment runoff is reduced along with other pollutants. A whole of catchment - ki uta ki tai - approach is vital; connecting with, and supporting, local volunteer groups already working on restoration is key.

Implementing low impact urban design principles is paramount; developers must be either incentivised or be required to provide green space within their design/build. More tree-lined streets and pocket parks across the city that provides space not only for recreation but also habitats for other species. Nature needs to be celebrated and enhanced within our urban area not confined to a green belt or to conservation areas beyond the city limits. The increase in constructed wetlands within & around Christchurch in recent years provides not only for improved stormwater outcomes and flood mitigation, but also for improved urban aesthetics - more needs to be made of this.

We must also consider what 'significant natural value' means in the light of Canterbury being a highly modified landscape. There are many scattered remnants of native flora that need protecting but may not be recognised as SNAs; consultation with local residents and knowledgeable ecologists is vital to assessing & establishing the significance of natural places or features.

We have huge potential in the 'red zone' to create an amazing green space that enhances urban liveability whilst also providing a buffer against flooding be that fluvial or coastal inundation. This is also an area that has great potential for improving mahinga kai outcomes

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 Greenbelt is a fairly standard concept that has not always been successful at providing the outcomes hoped for. The proposed Green Belt in the draft plan makes no real geographical sense. Already around the urban areas of greater Christchurch we have green swathes of natural areas that must be preserved & enhanced such as braided river corridors, our coastal margins, rural wetlands, bird flight pathway, sand remnant bush areas.

That said, our food production land must be protected from urban sprawl. We've already lost a significant amount of highly productive farmland on our urban periphery in recent years - continual greenfield development for housing must be curtailed.

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):

Yes, the areas listed seem obvious a priority areas. I do however think both Woolston and Linwood have potential as second order priority areas as both have good local services and potential for intensification along key public transport routes. It does seem that east Christchurch is to be left behind over the next 20-30 years due to the risks posed. Maybe it would be useful to be upfront in the spatial plan about the need for a gradual move from our low-lying, most-at-risk suburbs toward the west. This is referred to in the introduction (p19) but seems obfuscated throughout the document. Whilst this move is necessary due to the impacts of the 2010-11 earthquake sequence and climate change, a clearer proposal for the future of eastern suburbs would be useful.

The elephant in the room: we need to be planning with a longer horizon with climate impacts in mind. What thinking is being done with respect to where people could relocate to when they need to move from coastal margins? Where will we resettle climate refugees from our Pacific neighbours or elsewhere in the world? Thinking along these lines need to be factored into our spatial plans.

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:

Partially - the 6 priority areas cover relevant areas BUT in order for people to living in thriving neighbourhoods & have a prosperous low carbon future the underlying environmental opportunities #3 must be prioritised as well as #1 & #2. Great to see #1 providing

space for mana whenua to protect, restore & enhance their areas of significance.

We humans need to fully appreciate just how much we rely on a healthy environment in order to survive whilst also understanding our potential for resilience in the face of hazards if we are forewarned and prepared. Ecological sustainability needs to be the basis of this spatial plan. BAU can not be allowed to be the driving force for our future.

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

A people's panel or citizens' assembly for an ongoing feedback loop would be a useful addition to the planning process for the future of greater Christchurch. A greater range of perspectives feeding into the discussion and forecasting for the future would surely enhance the outcomes.

Attached Documents

File

No records to display.

1

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

No

Why:

freedom over your control

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:

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:

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:

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

No

Why (please specify the Priority Area):

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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: 21/07/2023

First name: Andrew Last name: Fox

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:

im against World Economic Forum programs infiltrating into our local council (ccc) as they are doing around the world, and they publicly admit to doing, to promote 15 minute cities and control our movements, with the excuse of unfounded climate change rhetoric.

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:

As above

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:

As 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?

No

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?

No

Why (please specify the Priority Area):

as above

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:

as above

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

No

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 21/07/2023

First name: Jon **Last name:** Holmes

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:

We need a way to get lots of people around the city quickly and easily

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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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: 21/07/2023

First name: Michael Last name: Garrett

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:

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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.

1

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

No

Why:

waste of money. Sufficient structure in place.

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:

no the current bus lanes a not being used to near capacity.

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:

there's enough gren spaces.

Stop spending money.

Give rate payers a break.

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:

Theres enought green merging aoud the urban areas.

Stop spending on unnecessary.

Put money into addition centers and family dupport centers.

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):

no use the current bus system.

Canterbury people like cars and its not useful rate payers from out of 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?

No

Why:

nga tshu Corp can pay for their own heritage initiatives.

Green house gas and climate change has been debunked by thousands of scientists. Looks like the ccc has not noticed this. This has become a religion not fact. View Barry Brill chairman climate scientist coalition.

Stop wateing taxpayers money on absurd nonsense.

You only have to travel an hour out of your offices and see the fact that nz is full of amazing ecological sound resources. Stop wasting money on unnecessary transformation.

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

stop spending money.

Look after the business that are struggling. Put thst money into tax breaks for them or something. They keep people in this area.

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 22/07/2023

First name: Peter **Last name:** Mackenzie

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?

No

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:

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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 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:

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 22/07/2023

First name: Dianne Last name: Downward

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.

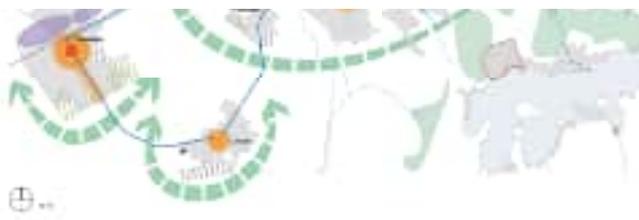
Feedback

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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?

No

Why:

I am on a bus line that goes directly into the city and that is how I travel into the city on the rare occasion I need to go to the city. During the busiest hours the bus is still only half full at the most. My work sometimes takes me through the city and I see many also going through the city to get to their destination. All these plans seem to presume people will work in their 15 minute area or in the central city and don't take into consideration all those that travel to different areas throughout the day as part of their job. tradies, community health workers and so on need to travel with equipment and reach many clients in a day, this plan will only hinder them and those they work for.

Mass rapid transport down the main roads north and west of chch as planned, travels through fairly narrow roads of significant urban centres , the Mass Rapid Transport will clog the street and make it impossible to get from one side to the other safely (unless it is slow and not frequent)

This is a major problem if you are wanting people to use these areas for their shopping.

Also elderly and disabled people will find it exceedingly difficult with no parking nearby.

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:

How things are developed is key, There is already a lot of intensification going on but it is not all suitable for the diverse needs of the community. 2 bedroom townhouse is the norm these days with such small rooms that these are more suited to a couple with extra room used for a study or storage.

Still these are not affordable.

Couples and Families need space and possibly space to take care of elderly parents as well as children, therefore more bedrooms and extra living area. One size does not fit all.

Green spaces are needed as part of the townhouse or apartment so children have a place to play, pets have an area and people can grow there own food/flowers

Sound insulation needed so people can't hear everything neighbours and family members are up to through the walls.

Wellbeing is a huge issue that needs to be addressed.

This and much more is needed for everyone's health and wellbeing. People don't do well in crowded spaces, tensions arise when needs aren't met and constantly living on top of each other in a crowded situation with no

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:

Again it depends how it is done, This green space should not replace green spaces where people live and have easy access to. It's no good having spaces around the outside of the city that people cannot have access to daily. The more people are crushed together the more the need for green spaces where people live. It almost takes away from building up as its a vital need for peoples wellbeing to have space to unwind away from others in nature and have a bit of land to grow things in for beauty and 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?

Unsure

Why:

see above

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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 market already determines where people live, work and play.

Government either local or national is meant to be for the people not dictating to the people where they should live, work and play. People may not be able to afford to live where they work, or their work is scattered throughout the area, everyone should have access to the beach and other areas, family members will live in different parts of the country or within the city, etc. We all need to be able to move around.

To try to have everyone live work and play within a predetermined area is folly.

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 propose that you write reports in Maori and in English so that everyone can understand what is being said and when it is deemed necessary to mix the two languages as there is no equivalent term in the other language, a translation is provided along side that particular term. Translations are only supplied for a few terms and this is unacceptable for both English and Maori speakers.

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

The plan is based on the population growth of Canterbury but when I look at the data provided by Statistics NZ, our death rate is up by 10% and the birth-rate is down.

<https://www.mpamag.com/nz/news/general/new-zealand-population-what-will-happen-over-the-next-decade/427713>

Therefore what data is the need for all this development based on?

I also feel you need to update your question around ethnicity at the beginning of this questionnaire as there are huge gaps with nothing to represent me as a New Zealander and am forced to always put other.

Our closest neighbour – Australia was missing, North American continent was missing and most glaring of all, there was no box to tick for New Zealander!

There was one for 'European New Zealander' and one for Maori, Pacifica (detailing the various island nations), African, S American, Asian, Middle Eastern, but nothing for the many non Maori, non European people who have lived here for generations.

Since the gold rush in the 1800's there have been Chinese NZer's and no box for them to tick.

The generations of people whose ancestors came originally from England and Europe but identify as a NZer, no box for them.

What of the very many NZer's of mixed maori/non maori blood? why should they have to pick a 'side'

when they are first and foremost NZer's.

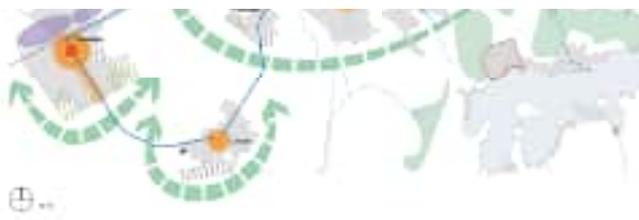
There are also many new NZer's who have worked hard and are proud to be citizens and then forced to tick a box which no longer represents them. Why?

Most of all, I wonder why the need to divide people into different groups?
Shouldn't the focus be on uniting us all? Social cohesion?

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:

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:

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:

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

No

Why (please specify the Priority Area):

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Why:

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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:

It is my concern that in the formulation of CCC coastal hazards planning inadequate consideration has been given to this report.

This document has significant implications regarding our uniquely accreting coastline from the Waimakariri River to the Spit and Sumner.

Local residents concerns firstly about our inability to access the report and secondly the lack of publicity given to it (in comparison to the Tonkin & Taylor reports) resulted in a very well attended public meeting which was addressed by the principal Scientist who wrote the report.

we need to be assured that in formulation of the Greater Christchurch Spatial Plan the NIWA report has been given the significant attention it deserves

<https://www.ccc.govt.nz/assets/Documents/Services/Stormwater-drainage/Coastal-Sand-Budget-for-Southern-Pegasus-Bay-Stage-B-Future-Sand-Budget.pdf>

4 Conclusions

The main conclusions of this study are:

1. The Waimakariri River's future (by 2100) sand delivery to the tidal reach due to climate change effects and human responses could vary between a reduction of 11% on the current delivery (8% reduction from up-catchment associated with the "low emissions" RCP2.6 or RCP4.5 climate change scenarios and 3% interception by irrigation takes with no sand returns to the river) and a 28% increase (28% increase from up-catchment associated with the more extreme "high emissions" RCP8.5 climate change scenario and all irrigation-intercepted sand flushed back to the river). A "most likely" change in sand delivery rate could be taken at the mid-range of these bounds (i.e., a 9% increase), but the uncertainty around this figure should be appreciated.

2. Following a major future alpine earthquake, landslides (300 million m³ combined volume of

which 20% renders to sand) clustering mainly in or just upstream of the Waimakariri Gorge

would at least double (possibly treble) the river's sand load for over 10 years, with landslide sand first arriving at the coast within 1-2 years of the landslide event, and 90% of the landslides' coastal sand delivery occurring over 30 years. Dispersion of the landslide's sand pulse along the shore by coastal processes would likely occur slowly, with several decades elapsing before any signature appeared at Waimairi Beach and longer to reach Southshore.

3. Sea-level rise driven deposition in the tidal reach of the Waimakariri River would be

1,300 m³

/yr under the status quo (sea-level rise rate of 2 mm/yr), 3,600 m³

/yr with a rise rate of 5.4 mm/yr, and 8,800 m³

/yr with a rise-rate of 11 mm/yr, thus reducing the river sand

delivery to the coast by these amounts.

4. Under sea-level rise and a climate-change altered nearshore wave climate, the proportion of river sand load transported south from the Waimakariri River mouth could change from the baseline estimate of 68%. Both the A2 (~RCP8.5) and B2 (~RCP6.0) wave scenarios would reduce the proportion of Waimakariri River sand transported south (by virtue of relatively reduced wave energy from the northeast quarter); a rise in sea-level with no change in offshore wave climate would increase it; and under combinations of sea-level rise and wave climate change, while the two effects would compensate the wave climate change would prevail, resulting in reduced proportions transported south.

5. Beach profile closure depth would increase with sea-level rise (due to more wave energy incident on the shore), decrease under the A2 and B2 wave scenarios (due to reduced storm wave energy), but not change much under combined sea-level rise and wave climate change scenarios. An increased closure depth increases the sand volume required to lift the beach profile to match a rise in sea-level.

6. The net sand demand for enlarging the Avon-Heathcote Estuary ebb-delta and throat

associated with rising sea-level could be anywhere between zero and 8% of the present (~182,000 m³/yr) river sand supply rate to the City shore.

7. At least until 2120, the City shore sand budget should remain in surplus (and the shore should not begin to erode) except under the worst case RCP8.5 climate change scenario (which couples the effects of changed Waimakariri River sand load, sand losses due to future irrigation takes, reduced southward wave-driven sand distribution from the river mouth, a 1.36 m sea-level rise, and sand losses to the ebb-delta at the Avon-Heathcote Inlet).

66 Future coastal sand budget for Southern Pegasus Bay

8. We caution that this is a spatially-averaged result for the shore between Sumner and the Waimakariri River mouth, while actual shoreline movements are likely to vary locally from the average rate. Numerical shore modelling would be required to develop spatially-detailed shore responses, and this modelling would need to capture beach changes out to the closure depth and be able to simulate both wave and current-driven transport processes, including at the Avon-Heathcote inlet and ebb-delta and the Waimakariri River delta.

9. Any significant future shore instability at the Waimakariri River mouth would likely accompany the arrival of a sand pulse following earthquake-triggered landslides in the upper Waimakariri Catchment. With this, the river delta would enlarge, sand bars would become larger and more active, interactions between bars and the shoreline would increase in amplitude, and possibly another spit and foredune system could form seaward of the present one. Otherwise, the recently-observed cycles of spit-tip erosion and bar changes should most likely continue. The risk of waves over-washing Brooklands Spit and the Waimakariri River suddenly re-locating its outlet through Brooklands Lagoon again is small, even under wave climate change and sea-level rise scenarios.

10. Given that the City's open-coast shore is likely to remain accretionary overall for the next century under all but the most extreme (RCP8.5) climate change and sea-level rise scenario, then we do not anticipate the risk of sea-flooding from the ocean-side will generally be

exacerbated by shore erosion and sea-level rise. The exception will be at the southern tip of

Southshore Spit due to the Avon-Heathcote Inlet widening as sea-level rises and the tidal

prism increases.

Attached Documents

File

No records to display.

1

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

No

Why:

Council and government have no right to determine whether people use private vehicles and must stay away from your continual effort to control us. We are not your slaves. There is no climate crisis. Please speak in English. I do not know what is this engagement you speak of.

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:

Do not restrict how people may dwell. We are not your slaves. Congested urban living contributes to mental health issues.

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:

Of course it is necessary to minimize pollution, however you are wanting only to control how people live their lives and remove choice and freedom.

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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(Click the image to open it in another window)



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

No

Why:

This plan is racist, prioritizing one race of people, is farcical in that public funds are intended to be spent on the sham climate crisis, and is moving toward ultimate control of the population by restricting how people actually want to travel by using the convenient motor car. Stop telling us how to live and mind your own business. We are not your serfs.

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

No 15 minute city. No reckless wasteful spending of public funds on flavour of the month ideas. Try fixing the damaged roads and improving other such infrastructure. Using my money for your pet projects is theft.

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 provision of the shown lines, they give good coverage of the city. However I believe that not enough is being done to enable future urban land to be served by quality public transport.

Ideally there would be one or two corridors or extension into greenfields land set aside for the truly long term growth of the city (50-100 years).

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, enabling true transport choice 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.

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

No

Why:

I do not support green belts. They serve as a way to artificially constrain development, more than it would otherwise be. It is a concerted effort by planners to enlist environmentalists to oppose housing development. If sprawl is being developed, it is because that is the cheapest, highest amenity housing development on offer on the market. If planners wish to constrain the growth of the urban area (which they should and are doing), this needs done through a focus on improving the attractiveness of (re)development within the existing urban area, not banning the alternative.

A potential flow on effect is in the event of planning / housing cost failure in Christchurch, that then there is enough political will created to develop green belt land, it will be the case that these developments will have been explicitly not planned for and will likely be poorly served by public transport or other services. It raises the stakes of a failure to provision enough housing in the existing urban area. And consequently raises the potential for housing cost outcomes.

Sprawl land is a critical safety net / blow off valve in the event that infill development is made too hard by future councils / planner. Otherwise the results of those failures will be solely carried by low income earners, and those not lucky enough to already own a home.

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Yes

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

Yes

Why:

As a young person growing up in New Zealand today, the number one concern for me (after moving out of my parents place) has been housing. This is in fact why I moved to Christchurch. The damage that is done to New Zealand society and people from poor housing outcomes, in particular the expense, is immense. I believe that more should be done to provide worst case scenarios / blow off valves for housing demand.

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

I do not believe that enough housing is being enabled or planned for. An important consideration is that the more is enabled, the lower the cost of each development opportunity, and the lower the marginal cost of housing.

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 22/07/2023

First name: Joanne **Last name:** Hannah

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:

I do not think that christchurch should become a fifteen minute city and i know that this proposal is exactly this. It will effect my life greatly and my childrens lives greatly. In my situation I have a father who is a hoon hay rest home, it can take me up 30 minutes to drive there, not 15 minutes. Also i have a child involved in sport and iwill not stop going to games because of this proposal either. Also it will effect my work as an in home carer, going from place to place all over town. So I do not agree with this at all.

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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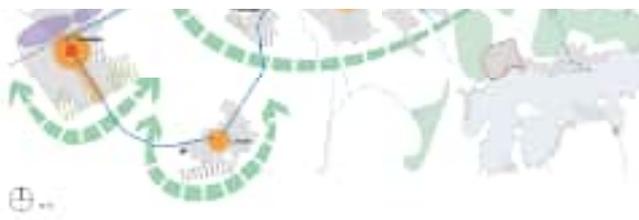
No

Why:

Attached Documents

File

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

No

Why:

I am concerned at the lack of detail as to the spatial extent of the greenbelt, how it will work in practice, what it will or won't allow, and the ability to adapt to change and utilise these areas, if required, in the future.

The spatial plan and Map 2 does not show how those areas immediately adjacent to existing urban areas will be managed and/or whether they are envisaged to form part of the greenbelt. In particular, there are a number of 'gaps' on the edge of the Christchurch urban area that would appear to be obvious locations to 'plug' with urban growth (e.g. to the north, south and east of the airport). These areas do not appear to be affected by the greenbelt as shown on Map 2, however there is insufficient clarity in the Spatial Plan to confirm this assumption and it is important that the greenbelt does not unreasonably constrain sensible growth now and into the future, or limit future choices as to growth.

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

Partially

Why (please specify the Priority Area):

Whilst I do not oppose the Priority Development Areas, I am concerned that such prioritisation may be at the expense of other areas that are 'ready to go' in terms of available land, willing owners/developers, infrastructure availability, etc and which can deliver required housing or business capacity more effectively and/or efficiently.

For example, prioritisation of Eastern Christchurch (as is proposed in the Spatial Plan and as has been proposed in previous planning documents) is commendable, but 'prioritising' this area through planning processes does not necessarily deliver outcomes which do not have merit or momentum within the development community.

Noting this, it is critically important that the Spatial Plan be enabling of and responsive to unanticipated development within or beyond existing urban areas, where such proposals have merit, provide housing or business capacity and contribute to Greater Christchurch as a well functioning urban environment.

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:

I oppose the strategy above to the extent that it is directive as to where development should be enabled or avoided.

As stated above, I am concerned that the spatial strategy will preclude sensible development proposals that can deliver required housing or business capacity more effectively and/or efficiently than 'planned' alternatives that are unlikely to be delivered by the market.

Whilst promoting planned growth in specific areas is commendable, it is critically important that the Spatial Plan be enabling of and responsive to unanticipated development within or beyond existing urban areas,

where such proposals have merit, provide housing or business capacity and contribute to Greater Christchurch as a well functioning urban environment.

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 22/07/2023

First name: Lawrence **Last name:** Manion

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.

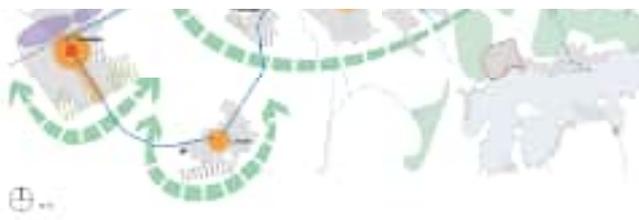
Feedback

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?

Unsure

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:

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:

In relation to 3.4 protect highly productive land for feed production. Classification of soils as class 1,2,3 is to simplistic. In each class full potential cannot be realised for intensive crops if no irrigation is available. In our case we are in a red zone so cannot irrigate from a bore or from the Central Plains Community Scheme. With climate change water access is essential for all these classes of soil. Strategic location is another example that has to be considered. The protection of these classes of soil should be put aside when full potential of these classes cannot be reached along with Strategic location.

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:

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:

Attached Documents

File

No records to display.

1

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

No

Why:

Whilst I support good safe and efficient public transport in general, I am worried that the use of cars is being overly strongly discouraged in policy. I think it is unrealistic to expect people to not to use cars. This is due to people not always living near employment, working late shifts, or that employment in many cases can be located away from public transport corridors. People often need to carry bulky/heavy items which would be impractical on public transport. I also have concerns around the safety of hydrogen/electric vehicle transportation, ie fire risk. My biggest concern revolves around the development of higher rise apartments/ terraced housing around these proposed transport corridors.

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:

People should feel that they are free to live and work in places of their choice and should not be discriminated against because they are not located in a "transport corridor". I assume that in order to create these urban centers/transport corridors, that many homes/buildings would need to be demolished some of which will have significant historical value to make way for apartment style living. This is terrible bearing in mind the losses that Christchurch has experienced post earthquake with loss of beautiful old homes and buildings. To see homes bulldozed and existing communities decimated which is a concern in itself, is only going to exacerbate the housing shortage. I am concerned for standalone homes that remain, whose residents will experience the value and enjoyment of their home ruined by neighbouring higher rise apartments that causes loss of privacy, and loss of sun along with the loss of their pre-existing surrounding community in the name of intensification. Will these apartments be quality and also affordable for people or will they become ghettos and centers of crime like I have seen in many places overseas. I worry about the wellbeing of people and are aware that the great kiwi dream and ideal for many is to be able to afford a standalone house with garage and section even if small, and not be crammed into a higher rise apartment. We need to make homes more affordable and not cram families into apartments. All this development will be immensely expensive and will ratepayers be left to foot the bill?

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:

Unsure of this. My biggest concern is that existing residents can still choose to live, reside and have recreation in these areas that are seen "as areas needing protection" and they wont be nudged into urban living in the name of protection of the natural environment.

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:

Just confused about this-thought that this is what we already have?

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?

No

Why (please specify the Priority Area):

All consultation should be with the communities involved before work takes place. I am nervous about wording that talks about accelerated development. Speaking for myself as a resident in Rolleston, who lives close to the town centre, I am deeply concerned about terraced housing/apartments shading my property, ruining my privacy and dismantling the community around me that I have lived in for 45 years!! I am in an older house here and do not want to be surrounded by intensification or have developers around trying to get me or my neighbours to sell our houses to them! I deeply concur with commentary from concerned residents in today's Press(23/07/2023)around the intensification densification divide.

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:

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

If we have intensification/densification with higher rise apartments, I am concerned that issues with flooding may develop if great care is not taken with adequate drainage.

Attached Documents

File

No records to display.



1

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

No

Why:

As a person that is travelling between the outer regions of Christchurch and the inner-city my Transport is vital to both my income and the flexibility required in my life and this parking plan reduces my ability to move throughout the city and to have parking in the inner city when I require it often needing to bring in larger items with me from time to time.

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:

There are a wide variety of different cultures and communities throughout the Christchurch and out of Selwyn areas and these groups are need community in a way that suits with their culture and heritage this is important for the development especially with families and schools there is also often a risk with built-up areas in terms of crime and concerns around mental health issues in small spaces.

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:

I currently think this is done well and does not need improvement or expansion

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:

Given the earthquakes and the extra land that has been developed for a green space currently I do not think there needs to be an expansion of this

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):

There is there is no cost benefit analysis that I have seen on this and struggled to say that the cost both of carbon and financial and environmental would outweigh the benefit at all

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:

I think that that there will be significant loss of heritage if this plan goes ahead there are hundreds of years of heritage and homes and sites that will be moved out of the way and change significantly. There is no way that this will produce affordable housing the cost of producing these even with government support well like always go well over budget and not be affordable to the average New Zealander

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

cost of the carbon emissions to demolish and rebuild far outweigh suggested possible benefit of this poorly researched carbon'reduction' plan

Attached Documents

File

No records to display.

1

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

No

Why:

People should be allowed to drive their vehicles wherever they want to. What this plan is suggesting is that there will be no 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?

No

Why:

People should be able to live where they want without you dictating where they should reside. You will cause ghettos and will have nothing but problems from doing 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:

You will still stop people from accessing these areas, even with all your flowery language of giving people the impression that you care about these areas of natural beauty. If you cared for instance, you would stop chlorinating our drinking water, which will end up in our waterways and at the same time you are damaging peoples 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?

No

Why:

This concept of a greenbelt is a smoke screen to the real purpose of your plans, involving your 15 minute city/ghetto's.

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

No

Why (please specify the Priority Area):

Climate change, is in my opinion, climate variation, which has been going on for millions of years, and will carry on doing so.

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:

I would describe what you are proposing in your draft as verbosity. New Zealand's greenhouse gas emissions are extremely minimal compared to the rest of the world, for example, China.

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

I strongly suggest that you drop this draft Spatial Plan in its entirety.

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 22/07/2023

First name: Lynn **Last name:** Hayes

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:

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:

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:

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:

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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 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: 22/07/2023

First name: Greg **Last name:** Bluck

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?

No

Why:

Most people won't use public transport, because it does not go where you want and when you want.

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:

All you will do is create ghettos with all the social problems of overcrowding.

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:

There are no natural environmental areas around Christchurch, just man made parks. Outside Christchurch there are just highly modified ecosystems (Farms). Along with man modified grasslands and forests.

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:

A greenbelt is just a man made park. This will be used to define the perimeters of the 15 minute 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?

No

Why (please specify the Priority Area):

This will be used to divide the '15 minute city' into further sub groups, e.g. housing, industry etc. Also make it easier to control of the citizens in the 15 minute city more effective, similar to the Chinese model

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:

See above

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

A waste of resources , who and how is this being payed for ? If anything, just make public transport available 24/7,frequent and affordable. Have a look at the major European cities ,that will a far better start. Buses, Trams , Trains

Attached Documents

File

No records to display.



1

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

No

Why:

There are concerns raised about the level of intensification and building up in existing areas that may not be adequately prepared to support such development. It's essential to carefully assess the capacity of existing infrastructure, services, and amenities to handle increased population density. Inadequate planning could lead to issues like overcrowding, strain on resources, and decreased livability for residents.

The idea of moving towards a European-style living with taller apartment buildings and ample green spaces is a valid approach to consider. Such a model promotes efficient land use, preserves natural environments, and encourages a sense of community and connection with nature. However, it's crucial to strike a balance between intensification and ensuring that infrastructure can cope with increased demands.

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:

Focusing future housing development solely around urban centers and along public transport corridors may present several challenges and negatives that need to be carefully considered. It's essential to explore alternative approaches, taking inspiration from European countries like Finland and Sweden, where intensified cities and close proximity to public transportation have shown positive outcomes.

One of the main negatives of concentrating growth around urban centers is the potential strain on existing infrastructure and services. As more people move into these areas, there might be increased demand for transportation, healthcare, schools, and other essential amenities, which could lead to congestion and overcrowding if not adequately planned for.

Additionally, limited available land within urban centers may drive up property prices, making housing less affordable for many residents. The increased competition for limited space might also result in the displacement of lower-income communities, exacerbating social inequality and segregation.

Moreover, urban intensification without sufficient green spaces and recreational areas may impact residents' quality of life and well-being. The lack of open spaces for leisure and relaxation can lead to a decrease in physical and mental health, reducing overall community satisfaction.

On the other hand, looking to European cities like Finland and Sweden for inspiration offers numerous positives. Embracing intensified living arrangements can lead to more efficient land use and better utilization of existing infrastructure. This, in turn, can reduce urban sprawl and limit the environmental impact of new developments.

Intensified cities with a strong focus on public transportation can reduce the dependency on private vehicles, leading to decreased traffic congestion and lower carbon emissions. The accessibility to well-connected

public transport systems also enhances mobility for all residents, regardless of income, promoting inclusivity and social cohesion.

By incorporating European influences, such as prioritizing pedestrian-friendly neighborhoods, ample green spaces, and mixed-use developments, we can create more vibrant and livable communities. These features encourage a sense of community, promote active lifestyles, and improve overall urban aesthetics.

In conclusion, while concentrating development around urban centers and public transport corridors may have its drawbacks, embracing European-inspired intensified living arrangements can offer numerous positive outcomes. By carefully planning and integrating the best aspects of both approaches, we can work towards creating a more sustainable, inclusive, and enjoyable urban environment for our city's residents.

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?

Why:

While I understand the importance of maintaining and enhancing the natural environment within urban areas, I do not fully support the proposed strategy of focusing growth solely around urban centers and creating green belts. I believe there could be a more balanced approach that addresses both urban development needs and the preservation of our natural areas.

The concept of a blue-green network, as mentioned in the draft Spatial Plan, is commendable for its aim to protect significant natural values, improve waterway health, and expand green spaces for relaxation and recreation. However, concentrating growth around urban centers will result in the loss of some green spaces and natural habitats due to increased development and population density in the areas we are intensifying.

To strike a better balance, we can explore other strategies, such as incorporating expansive tree coverage and green spaces into new subdivision builds. By integrating green elements within residential areas, we can create a harmonious coexistence between urban development and the natural environment. Trees and green spaces not only enhance the aesthetic appeal of neighborhoods but also offer numerous environmental benefits, such as improved air quality, reduced heat island effect, and support for local biodiversity. Furthermore, thoughtful urban planning can help protect and preserve existing natural areas within and around urban centers. Implementing strict environmental regulations, green building practices, and considering the ecological impact of new developments can ensure that the integrity of our natural environment remains intact.

Additionally, we should encourage the development of sustainable infrastructure and technologies that minimize the environmental footprint of urban growth. This could include innovative stormwater management systems, energy-efficient buildings, and green building certifications to promote environmentally conscious urban development.

Ultimately, achieving a balance between urban growth and nature preservation is crucial for ensuring the long-term quality of life in Greater Christchurch. By promoting expansive tree coverage and green spaces in new subdivisions and employing sustainable development practices, we can create thriving communities that coexist harmoniously with the natural environment. By carefully considering the ecological impact of our actions, we can protect our natural heritage while meeting the needs of a growing population.

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:

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- 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?

No

Why (please specify the Priority Area):

Wrong focus

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?

Unlocking greenfield developments with conditions that promote intensification and incorporate expansive green spaces and trees is a forward-thinking approach to urban growth. This strategy can offer several significant benefits for both the community and the natural environment.

Intensifying greenfield developments means maximizing land use efficiency and avoiding urban sprawl. By encouraging higher-density living arrangements, such as multi-story buildings or terraced housing, we can accommodate a growing population without consuming excessive land resources. This, in turn, helps protect valuable agricultural land and natural areas surrounding urban centers.

The inclusion of expansive green spaces and trees within these developments is a crucial aspect of enhancing the quality of life for residents. Such green areas provide opportunities for relaxation, recreation, and social interactions, contributing to the overall well-being and mental health of the community. Additionally, green spaces can serve as natural habitats for local wildlife, preserving biodiversity even within urbanized areas.

By implementing tree-planting initiatives as part of greenfield developments, we can mitigate the urban heat island effect, improve air quality, and sequester carbon dioxide, thus contributing to the fight against climate change. Trees and green spaces can also act as natural stormwater management systems, reducing the risk of flooding and improving water quality.

To ensure the success of this approach, it's crucial to have clear and enforceable regulations that mandate green space requirements and encourage sustainable building practices. Local governments should collaborate with developers to establish green design standards and provide incentives for incorporating green elements into the projects.

Moreover, public participation and engagement throughout the planning process are essential to address community needs and preferences. Including input from residents can help shape developments that reflect the desires and values of the people who will ultimately call these areas

home.

In summary, unlocking greenfield developments with a focus on intensification and incorporating expansive green spaces and trees is a holistic and sustainable approach to urban growth. It fosters a healthier and more vibrant community while preserving the natural environment for future generations. By carefully implementing and enforcing these conditions, we can create a city that is not only prosperous but also environmentally conscious and resilient.

I've attached photos of developments in Finland where we can learn and grow from these ideas. These developments are lush with green foliage yet support a high density of people.

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 believe a rail based public transport spine is a necessity for any medium sized city to ensure that people have the option of using public transport instead of being dependent on a car for every trip.

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:

Having more housing close to centres and good public transport will make it easier and cheaper for people to get around.

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:

Limiting urban sprawl is a must to reduce emissions and ensure a more financially viable urban form.

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 as long as it doesn't result in more development on the other side of the green belt, further away from 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):

I agree with the areas Papanui; Central City; Riccarton; and Hornby and Eastern Christchurch being priority areas.

I do not agree with Rangiora and Rolleston being priority areas until a frequent, reliable and affordable rail system has been built and begun operation. Without this, those areas will continue to be car dependent and many people living there will drive their cars into Christchurch which will have a negative effect on the people

living in 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:

i agree mostly with numbers 4 and 6, about allowing more housing close to centres and providing better public transport.

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 22/07/2023
First name: Anne **Last name:** Ferguson

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?

No

Why:

Because implementing this plan will be an eye sore and spoil ChCh city, renown around the world as a garden city

with beautiful heritage houses and buildings with good links to urban centres and transport corridors.

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 I dont like terraced housing development or high rise apartments like Auckland has which in time turn urban centres

into ugly, stark gettos that will decrease land values in those areas and besides there are earthquake restrictions to high rises.

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:

Because the blue green network you refer to is already established with recreational, relaxed spaces with their own natural environment

settings and a waste of money.

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:

Why reinvent the wheel when we already have adequate buffers between urban and rural areas known as the greenbelt

used for urban activities including natural habitats, rural production and recreational 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?

No

Why (please specify the Priority Area):

Not if it means the removal of existing housing, businesses and adequate roading with the current new north and south

bypass and the two lane corridors leading to Hornby from inner city to Hornby and the south city urban areas.

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:

Because the areas of significance is to all ChCh citizens regardless of any culture, not just for Maori land within the urban areas as all

NZ land belongs to NZders except for existing Waitangi Maori settlements.

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

I think this is a destructive plan where its going to affect the lives, homes, families and businesses along the planned

route with underlying hidden agendas that, the general public are not aware of, which will support 15 minute city plans and

eventually the control of ChCh city citizens who are being led to believe its to cut carbon admissions and for the good of ChCh.

What rate payers want to spend the amount of finance on a plan where we already have adequate facilities?

The out lying urban areas also have room to expand for the growth.

Attached Documents

File
No records to display.

1

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

No

Why:

NZ does not have the funds for this nor the population to support such an extravagant project. Going ahead will indebt future generations.

Focus on the basics, like fixing the roads.

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:

There is no need to have such high density living for a 1million people. Living like this is undesirable.

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:

We need farmers to keep land fertile and productive. We need to produce food to support New Zealanders.

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?

No

Why (please specify the Priority Area):

Government needs to keep out of business and focus efforts on the fundamentals of running a country. we need to remove conflict of interest between government and private sector. Government needs only to enable investment and growth.

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:

We need to remove racial distinction from New Zealand policies.

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 22/07/2023

First name: Alexander Last name: Morton

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:

100% yes. If anything it can be more ambitious. Please enable people to get out of their 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?

Yes

Why:

100% yes. Christchurch is currently a nice city to live in despite it's layout and it's density. So long as there are sufficient active and public transport options then I think this is a good idea.

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.

1

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

Yes

Why:

Overall, this is a plan in the right direction regarding increased public transportation and cycleways to reduce accessibility inequality that is caused by requiring a car to get around. The regular costs of car ownership can be debilitating for anyone struggling financially and others needing to get around. There needs to be more reliable public transportation, which may require the mass rapid transit system to branch out more than the 2 arms designed in the plan. Alongside this, to reduce the environmental footprint of Christchurch, more cycle lanes and particularly dedicated cycle lanes are needed to make our streets accessible and safe for residents of all ages.

There is a lack of discussion of having a more distributed food system, where currently there are large areas that are not in close proximity to healthy food options. Christchurch should strive to be within a 10-15 minute city regarding access to vital services.

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, however there is even more density needed, which is restricted by the current legislation. There needs to be more focus on increased housing, as it is even now difficult to find an affordable living option. New housing should be allowed in low-risk (to natural hazards) areas throughout and around the 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:

It is important that we improve the tree cover and natural areas for the residents to enjoy. This helps prevent the heat island effect in our city and encourages more active forms of transport.

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 there should also be green spaces throughout the city, instead of swaths of parking lots and paved roads. These green spaces should be within access to the residents, not just those in the wealthier 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?

Partially

Why (please specify the Priority Area):

More housing densification is needed to create affordable options. New builds need to require various levels of incomes, so as to not gentrify the city in various neighbourhoods, as is currently happening, pushing low-income families to the more inaccessible suburbs, exacerbating inequalities.

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:

- Main cycleways are mostly in the south of Chch, with fewer in the NE areas like Shirley and Linwood. To make Christchurch fully accessible, cyclelanes will be needed throughout the entire city, and especially with limiting access to cars, since that will encourage more active transport and create a safer walking/cycling atmosphere.
- There is not a lot of focus on dedicated cycleways, just mentions it once for the main cycleways. Mock ups of the public transit have the cycleways shared with cars and in another with pedestrians, which would limit uptake of cycling.
- Metro ("Mass Transit Network") plan is to go from Hornby to City Centre, then up to Papanui and Belfast. This is a pretty limited reach for such an investment, that may exclude large parts of the community.
- Despite noting that UC has 20,000 students, the closest access for public transport is on Ric Rd, so not the easiest for access if you are hoping to boost public transportation usage from the City Centre to the neighbourhoods around UC.
- No discussion about improving access to food/supermarkets. Only really around accessing businesses, while this is a huge accessibility issue.

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 clog up our beautiful suburbs with people. Apartment blocks are ugly. Beautiful historic homes and established large trees will be downed for this 'progress'.

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:

Hardly anyone uses public transport. I frequently see buses going around the city with less than 5 people on them. Why spend millions on public transport when it won't be utilised?

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 am all for continuing to care for our river networks and swampland, and coastal areas etc.

If the council was too, they wouldn't be bringing 700,000 more people into Christchurch.

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 bigger question here is whether the future city council will allow its people to visit the Green Belt... if this CBDC comes in, many families may not be permitted to see it...

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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 more people there are in a city, the more isolated people become. Crime goes up, quality of life goes down.

Families are becoming fragmented.

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:

The fear mongering word 'climate change' is a load of rubbish. The climate is always changing. Managed retreats etc (eg Hawkes Bay) are just euphemisms for govt taking over the land owned by the people.

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

Where are these 700,000 people coming from? Its certainly not from birth. Where are they immigrating from?

Why is there a specific focus on areas significant to Maori? What about the areas significant to the early European settlers, or the Chinese? We are all kiwis... why prioritise one race over others?

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023
First name: Nikki Last name: Chippendale

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

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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:

the current bus system covers mainly the same route and is no where near capacity. Proposed new plan Huge waste of rate payers money.

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:

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:

we want to maintain single houses with lawns, gardens and trees

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:

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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 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:

1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?
we dont want condensed housing unit blocks along a transport network.

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023

First name: Leanne **Last name:** Farrar

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.

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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:

Public transport is slow, not user friendly and is not time efficient to use

Where are all these people coming from.....is the modelling correct?

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:

this is not the New Zealand dream. concentrated housing creates poor outcomes for those who live in those 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?

No

Why:

while i fully support looking after the natural environment i can not see how this plan will achieve this

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 support the idea of green corridors for the support of natural habitats for our native flora and fauna i do not however support the land grabs form our farmers.

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?

No

Why (please specify the Priority Area):

Where is the proof that climate change exists. where is the proof the sea levels have risen.

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:

intensification of housing leads to poor social outcomes

what do you mean by the statement

'to develop innovative measures to encourage people to change their travel choices' I am happy to travel by car, this means i can travel to visit friends and family members and destinations that are not on a public transport route comfortably and relatively quickly.

As there are very few people who chose to cycle in Rolleston i feel spending money on improving cycle way is not money well spent. eg very few people chose to cycle using the current cycle paths from lincoln to Rolleston

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

Whakawhanake Kāinga Komiti who are these people, how were these people chosen, what are their qualifications to speak for ALL people in greater Christchurch area. Do they have any personal invested interests, are they unbiased, what is the ethnicity ratios of these people, who is paying them to make their statements.

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023

First name: Janice Last name: Antill

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:

I don't agree to the Harewood Road cycleway or other routes which exclude cars and parking.

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 strongly disagree with anything that destroys the old established character and buildings of Christchurch.

I strongly disagree with high rise, high density housing which alienates Christchurch residents and is designed for a huge immigration of men from overpopulated countries where there is an imbalance of men to women.

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:

I support Christchurch existing living, where people in Christchurch can grow their own gardens and have pets and hens.

I note that Christchurch City Council has had no regard for the green spaces around Styx Mill Road where productive land is now filled with housing.

So no regard was taken here of green spaces and productive horticultural areas!

Christchurch citizens have traditionally lived in a very environmental and ecological way. They have lived in harmony with nature.

They have not overpopulated.

I do not support a huge influx of new immigrants in Christchurch as the WEF and the United Nations are proposing for Christchurch.

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 like the existing parks and character of Christchurch which have been established over the last couple of centuries for Christchurch citizens.

This proposal would be an artificial construct imposed on Christchurch residents.

This is all social engineering from top down.

It has not taken any concern for Christchurch residents.

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?

No

Why (please specify the Priority Area):

Development should be incremental and organic by the residents of Christchurch and the surrounding area.

And not imposed top down by self entitled beaurocrats whose allegiance is not with the citizens of this area or New Zealand, and who are for massive overseas immigration from overpopulated countries.

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:

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

I totally disagree with all aspects of this spatial plan.

Christchurch does not need more population, particularly as the jab has injured and made young New Zealanders infertile.

We do not need a huge influx of overseas immigrants.

Attached Documents

File
No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023

First name: shaun **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:

Firstly, the amount of capital required is not feasible without major lending and unfortunately the Ratepayers will be the ones who end up funding this with huge increases on already unsustainable rates increases.

Secondly, i do not see enough Scientific proof that vehicles are having the impact on Carbon Emissions that certain profit motivated groups are claiming.

Finally, i believe that New Zealanders are being detrimentally impacted by a Green Agenda created by overseas Policy makers who do not have New Zealand's best interest at heart. Our governments and Councils should be taking a proportionate approach based on evidence not ideology.

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:

New Zealand has always being a Country with an economy based around the Rural Sector and that is how it should stay. This plan to urbanize and move people into condensed housing is not the New Zealand way.

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:

This policy would lead to Restricting access to areas that New Zealanders have always enjoyed access to and used for Recreational purposes. I agree with more Natural, Green spaces within the City but respecting peoples choices to access Green areas outside of the City Boundaries.

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:

As our Population grows local Agricultural Land is Paramount to creating an economically sustainable food supply.

By creating Green Belts around our cities you are removing valuable food production land, increasing prices on food due to unnecessary transportation of food from other 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:

- 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?

No

Why (please specify the Priority Area):

Unfortunately Private Sector investment involves policy making which is not always in the best interest of the specified Areas. These investors are usually overseas and the Policies they are pushing come from Overseas Ideology not for benefitting the Local Economy or Local People.

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:

I have seen variants of this Plan being implemented in the UK and other Countries and the general consensus seems to be that it is Controlling in it's very nature, restricting movements of individuals, creating condensed low quality housing in Cities and damaging/removing Rural Communities.

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

I do not see how a United Nation plan based around Green Agenda adopted by Local Governments can benefit New Zealand a country which has very low impact on Global Emissions.

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023

First name: Brendon **Last name:** Harre

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:

The core of the proposed improved public transport improvement is the MRT transport project which is a genuine mass rapid transit system. It has been carefully designed to a familiar international standard (Sydney, Brisbane, Edinburgh, and other European light rail projects etc.). It is supported by a MRT business case which is the culmination of a large body of work that tackles worthy causes, such as, addressing climate change, providing a solution to the build-up of motor vehicle congestion, and combating negative externalities that result from Greater Christchurch's excessive car dependency (Canterbury has a higher per capita car ownership rate than even the US). When the MRT system is built it will unlock the infrastructure and upzoning for 50,000 additional housing units. This housing capacity underpins many initiatives — from attracting students to study at the region's tertiary institutions, to improving the work/life balance for industries with worker shortages, and many more initiatives of an economic, inequality, or environmental nature.

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 agree growth corridors should be planned around public transport that can be upgraded to MRT. But it is not necessary for all future housing development to be concentrated on existing urban centres. New centres (transit oriented development) can be created.

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 goal of protecting the natural environment but not at the expense of insufficient developmental capacity. The strategy should be to achieve both, rather than trading one against the other.

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:

The evidence base for greenbelts providing benefits is weak. See my attached documents.

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):

Cities provide affordable housing and housing choice when they have competitive tension between multiple development options. A too strict interpretation of priority areas will not achieve the affordable and housing choice opportunity that the draft spatial strategy is tasked to achieve. See my attached documents for a fuller explanation.

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 that the six opportunities are worthwhile goals. Yet I am concerned the key moves of the draft spatial strategy will not achieve these goals. See my attached documents for the rationale for my concern.

Attached Documents

File
Housing lessons from the Canterbury Rebuild - Sense Partners Report
What Shape Will Christchurch Become



Housing lessons from the Canterbury rebuild

Report to DPMC
15 November 2021



SENSE PARTNERS
DATA LOGIC ACTION

Released under the Official Information Act 1982

Key points

After the earthquakes, eventually homes were relatively affordable

- Our quantitative analysis of trends shows that unlike other parts of New Zealand, house prices did not rise relative to incomes despite rapid population growth. This is striking since Canterbury lost over 28,000 homes due to the quakes.
- We conducted qualitative interviews to uncover four key factors that proved key to achieving more affordable housing than elsewhere in New Zealand.
- We then model the impacts of this suite of factors as a one-off shock to consenting activity in Christchurch and find declines in rents and house prices.
- The context of rebuilding after the disaster matters, but four factors meant supply kept pace with demand and hold lessons for cities seeking affordable housing

Factor 1: Significant capacity was available in the form of flat, open land

- Flat and open landscape meant significant land for residential purposes. There was zoned land available for development when the earthquakes hit. This was used quickly. More land had to be zoned and serviced (connected to infrastructure). This provided choice and competition in the market that kept price affordable.
- Taking a wider perspective on infrastructure increased availability of land that was developed. Motorway connections between Christchurch City, Selwyn District and Waimakariri District significantly improved travel times, reducing economic distance.
- Opening up Selwyn and Waimakariri created a significant outlet for demand. People travel for work between Christchurch and these districts – so demand for housing was met across a broad area rather than from within local council boundaries only.
- Christchurch City Council area lost over 23,000 homes in the earthquakes – for many years new supply was replacing lost stock, rather than adding new additions in net. In contrast, new supply in Selwyn and Waimakariri Districts was largely net new supply.

Factor 2: Where coordination occurred, housing supply was rapid

- The recovery from the earthquakes showed the importance of coordination between stakeholders. A long period of effort to coordinate efforts across the region – after many years of adversarial approaches – paid dividends.
- Coordination between developers and councils, and between councils – where it happened – also sped up housing supply. Key relationships helped drive supply.
- A long process of co-ordination across Christchurch City Council, Selwyn District Council, Waimakariri and other parties had led to an Urban Development Strategy (a broad spatial plan for future growth) that was the critical blueprint for the recovery.
- The Urban Development Strategy was held up in the Environment Court when the earthquakes hit. It was actioned using special earthquake related legislative powers.



- These powers limited the appeals and objections process, and mostly relaxed constraints on where building could occur – increasing choice and competition – rather than relaxing constraints on what could be built.

Factor 3: Existing funding and financing arrangements, helped by large insurance payouts, secured much-needed capital

- Standard funding and financing arrangements were used for the infrastructure, needed for subdivisions and house building. Councils used development contributions, debt and rates in different mixes, across the three local councils.
- Large insurance payouts created a secure source of demand. This injection of new money (over \$11b) created significant confidence to finance housing developments.

Factor 4: Delivery by existing businesses could scale up

- Labour was hard to come by and costs rose to a 10% premium over the New Zealand average to attract workers. Many developers initially found workers from other parts of New Zealand, until a large pool of overseas workers flowed in.
- Subdivision and housing developers scaled up with the demand. There were also new entrants and existing business grew larger, but usually with little product innovation.

Quantitative analysis shows the suite of factors improved affordability

- We test quantitative impacts by treating these factors as a one-off housing supply shock, within a model that captures key housing dynamics over the past 30 years. Figure 1 and Figure 2 show this shock lowered rents and prices over several years.

Figure 1: Rents fall after the supply shock

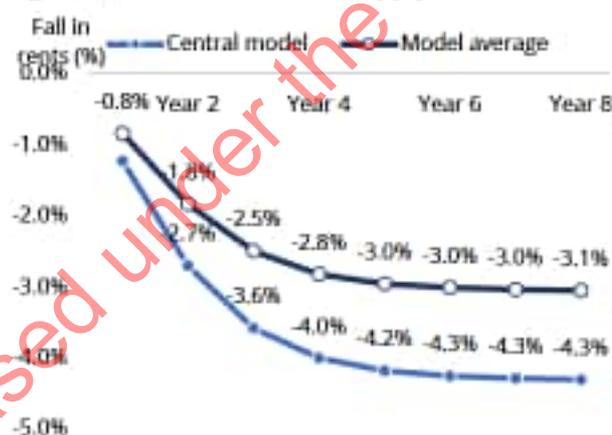
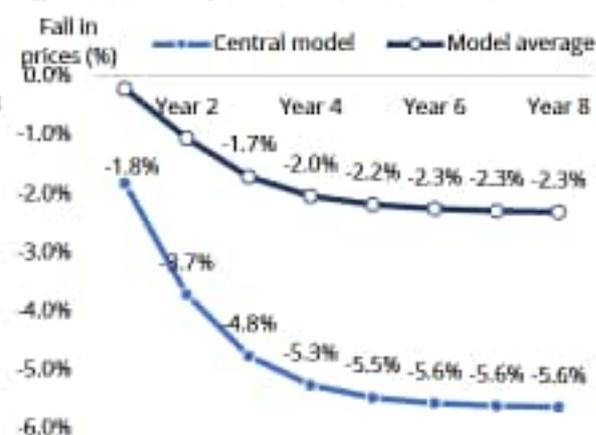


Figure 2: House prices fall in some models



- We use 12 different model specifications to test the robustness of our findings: rents always decline, prices almost always decline but only some findings are significant
- We find some modest evidence of spillovers across council boundaries from housing supply to rents and prices in the Christchurch region.
- We find little evidence of spillovers of changes in housing supply in other tier 1 cities to rents and house prices in Christchurch.

Our findings suggest key lessons for other parts of New Zealand

- A coordinated and integrated strategic spatial plan across the functional labour market area (that is the area people are connected across through commerce, education and leisure), rather than local authority boundaries, is needed.
- The plan should make sufficient land available to enable choice and competition across options to meet demand for many decades of expected growth. Agreed plans can then be fast-tracked if demand should arise sooner.
- The plan should be derived via a robust process with input from experts, politicians and the public. This inclusive approach ensures the maximum level of buy-in from all stakeholders (but expect discontent from some disaffected parties).
- Once a workable plan is found, the appeals/objection process needs to be limited and timebound. Disaffected parties can hold up otherwise 'good' plans.
- Funding and financing need to be aligned to plans, but existing tools and mechanisms were sufficient in the case of Canterbury.
- Allow market mechanisms to work to attract workers, subdividers and developers.
- Our quantitative modelling does not allow us to isolate the impacts of individual policies. But for councils that can implement the full suite of factors to enable flexible housing supply can expect improvement in housing affordability.

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Context

The Department of the Prime Minister and Cabinet (DPMC) commissioned Sense Partners to research lessons from the changes in the Christchurch housing market following the earthquakes of 2010 and 2011.

There was widespread damage in the 2010-2011 earthquakes, but housing supply responded quickly and at scale. Consequently, house prices remained relatively affordable. DPMC wanted to know whether it was possible to identify which policies and other changes contributed to the observed outcomes, and whether these were applicable elsewhere in New Zealand.

To understand the factors that allowed a flexible housing supply and test the impacts on housing affordability we take a mixed qualitative-quantitative approach.

Our approach begins with an overview of the relevant trends and housing market outcomes.,

Then we synthesize qualitative information from interviews with a range of stakeholders involved in the evolution of the housing market before, during and after the rebuild, to identify the package of factors that facilitated a flexible expansion in housing supply.

To estimate the impacts of these factors we then turn to a quantitative model to estimate impacts on housing affordability in Christchurch. We believe the combination of qualitative and quantitative impacts can help other cities understand the impacts of a suite of factors necessary to deliver flexible housing supply.

We are grateful to the interviewees, who generously shared their time, knowledge and insights with us. We have used quotes with permission throughout the report, but we have not attributed quotes to individuals.

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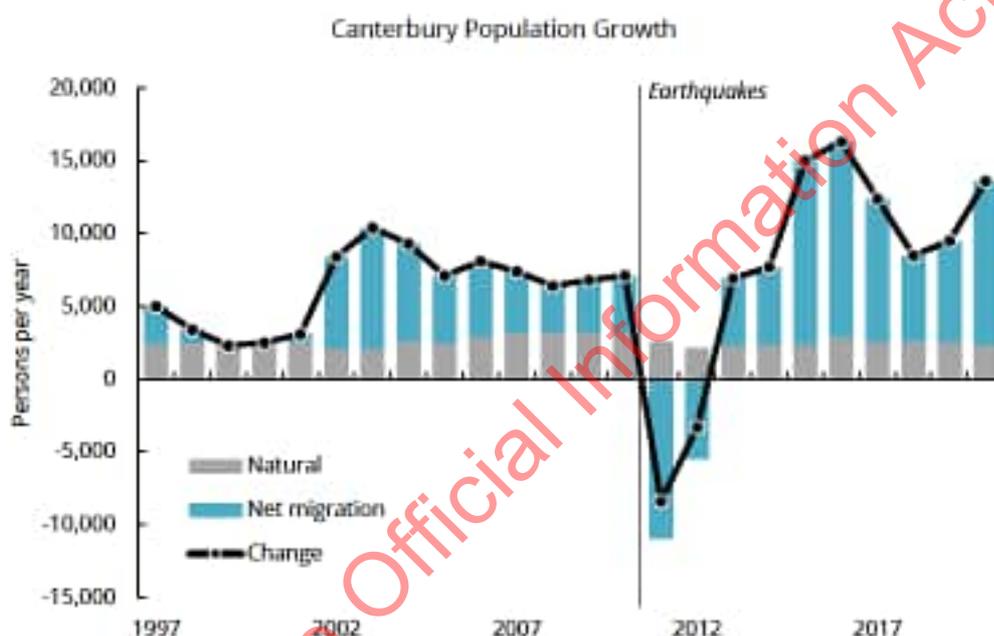


1. Overview of key trends

Housing ultimately more affordable than elsewhere despite an initial spike in prices

Canterbury was severely affected by large scale earthquakes in 2010 and 2011, and aftershocks for several years. This caused widespread property damage and loss of life. After an initial exodus of people from the region, the population grew rapidly, (see Figure 3), at least in part to deliver the rebuild.

Figure 3: The earthquakes initially led to short-term outflows of people from Canterbury

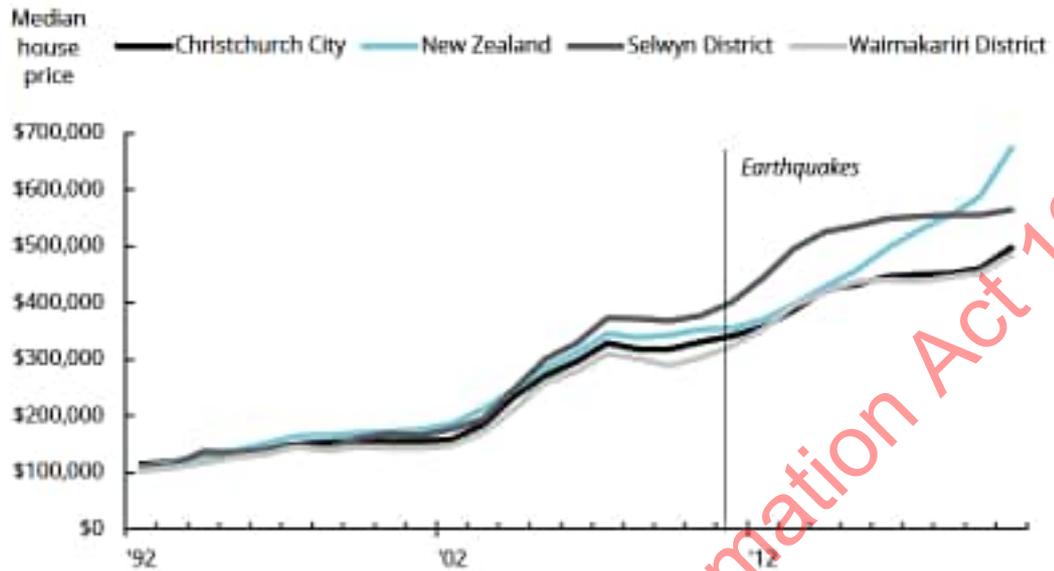


Source: Statistics New Zealand

Housing supply appeared to keep pace. Although prices in the region increased in the immediate aftermath of the earthquakes (see Figure 4), homes were eventually more affordable in the Christchurch region compared to other fast-growing tier 1 cities in New Zealand (see Figure 5).

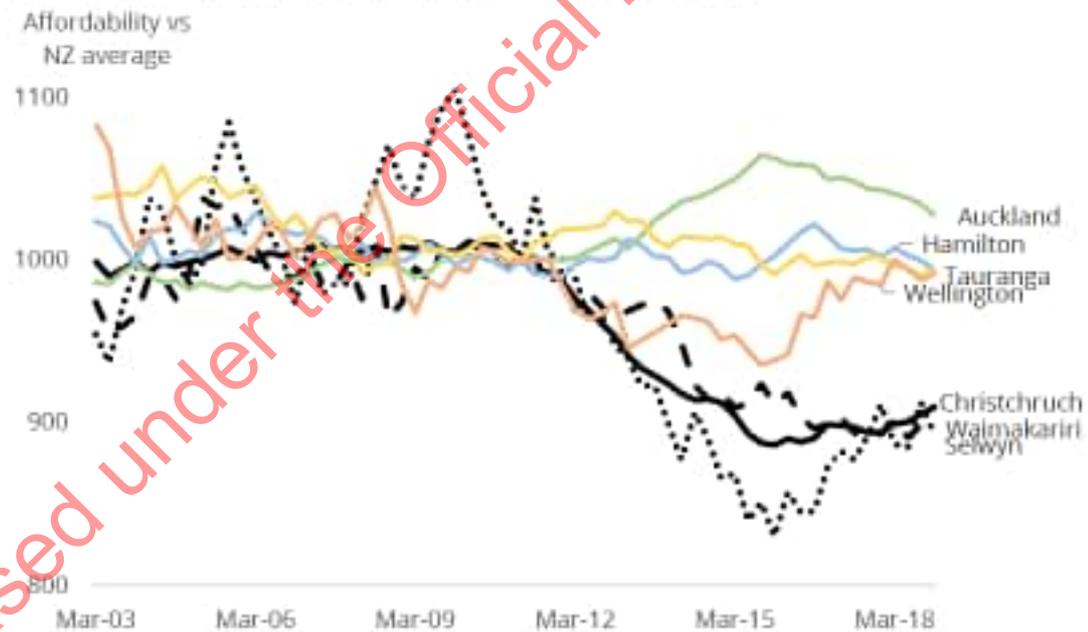
This is striking since Canterbury lost over 28,000 homes due to the quakes. Land damage was also extensive, reducing the footprint of where homes could be rebuilt. While population pressures abated a little – Canterbury did not grow at the same rate of population as elsewhere in New Zealand (see Figure 6). It is remarkable that housing was relatively more affordable in the Christchurch region than other cities in New Zealand, and relatively more affordable after the earthquake than in the pre-earthquake period.

Figure 4: House prices in the region rose initially in the aftermath of the earthquakes...



Source: REINZ, Sense Partners

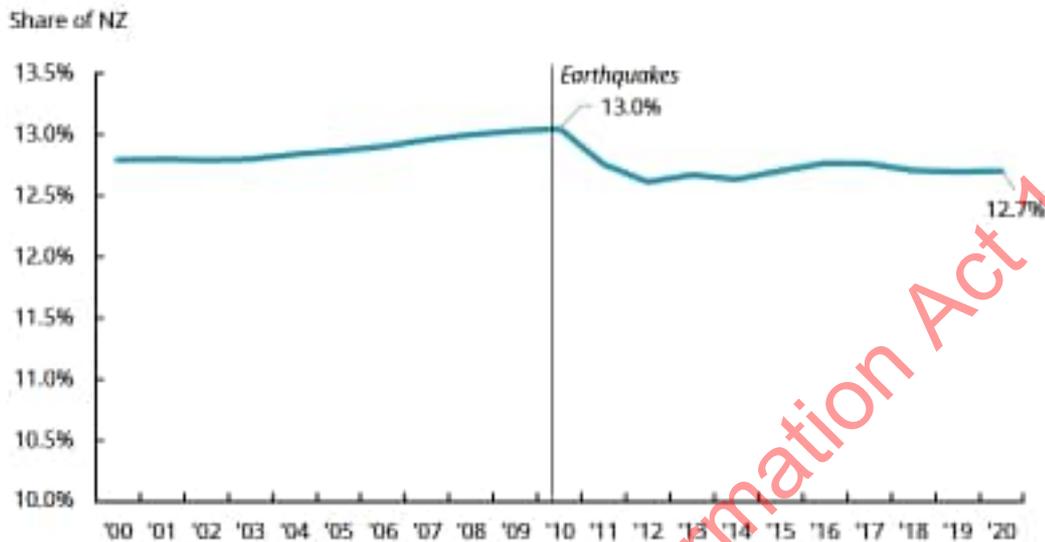
Figure 5: ...but ultimately homes in the region were more affordable than other cities
Housing affordability relative to national average, March 2011 = 1000



Source: HUD Housing Affordability Measure, Sense Partners

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Figure 6: Canterbury has not recovered its pre-quake share of New Zealand's population
Canterbury Population Share of New Zealand

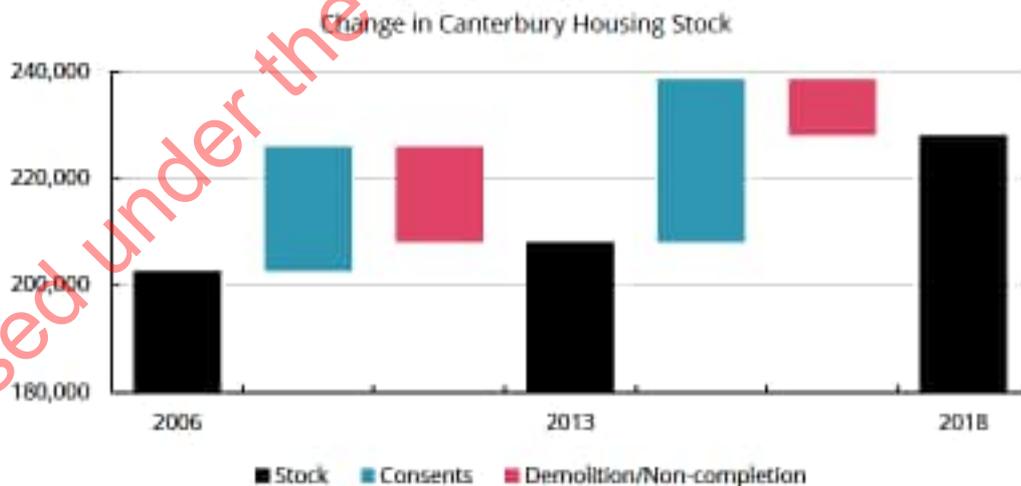


Source: Statistics New Zealand

Earthquake damage led to a shortage of housing

As of September 2020, there were 28,891 properties with damages exceeding \$100,000 per dwelling.² Our analysis of the change in housing stock shows a similar tally. Between the 2006 and 2018 Censuses the number of dwellings rose by 25,400, about 28,400 short of the 53,800 consents issued over the same period (See Figure 7).

Figure 7: The earthquakes led to the loss of some 28,400 homes in the region



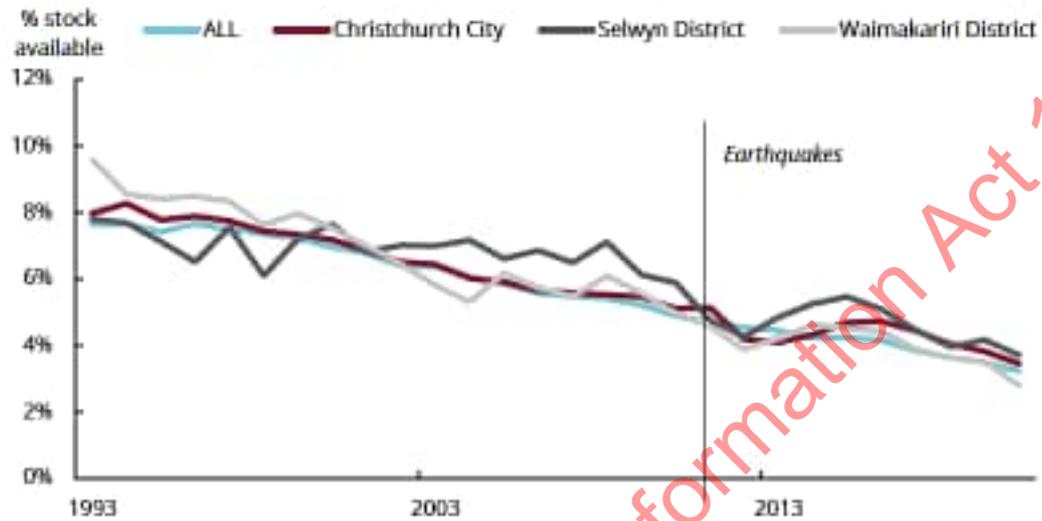
Source: Statistics NZ, Sense Partners

² ICNZ, Canterbury Earthquake Progress Report: Q32020, accessed 7 May 2021; https://www.icnz.org.nz/fileadmin/Assets/PDFs/Canterbury_Earthquake_Progress_Stats_Q3_2020.pdf

This led to a shortage of housing. The rental stock slumped (see Figure 8). Along with an increase in house prices, rents surged immediately after the earthquakes (see Figure 9).

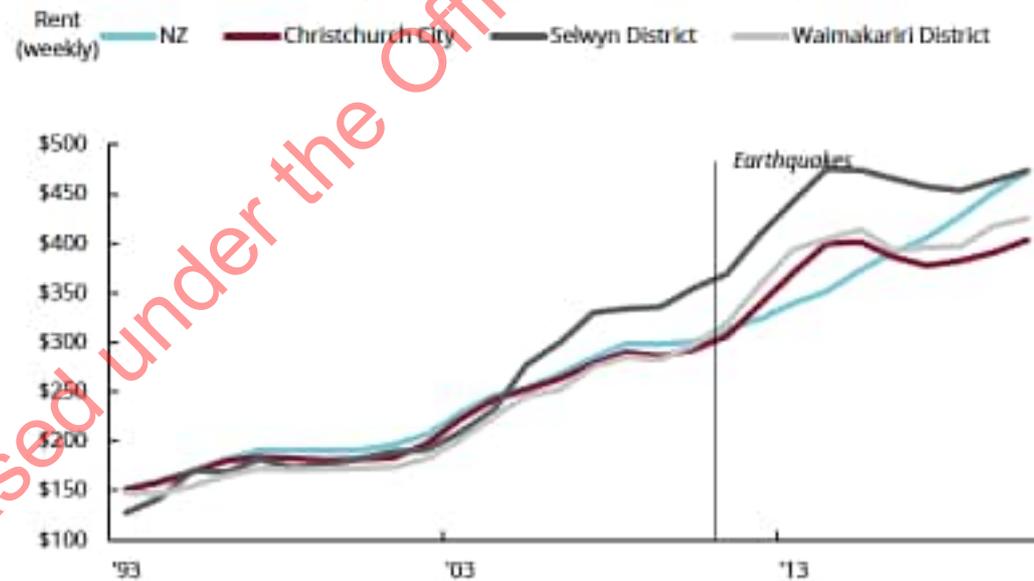
Figure 8: The available stock of rentals declined after the earthquakes

Rental Vacancy Rate



Source: MBIE, Sense Partners

Figure 9: The cost of renting in the region surged higher after the earthquakes



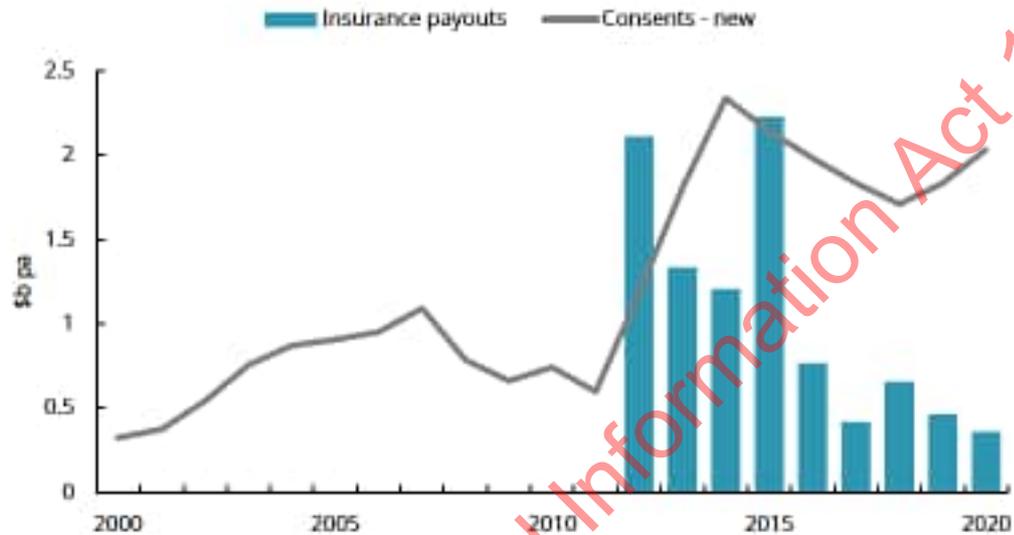
Source: MBIE, Sense Partners

But by 2020, pressures in rents had eased. Housing was more affordable than prior to the earthquakes.

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House building was enabled by a variety of factors and by 2015, shortages had eased, aided at least in part by \$11.33b of insurance pay-outs, three-quarters of which was paid out by the end of 2015 (see Figure 10).

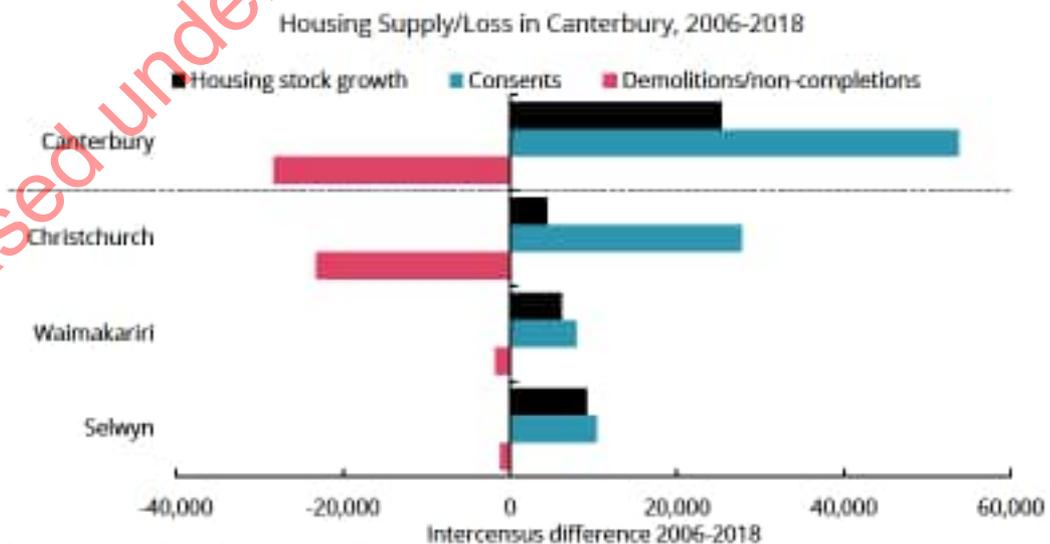
Figure 10: Insurance pay-outs aided the initial house building surge from 2012 to 2015
Canterbury: Dwelling Consents & Residential Insurance Pay-outs



Source: Statistics New Zealand, RBNZ, EDC, ICNZ, Sense Partners

Demand was displaced from the Red Zone and many people moved to neighbouring districts and further afield (which were less affected by liquefaction for example). Net new housing stock increases in Waimakariri and Selwyn outstripping Christchurch. Christchurch mainly rebuilt damaged and lost homes, while Waimakariri and Selwyn District accommodated new homes (see Figure 11, 12 and 13).

Figure 11: Waimakariri and Selwyn increased their housing stock significantly



Source: Statistics NZ, Sense Partners



Figure 12: New consents largely replaced lost homes in the periphery of Christchurch

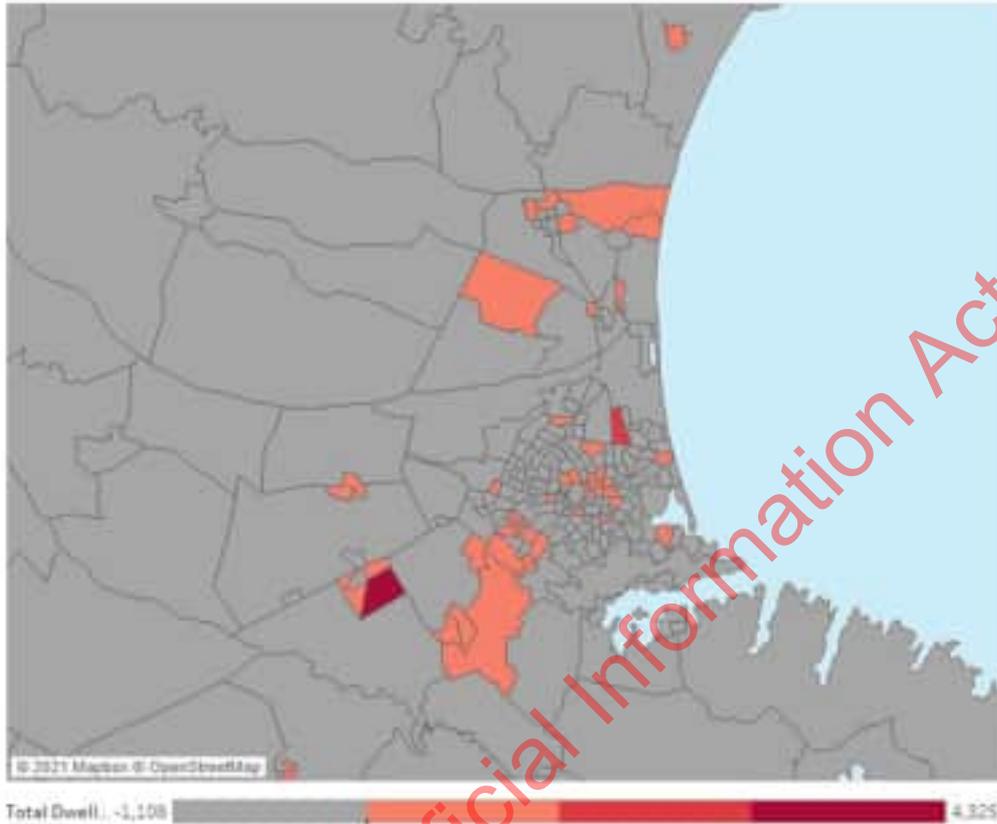
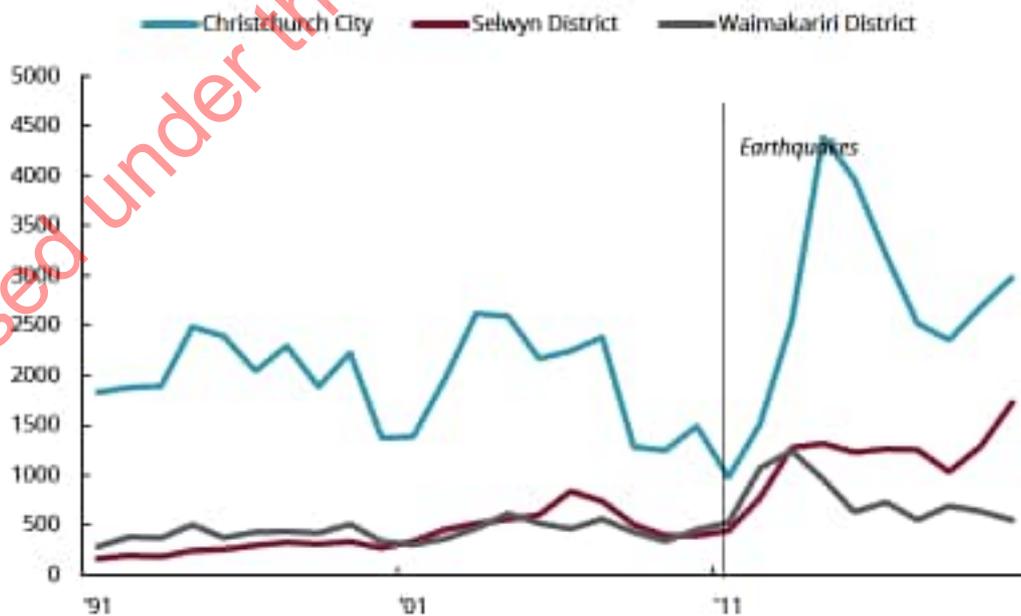


Figure 13: Most of the new builds were in Christchurch city

Building Consents for New builds

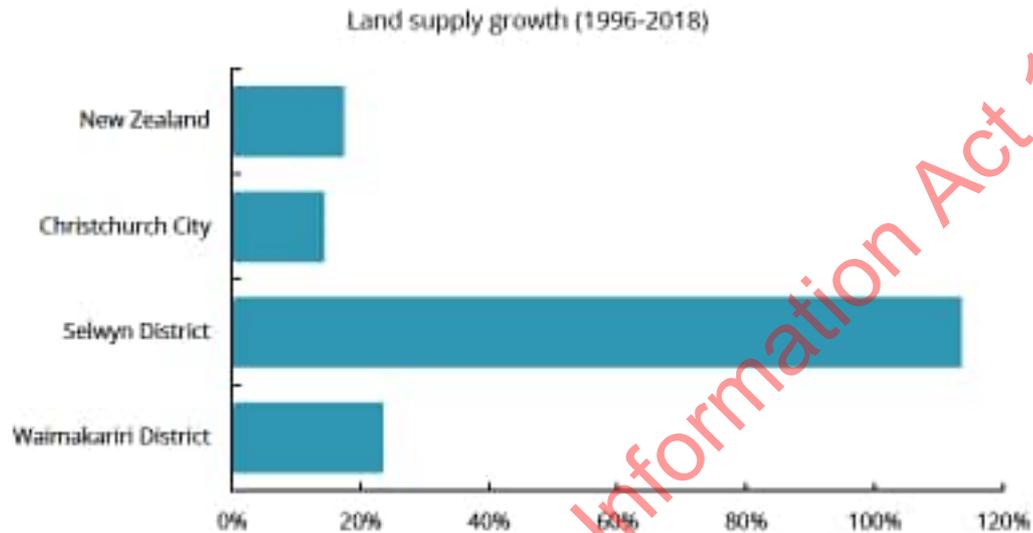


Source: Statistics NZ, Sense Partners

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The loss of properties was not evenly spread across the region. Christchurch City bore the brunt of the damage with over 80% of the lost homes in the region in Christchurch. But the housing supply was not met in the same way. Selwyn District opened up a substantial amount of new land to accommodate new properties (see Figure 14).

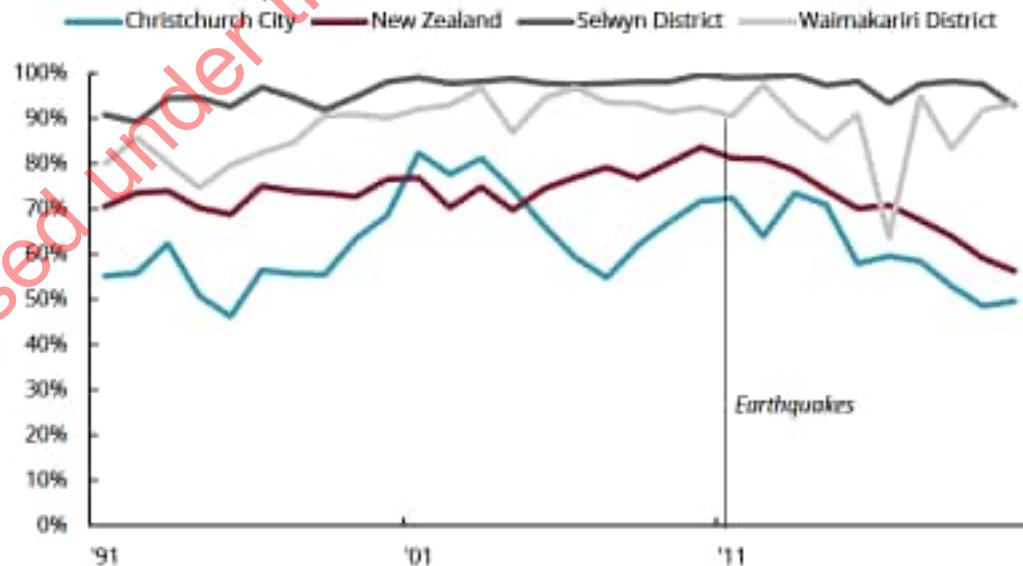
Figure 14: Land supply for housing more than doubled in Selwyn District



Source: Sense Partners

Initial house building was focused on standalone homes. Greenfields were predominantly standalone houses. Eventually housing density returned after the initial flurry of activity (see Figure 15). Most density was accommodated in in Christchurch City.

Figure 15: Buyers and insurers initially preferred standalone houses
Standalone houses, share of total consents

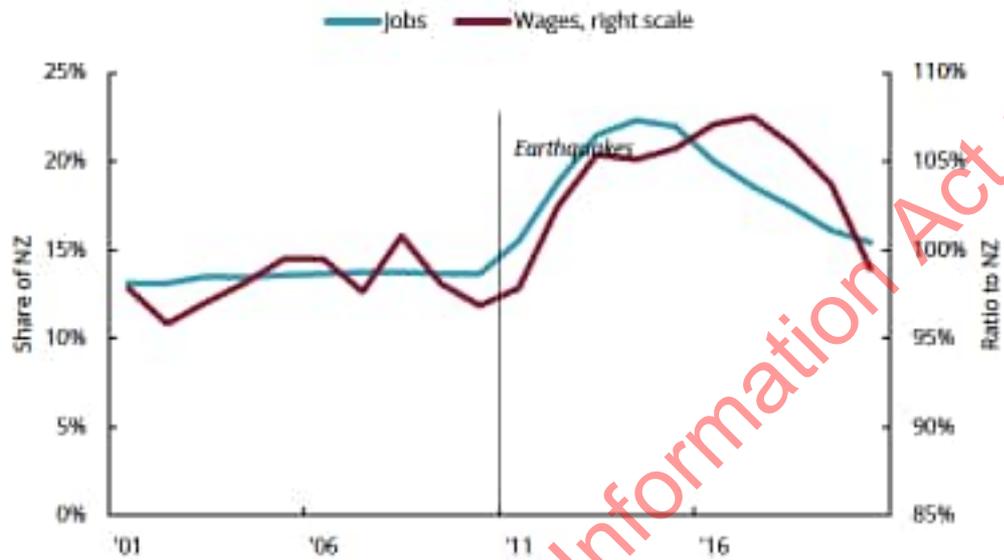


Source: Statistics New Zealand, Sense Partners

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The surge in building activity needed to meet demand led to labour shortages. Wages rose to attract and retain staff (see Figure 16), as well to compensate workers for high housing costs. Some builders even housed workers in newly built homes temporarily.

Figure 16: Construction wages rose sharply to attract the necessary labour

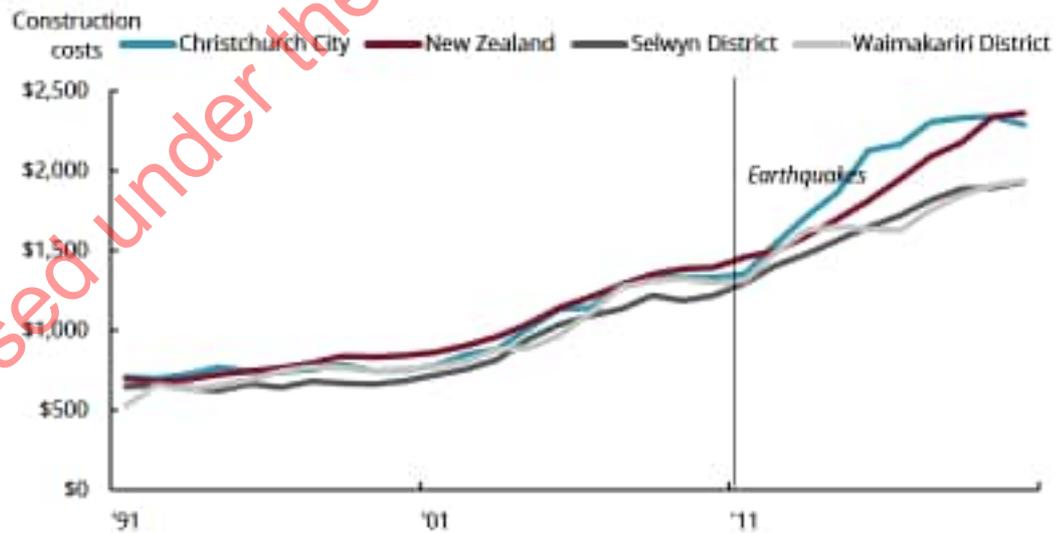


Source: Statistics NZ, Sense Partners

Unsurprisingly construction costs increased quickly (see Figure 17), pressured by increases in labour costs and the cost of materials.

Figure 17: Construction costs increased rapidly after the earthquakes

Average cost of construction per square metre

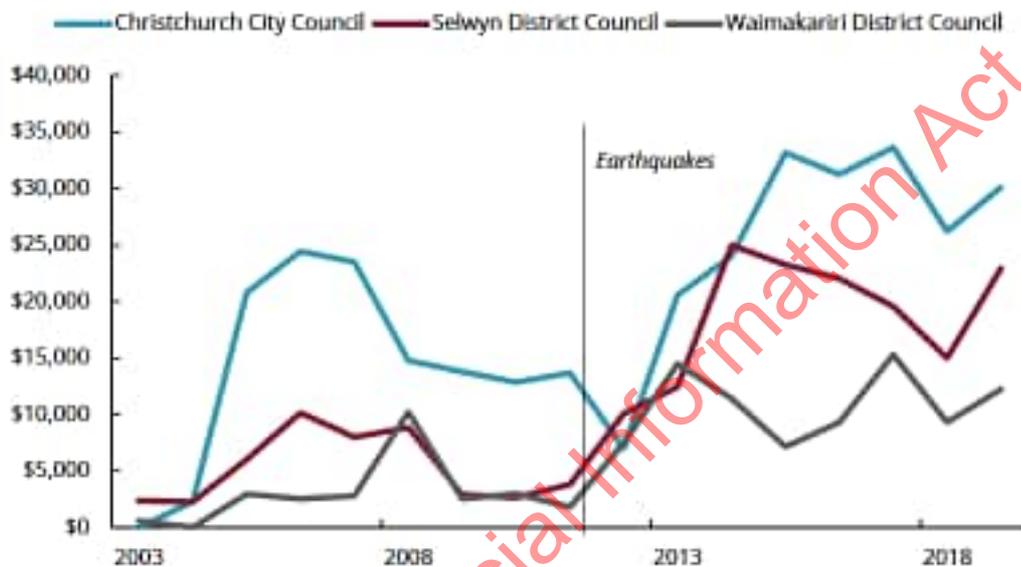


Source: Statistics New Zealand, Sense Partners

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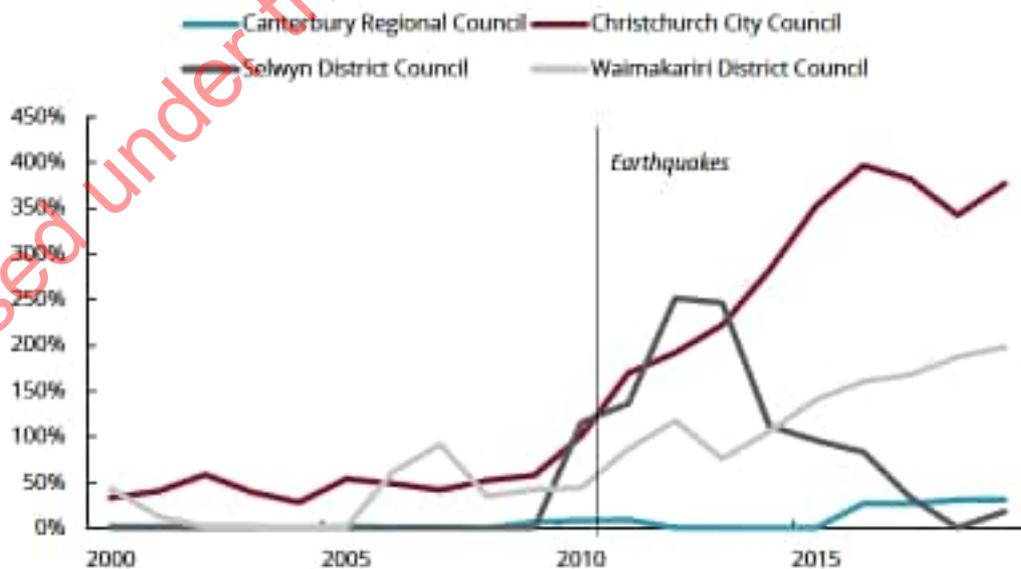
To finance the infrastructure required to meet the increase in demand, councils raised development contributions to meet the costs of local infrastructure. Additional city-shaping infrastructure, that could not be pinned to specific developments, were financed from debt (see Figure 19).

Figure 18: Councils increased the average development contributions across the region
Development contributions per consented dwelling



Source: Statistics NZ, Sense Partners

Figure 19: Councils raised debt to pay for the larger infrastructure costs of the rebuild
Term Debt to Rates



Source: Statistics NZ, Sense Partners

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2. Key messages from interviews

20 interviews with people directly involved at the time

We conducted interviews with experts and policymakers who were involved with all aspects of housing response in the Greater Christchurch. We conducted 14 interviews in person in Christchurch over a two-day period in May 2021, and a further six interviews over zoom or in person in Wellington.

Most interviews were recorded and transcribed with permission. When interviewees preferred not to be recorded, we used post-interview memos to complete the analysis.

We used a conversational interviewing approach. When we asked open-ended questions to collect rich qualitative data, which was then analysed methodically. We sought to understand the context, the tensions, why and how things evolved before and after the earthquakes.

Our analysis of the conversations revealed 195 themes and subthemes. We then coded and summarised them in the following sections. We organised the key lessons by broad interest area.

An organising framework

We adapt the following broad infrastructure delivery framework to describe the messages we heard from the interviews. There are often four key challenges:

1. Capacity (for example geographic constraints, which limit suitable land for housing)
2. Coordination between agents (such as local governments, central government agencies, and developers)
3. Financing and funding (for infrastructure, development and mortgages)
4. Delivery (ability to deliver consents, infrastructure and houses).

Figure 20: The key ingredients for successful delivery on housing and other infrastructure



Source: Adapted from Ives et al. (2017)

Canterbury benefited from most of these challenges being dealt with relatively well.

3. Significant capacity

Several elements combined to present significant capacity in the region that helped make housing relatively affordable compared with the rest of New Zealand.

Amenable geography

The Canterbury region has very favourable geography, with relatively flat land contiguous to- and between- existing towns and townships.

Flat and open landscape means there is significant land that can be used for residential purposes. There was existing zoned land that had not yet been developed when the earthquakes hit. This was used up quickly, and further land had to be zoned and serviced (connected to necessary infrastructure). Our interviewees said:

"...you know in Christchurch, there is ample flat land"

"There was already some headroom in land & infrastructure"

Competitive land markets

The greenfield land markets in Selwyn and Waimakariri were described as competitive. The periphery of Christchurch was described by some as more tightly held, with few landowners holding most of the land. But others disagreed and said there was sufficient land zoned with credible infrastructure plans. One person noted:

"Initially it was developer led rezoned land to Selwyn council led land release. Landowners were typically happy so we didn't see much NIMBYism."

Identifying land for growth

The effect of earlier coordination, the pre-existing UDS which had set out where growth should take place, and the use of CERA powers to reduce timeframes for plan changes and consents resulted in rapid land release across the region.

Massive tracts of new land were zoned, based on the Urban Development Strategy that had already been developed in prior years. Some described it as releasing decades of land in one go:

"Land did not trickle out, it was an oomph".

Some interviewees noted while greenfield development scaled up swiftly, brownfield development remained difficult. In part, because of significant damage of built-up areas in Christchurch City, and because insurers were wary of apartments, and the demand from customers was standalone houses. One interviewee suggested:

"We have a lot more greenfields than we would have had if we hadn't had a disaster, and we have a lot more land rezoned than otherwise."

However, interviewees also noted ongoing issues in developing brownfield sites, such as amalgamating sites, and creating sufficient competitive tension to deliver houses at scale,

rather than trickle them out. Use it or lose it rights to develop the land, and more developers to create competition (as done in Hobsonville) were suggested as potential solutions to improve future brownfield developments. More competition within local land markets would have lowered housing costs.

Land quality issues became important after the earthquakes. Good geotechnical advice on land quality was needed. Some areas were more prone to liquefaction and or were less stable, requiring more expensive infrastructure works, increasing development and house costs. In this context, authoritative geotechnical information had a public good element, reducing uncertainty that could help enable the investment needed for development.

Ultimately these land quality issues generated demand in relatively stable areas such as Selwyn District and was a key contributing factor to where growth was accommodated.

On the surface, the issues that relate to land quality pertain only to the Christchurch experience after the earthquakes. But resolving improves the competitiveness of land markets that should be expected to lower land prices and consequently the cost of new housing.

The motorway plan was already in place

While there is an abundance of land, central government investment in motorways in Canterbury massively improved connectivity and reduced travel times. This improved the proposition of more distant locations such as Rolleston and Rangiora.

Motorway connections between Christchurch City, Selwyn District and Waimakariri District significantly improved travel times and thus the economic distance between these places. The functional labour market area spans across these three districts – meaning demand for housing can be met across the broader geography beyond political boundaries. This created a significant outlet for demand. Christchurch City Council area lost over 23,000 homes – meaning new supply for many years was replacing lost stock, rather than net new additions. In contrast, new supply in Selwyn and Waimakariri Districts were largely net new supply.

Improved transport links made places at the periphery more attractive and competitive, not just in price but also amenity. Motorways were described as the “safety valve” for growth and were up and running relatively quickly:

“The interesting thing about transport is because there was the UDS, they had already started doing their thinking and they didn't really need us to kind of truncate anything, because they had plans in place. What they did is they did it quicker. So instead of taking 15 years to have a new motorway here, they were like, oh, okay, we need to do this in five.”

Institutional capacity and culture

Dealing with growth requires the capacity and culture in institutions to come up with ‘good’ solutions and find a way through conflict.

Typically, many policies are needed to come together for intensification to occur. Density was desired by the local authorities in principle, but not sustained in the face of vocal opposition, from some affected parties. Benefits of intensification tended to be distributed across many parties but the costs of intensification more acutely felt by a few, affected parties.

We were told of differences in cultures of local authorities. For example, many developers and planners said some councils took a pro-growth partnership approach to finding ways to make developments happen. Other councils were said to be less constructive so a range of views were expressed to in our interviews:

"...we saw significant community engagement."

"All were easy to work with in the beginning..."

"I kept thinking, why are they afraid to zone land?"

"Planning organisations, for policy reasons, feel it is their job to constrain growth. They feel it is bad."

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4. Coordination

Coordination prior to the quake

A long process of coordination across Christchurch City Council, Selwyn District Council, Waimakariri and other parties such as Environment Canterbury, Canterbury District Health Board, and Waka Kotahi led to an Urban Development Strategy. The parties had been working together under the Greater Christchurch Partnership (and its previous forms), to establish common ground across stakeholders. This collaboration culminated in the Urban Development Strategy (a broad spatial plan to accommodate future growth). This spatial plan was to be the critical blueprint for the recovery.

The Urban Development Strategy was going through the Environment Court to be made operational as the Regional Policy Statement (RPS) when the earthquakes happened. There were legal challenges based on where the boundaries were drawn and other matters.

The RPS designated infrastructure boundaries, while also allowing sufficient housing supply for the next 50 years. It established agreed areas of future growth. This was a new approach of in the region required by central government agencies to deliver on the planned motorway development under the Roads of National Significance (RONS).³

So, when the earthquakes hit, the region already had an agreement about where future growth should occur.⁴ Many suggested this agreement was essential:

"I guess the good thing about the earthquakes is we've got Greater Christchurch Partnership. Everybody knows it's a good idea."

"Meant we weren't starting from scratch - the fact the UDS had been done was really useful."

"I think that that the decision to create the urban development strategy was the best thing that we could have done. It was thinking three to four decades out, into the future."

Urban planning in the region had been changing well before the earthquake. The relationships between Christchurch City Council, Waimakariri District Council, Selwyn District Council, Canterbury Regional Council, and government could be adversarial. Councils sometimes opposed zoning changes within other council areas. Transport decisions across the region would sometimes not be agreed between affected councils.

³ The process had also included community consultation and had been accompanied by structure plans in some places like Lincoln and Rolleston. Selwyn for example had already started investing in infrastructure, such as its modular sewerage plant, which allowed it to grow with sudden increase in demand after the quakes.

⁴ When the earthquakes hit, the UDS was not in operation. The UDS was delayed by litigation in the Environment Court that some suggested originated from a fear of missing out on land appreciation from upzoning.

Coordination immediately after the quake

There was a great deal of coordination that took place after the earthquakes. For example, the Ministry of Education delivered schools in Rolleston for planned population growth.

But there were also examples of lack of coordination – for example the motorway build was not coordinated with plans for public transport.

The Redzone was a major risk factor – because the responsibility and liability were spread across many parties, but central government intervention dealt with a large liability, giving confidence for homeowners, insurers, and developers to go ahead with other areas. The uncertainty of how insurance markets would respond to outcomes shaped policy.

Coordination across some topics remains challenging

There also areas that are difficult to coordinate. Many said there remains poor incentives for information sharing between councils. How to pay for regional assets was controversial. Deciding who should pay for densification also proved contentious. We were told Selwyn District Council and Waimakariri District Council wanted to help provide an environment that retain people with the region. This justification was used to help release land quickly for development and to encourage greenfield builds.

“There should have been a conversation across all of Canterbury, about paying for regional assets that are going to be located obviously, in the city. And there's been nothing, it's never been raised.”

Several developers and planners cited the ease of working with some councils. A partnership approach, involving all stakeholders early in the process, meant working together to find ways of making things happen, rather than stopping activity.

The use of special powers to override local co-ordination failure:

CERA powers were widely recognised as useful in aiding the recovery. Described a “*serious asset*” in cutting across the RMA and necessary to “*get things done*”, many interviewees acknowledge the value of these tools.

The powers were concentrated on rebuild efforts around the CBD primarily while the Land Use Recover Plan (LURP) was used to fast track the UDS that resulted in directed amendments to district plans, or in the case of Christchurch City, a full district plan review.

The main thrust of the changes to the district plan was to make provisions simpler. It removed the right for changes to be notified and consenting matters were removed. One planner gave an example of urban design matters in the CBD being reduced from 21 matters to 7.

The effect was a timeline for a plan change decreased from 2-3 years to months.

“We got an application in and had in in front of a panel of commissioners, and within 3 days, they made a decision. It was amazing. We worked with them beforehand to make sure it was all in line. Let's make sure we're all saying yes. Which is almost unheard of under the RMA.”

In addition, the special powers were also used to free up greenfield land for development. In general the special powers relaxed constraints about where building could take place rather than relaxing the type of building form that could take place. For example, the LURP specified:

- Christchurch City Council to zone areas near the Upper Styx River and Highfield for greenfield development;
- Waimakariri District Council to include zoning for greenfield development in West Rangiora and Oxford Road; and
- Selwyn District Council to prioritise greenfield development at Prebbleton, Rolleston and Lincoln.

The circumstances that led to the creation of CERA are rare and unlikely to hold much specific information for other councils looking to improve housing affordability. The consensus from our interviews was progress was made quickly when relationships were strong and coordination effective.

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5. Funding/financing

Infrastructure funding used standard funding arrangements

Local governments used typical funding and financing arrangements to fund infrastructure. Councils used development contributions, debt and rates in different mixes across the 3 territorial authorities, to fund subdivisions and house building. At least for these councils, access to funding and finance did not prohibit growth.

Large insurance pay-outs created a secure source of demand. This new money (over \$11b) created confidence among investors in subdivisions and housing developments, particularly after some developers found it hard to access credit immediately after the earthquakes.

Some effort was made to attract private funding for anchor projects, originally via the Christchurch Central Development Unit and then via Ōtākaro – but it was modest.

Some innovation took place, mitigating risks

Some innovation occurred, mitigating the usual risks for many councils, who do not want to spend too much capital too early, in case new ratepayers don't turn up. We were told:

"...there was probably risk management from the council in terms of not overexposing themselves to investing in infrastructure without knowing that all this development was going to happen."

Examples of innovation include the development in Waimakariri that used overland pipes and didn't have complete driveways at time of opening. Selwyn's modular waste-water facility allowed it to grow the infrastructure with demand, without a big upfront cost.

Transport infrastructure

A wider perspective on infrastructure, which allows for changing land use, can increase the availability of land that can be developed.

Motorways were already planned but were brought forward. These signalled to those buying further out that transport was coming. This increased demand for housing in more distant locations, and developers tell us the majority of houses were sold off the plan. Several interviewees noted the lack of investment in public transport, lack of co-ordination and need for sequencing with land use planning.

6. Delivery

The immediate recovery

The supply of housing was ultimately very responsive, initially through direct interventions to repair and then replace the housing stock, and later through deregulation.

Part of moving quickly was about restoring confidence in Christchurch city in the aftermath of the disaster. Early concerns included population and capital flight, with 15% GDP losses. Interviewees also feared insurance market collapse. The Red Zone – a decisive central government intervention – reduced uncertainty for insurance companies. Many suggested government handled the red zone well and recognised local government could not have achieved these outcomes alone.

Anchor projects aimed to retain business investment in Christchurch. Some of the timelines were deliberately optimistic to signal and attract investment. There were issues with procurement going to international designers for these projects.

These impacts are important context for understanding housing outcomes in the region after the earthquakes. But the impacts of policies to help speed up development once the initial recovery took hold, hold broader lessons for other local councils.

Speeding up development

Deregulation to speed up supply and cut red tape also occurred. In the immediate aftermath of the earthquake, deregulation was prioritised to speed up the rebuild. For example, the UDS was adopted. This provided clarity of rules-based criteria with limited grounds for appeals but there was a recognised tension between following democratic process, versus objective outcomes desired. Decisions were centralised, and engagement truncated.

The provisions in the LURP were described in one interview as “just disastrous” and out of step with the Māori Land Court. So while cutting red tape to speed development helped bring on housing supply, the Christchurch experience suggests other councils should expect trade-offs when reducing regulation.

But interventions that retained competition between developers, either by using multiple developers to create competitive tension (as in Hobsonville, for example) or having timestamps on the lot development were the most successful.

The construction sector was able to scale quickly, supported by incoming labour and good relationships with councils. The attitude by developers was to get it done. Small builders scaled to meet the demand. But there was little time and incentive to invest in innovation. Any innovation occurred in the speed of delivery rather than quality in quality of development. A wide range of interviewees regretted not building back better or reimaged.

Emerging issues

Some practices will hurt future innovation. For example, restrictive covenants were used by developers to create certainty for buyers. For example, from the risk of an apartment building

going up next door – which were difficult to insure immediately after the earthquakes. Or relocatable houses, which may have impacted on typology and tenure of houses in the neighbourhood.

These covenants could impinge in future density provisions, which may enable better public transport or suitable housing for older people, to allow people to age in place. Other councils seeking to improve housing affordability might want to consider the impact on housing affordability from these types of restrictions.

Many developers shared emerging frustration with councils. Resource and building consent processes have slowed, reducing the flexibility of housing supply to respond to strong demand. We were told that today:

“It’s the building consenting side that’s slow. For us it’s not just about how much money it costs but also how long it takes. The uncertainty with that timeframe can be quite frustrating. The development contributions are factored into the prices – but the uncertainty is what is bumps pricing.”

Staff turnover was a commonly cited challenge across all councils. This was recognised by council employees. Selwyn was an exception during the rebuild, with a small team of longstanding planners who lived and worked in the region. Interviewees suggested this aided in fast turnarounds and consistency of decision making.

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7. Modelling impacts

Our approach

Our work points to the interaction of several factors to release housing supply. Each housing region needs to find local solutions to the pre-conditions to capacity, coordination, funding and financing and delivery issues that enable new supply to be released to the market.

But housing markets differ across New Zealand in terms of demand and supply characteristics. To tease out the opportunity from getting it right and increasing supply for New Zealand regions, we use a simple spatial model that allows variation in supply and demand across regions to show the gains in affordability from getting it right.

Importantly, our modelling strategy allows for spillovers across housing regions. Increases in supply in one part of the country are allowed to impact on housing affordability in other regions, but ultimately the data determines how large these impacts can be.

The Canterbury earthquakes represent a large shock to the economy. Lots of dislocation and important timing effects make detailed modelling demanding in terms of the assumptions and caveats that need to be employed. Rather than take a detailed structural approach (see for example, the models developed by Bramley 2013 or Grimes et al. 2013) we strip the model back in terms of the number of variables and instead focus on spillovers across markets.

Throughout, the results reflect market dynamics over the past 30 years.

Some caveats

Modelling the quantitative impact of the Christchurch earthquakes and subsequent policy response is fraught. The earthquakes are a large economic shock with several moving parts including large shifts in population, reductions in the housing stock and the location of economic activity.

It is well-known that structural models based on linear approximations to a non-linear world are only valid in the presence of small shocks.⁵ Here we have a large shock – earthquakes, such that structural models are unlikely to be able to replicate the data.

Moreover, our structural break modelling shows the possibility of breaks at several potential breakpoints across many housing market variables, although no date stands out as a single breakpoint. This makes inferences potentially unreliable, but the battery of structural break tests provides no clear best alternative framework.

We present our structural break modelling work in Appendix E and proceed to look at the impacts of structural shocks on housing outcomes in Christchurch, focussing on both rents and house prices as measures of housing affordability.

⁵ See Couper and Wolman 2003 for example.

Uncertainty

One of the key features of our VAR modelling is the use of confidence intervals to show uncertainty about the impact of shocks of housing outcomes – house price growth and growth in rents. VAR models are notorious for producing wide confidence intervals. This is because very few restrictions are imposed on the VAR model.

This has the advantage of allowing the VAR model to accommodate a variety of models or economic theories. For example, the VAR model can simultaneously accommodate theories that immigrants rent and then purchase houses, driving up house price growth and fewer New Zealanders leaving generates pent-up demand. We need not specify which theory dominates.

It is standard not to remove insignificant parameters from the VAR model. The confidence intervals use random samples of the full set of parameters – producing wide intervals.

To show the uncertainty associated with the impulse response functions, one approach is to use theory (asymptotic theory) to suggest how wide the confidence intervals should be. A second approach is to simply simulate the model thousands of times and produce confidence intervals based on the simulated draws.

We take this approach to show the uncertainty with the impulse response functions. Wide confidence intervals on impulse response functions are a typical feature of VAR models. This stems from the flexible functional form that imposes little structure (perhaps other than linearity and variable choice) with the consequence that many variables and parameters enter generate the impulse responses. Small samples also drive the wide confidence intervals.⁶

The data

Key variables

At a minimum, we want to describe the impact of changes in housing supply on affordability. We choose to measure affordability in terms of not just house prices but also the cost of renting. So, we work with both REINZ house prices indices and MBIE's tenancy bond database.

We also need to capture demand and supply-side drivers. On the demand side, we use the volume of sales as a proxy for demand using REINZ data. We expect the volume of sales to be higher in periods of high demand but the measure is imperfect and only shows the measure of demand that can be met with current supply in the market. So we augment our demand measure with models that also contain migration (measured at the national level), and local measures of income growth and changes in jobs using LEED data on jobs and incomes.

In terms of supply, our ideal measure would be additions to the housing stock. But the number of new residential buildings is not available at the local council with a long time series. so we use data on new residential consents. This data is monthly since the early 1990s.

Finally, credit conditions have eased over the past twenty years, decreasing the cost of borrowing for housing. We include the nominal interest rate to capture this effect and the nominal exchange rate to help trace the strength of the economy.

⁶ See Kilian1988.

Spatial data

We are concerned with not just the Christchurch market, but also Selwyn and Waimakariri. Moreover, we want to know if other housing markets could realise a similar change to housing supply for Christchurch, what likely impacts might be in other markets.

Expanding the set of data to every local council would generate over 400 variables – too many to monitor let alone model, even with methods suitable for large data sets. Some of the data for smaller councils also contains long periods with relatively few sales or new rental tenancy data, making it difficult to interpret impacts.

So, to minimise the number of variables, we only include councils that are part of tier one shared urban areas identified by the Ministry of Housing and Urban Development. This helps our method to capture influences from the largest housing markets.

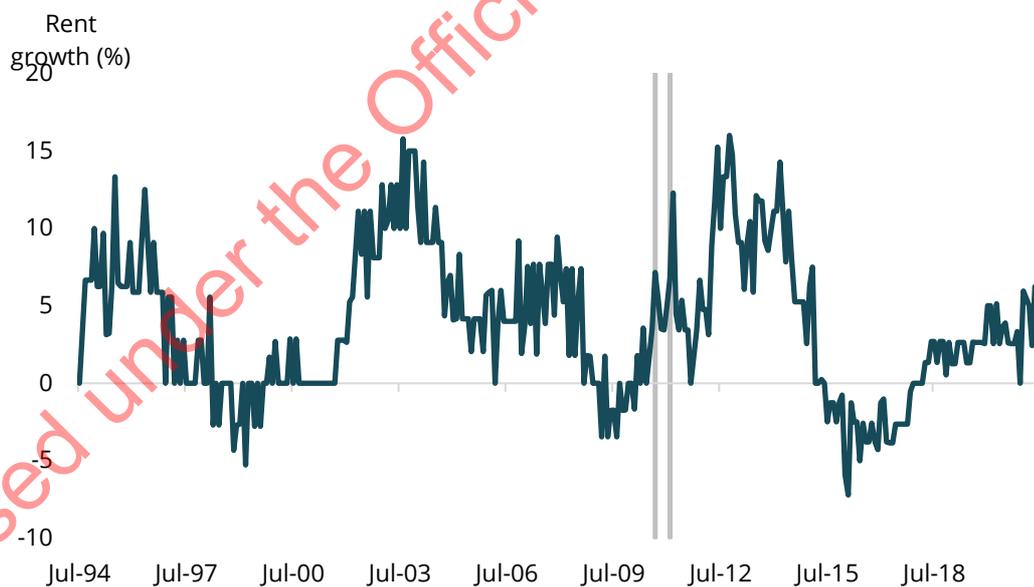
Stationarity

We test for stationarity of each of the variables in our dataset using the Phillips-Perron test. Since our focus is isolating the impact of changes in supply, rather than the parameter estimates of themselves, the order of integration of the data is not a showstopper – we could estimate the model in levels.⁷

Seasonality

We seasonally adjust our data where appropriate using the widely used X13 seasonal adjustment programme. We graph the data in Figure 21 to Figure 26.

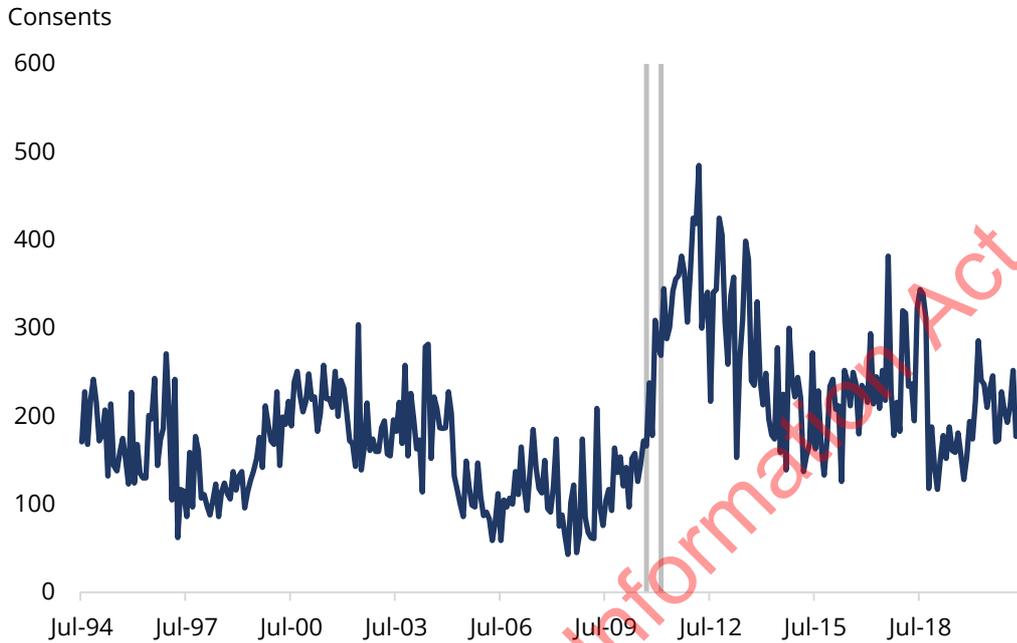
Figure 21: Annual growth in rents shows a cyclical pattern less pronounced after 2015



Source: MBIE Rental tenancy database

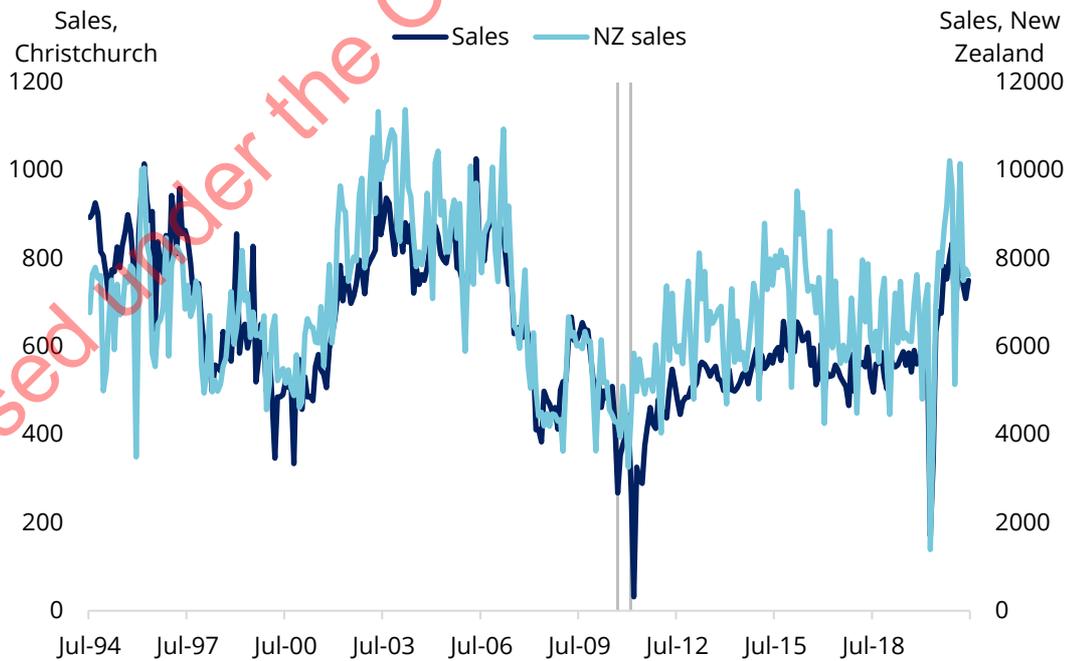
⁷ To impose the Minnesota prior in our BVAR model, we need to shrink the parameter space towards growth rates that have no persistence, or levels that take the same value as the previous period. So, we test for stationarity (see Appendix F) and work in growth rates of each series or express the variable relative to another nonstationary variable to induce stationarity.

Figure 22: Pace of new consents accelerates in 2012 and 2013 to replace existing stock
New residential consents for new builds, Christchurch City



Source: Statistics New Zealand

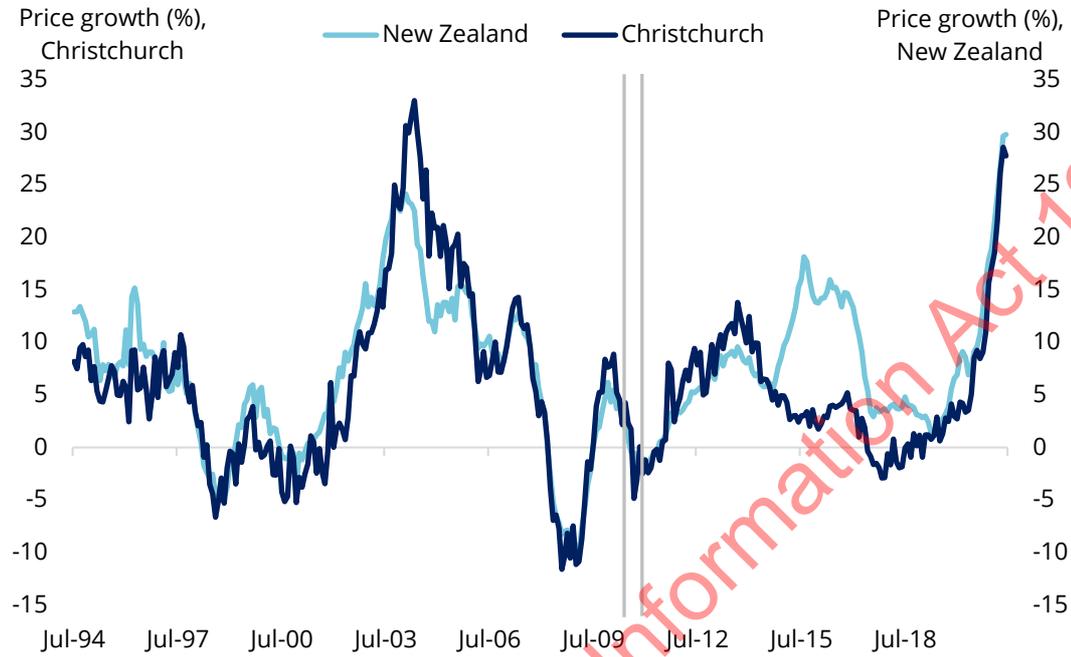
Figure 23: Market turnover much lower after the GFC and spikes lower in March 2011
Sales, Christchurch City vs New Zealand



Source: Real Estate Institute of New Zealand

Released under the Official Information Act 1982

Figure 24: Between 2014 and 2020 price growth was more muted than elsewhere
Annual growth in the REINZ house price index, Christchurch City



Source: Real Estate Institute of New Zealand

Figure 25: The cost of borrowing has declined
Ninety-day interest rate



Source: Reserve Bank of New Zealand

Released under the Official Information Act 1982

Figure 26: The exchange rate helps account for external shocks

Nominal Trade-Weighted Index



Source: Reserve Bank of New Zealand

Our model

Our objective is to understand the impact on housing supply on housing affordability. We work with a simple linear model that seeks to identify likely quantitative impacts of the changes in housing supply brought about by the factors identified in the qualitative section.

More specifically, we set up a Bayesian VAR model and use consents per thousand residents to proxy the supply-side. We are primarily interested on the impact on house prices and use the REINZ house price index deflated by the consumer price index. We also include the nominal interest rate to account for decreases in the cost of borrowing and increases in the ease of access to credit over the past twenty-five years. Our dataset starts in the mid-1990s with the beginning of monthly observations in house prices.

We use a Vector Autoregression (VAR) model to estimate the impact of changes in housing supply on house prices. Vector-autoregression models are a standard modelling technology, widely used within macroeconomics.⁸ Relative to structural models, one of the chief benefits of adopting the framework is the limited structure a modeller needs to impose on the data, allowing the underlying characteristics of the data to show.

The technique has also been used to study dynamics in many housing markets.⁹ Moreover, Doyle and Noy 2015 use the VAR approach to look at the impacts of the Christchurch

⁸ See Sims 1980, Runkle 1987 and Barsky and Kilian 2004 for applications in macroeconomics.

⁹ For example, Pesaran and Yamagata 2011 use a rich VAR framework to study the UK housing market, Balcilar, Gupta and Miller 2014 study US housing dynamics during the Great

earthquakes and find surprising low impacts of the earthquakes on inflation and economic activity. We discuss the technical elements of the econometric model in Box A.

Although the modelling framework is flexible, with little structure imposed on the underlying coefficients of the VAR model, several ongoing changes in the underlying economic environment suggests identifying the impacts of supply shocks with much precision is difficult.

For example, existing literature points to the impact of insurance pay-outs on the prices of housing in different parts of Christchurch and changing transport patterns are likely to matter.¹⁰ Bond and Dermisi 2007 show the number of properties destroyed in the earthquakes impacted on house prices in area.¹¹ The large changes in demographics immediately after the earthquakes also suggests instability in the underlying housing market dynamics.

These instabilities are confirmed by a battery of structural break tests we perform on the data we set out in Appendix E. In general, these tests show evidence of structural breaks across each of the housing series that enter the model (when we work with a broad set of data from Christchurch, Selwyn and Waimakariri).

But no single datapoint stands out as a clear candidate for splitting the data sample or for including dummy variables. There is no clear break in the data at the time of either major earthquake that hit the Christchurch region. Instead, each aspect of the housing market (the rental market, house prices, consenting activity, sales activity) appears to have different underlying dynamics. So we proceed without a structural break at the time of the earthquakes.

Size of the shock

Our supply shock measure is the monthly change in consenting activity that does not neatly translate to interpretable measure. So we scale our shock to return an increase of 1,000 dwellings over a year. Figure 27 helps to show the size of this shock against the behaviour of consenting activity in Christchurch. The shock is not as large as the increase in consenting activity over the period 2015-2016. Some of this increase in consenting activity is endogenous or explained by the model and is correlated with a general increase in consenting activity at this time across New Zealand. The remainder of the movement is exogenous.

Depression, Valadkhani, Costello and Ratti 2016 look at housing dynamics in 4 of the largest Australian cities and Cipollini and Parla 2020 study shocks in the Italian housing market.

¹⁰ See Nguyen et al. 2020 and Yonson et al. 2020

¹¹ Houses price impacts are measures across three areas (Technical category 1, technical category 2 and technical category 3) that vary with respect to earthquake resilience (see <https://ccc.govt.nz/consents-and-licences/land-and-zoning/technical-categories-map>).



Box A: The Econometric approach

The Vector autoregression model

We use Bayesian techniques to estimate a standard VAR model, that is:

$$y_t = c + \sum_{k=1}^p A_k y_{t-k} + \varepsilon_t \text{ for } t = 1, 2, \dots, T$$

where y_t is a $n \times 1$ vector of all the variables we are concerned with, in our case, house prices and rents (our measures of affordability), consents per 1000 people (our measure of supply), sales (our measures of demand) and the interest rate (to proxy the cost of borrowing).

The matrices contained in A_k capture the relationships between our variables and ε_t are the errors associated with each variable. These errors should be mean zero and be well-behaved for statistical purposes with no autocorrelation or heteroscedasticity. The error terms have a variance-covariance matrix defined by

$$\Sigma = [\varepsilon_t \varepsilon_t']$$

We can also write the model in short form notation:

$$Y + XA + \varepsilon_t$$

where $Y = (y_{1t}, \dots, y_{nt})'$, $X = (X_1, \dots, X_t)'$ where $(y_{1,t} \dots y_{n,t})'$, $X_t = (X_1, \dots, X_t)'$ with $y_t = (y_{1,t} \dots y_{n,t})'$ and $X_t = (1, y'_{t-1} \dots y'_{t-p})'$, $A = (c, A_1 \dots A_p)'$ and $\varepsilon = (\varepsilon_1 \dots \varepsilon_T)'$.

Bayesian estimation with prior information

Then to impose the standard Minnesota prior routinely used to estimate large Bayesian VAR models, we append dummy observations to Y and X , following the methods in Banbura et al. 2010 and Giannone, Lenza and Primiceri 2015 that have been applied to many studies, including structural analysis of housing data (see Luciani 2015 for example) and to New Zealand macroeconomic data in the past (Bloor and Matheson 2010).

This allows us to model more variables than we have observations, avoiding the curse of dimensionality. More technically, as described in Barboza and Vasconcelos 2019, our priors have the following moments:

$$E[(A_k)_{ij}] = \begin{cases} \delta_{ij}, & j = 1, k = 1 \\ 0, & \text{otherwise} \end{cases}, \quad V[(A_k)_{ij}] = \begin{cases} \frac{\lambda^2}{k^2}, & j = i \\ \frac{\lambda^2 \sigma_i^2}{k^2 \sigma_j^2}, & \text{otherwise} \end{cases}$$

This implies that the hyperparameter, λ , controls the influence of the prior on the data. Low values of λ represent relatively high influence of the prior on the model – when $\lambda = 0$ the posterior is the prior and the data are ignored.

High values of λ correspond to prior information that takes a low weight – when $\lambda = \infty$ the prior is ignored, and the data is returned.

We conduct all estimation using the BVAR package in the R programming language provided by Kuschnig and Vashold 2019.

Estimating the weight on the prior

To estimate the weight on the prior, we follow Banbura et al. 2010 and others and first estimate a small VAR that contains the key variables we are concerned with. In our case, we focus on Christchurch city and include rents, prices, sales, and consents for this council along with the nominal interest rate. The parameter δ is set to 1 for non-stationary variables and 0 for stationary variables.

This is the standard Minnesota prior and implies that a prior, the underlying data are best represented as random walks. This prior turns out to have good properties for forecasting data but allows for more complicated dynamics when suggested by the data.

To complete the econometric specification, note that the Normal inverted Wishart prior is:

$$vec(A)|\Sigma \sim N(vec(A_0), \Sigma \otimes \Omega_0)$$

with $\Sigma \sim iW(S_0, \alpha_0)$.

The parameters A_0, Ω_0, S_0 and α_0 need to meet the conditions for the Minnesota prior (see previous page) are met. Dummy observations ensure these conditions are met and are generated by:

$$Y_d = \begin{pmatrix} diag(\delta_1 \sigma_1, \dots, \delta_n, \sigma_n) \\ \lambda \\ 0_{n(p-1) \times n} \\ diag(\sigma_1, \dots, \sigma_n) \\ 0_{1 \times n} \end{pmatrix}, \quad X_d = \begin{pmatrix} J_p \otimes diag(\sigma_1, \dots, \sigma_n) \lambda & 0_{np \times 1} \\ 0_{n \times np} & 0_{n \times 1} \\ 0_{1 \times np} & \rho \end{pmatrix}$$

$J_p = diag(1, 2, \dots, p)$ and ρ is a small number set to 0.1.

Next, the dummy variables are appended to the model such that:

$$Y_* = X_* A + \epsilon_*$$

Where $Y_* = (Y' Y_d)'$, $X X_* = (X' X_d)'$ and $\epsilon_* = (\epsilon' \epsilon_d)'$. The posterior, or combination of data and prior is then:

$$vec(A)|\Sigma, Y \sim N(vec(\tilde{A}), \Sigma \otimes (X_*' X_*)^{-1}),$$

$$\Sigma|Y \sim iW(\tilde{\Sigma}, T_d + 1 + T - np)$$

Where $\tilde{A} = (X_*' X_*)^{-1} X_*' Y_*$, that is, the OLS estimates for the combination of the prior and data.

Identifying structural shocks

We follow other researchers and identify the supply shock by ordering the data by slow moving series (rents), supply shock (consents data), fast moving series (prices and interest rates). Rents are set only periodically so are likely to be slow to respond to economic conditions. In contrast, prices should be set by internalising all relevant economic information.

We use the 90-day interest rates which should be tightly influenced by monetary policy, that is set in response to all available economic data, so should be one of the last variables in our ordering for identification purposes.

Figure 27: We calibrate our supply shock to 1,000 new dwelling consents in year
 Stylised representation of the supply shock



We use the shock to map out likely impacts from the factors that enabled housing supply after the earthquakes – getting right capacity, coordination, funding and financing and delivery. Since interpretation of the shock is critical to our analysis, we lay out how to interpret shock from VAR models on Box B.

Model robustness

There are alternative definitions of both the demand and supply side that could help reveal underlying dynamics. To ensure our results are robust to small changes in model specification, we set up a series of models and test the response of housing outcomes to a housing supply shock within each model.

Spatial dimension

One set of models tests the importance spatial dimension. We expect that spillovers could be important and set out a set of models that expands the local councils in each model from:

- Small (Christchurch data only – sales, consents, prices and rents and macro data, 6 variables in total)
- Medium (Sales, consents, prices, and rents data for the shared urban area, that is Christchurch, Selwyn and Waimakariri and macro data, 14 variables in total)
- Large (Sales, consents, prices, and rents data for the shared urban area, that is Christchurch, Selwyn, Waimakariri but also larger housing markets that are Auckland, Hamilton, Tauranga and Wellington and macro data, 28 variables in total).

Box B: Shocking stories: impacts of VAR shocks

Telling stories one data series at a time

Understanding shocks is a core part of our modelling technique. So, it's worth spending some time to understand how we use shocks to construct a narrative for the dynamic interactions of the housing market.

VAR models typically contain many variables. But we can begin by setting out an *autoregression*, where the value of a series, such as house price growth, depends only on its past value, that is:

$$(1) \quad \Delta hp_t = \beta_1 \Delta hp_{t-1} + \varepsilon_t$$

where Δhp_t is house price growth, Δhp_{t-1} is the lag of house price growth and ε_t is the shock term. This regression says house price growth is defined by only two elements, the regression of its current value on previous house price growth, Δhp_{t-1} and the shock. In this model, the shock is simply the house price growth that cannot be predicted by the past value of house price growth alone.

This simple model allows us to tell stories about the sequence of shocks that have driven house price inflation and the likely path of house price inflation. Of course, house price inflation has many drivers. So, an autoregression can only take us so far. We need to extend the model to include a vector of drivers, that is, we build a *vector autoregression* or VAR model.

Vector-autoregressions model the dynamic interactions of several variables

The simplest or *reduced form* vector autoregressive model simply extends by adding the autoregressive model by including drivers that form a system of equations, that is:

$$(2) \quad \Delta hp_t = \beta_{11} \Delta hp_{t-1} + \beta_{12} \Delta y_{t-1} + \beta_{13} r_{t-1} + \varepsilon_{1t}$$

$$(3) \quad \Delta y_t = \beta_{21} \Delta hp_{t-1} + \beta_{22} \Delta y_{t-1} + \beta_{23} r_{t-1} + \varepsilon_{2t}$$

$$(4) \quad r_t = \beta_{31} \Delta hp_{t-1} + \beta_{32} \Delta y_{t-1} + \beta_{33} r_{t-1} + \varepsilon_{3t}$$

where we assume house price growth is related to economic growth, Δy_t and the real interest rate, r_t . But the model in equations (2) to (4) comes with some drawbacks. First, there is no allowance for contemporaneous relationships: for example, economic growth only hits house prices with a lag. But perhaps most importantly, the error terms ε_{1t} , ε_{2t} and ε_{3t} are correlated. So, we cannot specify the impacts on the system from individual shocks.

Structural VARs are needed if we want to talk about causality

Building structural VARs can help. By imposing restrictions on the parameters in the model, that is, by setting specific parameters to zero or other values, we can unravel the correlation in the error terms to identify causal links across the variables we seek to model.

The restrictions come from both economic theory and knowledge of the timing of different variables. For example, often interest rates are allowed to respond contemporaneously to most variables since monetary policy can observe and then respond to the economy quickly. And typically exchange rates are allowed to respond to all variables contemporaneously since financial markets embody up-to-date information.

With impacts of individual shocks in hand, we can then test impacts of specific shocks, such as an unexpected increase in the interest rate, or a one-off boost to economic growth.



Structural VARs are a common tool within macroeconomics. For example, in a series of papers spanning many years,¹² Treasury have used structural VARs to model the impact of fiscal policy on the economy.

What determines the size of the shocks?

VAR models describe each variable in terms of impacts from previous values and the previous values of other variables in the system. But the VAR Model will not capture all variation, so shocks are needed to recover the variation unexplained by the model.¹³ In general, the greater the number of variables that are included in the model, the smaller the size of the shocks.

Interpreting shocks in VAR models - looking at impulse responses

Since the shocks are exogenous to the VAR model, we can measure the effect of an exogenous change to a particular variables, such as the interest rate, on the other variables in the system.

Economists have favoured using one standard deviation of the shock as a measure of the size of each shock but the size of the shock can always be altered to match a particular quantity. Often interest rate shocks are scaled to 25 basis point shocks - the typical movement of policy interest rates by central banks and shocks can be scaled to a set number over a particular period.

For example, Figure 28 shows the Reserve Bank testing the impact of an immigration shock, scaled to a 1 percent increase in the population over 5 years.¹⁴ Figure 29 shows the response of real house prices - an increase of just over 8 percent (in real terms) after 60 months or 5 years.

Figure 28: Reserve Bank uses an immigration shock of 1% population growth over 5 years

Net migration New Zealand

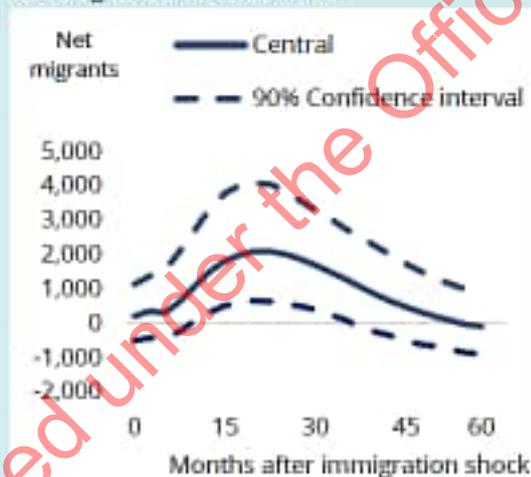
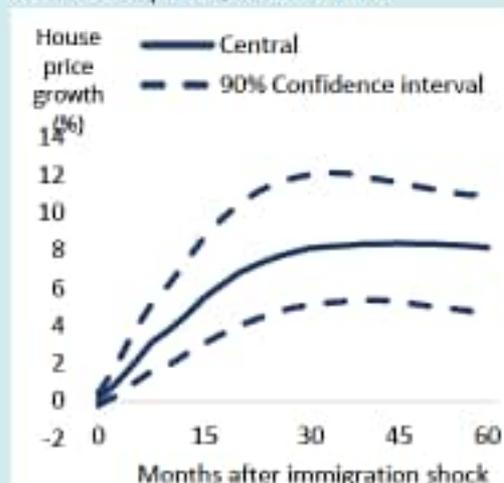


Figure 29: Immigration shock drives up real house prices after 5 years

Real house prices, New Zealand



Relative house price dynamics

To help isolate impacts on local housing markets, for each model specification above (small, medium, large) we also explore a variant where house price growth is expressed relative to

¹² See Buckle et al. 2002, Parkyn and Vehbi 2014 and Lyu 2021.

¹³ One analogy is the shims or wedges used to fill small gaps between timbers or doors.

¹⁴ See McDonald 2013.

growth at a national level. This specification holds the promise of isolating impacts of local changes in housing supply by removing movements in house prices across New Zealand.

Within this class of models, we also test a variant that allows for *all* housing market variables – including prices, rents, consents, and sales – to be expressed relative to national averages. This variant is of particular interest since it holds the promise of identifying local impacts versus movements in housing that are generated by national drivers of housing dynamics.

Proxies for demand

Since demand is difficult to measure directly, we explore the impacts of including several variables that might be proxies for underlying demand. So, within our base model we include on the dynamics of the model, particularly by including variables that might proxy demand.

It is well known that immigration can impact on house prices.¹⁵ But regional migration data is only available at low frequencies high and with a considerable lag. So instead, we include the growth rate of national net migration. We expect the national net migration rate to be correlated with migration flows in the Christchurch region.

Demand for housing is also likely to be correlated with incomes. Rather than use GDP data that is only produced on an annual basis for New Zealand's regions, we use income data and data on the number of jobs within each local council as a proxy for demand.¹⁶

Impact of the earthquakes

Conceptually, our analysis focusses on supply changes as a one-off exogenous shock enabled by a range of factors that increased housing supply across a short period of time.

An alternative approach would be to take the view that the earthquakes permanently changed the responsiveness of housing supply. We think this is unlikely. Today, most of the land use regulations, consenting requirements and funding have in common with the period prior to and the earthquakes than the period immediately after the earthquakes.

We reserve structural change analysis for large, permanent changes to land use regulation – supported by the range of factors necessary to put housing – that might be expected to have permanent changes to the range of elements needed to construct housing.

To test the sensitivity of our analysis to this assumption, we also test a model estimates solely on data after the earthquakes, from March 2011 to June 2021.

Time to build

Our measure of consenting activity is a proxy for supply. Houses that are built would be a better measure but is unavailable at a granular level. To test the sensitivity of the model to this proxy we use consents lagged six months to better match the time from consenting activity to building a new house.

¹⁵ See McDonald 2013 for example.

¹⁶ Our data source is the Statistics New Zealand's Linked Employer-Employee Database.

In total, we test impacts of 12 variations from our core model and also present the results from an average across all 12 models (see Figure 30).

Figure 30: We test our results across 12 different model specifications

Model	Description	Key data
Central model (Model 1)	Christchurch data only – sales, consents, prices and rents and macro data, 6 variables in total	Uses relative rents and house prices
Model 2	Christchurch data only – sales, consents, prices and rents and macro data, 6 variables in total	Doesn't use relative rents prices or prices
Model 3	Medium (Sales, consents, prices, and rents data for the shared urban area, that is Christchurch, Selwyn and Waimakariri and macro data, 14 variables in total)	Uses relative rents and house prices
Model 4	Medium (Sales, consents, prices, and rents data for the shared urban area, that is Christchurch, Selwyn and Waimakariri and macro data, 14 variables in total)	Doesn't use relative rents prices or prices
Model 5	Large (Sales, consents, prices, and rents data for Christchurch, Selwyn, Waimakariri but also Auckland, Hamilton, Tauranga and Wellington, 28 variables in total).	Uses relative rents and house prices
Model 6	Large (Sales, consents, prices, and rents data for Christchurch, Selwyn, Waimakariri but also Auckland, Hamilton, Tauranga and Wellington, 28 variables in total).	Doesn't use relative rents prices or prices
Post-quake	Christchurch data only – sales, consents, relative prices and relative rents and macro data, 6 variables in total	Estimated on post-quake period: Mar 2011 to Jun 2021
Migration model	Christchurch data only – sales, consents, relative prices and relative rents and macro data, 6 variables in total	Adds national net migration data
Jobs model	Christchurch data only – sales, consents, relative prices and relative rents and macro data, 6 variables in total	Adds LEED data on jobs at council level
Income model	Christchurch data only – sales, consents, relative prices and relative rents and macro data, 6 variables in total	Adds LEED data on income for councils
Relative model	Christchurch data only – sales, consents, relative prices and relative rents and macro data, 6 variables in total	Adds LEED data on jobs at council level
Time to build	Christchurch data only – sales, consents, relative prices and relative rents and macro data, 6 variables in total	Lag consents six months
Model average	Describes an average of outcomes across all 12 models	

8. Our results

Housing affordability improves following a shock to housing supply in our core model

Our central model starts small and includes just six variables: rents, consents, sales, prices data, the nominal TWI and the nominal interest rate. To try and isolate movements in housing affordability that are due to local factors, we specify both rents and prices relative to national averages.

Figure 31 shows the impact of the monthly shock to the change in consents we use a proxy for supply. We scale the shock to deliver 1,000 new dwelling consents in the year after the shock.¹⁷ This means the shock represents about 200 new consents in the first month – a little higher than the average month over the time period we consider. Since the shock persists over time, new consents total 1,000 over the year after the initial shock.

Figure 32 shows the shock has a small impact on sales activity. Sales average just over 760 each month over our time period and the shock to consents only lift sales by about 25 sales a month. Note that we present 50, 80 and 90 percent confidence intervals alongside the central estimate for every response to the shock. There is considerable uncertainty surrounding the impact of the shock to consents on sales activity.

We show the critical impacts on housing affordability in Figure 33 and Figure 34. Figure 33 shows that the growth of rents falls substantially after the shock, declining by 1.75 percent a year after the shock before returning to 0 about six years or 72 months after the initial shock. The level of rents is permanently lower. The uncertainty bands suggest statistically significant declines in rents between one and two years after the shock.

In terms of house prices, Figure 34 shows that house price inflation declines after the housing supply shock with house price inflation down about 2.4 percent a year after the shock. Again house price inflation returns to its previous level about six years after the initial shock. Since the growth rate of prices is never positive, we can conclude the relative price level is permanently lower after shock.¹⁸ The declines in house price inflation are significant at any point three to thirty months after the initial shock.

The response of the shock needs careful interpretation. Ideally, we would work with the number of new buildings added to the stock of homes each month. However, this variable is not readily available, so we work with consents instead.

But at least initially consents are likely to pick up beliefs of developers about house price growth without the price-depressing impact bringing a new build to market could be expected

¹⁷ One standard deviation of the monthly shock returns a value of about 0.14 or about 50 new dwelling in the month. This value implies about one-in-three consents would be generated by the shock in an average month. We approximately triple the size of this shock, producing a sequence of consents that sum to 1,000 over the course of one year.

¹⁸ We specify some variables in some models relative to movements in national house prices. Since our model has nothing to say about the evolution of national house prices, any statement about absolute price movements needs to add in prior beliefs about how national house prices evolve.

to make. So, we take some of the increase in house prices with a grain of salt and assess impacts on housing affordability across both rents and prices.

Figure 31: We scale the shock to deliver 1,000 new consents over a year
Christchurch consents (per 1,000 people) response to consents shock (per 1,000 people)

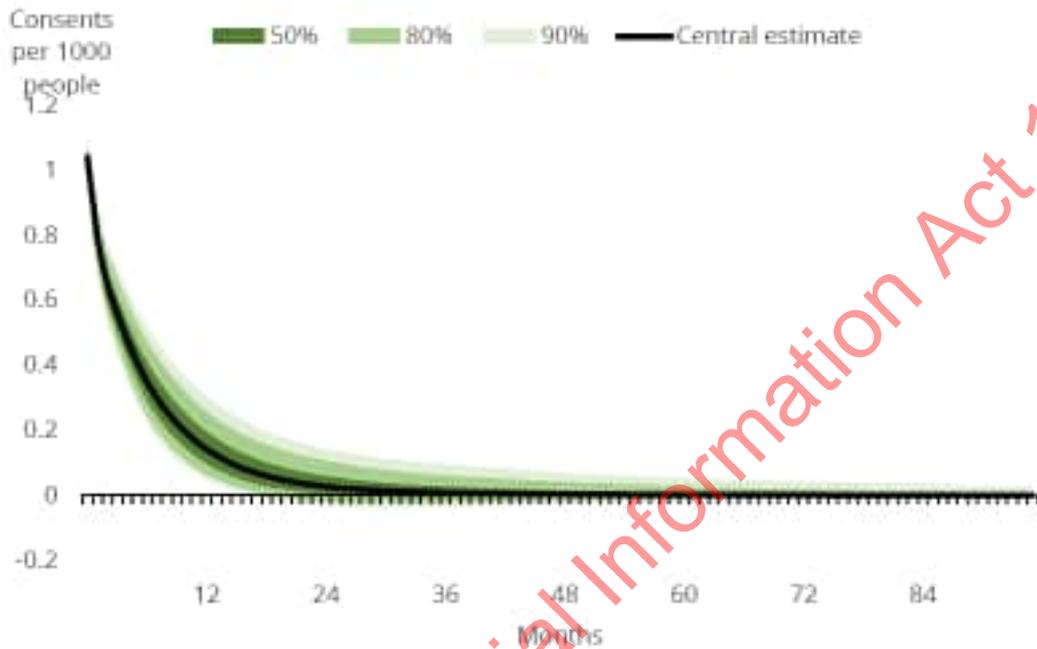
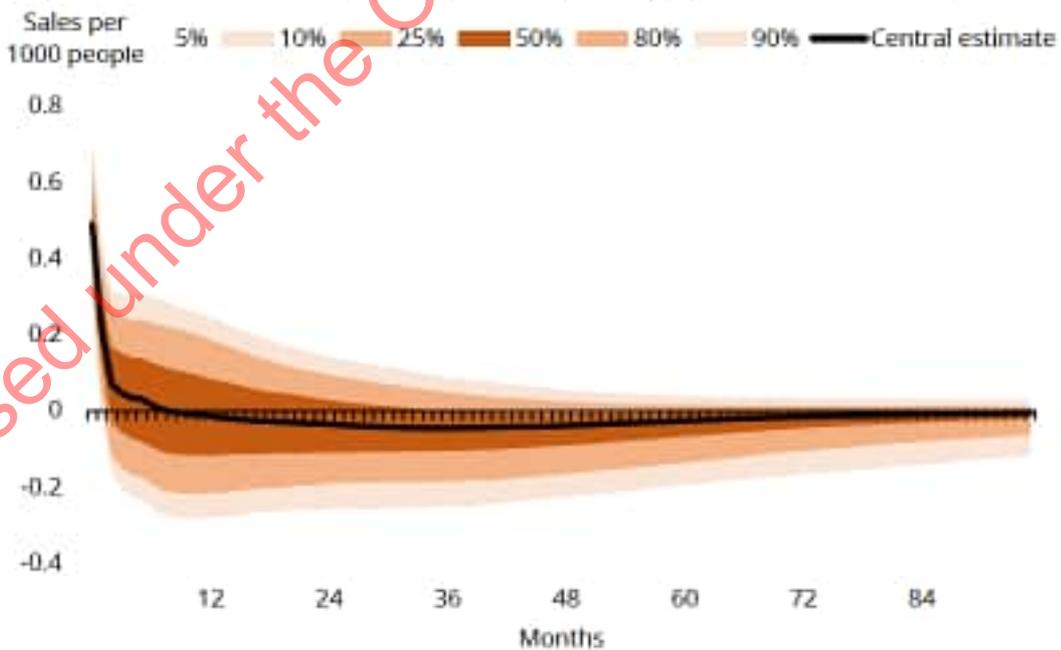


Figure 32: Sales increase a little before returning to previous activity levels
Christchurch sales per 1,000 people, response to Christchurch consents shock (per 1,000 pop)



Released under the Official Information Act 1982

Figure 33: Growth in rents declines relative to NZ average before returning to past growth

Christchurch (TA) relative rent growth response to Christchurch consents shock (per 1,000 pop)

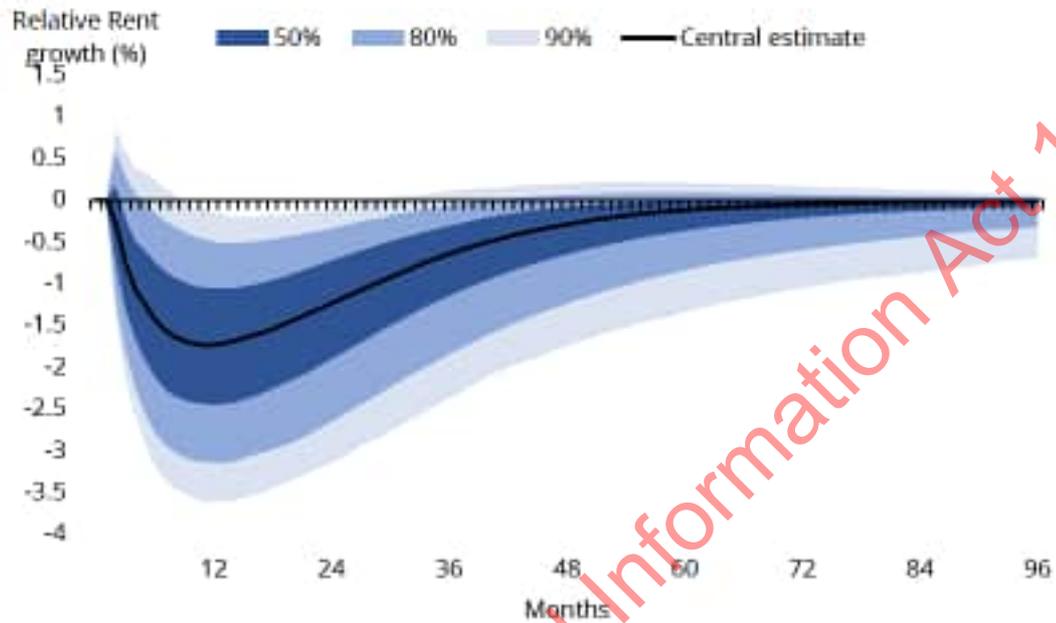
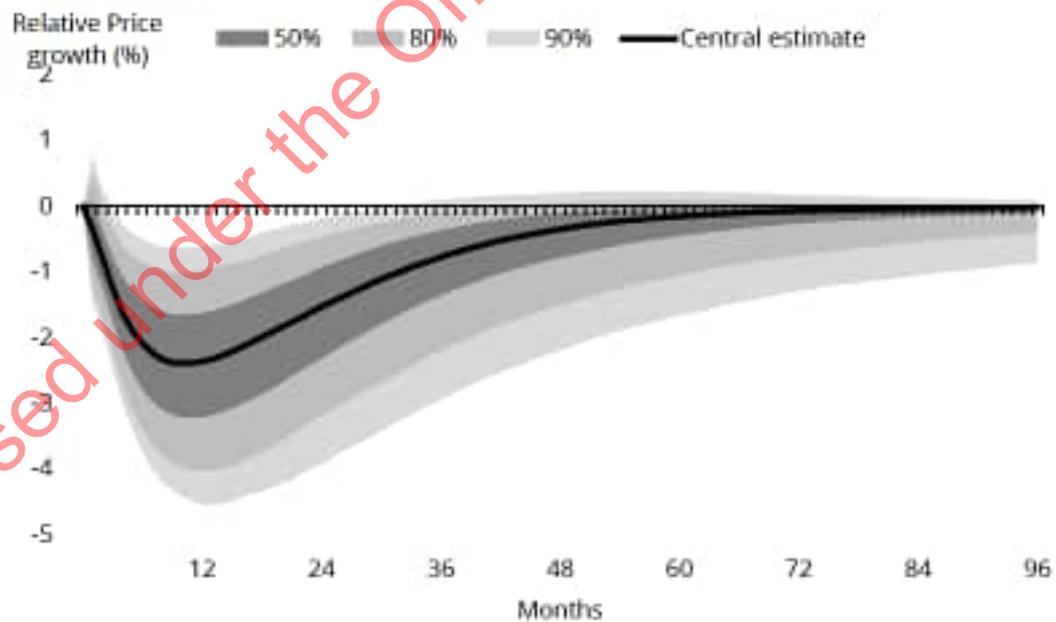


Figure 34: House price inflation decreases after the consents shock

Christchurch house price growth (relative to NZ average) response to Christchurch consents shock (per 1,000 pop)



Rather than present a long list of impulse responses for each of our 12 models we show the central estimates the impact of the supply shock on the change in rents and house price



inflation for each model in Figure 35. Then we map out a path for the level of rents and the level of house prices in Figure 44.

Figure 35 shows that for every model, the growth rate of rents follows the same general pattern: an initial decline that about one year (or twelve months) after the initial shock, followed by a gradual increase in the growth rate back towards zero. This pattern produces a decline in the *level* of rents of about 3 percent on average that we see in Figure 44.

Figure 35: Impact of the supply shock on change in rents and house price inflation

Months	3	6	9	12	24	36	48	60	72	84	96
Model	Rents										
Central model	-0.750	-1.431	-1.687	-1.735	-1.238	-0.646	-0.292	-0.122	-0.052	0.025	-0.013
Model 2	-0.461	-1.067	-1.341	-1.452	-1.255	-0.768	-0.368	-0.145	-0.056	-0.020	-0.011
Model 3	-0.690	-1.198	-1.256	-1.203	-0.821	-0.434	-0.193	-0.083	-0.036	-0.020	-0.011
Model 4	-0.535	-1.044	-0.978	-0.781	-0.353	-0.196	-0.076	-0.021	-0.001	0.002	0.001
Model 5	-0.604	-1.082	-1.250	-1.370	-1.266	-0.701	-0.294	-0.107	-0.036	-0.024	-0.022
Model 6	-0.298	-0.803	-0.923	-0.976	-1.078	-0.778	-0.466	-0.280	-0.153	-0.093	-0.045
Post-quake	-0.734	-1.122	-1.058	-0.868	-0.383	-0.172	-0.057	-0.013	-0.002	-0.001	0.000
Migration model	-0.119	-0.125	-0.128	-0.114	-0.052	-0.023	-0.008	-0.002	0.000	0.000	0.000
Jobs model	-0.119	-0.183	-0.211	-0.230	-0.285	-0.260	-0.077	-0.021	-0.005	0.000	0.000
Income model	-0.934	-1.784	-2.073	-2.132	-1.570	-0.855	-0.260	-0.041	-0.006	-0.005	-0.004
Relative model	-0.732	-1.375	-1.603	-1.660	-1.286	-0.728	-0.334	-0.142	-0.059	-0.026	-0.014
Time to build	-0.768	-1.431	-1.655	-1.697	-1.283	-0.715	-0.331	-0.139	-0.059	-0.027	-0.014
Model average	-0.562	-1.054	-1.180	-1.185	-0.906	-0.518	-0.230	-0.093	-0.039	-0.020	-0.011
	Prices										
Central model	-1.236	-2.086	-2.379	-2.362	-1.529	-0.774	-0.348	-0.154	-0.067	-0.031	-0.016
Model 2	0.914	1.001	0.626	0.173	-1.289	-1.322	-0.889	-0.500	-0.242	-0.116	-0.051
Model 3	-0.617	-1.261	-1.556	-1.619	-1.115	-0.568	-0.252	-0.112	-0.051	-0.026	-0.014
Model 4	1.735	1.799	1.270	0.615	-0.503	-0.376	-0.132	-0.027	0.000	0.001	0.000
Model 5	-0.997	-1.454	-1.619	-1.567	-0.921	-0.406	-0.172	-0.078	-0.037	-0.026	-0.022
Model 6	0.513	0.370	0.016	-0.247	-0.712	-0.446	-0.255	-0.292	-0.214	-0.120	-0.036
Post-quake	0.907	0.938	0.639	0.269	-0.381	-0.223	-0.052	0.002	0.007	0.003	0.001
Migration model	0.093	0.104	0.086	0.054	-0.030	-0.021	-0.004	0.002	0.002	0.001	0.000
Jobs model	0.174	0.140	0.032	-0.095	-0.318	-0.212	-0.153	-0.098	-0.050	-0.022	-0.009
Income model	1.018	0.795	0.207	-0.414	-1.636	-1.109	-0.448	-0.161	-0.050	-0.017	-0.010
Relative model	-1.196	-2.021	-2.317	-2.343	-1.614	-0.851	-0.390	-0.165	-0.071	-0.032	-0.017
Time to build	-1.186	-2.036	-2.338	-2.357	-1.631	-0.852	-0.387	-0.167	-0.072	-0.035	-0.018
Model average	0.010	-0.309	-0.611	-0.824	-0.973	-0.597	-0.290	-0.146	-0.070	-0.035	-0.016

NB. Results significant at the ten percent level use bold font.

The results for the change in house prices are a little more mixed. After twelve months, four of the twelve models actually show mild increases in house price inflation but on average house price inflation is negative after twelve months. The decline persists for some years before returning to zero about 5 to 8 years after the initial shock.

The paths for house price inflation in Figure 35 generally implies a fall in the level of house prices. On average house prices decline by 2.3 percent by the end of our simulation. The level of rents falls by about 2.3 percent. We present these results in Appendix G.

Isolating local impacts also shows enabling housing supply improves affordability

One of our model specifications uses not just movements in house prices and rents relative to the rest of New Zealand, but for sales and consents too. We find that model produces similar impacts to our central model specification. Declines in house price inflation and rental prices growth are significant after twelve months.

Small impacts from New Zealand's larger housing regions

Understanding if housing supply shocks that originate in one jurisdiction have wider impacts is critical not just for understanding the Christchurch recovery but for housing policy right across New Zealand. Correctly identifying any spillovers is important from a policy perspective. If housing supply in one region has no spillover impacts to other regions, then national interests in local housing policies are limited – costs and benefits of good policy only accrue to the local region. Instead, if spillovers are significant, then there is a case for central government to enable regional housing supply responses that have impacts outside of the region.

Here our focus is on Christchurch. We tested models that started with our central specification one city at a time, augmented the model with consenting activity from each other tier city, that is Auckland, Hamilton, Tauranga and Wellington. These models always resulted in wide confidence intervals and impacts that were small in economic terms. This is likely due to the distance between Christchurch and these markets.

Local housing market shocks show some moderate impacts from spillovers

We also examine shocks supply from Selwyn District Council and Waimakariri District Council. Separate shocks do not have particularly well-defined dynamics: impulse responses have wide confidence intervals. We also tested the impact of a joint shock to consenting activity in the Selwyn and Waimakariri District Councils. We sum consents over both councils and divide through by the total population to create the same consent per 1,000 people we used to proxy supply in the case of Christchurch. We also expand the shock by the same ratio that we apply to the Christchurch shock. This implies fewer total consents compared to Christchurch but a material ramping up of supply in both Districts.

Figure 36 shows growth in rents increases a little initially before declining about a year after the initial shock. The level of rents is essentially at the same point by the end of the period.

Figure 36: Rents increase at first but then decline in after the local supply shock
Christchurch rents growth response to Selwyn-Waimakariri consents shock (per 1,000 pop)

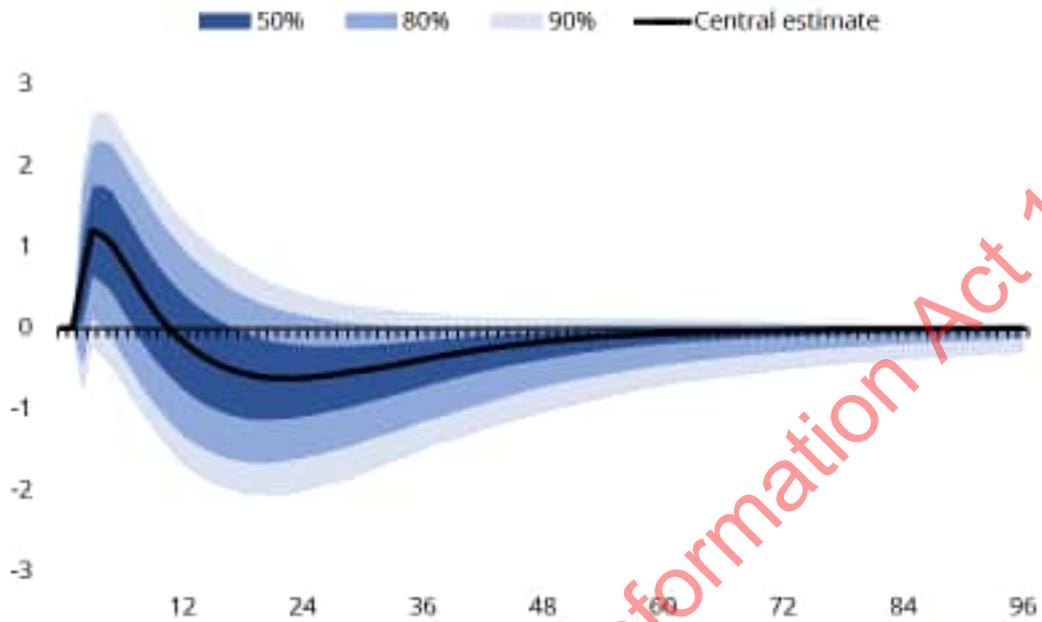
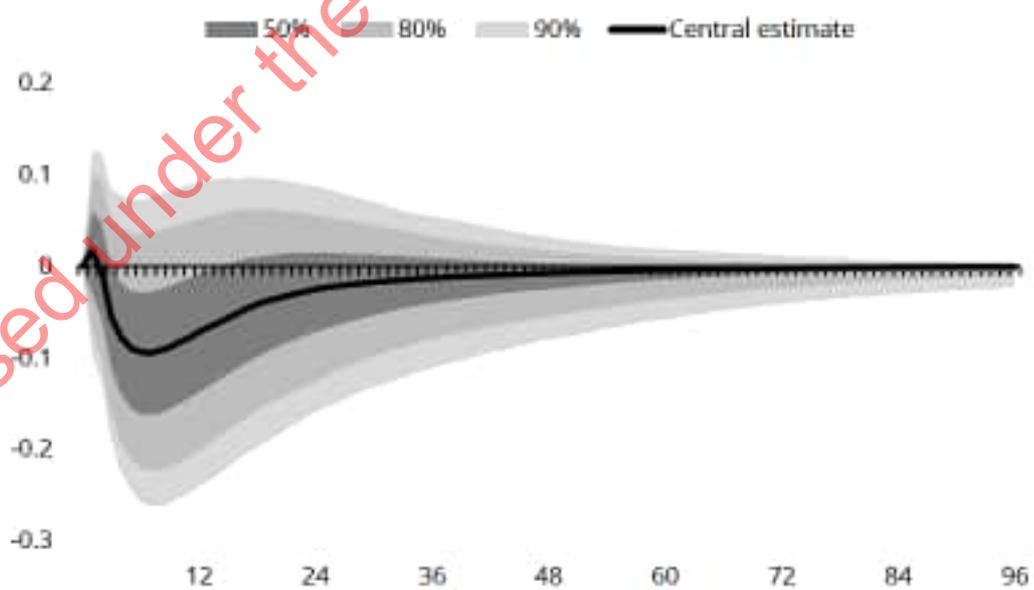


Figure 37 shows that house price inflation falls after the combined consents shock in Selwyn District and Waimakariri District. However, the confidence intervals are wide - only the 50 percent band sits under zero. This suggests caution in inferring too much from the model.

Figure 37: House price inflation in Christchurch declines after the supply shock next door
Christchurch house price inflation after the Selwyn-Waimakariri consents shock (per 1000 pop)



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Appendix A: Briefing note to interviewees

Kia ora [Recipient name]

Thank you for participating in our research interviews next week. We are looking forward to learning from your expertise.

This memo frames the context and issues we are grappling with.

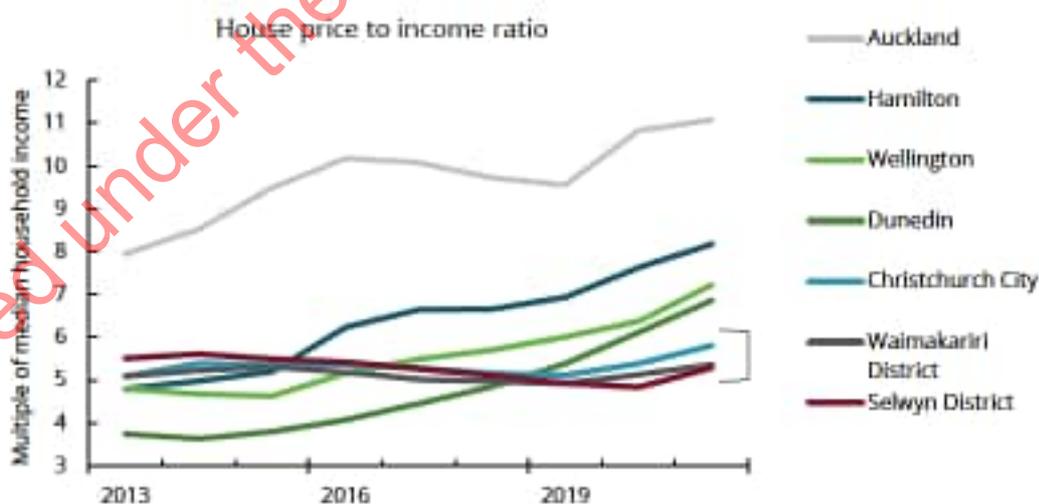
DPMC has commissioned Sense Partners to better understand the lessons from Christchurch's post-quake recovery in housing and infrastructure. Specifically, what we can generalise for housing and infrastructure for other cities.

We are interviewing 25 selected experts from Christchurch and Wellington to complement detailed quantitative analysis by our team. Your contribution will help us glean a richer story on what happened in Christchurch and why.

The interviews will last 45-50 minutes and take the form of a relaxed, open conversation with Shamubeel Eaqub and myself. I will be in touch to confirm meeting rooms/zoom links and to answer any questions left unanswered here. Otherwise, we look forward to seeing you next week.

Context for the interview

Christchurch has maintained housing affordability relative to incomes when other urban centres have not. Selwyn and Waimakariri have experienced significant population growth without corresponding increases in house prices, meaning housing and infrastructure has kept pace. This has been unusual in New Zealand over recent decades.



We want to know how much of this was due to:

- (1) plans and policies that were already in place
- (2) things that were sped up or disrupted by the earthquake

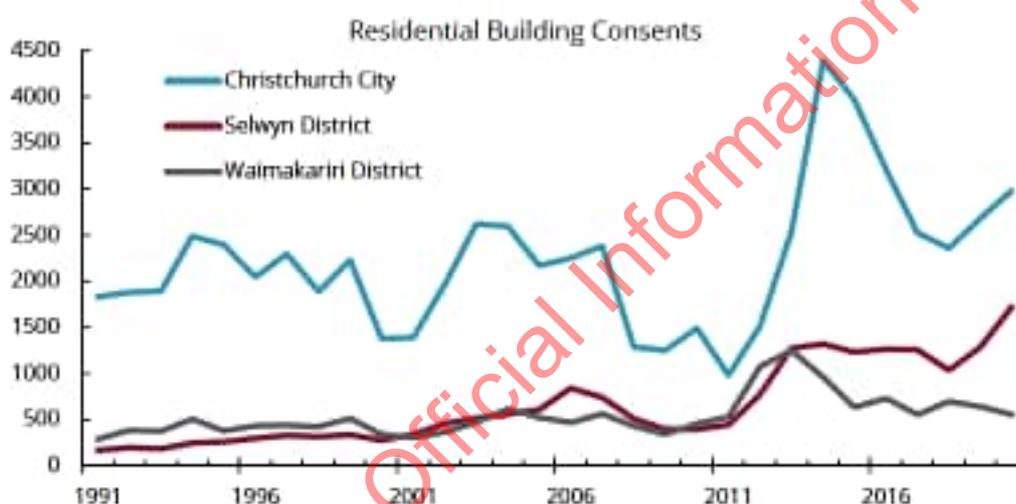


- (3) the different policy tools and levers used after the earthquake
- (4) changed conditions due to insurance funds

The heart of the research is to see whether housing affordability was a context-specific outcome, or if there are generalisable policy lessons here for other New Zealand cities.

We understand that the three councils acted in sometimes different ways throughout the rebuild, in consenting, infrastructure delivery, funding and financing, use of special powers, etc.

This natural experiment is particularly interesting – it creates an opportunity to see what policies supported the rebuild and what held it back. Your insights on how the various councils responded, the dynamics they faced, and what could have been better will support this.



Aim for the interview

Throughout the interview, we will be curious about your experience of the rebuild, the conversations you were hearing on housing policy at the time and how these changed, your perception of risk appetite across different stakeholders, and other perspectives on policy coordination and levers.

The idea is to have a very open conversation that speaks to your knowledge and the 2009-2014 period. There is no need to brush up on areas that did not concern you at the time.

The findings will be compiled in a report for DPMC to be published later in the year. To support this, we will record the interviews, but only use recognisable quotes in the final report with your permission. Please let us know if you have any concerns.

Thank you again for agreeing to participate – we are looking forward to it. Any questions before then, please reach out.

Ngā mihi,

Rosie Collins (Economist, Sense Partners) and Shamubeel Eaqub (Partner, Sense Partners)

Appendix B: Draft interview protocol

Research topic: Policy lessons for affordability in Christchurch

Research questions:

- What local or central government policy changed in the raw land conversion > consenting > infrastructure provision > financing > delivery process after the earthquakes that kept housing affordable?
- How did the actions of surrounding regions affect your own district?
- What was the role of sequencing and central government in supporting local processes?

Introduction (5 minutes). Trust setting and background to research purpose.

- We're doing work for DPMC to unpick what happened in the rebuild in terms of policy and how the government supported you
- This will feed into a document that will help future research on the lessons of infrastructure delivery during a rebuild and the policy to support this.

Open-ended conversation (20 minutes). Unpack stories around roles after the earthquake and redirect conversation to how policies changed.

- What was your role after the Christchurch earthquakes?
- What changed for you and your district in that rebuild time?
- What were some of the conversations on housing policy at the time?
- How did you find barriers on getting things done?
- How quickly did these things (policy actions) happen?
- What policy was already in place to help you in the rebuild?
- What do you think the role of transport/consenting/xyz policy was in the rebuild?

Clean up (10 minutes). Get more specific on policies that were useful in streamlining the rebuild.

- What do you think the role of sequencing these policies were for the rebuild and getting to affordability?
- How do you feel investor certainty was affected by these policies? Could more have been done?
- How did investors fare over this time period?
- Were there any specific policies that really helped or hindered affordability?
- How confident are you that Christchurch can maintain affordability now? Why?
- Could you elaborate on what could have been done better?

Wrap up (5-10 minutes). Reveal that we're hoping to tease out the lessons for affordability.

- There are theories that Christchurch's affordability stemmed from how quickly it could release land. Do you think this explains it, or was it something else?
- How would you sum up the lessons for affordability from your perspective?
- Is there anything else you think we should know?
- Is there any other person you think we should speak to?

Appendix C: Interviewee list

<p>Cabinet</p> <p>Gerry Brownlee</p> <p>Christchurch City Council</p> <p>Mayor Lianne Dalziel</p> <p>s 9(2)(a)</p> <p>Selwyn District Council</p> <p>Mayor Sam Broughton</p> <p>s 9(2)(a)</p> <p>s 9(2)(a)</p> <p>s 9(2)(a)</p> <p>Waimakariri District Council</p> <p>s 9(2)(a)</p> <p>Ngāi Tahu</p> <p>s 9(2)(a)</p> <p>s 9(2)(a)</p> <p>CERA</p> <p>John Ombler</p> <p>s 9(2)(a)</p> <p>s 9(2)(a)</p> <p>GCP</p> <p>s 9(2)(a)</p> <p>Private Planners</p> <p>s 9(2)(a)</p> <p>s 9(2)(a)</p>	<p>Developers/Other</p> <p>s 9(2)(a)</p> <p>s 9(2)(a)</p> <p>Urban Designers/Other</p> <p>s 9(2)(a)</p> <p>s 9(2)(a)</p> <p>s 9(2)(a)</p>
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Appendix D: Interview process

Interview process

- Designed the interview protocol
- Selected interviewees based on recommendations of others
- Conducted interviews using open-ended questions
- Transcription and coding of key themes (194 subthemes after analysis)
- Reviewed codebook and collapsed and organised themes into report narrative

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Appendix E: Testing for breaks

Approach

Overview

Testing for a break or change in the behaviour of a data series requires first specifying a model of how the series behaves over time. We consider breaks as changes in the behaviour of individual parameters in the model or a change in the overall model. Without specifying a model means a lack of precision about what type of break we are looking for and leaves us without any theory to test or inform with data.

In terms of timing of breaks, on one hand we know with certainty the timing of the Christchurch earthquakes - the initial earthquake hitting west of Christchurch on Saturday 4 September and the subsequent earthquake occurring at 12:51pm, Tuesday 22 February 2011.

But on the other hand, we know relatively little about the timing of the impact of the earthquakes on the broader set of economic and housing related variables we seek to model. So rather than impose a particular date as a candidate break, we use tests that generalise across a range of possible breakdates.

Modelling the data

The series we are interested in directly or indirectly relate to housing affordability: (i) sales, (ii) house prices, (iii) consents, and (iv) population data. To test for breaks in these series, we set up simple univariate models of the form

$$y_t = \alpha + \rho_i y_{t-i} + e_t$$

where y_t is the data series we are immediately concerned with, α is a constant, y_{t-i} captures lags of the variables with ρ_i the parameters associated with each lag such that the error term e_t is not autocorrelated, ensuring the properties we need to make inference on the parameter estimates.²¹

$$E e_t^2 = \sigma^2$$

The second equation suggests that y_t should be stationary to ensure a constant variance and we can difference y_t when necessary. A structural break occurs if one of the parameters in the model changes at a particular point in time.

The break tests

If we know the date of the break, then the standard approach is to carry out an F -test by comparing the differences of the size of the errors between a model that allows parameters to change at a fixed points in time against the size of the errors from a model with constant parameters. Allowing for additional parameters will never increase the size of errors. But material breaks in the parameters return much smaller errors relative to the model without

²¹ This set up follows Hansen 2001, Hansen 1992 and 1997.

parameter break. This generates a large F -statistic that can then be compared standard distributions (χ^2 distribution) to test for significance.

Allowing for time-varying parameters works well when market conditions or relationships slowly evolve over time. But policy changes can bring about rapid changes such that it can be useful to characterise the market as having two or more distinct 'regimes'.

To this end we consider a simple model:

$$y_t = \alpha + \rho y_{t-1} + e_t \quad (3)$$

where y_t is one of each of the key variables we examine. We then apply several tests to equation (3) that look for evidence of structural breaks.

We begin by running a series of estimates of equation (3) over not just the entire sample period, but over a sequence of two subperiods, defined by a breakpoint or breakdate that begins near the start of the series and finishes close to the end of the series.

If a particular breakdate is a significant feature, then regressions that include the necessary breakdate will provide a better fit than regressions with a poor choice of breakdate. This suggests estimating regressions over two subsamples, that is:

$$y_t^1 = \alpha_1 + \rho_1 y_{t-1}^1 + e_t^1 \quad (4a)$$

$$y_t^2 = \alpha_2 + \rho_2 y_{t-1}^2 + e_t^2 \quad (4b)$$

where equation (4a) is the regression over the subsample 1 defined by the breakdate and the equation (4b) is the regression over the second subsample defined by the choice of breakdate.

The null hypothesis is that there is no difference in the parameters across the two subsamples in equation (4a) and equation (4b). To form the test statistics, let SSE_1 be the sum of square errors in equation (4a) and SSE_2 be the sum of squared errors in equation (4b) with n_1 the number of observations in subperiod 1 and n_2 the number of observations in subperiod 2 with k , the total number of regressors. Then we can write the Chow test statistics as:

$$Chow = x = \frac{(SSE - (SSE_1 + SSE_2))/k}{(SSE_1 + SSE_2)/(n_1 + n_2 - 2k)}$$

where SSE is the sum of squared errors over the entire period.²²

More formally, we estimate Chow tests over the entire set of parameters and check the significance of the F -test of the additional parameters associated with the break date against a distribution, suitably modified for the rolling sequences of breakdates.

A second test relates to the size (more precisely, the variance) of the residuals when using alternative breakpoints. Breakpoints that are likely candidates should have a lower variance

²² The earlier Chow 1960 test examines a single known break point. The Quandt (1960) expands the set-up to breaks of an unknown point in time but only later econometric research (see Andrews and Ploberger 1994 for example) shows the underlying distribution of this test.

than other break dates. A breakpoint that is well-identified is then likely to have a sharp V-shaped profile when plotted against the error variance.

If many alternative breakpoints are all equally likely, the variance of the errors will be reasonably flat. So plotting the error variance against a moving breakpoint can help reveal a point of structural change. Rather than plot the variance directly, we opt to express the variance as a ratio relative p to the variance in the initial period.

Other tests seek to examine whether specific parameters are constant over time. Here we test stability of the constant parameter on its own, but tests of the lags of each variable are in principle available.²³ We show the results of these test for Christchurch in Figure 38 to Figure 41. We summarise the results for all three local councils in Figure 42.

Results

Consents

The results are mixed for consent data from Statistics New Zealand on new residential builds. Christchurch shows some weak evidence of a break. Selwyn shows signs of a break early on the period we consider and well before the Christchurch earthquakes. In contrast, Waimakariri District shows clear indication of a break late in the data sample. New Zealand shows no break in consenting behaviour across the sample.

Sales

Christchurch shows no break in the sales activity data series. Selwyn shows a break in the pattern of sales. Waimakariri District shows no break. New Zealand shows no evidence in a break in the sales data provided by REINZ at any point since the mid-1990s.

When interpreting these findings it is worth considering the small scale of both Selwyn District and Waimakariri District in the earlier part of the sample. A small number of properties or new development brought to market can make a stark spike in the data series. Although this increases the underlying variance of the series these properties could produce a break in the series that relates to the lumpiness of activity.

Rents

Using the Chow test there is clear evidence of a break in the Christchurch rents series near the time of the GFC. Selwyn District shows a break a little later, around 2014 rather than near the GFC or the timing of the earthquakes. Waimakariri shows weak evidence of a break in rents. There is evidence of a break in rents in the national rental market around the time of the GFC.

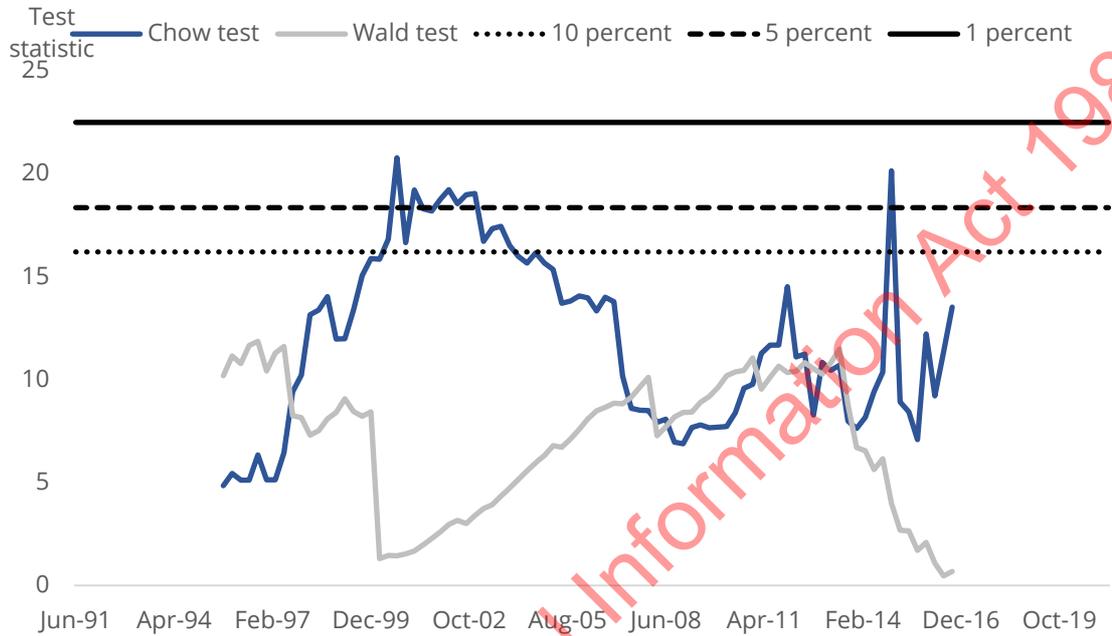
House prices

Christchurch show a break in house prices in almost any point after 2010 using the Chow test. Something changed in the behaviour of Christchurch house prices in the second decade after the turn of the century. Selwyn District and Waimakariri District show evidence of structural breaks in the early part of the sample. New Zealand appears to have a break in the house price series.

²³ These are tests provided by Nyblom 1989 and Hansen 1992.

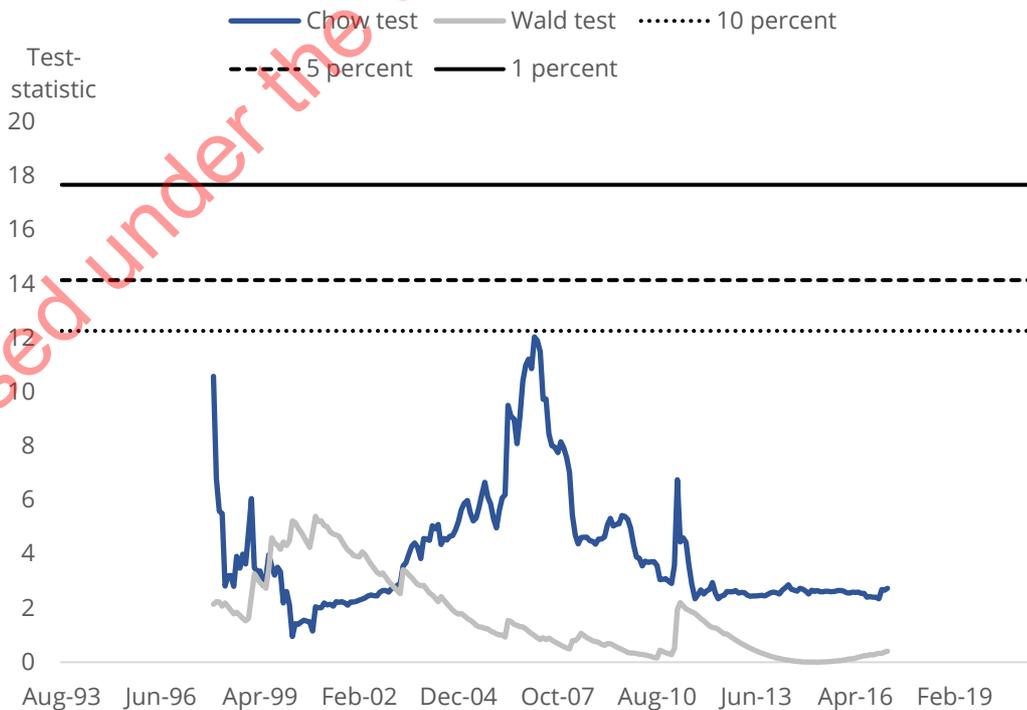
Chow and Wald tests, results for consents

Figure 38: Christchurch consents show no little statistical indication of a structural break
Chow and Wald tests for Christchurch consents, new residential builds (Statistics New Zealand)



Chow and Wald tests results for sales

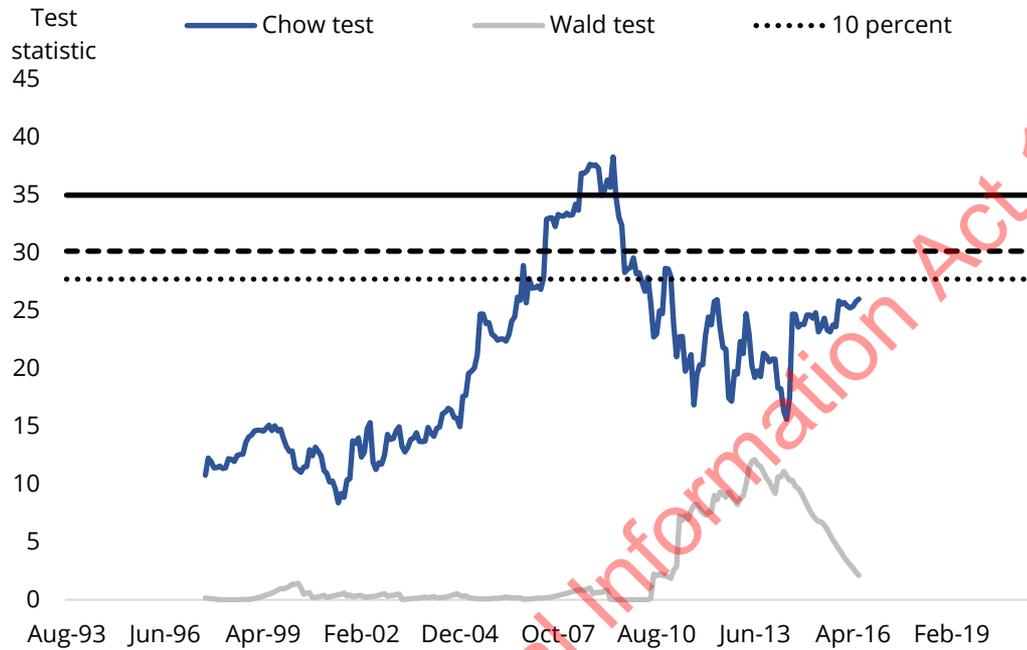
Figure 39: Christchurch sales show little indication of a structural break
Chow and Wald tests for Christchurch sales volumes (REINZ)



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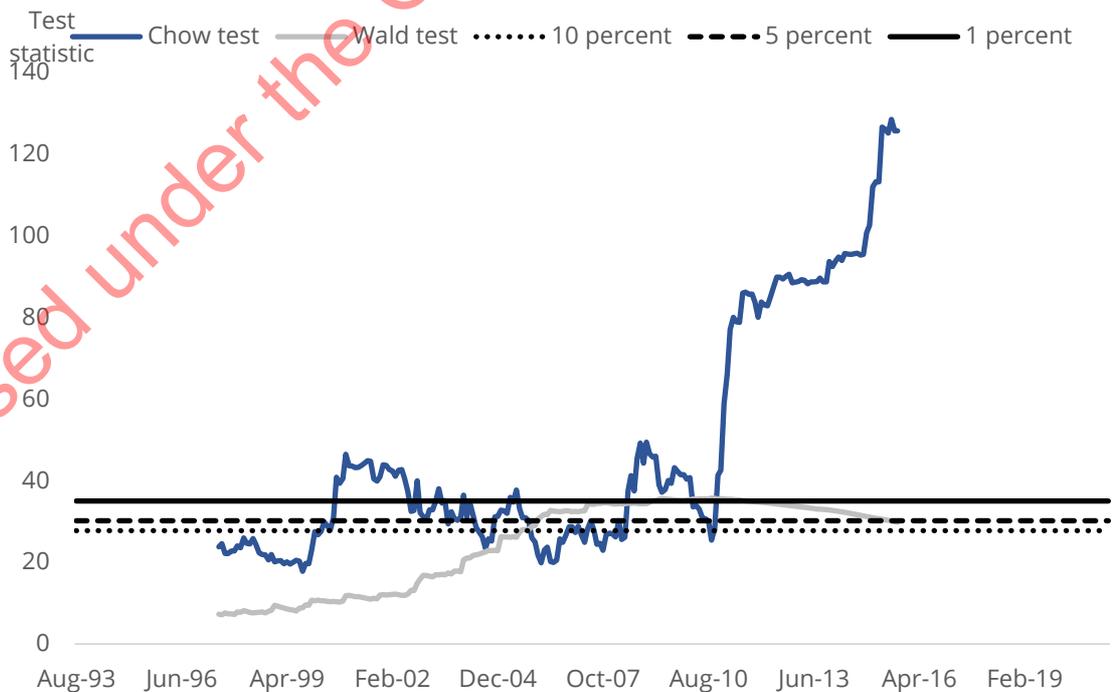
Chow and Wald tests results for rents

Figure 40: Chow test suggests a structural break in Christchurch rents around the GFC
Chow and Wald tests for Christchurch rents (MBIE)



Chow and Wald tests results for house prices

Figure 41: Christchurch prices show structural breaks at several points after the quakes
Chow and Wald tests for Christchurch house prices (REINZ)



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Figure 42: Summary table of structural break results

	Constant			Model			Variance		
	Stat	p-val	Date	Stat	p-val	Date	Stat	p-val	Date
Sales									
Christchurch									
Sup-W	7.586	(0.080)*	Oct-11	16,421	(0.047)†	May-02	5,405	(0.208)	May-05
Exp-W	1.382	(0.115)	Oct-11	4,104	(0.125)	May-02	1,171	(0.154)	May-05
Selwyn									
Sup-W	1.393	(0.158)	Oct-15	5,925	(0.000)†	Feb-05	18,930	(0.004)	Jun-06
Exp-W	4,848	(0.038)†	Oct-15	2,574	(0.040)†	Feb-05	7,516	(0.000)†	Jun-06
Waimakariri									
Sup-W	3,209	(0.512)	May-06	3,421	(0.824)	May-06	4,382	(0.320)	May-02
Exp-W	0.370	(0.561)	May-06	0.819	(0.635)	May-06	0,877	(0.236)	May-02
New Zealand									
Sup-W	4,724	(0.278)	Mar-07	6,186	(0.388)	Mar-07	2,054	(0.772)	Mar-17
Exp-W	0,566	(0.393)	Mar-07	1,833	(0.216)	Mar-07	0,286	(0.662)	Mar-17
House prices									
Christchurch									
Sup-W	2,087	(0.764)	Jul-16	48,980	(0.000)	Feb-05	26,775	(0.000)	Mar-12
Exp-W	0,227	(0.749)	Jul-16	20,130	(0.000)	Feb-05	10,194	(0.000)	Mar-12
Selwyn									
Sup-W	2,475	(0.670)	Nov-13	128,405	(0.000)	May-16	35,709	(0.000)	May-11
Exp-W	0,573	(0.388)	Nov-13	59,682	(0.000)	May-16	16,459	(0.000)	May-11
Waimakariri									
Sup-W	2,506	(0.663)	Dec-05	48,770	(0.000)	Jul-16	78,778	(0.000)	Jan-12
Exp-W	0,237	(0.734)	Dec-05	19,993	(0.000)	Jul-16	36,207	(0.000)	Jan-12
New Zealand									
Sup-W	4,930	(0.355)	Jul-16	66,157	(0.000)	Jul-16	18,704	(0.000)	Mar-09
Exp-W	0,636	(0.348)	Jul-16	28,431	(0.000)	Jul-16	7,074	(0.000)	Mar-09
Relative prices									
Sup-W	14,190	(0.004)	May-12	17,226	(0.004)	Dec-11	38,016	(0.000)	Sep-13
Exp-W	3,948	(0.004)	May-12	6,686	(0.002)	Dec-11	15,513	(0.000)	Sep-13
Consents									
Christchurch									
Sup-W	8,929	(0.043)	Dec-12	20,775	(0.019)	Sep-00	11,857	(0.011)	Nov-99
Exp-W	1,838	(0.064)	Dec-12	7,866	(0.010)	Sep-00	4,457	(0.001)	Nov-99
Selwyn									
Sup-W	16,156	(0.001)	Mar-12	52,574	(0.000)	Mar-12	20,899	(0.001)	Jun-03
Exp-W	4,971	(0.000)	Mar-12	21,827	(0.000)	Mar-12	8,844	(0.000)	Jun-03
Waimakariri									
Sup-W	9,810	(0.029)	Sep-11	25,229	(0.000)	Jun-14	16,276	(0.001)	Dec-05
Exp-W	2,797	(0.020)	Sep-11	8,887	(0.001)	Jun-14	7,000	(0.000)	Dec-05
New Zealand									
Sup-W	6,894	(0.111)	Jun-11	7,879	(0.215)	Jun-12	5,746	(0.180)	Mar-95
Exp-W	1,762	(0.071)	Jun-11	2,338	(0.125)	Jun-12	1,545	(0.093)	Mar-95



	Constant			Model			Variance		
	Stat	p-val	Date	Stat	p-val	Date	Stat	p-val	Date
Population									
Christchurch									
Sup-W	3.540	(0.450)	2013	16.994	(0.005)	2013	1.757	(0.846)	2001
Exp-W	0.687	(0.320)	2013	5.621	(0.005)	2013	0.611	(0.363)	2001
Selwyn									
Sup-W	8.496	(0.005)	2013	34.832	(0.000)	2001	10.615	(0.020)	2016
Exp-W	2.016	(0.005)	2013	14.534	(0.000)	2001	2.975	(0.016)	2016
Waimakariri									
Sup-W	2.116	(0.757)	2011	7.156	(0.277)	2011	12.368	(0.009)	2001
Exp-W	0.311	(0.629)	2011	1.335	(0.369)	2011	4.530	(0.001)	2001
New Zealand									
Sup-W	15.502	(0.002)	2014	48.569	(0.000)	2014	1.264	(0.959)	2003
Exp-W	4.973	(0.000)	2014	21.398	(0.000)	2014	0.284	(0.665)	2003
Relative population									
Sup-W	1.680	(0.865)	2011	71.245	(0.000)	2013	1.506	(0.907)	2016
Exp-W	0.517	(0.428)	2011	32.733	(0.001)	2013	0.661	(0.334)	2016
Rents									
Christchurch									
Sup-W	4.569	(0.296)	Feb-13	38.315	(0.007)	Mar-10	12.128	(0.010)	Apr-14
Exp-W	0.450	(0.482)	Feb-13	15.781	(0.006)	Mar-10	3.358	(0.010)	Apr-14
Selwyn									
Sup-W	17.826	(0.000)	Jan-14	42.003	(0.002)	Jul-14	16.494	(0.001)	Mar-07
Exp-W	6.015	(0.000)	Jan-14	17.104	(0.002)	Jul-14	6.950	(0.000)	Mar-07
Waimakariri									
Sup-W	3.494	(0.458)	Feb-13	31.796	(0.050)	Feb-13	1.881	(0.815)	Feb-07
Exp-W	0.533	(0.416)	Feb-13	12.002	(0.067)	Feb-13	0.278	(0.673)	Feb-07
New Zealand									
Sup-W	4.569	(0.296)	Feb-13	38.315	(0.007)	Mar-10	12.128	(0.010)	Apr-14
Exp-W	0.450	(0.483)	Feb-13	15.781	(0.006)	Mar-10	3.358	(0.009)	Apr-14

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Appendix F: Testing for nonstationarity

Before turning to the results of the modelling we first test the stationarity of the series we use. A range of tests and strategies are available to test for stationarity. Here we rely on the widely used Phillips-Perron test of stationarity which has a null of nonstationarity.²⁴

The level of sales is stationary for all the local councils we consider. Rents is well-known to be nonstationary, so we test for stationarity of rent growth. Aside from Auckland, we can reject the null hypothesis of nonstationarity of rent growth at the 5% level. We reject nonstationarity of rent growth at the ten percent level so proceed on the basis that rent growth is nonstationary for all councils.

We reject nonstationarity of consents and consents per 1,000 residents for all councils. We reject nonstationarity of price growth for all councils but Hamilton and Christchurch. Rather than take a further transformation of these series we assume prices are stationary in growth rates for all councils but also work with house prices for each local council relative to movements in national house prices. We reject the null of nonstationarity for relative prices and include rents relative to the national level of rents to test robustness of our results.

Figure 43 shows that we cannot reject nonstationarity for both the nominal TWI and 90-day interest rate. Although a common finding, this suggests the real interest rate is likely to be nonstationary if the Reserve Bank is credibly targeting a stable inflation target. This means our model will trace the impact of changes in the cost of credit rather than the level of the cost of credit and the change in external economic conditions, as proxied by the exchange rate.

Figure 43: Order of integration of our datasets

Type	Location	Statistic	Stationary at 5%
Demand variables			
Sales	Auckland	-41.856***	Yes
Sales	Christchurch City	-36.552***	Yes
Sales	Waimakariri District	-46.872***	Yes
Sales	Selwyn District	-138.78***	Yes
Sales	Kapiti Coast District	-64.724***	Yes
Sales	Porirua City	-236.073***	Yes
Sales	Lower Hutt City	-105.561***	Yes
Sales	Upper Hutt City	-193.546***	Yes
Sales	Wellington City	-111.148***	Yes
Sales	Western BOP	-70.889***	Yes
Sales	Tauranga City	-32.496***	Yes
Sales	Waikato District	-106.536***	Yes
Sales	Hamilton City	-59.518***	Yes
Sales	Waipa District	-94.846***	Yes
Rent growth	Auckland	-20.721*	No
Rent growth	Waimakariri District	-204.553***	Yes

²⁴ See Phillips and Perron 1988.



Type	Location	Statistic	Stationary at 5%
Rent growth	Christchurch City	-47.57***	Yes
Rent growth	Selwyn District	-241.278***	Yes
Rent growth	Kapiti Coast District	-317.989***	Yes
Rent growth	Porirua City	-341.385***	Yes
Rent growth	Lower Hutt City	-240.586***	Yes
Rent growth	Wellington City	-342.24***	Yes
Rent growth	Western BOP	-283.141***	Yes
Rent growth	Tauranga City	-85.991***	Yes
Rent growth	Waikato District	-266.258***	Yes
Rent growth	Waipa District	-258.79***	Yes
Rent growth	Hamilton City	-100.559***	Yes
Rent growth	Upper Hutt City	-328.035***	Yes
Supply variables			
Consents	Auckland	-66.815***	Yes
Consents	Waimakariri District	-122.177***	Yes
Consents	Christchurch City	-97.35***	Yes
Consents	Selwyn District	-37.789***	Yes
Consents	Kapiti Coast District	-266.927***	Yes
Consents	Porirua City	-214.889***	Yes
Consents	Upper Hutt City	-278.257***	Yes
Consents	Lower Hutt City	-246.119***	Yes
Consents	Wellington City	-318.707***	Yes
Consents	Western BOP	-132.207***	Yes
Consents	Tauranga City	-173.202***	Yes
Consents	Waikato District	-67.542***	Yes
Consents	Hamilton City	-147.86***	Yes
Consents	Waipa District	-193.248***	Yes
Consents per 1000	Auckland	-49.989***	Yes
Consents per 1000	Waimakariri District	-120.136***	Yes
Consents per 1000	Christchurch City	-82.959***	Yes
Consents per 1000	Selwyn District	-108.348***	Yes
Consents per 1000	Kapiti Coast District	-263.373***	Yes
Consents per 1000	Porirua City	-259.258***	Yes
Consents per 1000	Upper Hutt City	-300.284***	Yes
Consents per 1000	Lower Hutt City	-274.356***	Yes
Consents per 1000	Wellington City	-319.824***	Yes
Consents per 1000	Western BOP	-131.641***	Yes
Consents per 1000	Tauranga City	-162.696***	Yes
Consents per 1000	Waikato District	-149.396***	Yes
Consents per 1000	Hamilton City	-174.096***	Yes
Consents per 1000	Waipa District	-258.581***	Yes
Prices			
Relative price	Auckland	-40.085***	Yes
Relative price	Christchurch City	-28.397**	Yes

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Type	Location	Statistic	Stationary at 5%
Relative price	Waimakariri District	-167.648***	Yes
Relative price	Selwyn District	-355.133***	Yes
Relative price	Kapiti Coast District	-119.612***	Yes
Relative price	Lower Hutt City	-45.407***	Yes
Relative price	Upper Hutt City	-83.37***	Yes
Relative price	Wellington City	-37.07***	Yes
Relative price	Western BOP	-282.475***	Yes
Relative price	Tauranga City	-47.772***	Yes
Relative price	Waikato District	-71.796***	Yes
Relative price	Waipa District	-116.713***	Yes
Relative price	Hamilton City	-63.626***	Yes
Relative price	Porirua City	-144.353***	Yes
Price growth	Auckland City	-23.792**	Yes
Price growth	Christchurch City	-9.491	No
Price growth	Waimakariri District	-100.432***	Yes
Price growth	Selwyn District	-346.612***	Yes
Price growth	Kapiti Coast District	-59.705***	Yes
Price growth	Lower Hutt City	-21.744**	Yes
Price growth	Upper Hutt City	-54.558***	Yes
Price growth	Wellington City	-13.554	No
Price growth	Western Bay of	-159.395***	Yes
Price growth	Tauranga City	-10.489	No
Price growth	Waikato District	-35.242***	Yes
Price growth	Waipa District	-55.443***	Yes
Price growth	Hamilton City	-14.386	No
Price growth	Porirua City	-84.766***	Yes
Macroeconomic data			
Macro data	Nominal TWI	-12.959	No
Macro data	90-day interest rate	-15.152	No

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Appendix G: Impacts on the level of rents and house prices

Figure 44: Impact of the supply shock to the levels of rents and house prices over time

Months	3	6	9	12	24	36	48	60	72	84	96
Model	Rents										
Central model	-0.085	-0.397	-0.801	-1.230	-2.704	-3.582	-4.000	-4.179	-4.256	-4.290	-4.306
Model 2	-0.035	-0.249	-0.562	-0.915	-2.286	-3.249	-3.765	-3.988	-4.074	-4.107	-4.121
Model 3	-0.073	-0.346	-0.658	-0.962	-1.950	-2.538	-2.819	-2.942	-2.994	-3.020	-3.033
Model 4	-0.047	-0.287	-0.541	-0.752	-1.254	-1.507	-1.634	-1.674	-1.681	-1.680	-1.679
Model 5	-0.079	-0.321	-0.618	-0.950	-2.306	-3.241	-3.687	-3.855	-3.913	-3.939	-3.961
Model 6	-0.022	-0.195	-0.419	-0.659	-1.684	-2.615	-3.196	-3.544	-3.741	-3.857	-3.916
Post-quake	-0.072	-0.329	-0.604	-0.836	-1.397	-1.649	-1.752	-1.778	-1.784	-1.785	-1.786
Migration model	-0.007	-0.035	-0.068	-0.097	-0.174	-0.209	-0.223	-0.227	-0.227	-0.227	-0.227
Jobs model	-0.016	-0.059	-0.110	-0.166	-0.431	-0.682	-0.809	-0.849	-0.860	-0.862	-0.861
Income model	-0.123	-0.518	-1.015	-1.541	-3.362	-4.511	-4.989	-5.097	-5.112	-5.116	-5.121
Relative model	-0.080	-0.385	-0.770	-1.180	-2.652	-3.596	-4.071	-4.278	-4.365	-4.402	-4.420
Time to build	-0.084	-0.399	-0.798	-1.218	-2.703	-3.638	-4.108	-4.314	-4.400	-4.438	-4.456
Model average	-0.058	-0.284	-0.560	-0.843	-1.837	-2.494	-2.823	-2.959	-3.014	-3.039	-3.053
	Prices										
Central model	-0.197	-0.662	-1.234	-1.820	-3.714	-4.764	-5.256	-5.472	-5.567	-5.610	-5.630
Model 2	0.172	0.417	0.609	0.691	-0.057	-1.434	-2.497	-3.140	-3.484	-3.645	-3.718
Model 3	-0.095	-0.362	-0.729	-1.128	-2.488	-3.266	-3.632	-3.792	-3.864	-3.898	-3.917
Model 4	0.309	0.777	1.147	1.356	1.180	0.705	0.471	0.407	0.398	0.400	0.400
Model 5	-0.175	-0.501	-0.897	-1.291	-2.496	-3.092	-3.345	-3.451	-3.501	-3.529	-3.552
Model 6	0.099	0.211	0.247	0.205	-0.367	-0.921	-1.245	-1.524	-1.772	-1.939	-2.009
Post-quake	0.165	0.414	0.602	0.698	0.519	0.201	0.079	0.062	0.069	0.074	0.075
Migration model	0.017	0.044	0.067	0.083	0.082	0.055	0.045	0.045	0.047	0.048	0.048
Jobs model	0.037	0.075	0.092	0.079	-0.184	-0.447	-0.622	-0.745	-0.815	-0.847	-0.861
Income model	0.233	0.457	0.561	0.509	-0.754	-2.180	-2.887	-3.149	-3.237	-3.264	-3.276
Relative model	-0.192	-0.641	-1.198	-1.776	-3.723	-4.855	-5.402	-5.642	-5.742	-5.786	-5.808
Time to build	-0.194	-0.647	-1.210	-1.793	-3.740	-4.877	-5.423	-5.664	-5.766	-5.812	-5.835
Model average	0.033	0.021	-0.065	-0.214	-1.054	-1.712	-2.037	-2.185	-2.258	-2.295	-2.313

What Shape Will Christchurch Become?

TL: DR

1. For most possible futures Christchurch's proposed draft spatial strategy has insufficient housing developmental capacity.
2. There is an 'all the eggs in the one basket' risk that the positive benefits of the proposed mass rapid transit (MRT) growth corridor will not be actualised because insufficient transit is being planned for.
3. This outcome can be avoided. Win-win outcomes that are both good for affordability and the environment are possible if preparatory planning and infrastructure investment are made for secondary growth corridors that use new transit-oriented development (TOD) tools, institutions, and policies.

Discussing The Draft Greater Christchurch Spatial Strategy

The Greater Christchurch partnership has released its [draft spatial strategy](#) alongside of the [Greater Christchurch Public Transport Futures Mass Rapid Transit Indicative Business Case](#). The draft spatial strategy relies heavily on the mass rapid transit (MRT) plan. To understand the rationale of the draft spatial strategy you need to have an overview understanding of both documents. These are hugely important pieces of work because they will determine the shape of Greater Christchurch going forward. Unfortunately, the draft spatial strategy has received little public discussion.

Mass Rapid Transit to Shape Greater Christchurch



Overall, I am supportive of the transport aspects of MRT plan, as it will be a much-needed multi-modal improvement to Greater Christchurch's transport network that will deliver many benefits. I have some quibbles about the route – but my major concern from the two reports is the draft spatial strategy.

Before I discuss my concerns, it is worthwhile detailing the benefits of the transport and spatial planning proposals.

The MRT transport proposal is a genuine mass rapid system. It has been carefully designed to a familiar international standard (Sydney, Brisbane, Edinburgh, and other European light rail projects etc). The MRT business case is the culmination of a large body of work that tackles worthy causes, such as, addressing climate change, providing a solution to the build-up of motor vehicle congestion, and combating negative externalities that result from Greater Christchurch's excessive car dependency. When the MRT system is built it will unlock the infrastructure and upzoning for 50,000

additional housing units. Thus, MRT will significantly increase the development capacity of Christchurch. This is a very good thing that underpins many initiatives – from attracting students to study at the region’s tertiary institutions, to improving the work/life of an overworked health workforce, and many more initiatives of an economic, inequality, or environmental nature. From a spatial planning perspective this does though raise the question:

If a mass rapid transit corridor is to shape Christchurch's future growth is the planned 22km long growth corridor enough?

The Christchurch Press has written an article titled [Mass rapid transit and high-density housing - how Greater Christchurch can cope with 1 million residents](#). I question the validity of the claim that higher density housing around the proposed MRT corridor would be able to cope with Christchurch growing to 1 million residents.

The expectation that Christchurch can cope with growing to 1 million residents is because the main map in the draft spatial strategy explicitly states the proposed city design would have a capacity for 1 million people. Map 2 is titled “The Greater Christchurch spatial strategy (1 million people)”.

Map 2 visually represents what the document describes as the ‘opportunities, directions and key moves’ that make up the draft spatial strategy.

4.2 Ensure sufficient development capacity is provided or planned for to meet demand

4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth

4.4 Provide housing choice and affordability

4.5 Deliver thriving neighbourhoods with quality developments and supporting community infrastructure

The draft spatial strategy does not detail its workings for how its city design would cope with Christchurch becoming a city of 1 million people. Yet the reports contain multiple directives (see the accompanying image for an example) that indicates it was tasked to do so, as some of the most important ‘directions’ deal with issues like developmental capacity, housing choice, affordability, and delivering thriving neighbourhoods.

Unfortunately, due to the size and detail of Map 2 it does not easily illustrate on this Word document format, but the main features are easily described.

The key aspect of the proposed strategy is greenfield growth is limited to existing future zoning in a few outlying towns — such as Rolleston, Lincoln, Prebbleton, Kaiapoi, and Rangiora. Each in effect has a greenbelt — as does Christchurch as a whole.

These ‘greenbelts’ exist both explicitly because on the planning map there is very little area zoned for future residential or industrial development and implicitly because there is no planned additional greenfield infrastructure. This includes no public-right-of-ways being set aside — for example no land is allocated for future trunk utility services, there is no designation of paper arterial roads, paper rail lines (for freight or MRT), or land set aside for future greenfield transit-oriented developments.

This is not an oversight, it is the intention of the spatial plan - the strategy explicitly explains it intends to limit greenfield expansion, so there are no plans for any new or upgraded infrastructure corridors outside of Greater Christchurch’s existing urban footprint.

Within the existing urban footprint, the draft spatial strategy is for one growth corridor that will be delivered in two stages. This being the 22 km mass rapid transit line that initially goes between Church Corner in Riccarton, the city centre, and Papanui at stage one. The second stage is an extension at both ends to Hornby and Belfast.

It is helpful to look at Christchurch's and Canterbury's past growth patterns to gain a ballpark sense of the possible future population growth scenarios — check out this short paper (3min read) [here](#).

Historically policy makers have both under and over estimated population change. What is needed is a spatial strategy that is adaptable enough to cope with multiple change scenarios — including that Christchurch becomes a city with a population that exceeds 1 million. If the metropolitan area continues its current growth trajectory it will exceed 750,000 people in less than 30 years and be well over a million in 60 years' time..

In recent decades, greenfield house construction has made up approximately 50% of Greater Christchurch residential building response while infill housing has made the other 50%. Going forward, the proposed spatial strategy is for construction in the urban area around the mass rapid transit (MRT) line to replace greenfield construction. This one relatively short in length MRT line will be the only urban growth corridor for Christchurch. In the wider metropolitan region, it is the only location where infrastructure is planned to be upgraded and zoning is to be more permissive.



The spatial strategy details an estimated additional housing response that the MRT line will enable, based on the amount of housing per hectare such transit schemes have enabled elsewhere. I have collated these numbers on the chart below. Note my estimates for the localised increases in population is based on each housing unit having on average 2.5 occupants (which is the regional average).

MRT Stops	Estimated housing response	Estimated increase in population
Papanui	5,069	12,673
Merivale	4177	10,443
City Centre	10297	25,743
Deans Ave	1647	4,118
Riccarton	4036	19,090
Church Corner	4191	10,478
Hornby	3035	7,587
Other stops	18,540	46,350
Total	50,452	126,130

A spatial plan for Greater Christchurch doubling to a population of 1 million people needs to make room for an additional 200,000 housing units (assuming 2.5 people per household).

The proposed 22km long MRT corridor from Hornby to City to Belfast is estimated to provide only 25% of that needed housing capacity — it could provide 50,000 houses out of the required 200,000 houses.

Canterbury for several decades now has been the New Zealand region with the second largest house building market. In the last five years Greater Christchurch (Christchurch, Selwyn, Waimakariri Councils) has issued building consents to between 4,234 (2018) and 7,589 (2022) residential housing units on an annual basis. At these building rates Greater Christchurch could construct between 127,000 and 228,000 houses over the next 30 years.

Given the draft spatial strategy assumes that going forward half of all residential construction will be in the MRT growth corridor. This means we can determine how many years of growth at the 2018 to 2023 building rates is being catered for. Annually, this would require between 2,117 and 3795 houses to be constructed within the corridor. Meaning, the growth corridor will provide space for residential construction for between 13 to 24 years before its capacity limit is reached. In terms of future generations — only one generation is being planned for.

There is a strong possibility that this limited capacity will not be achieved though. Because by restricting development to such a degree this will be a signal to land bankers to hoard the building opportunity. Property owners within the growth corridor instead of seeing an opportunity to build may well have the view they hold a special no-lose lottery ticket whereby they need do nothing to achieve ever larger land value increases. If this scenario does play out it will unnecessarily further restrict construction supply and it will unnecessarily inflate the cost-of-living in Christchurch.

Only having one short growth corridor may also affect local politics — empowering local political entities, such as, resident associations. They may seek to protect the ‘status quo’ of the light rail suburban gentrification process. These residents’ associations might campaign to limit change in the built environment while privately being pleased about the amenity that light rail provides. If this sort of campaigning is successful, then the main change in the light rail suburbs will be rapidly escalating house and land values i.e., the \$4bn public investment in light rail will be capitalised into higher private property prices. The cost of light rail will be incurred by all rate and tax payers while the main benefits will be privatised to a relatively few property owners. See the paper [New Zealand's Addiction to Land Speculation is its Forever Weakness](#) for further discussion of the land speculation issue.

A short walk around Christchurch's city centre quickly exposes that the city has a problem with land banking. Despite \$billions of public investments in city centre anchor projects in the past twelve years since the 2010/11 earthquakes there remains numerous unbuilt gaps in the built environment.

Land values will always rise in response to improvement in amenity. This is not problematic if there is no restriction on constructing a higher density built environment. Because the cost is spread across a greater number of households and businesses. But if development capacity is limited, especially if there is no competitive tension from alternative development options, this allows property owners to extract an additional speculative value from their land holdings. This will add to affordability and gentrification problems, which is one of the concerns I have about the draft spatial strategy. Yet even if the draft spatial strategy is successful, it is likely to quickly run out of capacity.

Even with the assumption that the draft spatial strategy house building numbers can be achieved — which is doubtful because of the land banking problem.

The Greater Christchurch draft spatial strategy provides a developmental capacity of only a 50% increase in population to 750,000, not a 100% increase to 1 million people the draft spatial strategy initially appears to provide.

What are the implications of a reduced developmental capacity?

If demand for new housing in Greater Christchurch decreases, then the reduced developmental capacity of the draft spatial strategy will not be problematic. Some cities around the world, such as Detroit and in the New Zealand context Invercargill, have affordable housing because supply responsiveness is not a factor due to their being little demand. Going forward it is possible this scenario could play out for Christchurch, too.

Alternatively, demand for housing construction could remain high and given the plan is to restrict development capacity then land and house prices will rise higher than would otherwise have been the case. Specifically, this means in the urban areas, such as Riccarton, Merivale and Papanui that make up the MRT growth corridor will become very gentrified. This will exclude middle- to lower-income households from taking advantage of the amenities provided.

In short, the negative consequences of the cost-of-living and housing crisis that New Zealand is now familiar with will be exacerbated by Greater Christchurch's proposed reduced developmental capacity.

Restricted housing supply capacity and steeper house price rises is a particular problem for English-speaking countries. It is possible this is affecting the Anglo-world making them [feel poorer](#) and less confident.



SOURCE — THE ANGLOSHERE NEEDS TO LEARN TO LOVE APARTMENT LIVING BY JOHN BURN-MURDOCH. UNFORTUNATELY, THE ANGLOSHERE COUNTRIES HAVE NOT BUILT AT THE SAME RATE AS OTHER COUNTRIES, IN PARTICULAR BECAUSE THEY HAVE UNDER-SUPPLIED HIGHER DENSITY APARTMENT LIVING OPTIONS. SEE THE PODCAST TITLED — APARTMENT LIVING CURES HOUSING VIRUSES — FOR THE FULL EXPLANATION.

Christchurch in the past five years has built at a fast rate because it is one of the few places in New Zealand where housing can affordably be built at scale. Yet the draft spatial strategy risks Christchurch losing that role. This would not only be bad for Christchurch it would be bad for New Zealand.

What was remarkable about the recovery from the 2010/11 earthquakes, was after the initial shortage period, homes became relatively more affordable. An economic report* investigating the housing lessons from the rebuild shows that unlike other parts of New Zealand, house prices did not rise relative to incomes despite rapid population growth. This is striking since Canterbury lost over 28,000 homes due to the quakes.



Our findings suggest key lessons for other parts of New Zealand

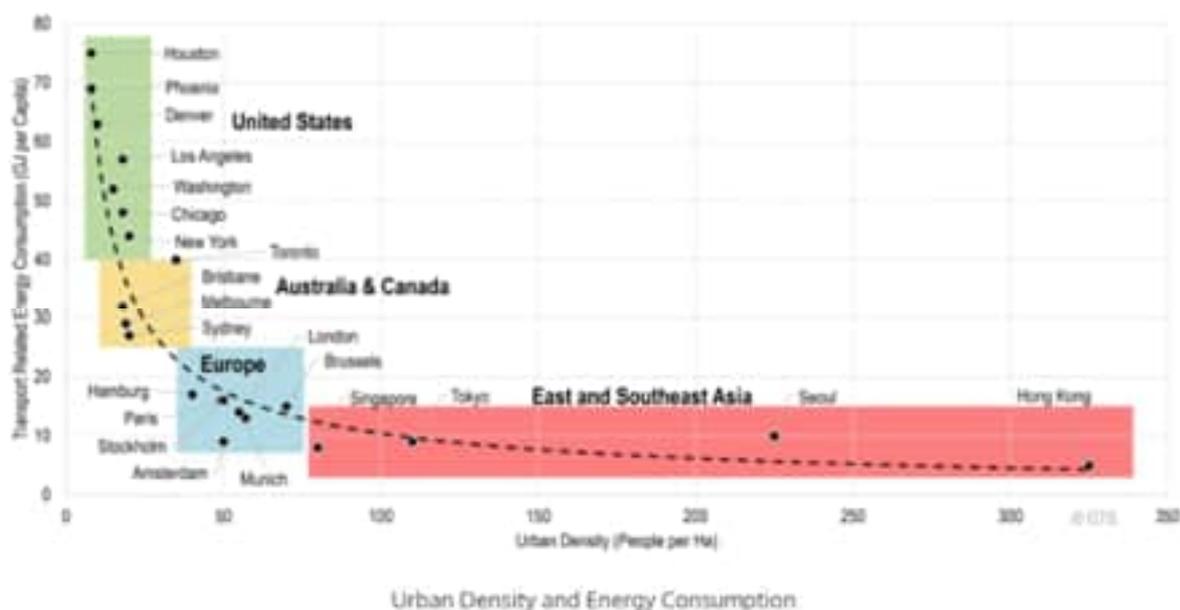
- A coordinated and integrated strategic spatial plan across the functional labour market area (that is the area people are connected across through commerce, education and leisure), rather than local authority boundaries, is needed.
- The plan should make sufficient land available to enable choice and competition across options to meet demand for many decades of expected growth. Agreed plans can then be fast-tracked if demand should arise sooner.

What was particularly successful was land supply across the wider regional labour market area via rezoning was fast tracked providing abundant development capacity meaning new and relocating households could take advantage of motorway transport amenity which was also delivered rapidly. In summary — after an initial shortage period, housing supply became more competitive in the face of rising demand.

The new draft spatial strategy can be seen as an attempt to correct the excessive car dependency of the previous Urban Development Strategy (UDS). To be successful it must learn from both the successes and failures of the previous UDS strategy. In particular it must ensure it has sufficient development capacity so that competitive tension provides housing choice and affordability.

Going forward only a decade or two if Christchurch implements the draft spatial strategy, it risks finding itself in an awful trade-off position of having to choose between two bad options — degrade the environment or inflate the cost-of-living crisis further. The pressure to restart car dependent sprawl will be immense despite the known consequences for energy use, CO2 emissions, traffic congestion, long-run infrastructure costs etc. Yet, a better spatial plan that could avoid this trade-off and have good outcomes for both the environment and affordability would be achievable if the draft spatial strategy is improved upon with preparation for more transit oriented developmental capacity that can come on-stream if required.

To understand how to improve the draft spatial strategy it is helpful to review how overseas cities have simultaneously achieved good environmental and affordability outcomes.



The MRT business case quite rightly points out the benefits that overseas cities have achieved from having higher urban density – in particular lower per capita transport energy use.

The assumption of the Greater Christchurch planning documents seems to be that overseas cities achieved their higher densities by stopping outward expansion forcing these cities to grow up. There are a group of New Zealand planners and people in the wider public who believe this approach is self-evident, common sense even. They believe that allowing any outward expansion will reduce density. Implicitly they believe that cities respond best to the 'stick'. Yet successful overseas cities that have higher urban density than New Zealand cities were not the product of this 'stick' approach. They have well established planning policies that enable both up and out urban development.

The evidential basis that restricting outward expansion of urban areas is how overseas cities have achieved higher urban density and lower per capita transport energy use is actually weak. This issue is fully explored in my paper – [Great Cities have Great Networks](#).



THE FINGER PLAN IS AN URBAN PLAN FROM 1947 WHICH PROVIDES THE STRATEGY FOR THE DEVELOPMENT OF THE COPENHAGEN METROPOLITAN AREA, DENMARK. THE STRATEGY BEING, COPENHAGEN DEVELOPS ALONG FIVE 'FINGERS', EACH CENTRED ON AN S-TRAIN COMMUTER RAIL LINE (TOTALLING 170KM IN LENGTH), THAT EXTEND FROM THE 'PALM', WHICH IS THE MOST CONNECTED, MOST DENSIFYING PART OF THE URBAN ENVIRONMENT. IN BETWEEN THE FINGERS, GREEN "WEDGES" PROVIDE LAND FOR AGRICULTURE, RECREATIONAL, AND ENVIRONMENTAL PURPOSES. SOURCE

Copenhagen is a good example of a city that has a long-term spatial strategy that embraces both up (densifying the palm) and out (urban expansion along the fingers with transit-oriented development). Copenhagen by following this strategy was able to cope with its post WW2 expanding population and increased rate of housing construction without experiencing a cost-of-living crisis or degrading its environment with high per capita energy use, CO2 emissions, excessive traffic congestion etc.

It is notable that Copenhagen's transit length is eight times what is being proposed for Christchurch. Copenhagen when it initiated its finger plan in 1947 is about the size of what Greater Christchurch is now. This supports the contention that Christchurch could develop a significant infrastructure deficit in its proposed primary growth corridor. This is especially problematic because the draft spatial

strategy is that half of all new housing will be within the walkable catchment of the mass rapid transit corridor. Meaning, a transit infrastructure deficit would translate to a housing deficit.

The New Zealand Infrastructure Commission has thought deeply about the capacity constraints of infrastructure. Many of the considerations in this discussion document are based on their work. I would greatly encourage anyone considering New Zealand's infrastructure needs utilise the Commission to aide their thinking — especially the authors of the Greater Christchurch draft spatial strategy.

To get a feel for the Commission's thinking — listen to [this podcast](#) of Bernard Hickey interviewing Geoff Cooper the head of strategy at the Commission about equity and ensuring a fairer infrastructure cost for all. In particular they discuss the following in some detail.

- The difference between the user pays and beneficiary pays principles, especially land owners benefiting from infrastructure provision.
- High land prices being an infrastructure cost and how the differential between rural and urban prices is widening for most New Zealand urban areas.
- The problems with 'just-in-time' land acquisition for infrastructure provision (which is what New Zealand does).
- Uncertainty adversely affecting infrastructure provision due to unexpected population change, increasingly volatile weather events, unexpected land price increases etc.
- Avoiding trade-offs between infrastructure considerations and the environment considerations — that it is possible to achieve wins for both.
- And finally, the need to bring New Zealand as a collective along on this infrastructure fairness journey because with climate change commitments, electrification of the economy etc we need to be nimble and fast in our decision making to meet these challenges.

What would a good spatial strategy for Christchurch look like?

The Christchurch MRT transport project is a good development for the city and region. I am broadly in support of this project (despite a few concerns regarding the routing of stage 2). A large amount of work over several years has gone into its design. The MRT project capital cost at \$4bn is less expensive than the LGWM proposal for Wellington or Auckland light rail because no tunnelling is required.

There is the possibility for New Zealand's three largest cities to build three similar transport projects that are largely or wholly street running light rail schemes (i.e., on the surface rather than underground) if the Auckland metro project was converted to a light rail project as initially envisioned (and this is [the option the Auckland Major prefers](#)).

These three schemes could be built in the same investment period — possibly for the same or less cost as the more expensive largely tunnelled Auckland metro project.

There would be the possibility for achieving scale economies (buying the same type of MRT light rail units for instance) and achieving cost savings from implementing learnings from one project to the next (for instance the more [refined design of Christchurch's MRT](#) project already seems to have benefited from the work Auckland and Wellington has done on Auckland Light Rail and Let's Get Wellington Moving).

The Infrastructure Commission has done a lot of work identifying why New Zealand has high infrastructure costs. Part of the problem is lack of capacity building. That New Zealand should 'learn from doing'. For instance, the [Melbourne level crossing removal project](#) has over time improved its cost effectiveness and delivery efficiency. New Zealand would have this opportunity with surface street running light rail.

For Christchurch the benefits of light rail are likely to be higher than for the other two cities because it will be the first MRT project for the city while Auckland and Wellington already have existing MRT systems.

It is quite possible that Christchurch light rail will have both lower costs and higher benefits so even if combining the three city rapid transit projects together does not eventuate then this shouldn't necessarily prevent Christchurch's MRT project from starting in its own right.

[Public discussions of Christchurch's MRT project](#) and local council support appears to have gone well.

Given these factors it makes sense that MRT as described in the draft spatial strategy is Christchurch's primary MRT project and primary urban growth corridor as long as there are supporting secondary transport projects and growth corridors that can flexibly provide additional developmental capacity for the reasons outlined in this discussion paper.

So, is a Secondary Growth Corridors Strategy the Answer?

In short — yes.

Christchurch needs secondary growth corridors (that intersect to make a growth network) to prevent shortages developing as the primary growth corridor reaches capacity constraints — which could be as little as 13 years away.

A secondary growth corridors strategy will require some initial planning attention and some preparatory infrastructure investment but not to the level of the primary MRT transport project and growth corridor.

Christchurch already has a complete motorway network and any more investment in widening roads at pinch points will not reduce city-wide congestion because of an effect called [induced demand](#).

Christchurch therefore needs in its draft spatial strategy preparatory work for additional rapid transit projects to make a more complete congestion free rapid transit network.

Final Thoughts

In a sense this is the third paper of a four-part series.

The first paper outlined the general characteristics of what makes a city great — it is called [Great Cities have Great Networks](#).

The second much shorter paper discusses [Possible Future Population Growth Scenarios for Christchurch and Canterbury](#).

This third paper examines Greater Christchurch's draft spatial strategy to determine whether the metropolitan area has the capacity to become a great city and found it probably doesn't — but a few relatively simple additions to the strategy could easily fix this.

The fourth paper which I have yet to start would look at a specific plan to fix the Greater Christchurch spatial strategy so that Christchurch has the capacity to become a great city with great networks. This paper will examine new transit-oriented development (TOD) tools, institutions, and policies.

* *Housing lessons from the Canterbury rebuild Report* to the Department of the Prime Minister and Cabinet (DPMC), 15 November 2021, Sense Partners

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023

First name: John Last name: Antill

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:

I don't agree to the Harewood Road cycleway or other routes which exclude cars and parking.

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 strongly disagree with anything that destroys the old established character and buildings of Christchurch.

I strongly disagree with high rise, high density housing which alienates Christchurch residents and is designed for a huge immigration of men from overpopulated countries where there is an imbalance of men to women

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:

I support Christchurch existing living, where people in Christchurch can grow their own gardens and have pets and hens.

I note that Christchurch City Council has had no regard for the green spaces around Styx Mill Road where productive land is now filled with housing.

So no regard was taken here of green spaces and productive horticultural areas!

Christchurch citizens have traditionally lived in a very environmental and ecological way. They have lived in harmony with nature.

They have not overpopulated.

I do not support a huge influx of new immigrants in Christchurch as the WEF and the United Nations are proposing for Christchurch.

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 like the existing parks and character of Christchurch which have been established over the last couple of centuries for Christchurch citizens.

This proposal would be an artificial construct imposed on Christchurch residents.

This is all social engineering from top down.

It has not taken any concern for Christchurch residents.

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?

No

Why (please specify the Priority Area):

Development should be incremental and organic by the residents of Christchurch and the surrounding area.

And not imposed top down by self entitled beaurocrats whose allegiance is not with the citizens of this area or New Zealand, and who are for massive overseas immigration from overpopulated countries.

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:

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

I totally disagree with all aspects of this spatial plan.

Christchurch does not need more population, particularly as the job has injured and made young New Zealanders infertile.

We do not need a huge influx of overseas immigrants.

Attached Documents

File
No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023

First name: Brigette **Last name:** McKenzie-Rimmer

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

Landowners Group

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

Steering Committee member

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?

Unsure

Why:

Its not as transparent as it needs to be. Will land be required by government acquisition to do this?

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:

It is shortsighted to try to get everyone into apartments and townhouses in the urban centre. A more varied approach is needed.

Different types of properties are required and the land to the north west needs to be opened up to meet the dire housing needs.

The OCB that the airport uniquely hold in NZ needs to be brought into line with the rest of NZ's airports.

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:

There is alot proposed to go into the urban areas, housing and green spaces. Is it realistic?

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:

The greenbelt needs to be moved further out to allow for the much needing housing and green spaces. Build on safe land, regenerate our wetlands and stop consenting highly productive land. E.g Lincoln.

A balance is required matching best fit to land. We have gone too far with consenting developments and created flood plains around our city that should never have been built on.

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):

Get rid of the outer control boundary that should not exist for the airport and you free up land suitable for building from Kaiapoi, Christchurch and Rolleston.

This was introduced in a questionable manner. It should never have happened and it is our one chance to rectify"and correct what should never have happened under the Earthquake powers Mr Brownlee held.

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:

How can you propose this when we have so many areas needing to be fixed? Again its not as transparent as it needs to be.

File
Landowners Group Process Concerns
Contour questions
COMMONSENSE (1)

Landowners Group

CONTOUR
REVIEW
PROCESS

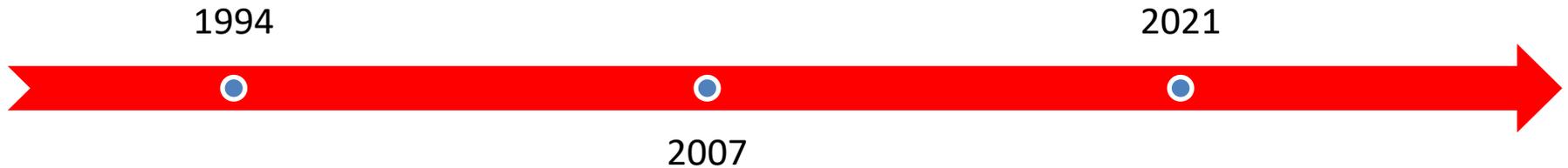
CIALS
CONTOUR
REVIEW
PROCESS
AND INPUTS

RESOURCE
CONSENT
PROCESS FOR
LANDOWNERS

This is a matter of urgency

Contour Review Process – ECANs responsibility

RPS – ECANs responsibility

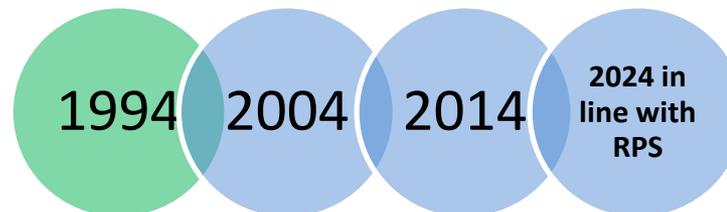


ECAN has delayed the process by not formally directing CIAL to undertake the review at the **required timings - every 10 years**. Therefore we have had less reviews by 2024 than required.

2007 Air Noise Contour Review

- CIAL conducts Air Noise Contour review
- Consultant contractors could not agree
- **Expert panel then** contracted to determine methodology
- Expert Panel directed Marshall Day to determine the 55ldbn and 65 ldbn
- They **did not set the 50ldbn OCB**, they did not condone this nor were they contracted to determine any OCB but set contours as per NZS6805.

The timeline that ECAN should have adhered to



No budget – excuse used 2021 . ECAN need to budget for the reviews moving forward.

Contour Review Process – ECANs responsibility

10 year requirement for all NZ commercial airports

Airport	Aviation Consultant	Year of formal review	Outer Control Boundary (OCB)	CURFEW
Auckland	Marshall Day	2012	55 dbn	NO
Wellington	Marshall Day		55 dbn	YES
Christchurch	Marshall Day	2007	50 dbn	NO
Hamilton	Marshall Day	2018	55 dbn	Yes
Dunedin	Marshall Day		55 dbn	Yes
Queenstown	Marshall Day		55 dbn	Yes
Invercargill	Marshall Day	2015	55 dbn	Yes
Nelson	Marshall Day	2011-12 (currently W.I.P)	55 dbn	Yes
Whanganui	Marshall Day	2013	55 dbn	Yes
Tauranga	Marshall Day	2011 (currently W.I.P)	55 dbn	Yes
Palmerston Nth	Marshall Day		55 dbn	NO

Comparison to Australian Noise Exposure Forecast (ANEF)

- ANEF 20 **56dbn contour** All residential / commercial development is acceptable
- ANEF 20 –25 65ldbn contour Residential / commercial development is conditionally acceptable
- ANEF 25 + 66 + Ldbn contour Development unacceptable

10 year reviews are a matter of fairness

Christchurch 's 50dbn contour is the lowest in the **world**.

Contour Review Process – ECANs responsibility

- Landowner Concerns:
- ECANs processes for making changes
- CIALs letter dated 30th of July from Ms Blackmore - suggesting a fast track process is misrepresenting the nature of the process
 - This would mean limited input by public
 - No rights of appeal
 - Can only appeal on points of law
- 50 Idbn OCB and contour calculations are **fundamentally flawed.**
- 10 year reviews are a matter of fairness.
- All things are not equal - we all deserve a fair process.

CIALS Contour Review Process and Inputs



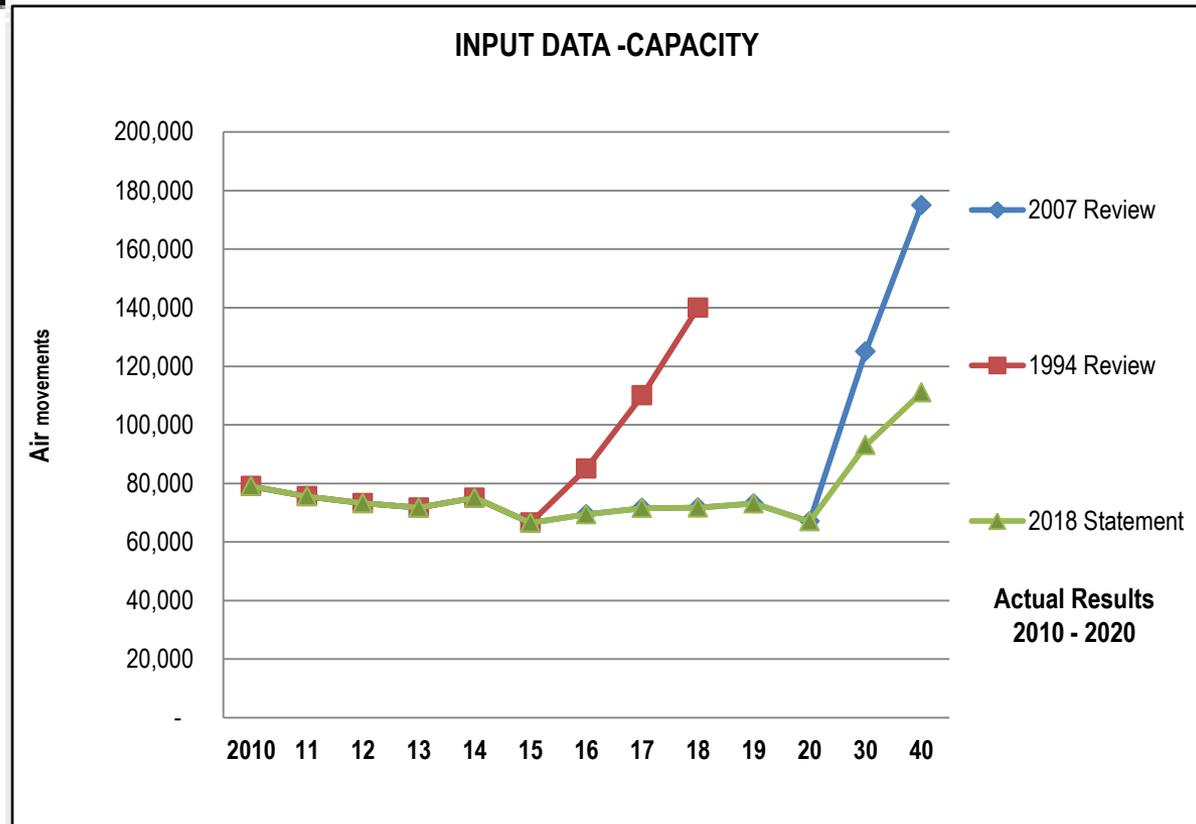
How we measure aircraft noise

Aircraft noise is measured using a New Zealand standard which has been especially developed for the task, following international best practice.

Noise levels are recorded in decibels (dB) and averaged over a 24-hour period. A 10 dB penalty is added during night time hours (between 10pm and 7am) to account for sleep disturbance. This means one flight between 10pm and 7am is equivalent to 10 flights during the day, for compliance monitoring purposes.

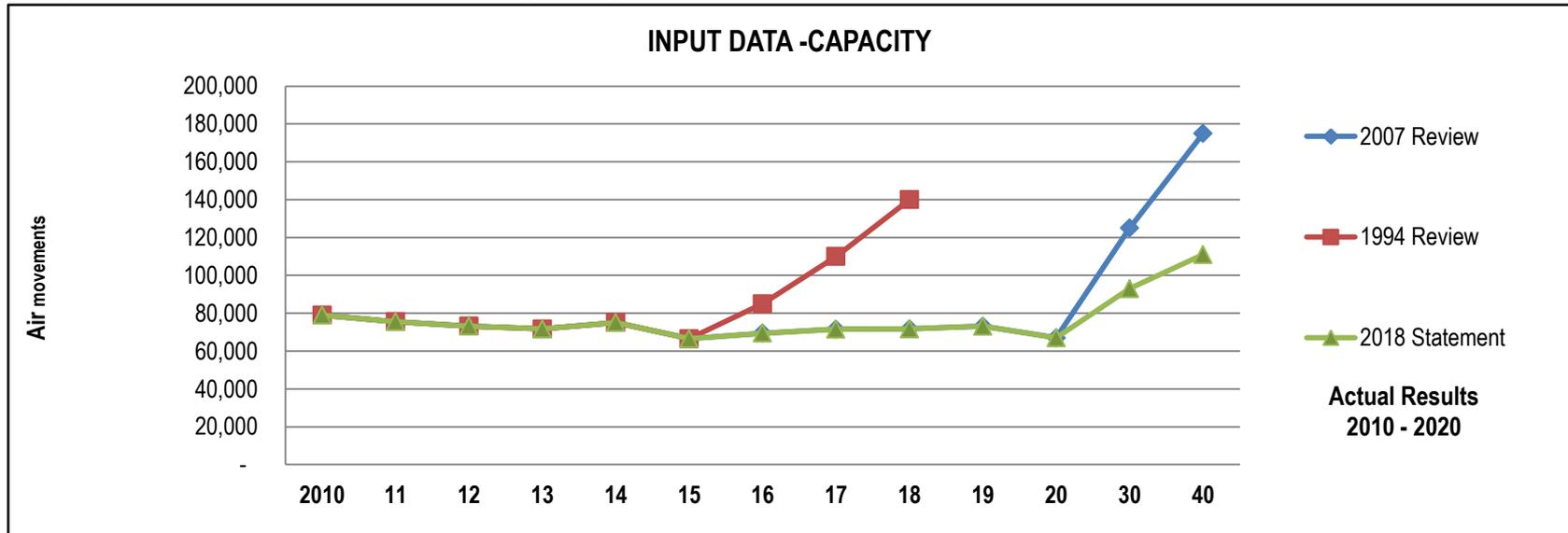
This average day night measurement of noise is called Ldn.

Airports busiest 3 months for commercial movements is used and then extrapolated for projections



CIALS Contour Review Process and Inputs

Important considerations – Capacity



Important to know:

INM technology and methodology used

Variable and Fixed inputs (hundreds)

Certain inputs have a greater influence

Birmingham Airport caps their night-time flights at 4,000. So 40,000 is the annual capped night-time movements

CIAL Annual Plan 2016

Actual air movements 74,130 (MD Source)

Busiest 3 months extrapolated to 107,938 for contours

Day time movements 96,648

Night-time movements annualised 11,289 (10pm – 7am)

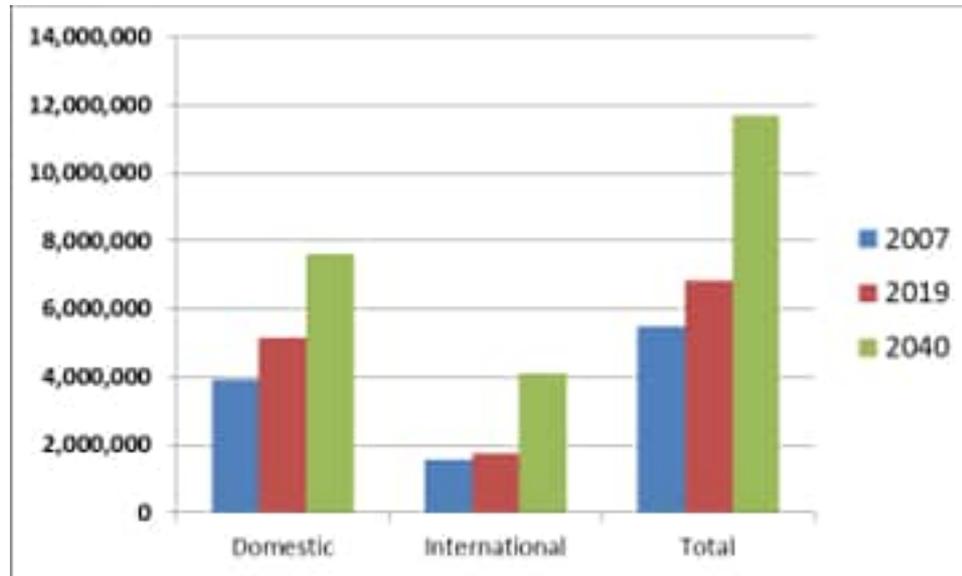
1:10 ratio used

112,890 night-time movements

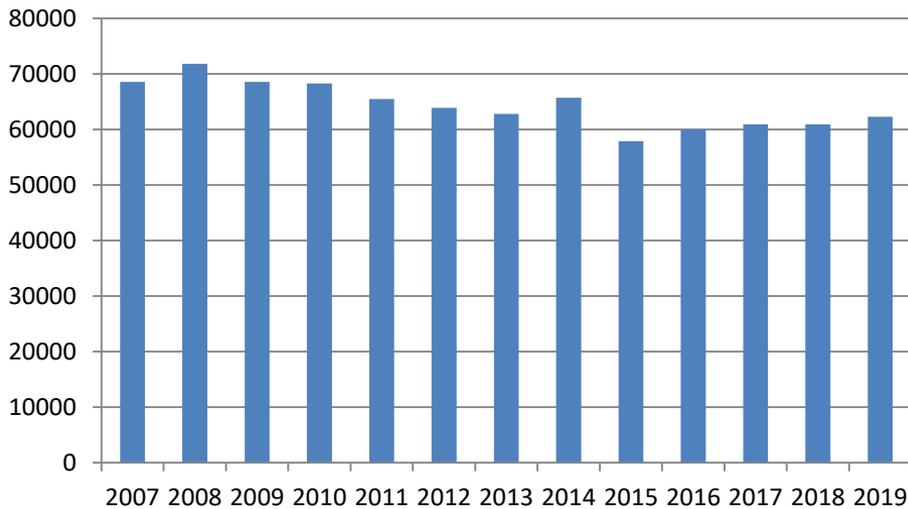
**2016 TOTAL Air Movements used for contour calculation 209,838 movements (107,938 + 112,890)
which equates to 135,708 phantom movements inputted.**

CIALS Contour Review Process and Inputs

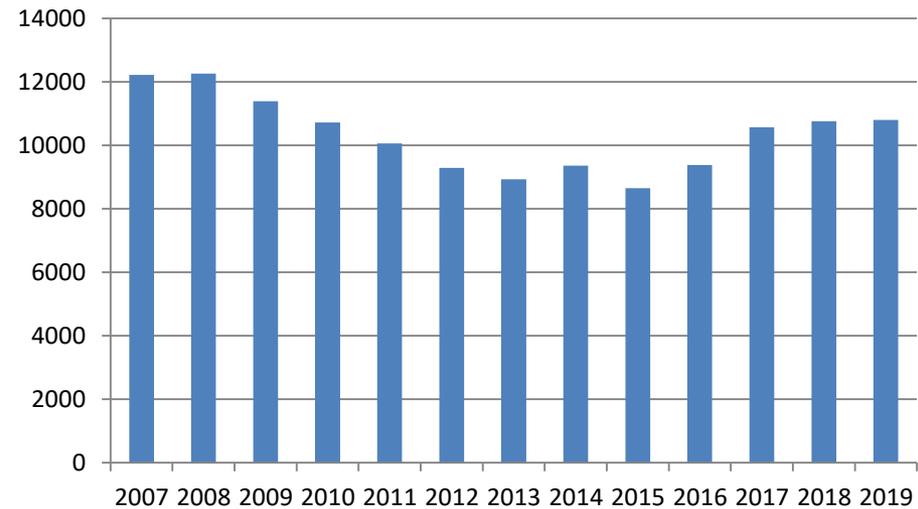
Variable input- Passenger numbers



CIAL Domestic Air movements



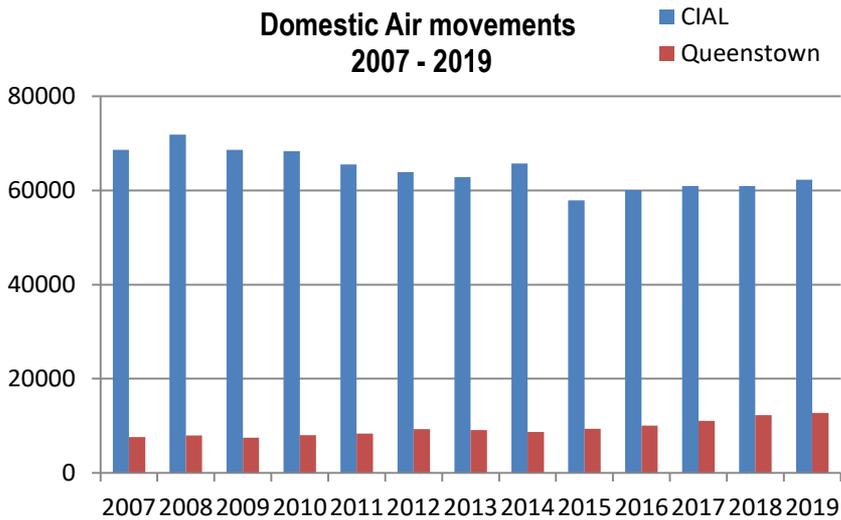
CIAL International Air movements
2007-2019



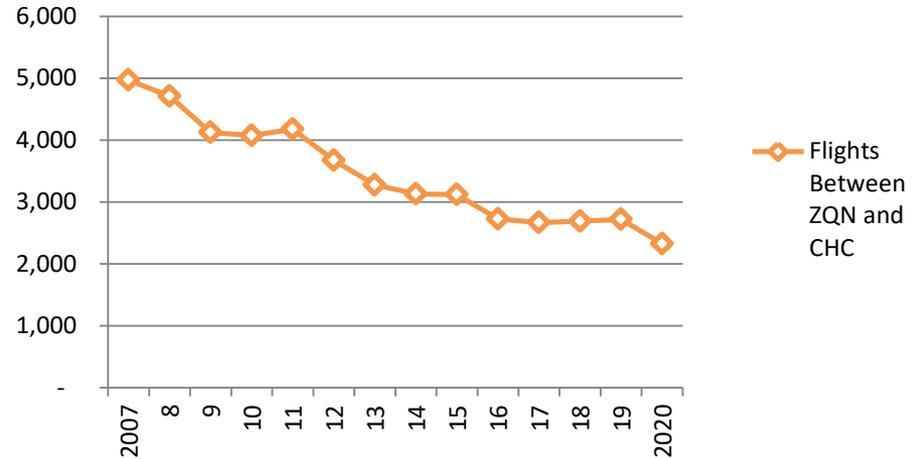
CIALS Contour Review Process and Inputs

CIALs air movements have been eroded by Queenstowns growth

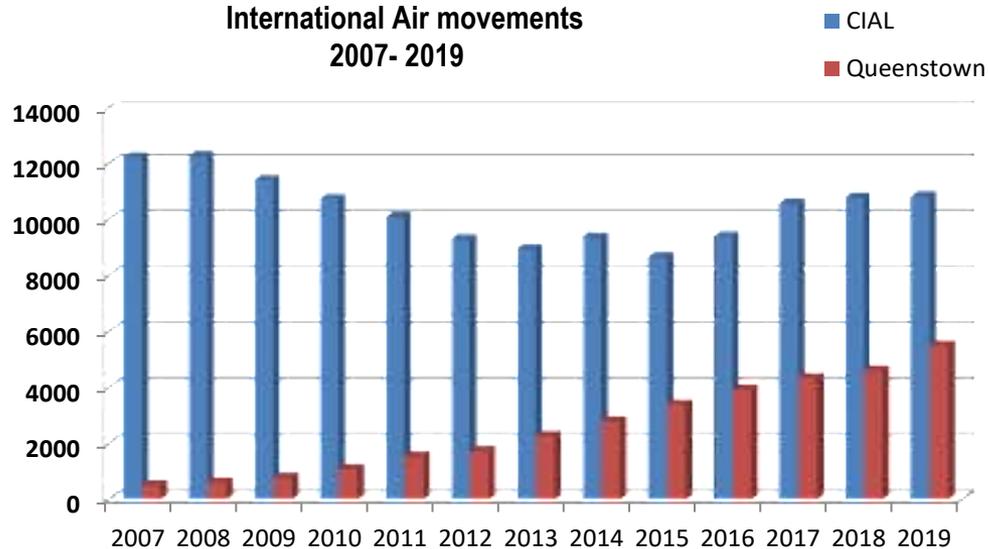
**Domestic Air movements
2007 - 2019**



**Direct Flights between Christchurch and Queenstown
2007 - 2019**



**International Air movements
2007 - 2019**



CIALS Contour Review Process and Inputs

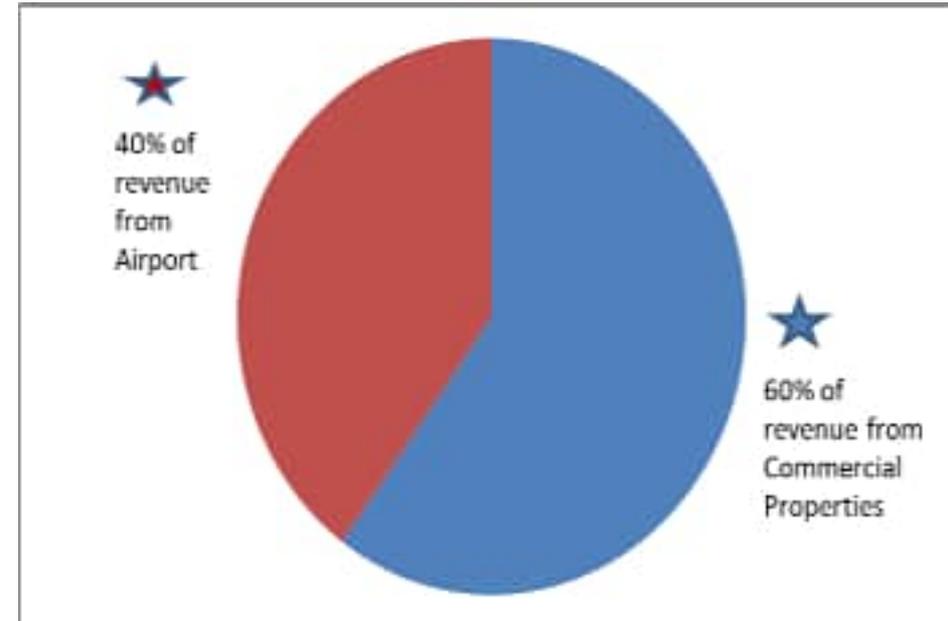
Important considerations- Main source of Revenue

2018 Statement of Intent - 2040 projections.

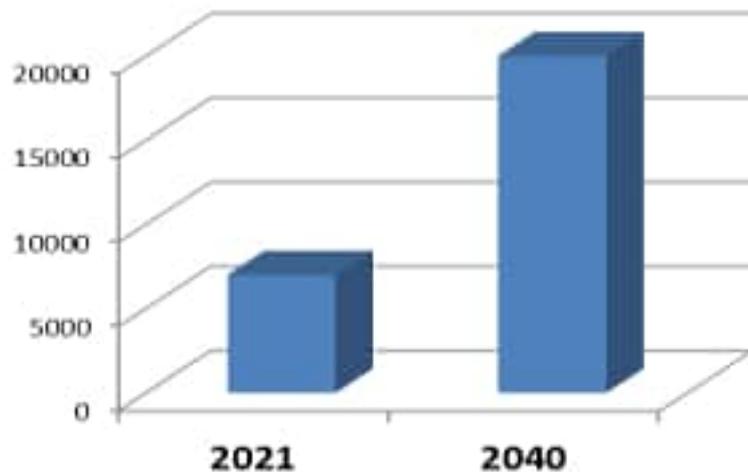
- 13,000 additional people working **within 55dbn**
- 147 new commercial sites **within 55dbn**
- 1 new site = 88 people (averaged)

Concerns:

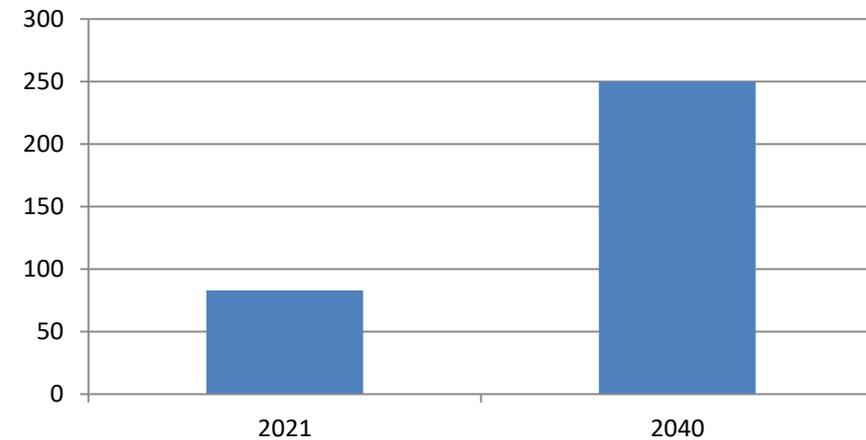
1. 1984 CIAL was approved as a “Requiring Authority” by the Minister of Environment March 14th 1984.
2. Clear lines of “Authorisation” processes are urgently needed for land purchase e.g. Tarras, Harewood Golf Course.
3. CCC and CCHL need to monitor CIAL more closely.
4. CIALs Board needs to be reviewed. Real alignment.
5. CIAL have made an offer on land in the 50dbn
6. Airport is in maintenance mode. Terminals upgraded
7. Runway extension not happening.



People working within CIALs 55 dbn zone

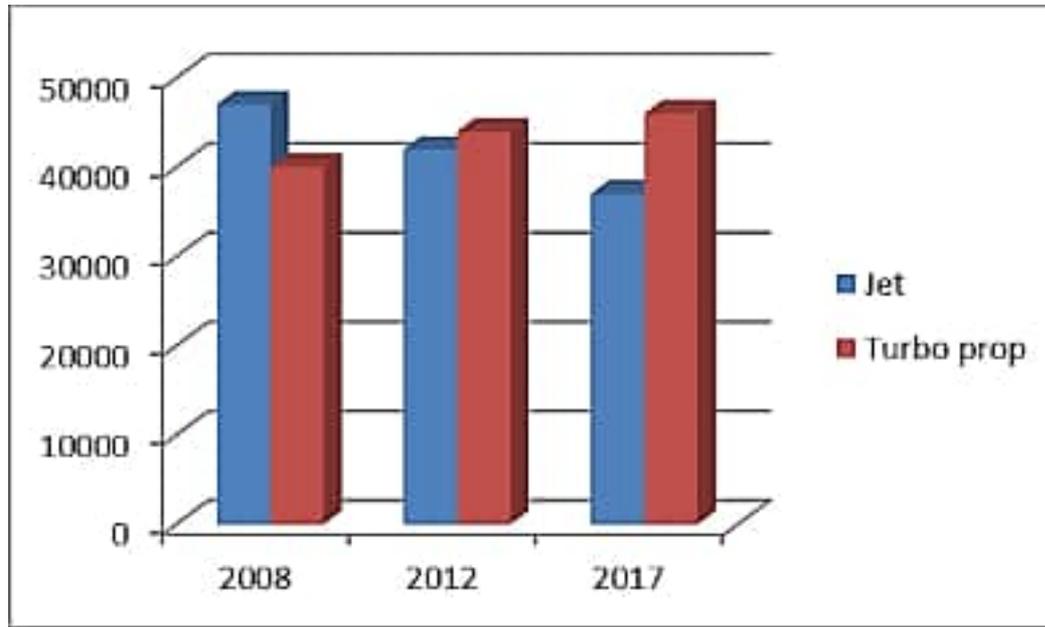


CIALs Commercial Buildings developed within CIALs 55dbn zone



CIALS Contour Review Process and Inputs

Important considerations - Aircraft mix and Aircraft Noise Profiles



- Global pandemic
- Fuel prices
- Aircraft manufacturers change of focus
- Airlines changing their business models to reduce operating costs
- Aircraft are getting quieter. Electric planes are now a reality
- Technology advances have been significant in last 14 years since last review

1994

- Concorde
- Galaxy C5
- Boeing 737 -100/200 JD8's
- Lockheed C -14, Starlifter

2021

- Boeing 787 Dreamliner Trent 1000
- High – bypass turbofan
- Airbus A321 Neo advanced LEAP engine
- ATR 72 - Turboprop

Resource Consent Process

1. Resource consent processes for those under the contours are to long, to difficult and to expensive. CIAL act as Resource Consent Vetter's. This has been deemed by many as Corporate bullying.
2. By removing the OCB set at 50dbn CCC and ECAN staff would save time and money through a reduction of processes!
3. The people living under the contours can then deal with CCC and ECAN directly without CIAL involvement.
4. Ultimately, the issue of the contours will remain vexed by litigation if not rectified.

1. Apply for Resource Consent
2. CIAL is notified by CCC
3. Standard letter sent from Chapman Tripp opposing application
4. Noise mitigation attenuation normally quoted.
5. Acoustic Report then required \$2-3K residential
6. Litigation normally commences

Financial Year	CIAL External Legal Services Expenditure
FY 14	\$696,463.80
FY 15	\$935,142.20
FY 16	\$1,153,245.35
FY 17	\$941,226.15
FY 18	\$652,760.60
FY 19	\$420,685.63
FY 20	\$826,661.75

Points to consider:

- Why have affected parties never had representation on the CIAL Board? We have more qualified and better aligned people on offer. The high level of nepotism that exists must cease. We need experienced, well informed people representing us and the people of Christchurch who can monitor governance oversight.
- It has been extremely concerning that at every level of our Councils we have been faced with people who do not understand the contours setting or subsequent consequences. Yet spend ratepayers money to defend them? Its nonsensical.
- NZS 6805 determined OCB at 55ldbn 30 years ago in 1992. This standard is very strict in comparison to world standards i.e. ANEF as previously highlighted

Moving Forward

1. By Council decree the 50 dbn should be removed immediately. No one except CIAL disagrees.
 2. Determination of fair contours would significantly contract the 55dbn currently set, to be equal to 57-58 contour .
- **How we propose together we do this.**
 - A formal opportunity for the Landowner representatives to address Council so the issues are put on public record. We have been advised this is 5 minute slot within the Chambers with all Elected Members of CCC.
 - Pressure is put on ECAN Councillors by MPs, EMs and Landowners Group. Organising a meeting to address the need for fair and reasonable guidelines for the reviewers.
 - Guidelines are stipulated prior to the commencement of the Review.
 - Guidelines relating to key inputs such as Capacity, Air Movements, Aircraft mix, Aircraft Noise Profiles and Flight Paths.
 - 50 ldbn Outer contour Boundary is removed effective immediately as agreed by ECAN, CCC, Government and Landowners.
 - Capping night time flight inputs for the 2021 ANC Review and any future reviews.

We believe the current Earthquake Minister has appropriate powers to make the corrections needed in legislation and to determine the 30 year plan for residential land to be rezoned. We ask the MPs present to assist us here.

LANDOWNERS TO REVIEW PANEL VIA ECAN

- (i) Is the Panel aware the 50 dBA contour is being used as an OCB in the Christchurch context, within which there is a strictly enforced policy and regulatory approach adopted to **avoid** all noise sensitive activities (including visitor accommodation, pre-schools, dwellings, hospitals etc..?)
- (ii) Is the panel aware every other airport in NZ is at 55dbn directed by a non legal standard NZ6805.
- (iii) Is the Panel aware of other airports that adopt a similar approach i.e. where an OCB of 50 dBA Ldn is used and a similar avoidance approach adopted?
- (iv) Does the Panel have a technical (as opposed to political) view as to the appropriateness of the 50 dBA Ldn contour?
- (v) World-wide comparisons? Can the panel advise ECAN of the regulations of FAA , ANEF, NEF etc and OCB's as advised as such?
- (vi) Is the Panel aware of the actual and potential costs associated with this policy/regulatory approach?
- (vii) Does the Panel have a technical view on the quantum of risk to the airport associated with potential reverse sensitivity effects?
- (viii) Is the level and nature of complaints lodged to date against CIAL airport operations relevant to the question of risk, bearing in mind the majority of complaints relate to low flying aircraft? The CIAL website will confirm the less than 20 complaints per annum and the complaint content.
- (ix) Does the Panel have a view as to what reasonable practicable steps could be taken by CIAL to reduce the footprint of the contours? i.e. The airport has few night flights yet these make up 60% of contour input. (refer phantom flights landowners presentation.
- (x) Does the panel have all of the monitoring reports produced by CIAL? These are available on the CIAL website.
- (xi) Does the Panel have the report on airport growth prepared by Ailevon Pacific? (supplied to ECAN for panel information)
- (xii)** Are the accuracy of the previous growth projections relevant to the peer review? (supplied to panel by **landowners presentation to CCC councillors, staff and Central Government politicians**).
- (xiii) We draw the panel's attention to the huge inaccuracy of CIAL projections over the past 30 years and the less than 50% of those projections being met at any one time.
- (xiv) It would be appreciated if the panel could consider the decline of CIA air traffic over the past 25 years, the mix going from jet to turbo, Auckland becoming the NZ entry hub, the ever increasing loss of Dom and Int to Queenstown airport and the intent of CIAL to introduce another airport to compete with QT in their own region.
- (xv) Does the panel have accurate & reliable growth projections which would enable it to form a view as to when or whether ultimate capacity might be achieved? (refer landowners presentation which reasonably argues CIA will not achieve ultimate capacity within the next 100 years)
- (xvi) What are the generally accepted circumstances/ or criteria for adopting ultimate capacity as a basis for setting of air noise contours? Do the present circumstances fit within the generally accepted international and NZ criteria?
- (xvii) Does the panel consider that normal airport contour prediction is based on future air movement projections in 10 -20 year bands.
- (xviii) Does the panel concur that ultimate capacity is used for airports nearing their capacity and where further runways or development will be required to meet shorter term demands.
- (xix) One of the matters unresolved by the Expert Panel in 2008 was the appropriateness of using a fixed future year prediction period for airport growth – does the Panel consider this a valid and more appropriate alternative? If considered a valid or more appropriate alternative, what parameters should be included within a set of remodelled contours, including growth projections, flight paths, fleet mix etc...
- (xx) Assuming modern construction methods in accordance with the NZ Building Code are adopted for all new dwellings, does the Panel anticipate that air noise within the 50 dBA Ldn contour will have a night time (22.00pm – 7.00am) amenity or health effect? If yes, what additional building standards would be required to protect amenity?
- (xxi) If there are no effects on health/ amenity at night time, does the Panel have a view as to the level of daytime (07.00am – 22.00pm) amenity effects, specifically whether such effects could be considered nuisance effects within a typical urban residential context (or similar)?
- (xxii) Does the Panel have a view as to the likelihood of changes in fleet mix over the next 30 years? 50 years?

To:

Mayor of Christchurch.
Christchurch City Councillors
Mayor of Selwyn
Selwyn Councillors.
Mayor of Waimakariri
Waimakariri Councillors

Chair of Environment Canterbury
Environment Canterbury Councillors

Chief Executives. Christchurch City Council, Environment Canterbury, Selwyn Council, Waimakariri Council.

Senior Planning executives: Christchurch City Council, Environment Canterbury, Selwyn Council, Waimakariri Council.

Lawyers
Planning engineers

PLAN CHANGE 14 CCC, ENVIRONMENT CANTERBURY RPS, INTERNATIONAL EXPERT PANEL REPORT RE CONTOURS AT CHRISTCHURCH AIRPORT

I am deeply concerned to see the lack of professionalism, competence and co-ordination in relation to the above. The different entities are boxing on with their plan changes in relation to development within Greater Christchurch, plans that are significantly impacted by the air noise contour. Yet the deciding body being Environment Canterbury, who control the process for determining the contour for future development, will not initiate this process until late 2024 at the earliest. It is Ecan's decision as to whether the new contours within which developments can take will be the current Outer Control Boundary (OCB) of 50 dbn or a new contour of 55dbn as per New Zealand standard 6805:1992 and in line with every other New Zealand airport, or even 57dbn with a larger section Rural residential of 1 acre to create a soft fringe to the city which will in future protect the airport from long term encroachment but be more than reasonable by world standards.

This lack of co-ordination simply means that as PC14 and the Variations to the Waimakariri and Selwyn District Plan progress and as per Environment Canterbury's own acknowledgement the existing 50dbn contour will remain in effect until their revision later in 2024 which may well change the contours. In fact the contour OCB to 55/57 is well supported within CCC (staff and majority councillors), ECAN (staff and majority councillors) plus central government ministers of both political persuasions.

This to me, as a ratepayer, points to either one upmanship between the CCC and ECAN , incompetence to see the huge additional expense by not co-ordinating at the sensible early stage by fast tracking or by public plan change to work within the time frame of PC14 and other changes.

The International expert panel spent over one year to come up with their final report which is now online. [ECAN_CIAL_FinalRemodelledNoiseContour_IEP_Review_Report_Final_28Jun2023%20\(1\).PDF](#)

This review has cost ECAN over \$500,000 and from the CIAL input I would assess their cost for the report would be in excess of \$1,500,000 (estimated as they would not give me the information under the Official Information Act, Whereas ECAN did).

The report must be complimented in that it is comprehensive but more importantly written in easily understood format for the average reader. However what around \$2 million of ratepayer and CIAL shareholder (CCC and central government) money has achieved is simply to show the position of new contour lines which affect significant additional areas of the three districts.. What was further agreed was that the ultimate capacity of the airport, with improvements and runway extensions completed will be 201,000 movements per year. I believe that the ultimate capacity of the airport should have been done on the current configuration. Be that as it may it should be noted that this ultimate capacity is not predicted to be reached before 2084, a very questionable prediction given the profound inaccuracy of all previous growth predictions for the Airport.

Two scenarios have been introduced in the Report, being the OEC (Outer envelope) and AANC (annual average noise contour). The International Expert panel previously advised ECAN by memo (attached) that AANC was the most appropriate, yet in the Report they fail to make any recommendation as to the choice of contour.

What is the difference between the two? Well, in real terms, the OEC covers significantly greater areas of land than the AANC, including a key area identified for intensification within the City. ECAN have a further unpublished document comparing OCB of comparable airports to CIAL around the world. All have much more lenient contours than Christchurch,

With such large expenditure one would expect the shareholders of the airport (CCC 75%), CCC councillors and involved staff, ECAN councillors and involved staff , greater Christchurch partnership and involved staff form a group of involved entities to come to some determination of where the changes to the contours will be made. Done immediately to notch into PC14 or PC14 delayed until a OCB determined

There are only 3 options.

1. OCB remains at 50dbn which stops any development to the west and, to a lesser extent the north.
2. OCB goes to 55dbn as per NZ6805 and every other airport in New Zealand. Some in fact allow development into 55-60 dbn for certain types of development.
3. OCB goes to 57dbn which is still restrictive by world standards creating a rural residential soft fringe acting as a buffer between intensive development and the airport.

Already ECAN staff know exactly where their decision will fall. They have had a long time talking with experts, determining productive land, determining where the so called "reverse sensitivity" issues lie, the safe hard development land and the interests of the city for long term development. CCC

have done the same as both councils have screeds of information going back 30 years. Yet why don't they have the sense to all sit down and co-ordinate a time line and REMOVE ALL UNCERTAINTY.

What I'm saying in this open letter is not promotion of my personal opinions but pointing out a blatant dysfunction between the executive of ECAN and CCC and our elected councillors on both these elected entities who control the direction of our city and the unwarranted cost put on ratepayers by incompetence to see common sense to co-ordinate on parallel decision making.

It matters not what ECANS decision is. If they decide the OCB will remain at 50dbn then that is the decision. It will lock up developable land for at least until the next airport review in 10 years. That will achieve exactly what CIAL are arguing in PC14 and the other plan changes and they quite frankly have the deep pockets to play the same game they have played for the past 35 years.

CCC have made it clear the city needs land and toward the airport is the only option. However there is a clique of employees in both CCC and ECAN who see major intensification within the city being the answer. This is to a degree a nonsense but another days argument.

Finally CCC is the major shareholder of CIAL. Christchurch needs long term developable land. They must ask themselves does CIAL top the city's interest? If it's the city who has a better argument and a 55 or 57 dbn determined. CIAL will fight for as long as they can keeping the consultant lawyer gravy train going. As the major shareholder through a shareholder meeting CCC can determine by shareholder instruction to the board of CIAL to accept the determination of the new OCB whatever it may be, and not contest it. If they refuse replace the board.

This document I believe has a broader public interest than just the parties circulated.

1

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

No

Why:

It does not include the Eastern suburbs

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:

as long as all areas such as New Brighton are included.

I dont agree with only having development & investment from Rangiora to Rolleston.

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:

As long as promoting these open space areas is NOT at the expense of the people living there.

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:

Once again not at the expense of the people already residing there

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?

No

Why (please specify the Priority Area):

We are experiencing some momentum in the East for the first time since the earthquakes - don't stifle our area by stopping development.

We need to fix & protect the broken areas before starting new 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?

No

Why:

The East is forgotten - how about consulting the community & making them part of this partnership.

It seems we will only be informed of decisions once they have already been decided on - we would like to be listened to.

Attached Documents

File

230711 Submission Greater Christchurch Spatial Plan

Submission for the Greater Christchurch Spatial Plan

by: Jan Sintes

Date: 23.07.2023

After reading the draft plan, I find that there is very little information on the Eastern suburbs.

On pages 36 & 37 of the plan there is no mention of any suburbs in the East and the transport network has the strategic growth corridors from Rangiora to Rolleston via Papanui & Riccarton. Are there any plans to upgrade transport from the city to New Brighton as a destination??

Recently we have had an increased momentum in our area with the success of the Te Puna Taimoana Hot pools, children's playground, estuary edge and housing developments which have given the community a huge uplift to see some long-overdue development happening in the East. We do not want to see this stifled and any plans to stop/avoid development when our suburb is finally experiencing some growth. In Southshore we have experienced what this avoidance of development feels like.

I feel that this plan points to the coastal suburbs as areas to avoid any development (Areas to avoid Page 51), - if so, I express my firm opposition as this is simply a concept of managed retreat.

This report is based on the IPCC 2014 Report. However, IPCC have since issued a later report (IPCC 2020) in this they state that the modelling which T & T have used, namely RPC 8.5 is 'implausible' and an unlikely scenario.

CCC have an obligation to the city to employ the latest up-to-date information available for any planning purposes.

The deliberate withdrawal of development and infrastructure from our coastal area as a primary strategy for addressing coastal challenges, poses several significant concerns:-

- 1) Social Implications – Displacement of communities that have lived in coastal regions for generations who have already undergone the impact that earthquakes have had on our lives since 2010. We are still well behind the rest of the city in having our earthquake works resolved.
- 2) Economic consequences – If CCC choose to avoid development in Coastal areas by way of restrictive planning overlays, Insurance companies refuse cover or make the premium cover unaffordable. This would disproportionately affect the vulnerable people in our community who lack the resources and means to be able to live here. Furthermore, property values would plummet further exacerbating the economic hardships that people are currently experiencing.
- 3) Community Well-being – The Council has an obligation to consider the well-being of residents and the effects these planning changes would have on our community.

Rather than a "Risk based approach" based on an overly cautionary scenario (RPC 8.5)

I would like to see an option for an adaptive management approach as a response the climate change and its impacts on coastal regions, as I firmly believe that adaptation provides a more viable and sustainable solution to protect our coastlines and the communities who live here.

Investing in resilient infrastructure (ie:- estuary edge protection) can fortify coastal regions and provide long-term protection for communities and assets and mitigate the impacts of natural hazards.

The draft plan promotes the partnership of the Councils, Mana Whenua and Government agencies; however, I feel the main people, who are the residents within our communities, have been overlooked and should be part of this partnership. A lot of work seems to have gone into fostering this partnership, however nowhere do I see where **our** priorities and expectations have been identified.

I would also like to see a breakdown of how the findings from the engagement figures are made up. I realise that by going around schools and encouraging youth to complete the online survey may give a greater engagement base, I am worried that children who do not have the life experience that comes with age and experience are skewing the figures in favour of a positive result. How many of the 7,000 people who completed the online survey were over 25??

In summary, I think we still need to catch up on the repairs & maintenance in the East which is still very overdue from the earthquakes. We seem to have been overlooked by the Council and it's obvious we play no part in this plan for the future. The future in this plan is moving the city inland.

How can you promote shifting transport choices away from cars and building cycleways at great expense when parts of our city are still broken??

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023

First name: Sandra **Last name:** Shaw

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 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:

See page 30.

I am surprised and rather disturbed that there is no mention of European historic heritage, sites and significance to European at all. Therefore, I believe there should be 7 strategies, and #2 should be as I state: **Protect, restore and enhance historic heritage, sites and areas of significance to European, and to provide for people's physical and spiritual connection to these places.**

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 implementation of a MRT has been long overdue.

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:

More efficient, reduces GHG emissions, improves equity especially for older and younger people.

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:

But only if there is adequate space within the Green Belt

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):

Except that in WDC the PDP has inadequate tools to result in intensification in the central Rangiora area, and in Kaiapoi all the

best land for intensive urban development has been turned into greenspace or given away for inappropriate uses.

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:

Its all a bit woolly and lacking specifics

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

The data associated with Waimakariri District is extremely suspect. In particular the data that suggests that there can be a jump from 5950 units to 14450 units from 2032 to 2052 is completely inconsistent with the WDC PDP and the proposed Spatial Plan.

The WDC is not making any provision in its PDP for infrastructure associated with the improvements to the public transport system.

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023

First name: Amanda **Last name:** Kennedy

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

Environment Canterbury Youth Rōpū

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

Secretary, 16

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:

We believe that an improved public transport system like that above is vital to connecting city-outskirts and supporting the community. Ideally this system will act to bring people together into the urban centres of Ōtautahi and further interconnect our city. By concentrating future growth along public transport corridors it will increase the appeal of public transport and make community facilities more available to those in further out areas on Ōtautahi.

The city spans a wide area and we believe a light rail system is vital in connecting this. We do however, have a concern on the details on whether some of our more damaged roads will allow for a rail such as this. Effort will need to be put into fixing roads and ensuring they are strong enough to support the implementation of rails. In particular, we are concerned with the quality of roads in areas such as Papanui, Riccarton, and Christchurch East.

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 that the area's we focus on will be the areas that are expected to grow the most. We believe it's important to keep bringing in more rural or traditionally disconnected areas eg. banks peninsula. We liked how it doesn't only focus on Housing but also suggests that Future development includes development of facilities eg. pools & community centres.

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 absolutely necessary. Otautahi was originally a wetland and it's important we acknowledge this and support the land. An enhanced natural environment will be great for the health of communities (especially if we are moving towards more high density housing) and vital for mental & physical health. However we do have questions as to whether this only includes current natural areas or will it lead to actively creating more. Previously, there has been conversation around the use of the red-zones for relaxation and recreation but we are unsure how this Spatial Plan supports this. How will areas such as our redzones be prioritised for environmental and recreational development going ahead?

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:

We support the concept of a Greenbelt around urban areas for a range of reasons. We feel the Greenbelt will help to further connect rural and central Ōtautahi. We also believe that having shared green spaces helps create a greater sense of community locally as well as regionally. However, we would appreciate a more detailed map of the placement of green spaces. We would love to know what land will be utilised as well as whether it is private or publicly owned. We would also love an indication as to what these spaces will be used for and how, if at all, the redzone will be included in this plan.

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):

While we agree that these are the correct spots to hit within Ōtautahi we would love more clarification around other areas. We recognise the massive need for support in Eastern Christchurch with sea level rise as a result of climate change becoming a more and more pressing issue. We would love to see more support for other areas in Selwyn and Waimakariri as we feel the region would greatly benefit from this. We would also love more clarification around what plans for these areas could look like.

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:

We are unsure if we want to agree with the strategy due to lack of details on it. The strategy is very vague and fails to mention what Māori land will be built on. There is no evidence of a co-governance partnership between Te Rūnanga o Ngāi Tahu and the project (that is more than consultation). If this project takes place will mana whenua be compensated for this land opportunity? Will mana whenua have first right of refusal to housing on their land? We feel that this plan fails to recognise the historical trauma that Māori have with the land and when it comes to the Crown. Is this housing project for Māori or for the economy, or can it be for both? It is good to see there is some thought to replenish the waterways and not build on sacred land but there needs to be more than that.

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

We would appreciate a further understanding of how mana whenua were involved in this process. In future we also want to see a version of the plan in te reo Māori to further recognise this vital relationship.

Attached Documents

File

No records to display.

1

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

Yes

Why:

Investing in a reliable and usable public transport system makes considerable sense for multiple sustainability and climate-related reasons. I'm not sure why a rail system would not also connect with the airport. That seems short-sighted.

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:

My concern relates to the extent to which changing climate and sea level rise in particular has been accounted for in the plan.

I have not (for this submission) reviewed the sea level rise predictions for Christchurch and surrounding areas. But I suspect that at some point over the 60 to 100 year time period some in-land migration will be required.

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:

It would be hard to argue against any measures that give added protection to natural environmental areas and values. But my point above regarding the impacts of climate change refers here also. Does the plan take account of forecast climate impacts on the Canterbury 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:

Same answer as above. It would be hard to argue against any measures that give added protection to natural environmental areas and values. But my point above regarding the impacts of climate change refers here also. Does the plan take account of forecast climate impacts on the Canterbury region?

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?

No

Why (please specify the Priority Area):

At some point in the next 60 to 100 years, the implications of climate change are likely to require an inland migration for 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?

Partially

Why:

Again, the plan seems to assume that the areas currently occupied by Christchurch will remain viable places to live and work. Future climate and sea level rise scenarios suggest that may not be the case.

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023

First name: k **Last name:** Hay

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

SSRA- South shore residents association

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

Communications

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?

No

Why:

SSRA are not unable to agree with the MRT route as it does not show any improved public transport to large residential areas of CHC - The entire Eastern area of Christchurch has not been included. New Brighton is a substantial village with a variety of services and should be seen as a locally important urban center. We believe that New Brighton should be designated as locally important. How does it encourage people to use cars less - when the extremities of the city are unserved by adequate 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?

Unsure

Why:

SSRA agree that development around urban centers and along public corridors is generally sound. The issue is that SSRA believe the CCC have omitted corridors in significant areas and therefore the plan is incomplete.

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:

Maintaining the natural environment is important, but this must be a balanced approach. There are urban residential areas in natural environment areas, the social fabric growth and development of these areas must not be stifled. This type of policy can stagnate communities and create negative connotations. Communities that love where they live are your best asset to protect an area. This balanced approach should view how residential neighborhoods can co-exist with nature.

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:

No comment

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):

In general SSRA find this plan adds very little value to the Eastern areas and serves once again to set the East apart from the city. -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.

In a climate change context, it has been observed that the most pressing issue is surface flooding and water run off. The flooding that has occurred recently has not been predominantly in the East in fact many other areas have been more adversely affected. It therefore perplexing that the only mention the East has in this plan is regarding resilience..

It is disappointing that the east is highlighted as a priority area instead of a development area. SSRA suggest it should be both.

The priority is to support the area to adapt to climate change & strengthen resilience using a partnership approach.

SSRA have concerns with this wording as it is very vague. What does it mean for the East in regards to

- Infrastructure repairs and more efficient infrastructure technology ?
- Transport links?
- Development of the New Brighton area and village?
- Will this prohibit or stagnate future development in the East?
- Will this add further complication and cost to building in the East- both commercial and residential.
- How will this impact the proposed Coastal Hazards Adaptation Panel tranches? I
- Who is the partnership with? Is the partnership approach working with the entire community or is it just between council and Mana Whenua?

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:

SSRA do not agree with the spatial strategy and how it will be applied to the East.

There is not enough detail to fully understand the meaning or impact this plan has on our eastern communities.

It is disappointing that the east is highlighted as a priority area instead of a development area.

Resilience decisions and discussions are important for the city as a whole not just the East.

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

SSRA do not agree with the spatial strategy and how it will be applied to the East.

There is not enough detail to fully understand the meaning or impact this plan has on our eastern communities.

SSRA are disappointed that the CCC continue to see resilience and development as opposing goals. Communities should be allowed and encouraged to develop in a resilient way- this is called adaptation.

SSRA suggests the east it should be supported to develop and grow in a resilient way and therefore should be list as priorities for both development and resilience.

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023

First name: Matthew **Last name:** Grainger

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

Woolworths New Zealand Limited

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

Director of Format, Network Development and Property

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.

Attached Documents

File
Woolworths Spatial Plan submission final (1)

SUBMISSION ON GREATER CHRISTCHURCH SPATIAL PLAN

To: Greater Christchurch Spatial Plan Consultation
Greater Christchurch Partnership
PO Box 73014
Christchurch 8154
Via email: huihuimai@greaterchristchurch.org.nz

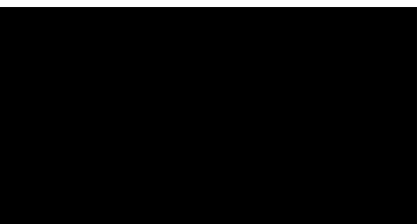
Name of Submitter: Woolworths New Zealand Limited (**Woolworths**)

1. This is a submission on the Greater Christchurch Spatial Plan (**the Spatial Plan**).
2. **Woolworths is generally supportive** in its position regarding the Spatial Plan in respect of the intention to provide sufficient land for commercial uses that is integrated with transport links and promote a well-connected centres network.
3. However, **Woolworths is opposed** to the extent that the Spatial Plan does not respond sufficiently to the operational and functional requirements of Supermarket provision to meet the wellbeing needs of the existing and anticipated growing population.
4. Woolworths seeks further clarity in the Spatial Plan around the status of the full hierarchy of commercial centres within Greater Christchurch. Woolworths seek recognition of the essential service that supermarkets provide and their spatial requirements.
5. The Spatial Plan identifies that over the next 30 years there is a shortfall of 110ha of commercial land in Christchurch and 20ha in Selwyn, which is expected to be met through intensification of existing centres and rezoning industrial land close to Christchurch's central city, as illustrated in Map 14 of the Spatial Plan. No provision is made for greenfield commercial development, nor does the spatial plan recognise existing commercial areas outside of the identified 'key' centres.
6. It is not clear whether, in elevating the importance of the identified 'key' centres as the focus for growth through intensification, the Spatial Plan intends to reduce the role of other commercial centres in serving their local communities, including through the provision, retention or expansion of supermarkets. Woolworths acknowledges that the identified centres are intended to be the key focal points for growth and where densities will be highest. Woolworths is generally supportive of the proposed centres network, but requests that the Spatial Plan recognises the practical challenges that Supermarkets will face as existing areas intensify and that supermarkets may need to be located on the fringe or outside of commercial centres.
7. Enabling intensification has the dual consequences of both intensifying residential catchment demand on the existing distribution and provision of supermarkets, and foreclosing, (through increased site fragmentation and redevelopment), edge of centre opportunities for Supermarket redevelopment to meet that increased demand. Woolworths notes that the NPS-UD requires that the local authorities associated with the Greater Christchurch Spatial Plan must provide 'at least' sufficient development capacity to enable business development in the short,

medium and long term (Objective 3, Policy 1(b), and Policy 2), including competitiveness margins (clause 3.22).

8. In addition, the Spatial Plan is absent of recognition that Supermarkets, which anchor well-functioning commercial centres in urban environments, are space extensive. Contemporary supermarkets include large commercial buildings, extensive carparking requirements, and back of house operations, and, post-COVID19, click and collect operations. It is neither realistic nor appropriate to consider that Supermarkets can be expected to intensify their functions or operations through a strategic planning approach that simply seeks to intensify activities in centres, without promoting appropriate opportunities for centre expansion, or indeed new centres to support residential catchments.
9. Supermarkets are a necessary convenience activity and therefore require locations in proximity to the residential areas they serve. Providing for additional greenfield commercial development and enabling some expansion of existing commercial activities outside of the centres enables demand for such convenience activities to be met.
10. Woolworths submits that a balance of intensification and infill development and greenfield development is necessary to provide for growth. Planning for new greenfield areas must recognise and provide for Supermarkets to serve the residential population. Providing for some expansion of existing commercial areas outside of the key centres identified in Map 14 of the Spatial Plan is also necessary to enable supermarket redevelopment to meet increased demand from residential growth in surrounding areas. The introduction of the medium density residential zone across greater Christchurch will also enable increased residential densities throughout much of the existing suburban environment, further fragmenting titles and precluding realistic opportunities to agglomerate sites to facilitate an appropriate Supermarket operation. This has potential to preclude appropriate opportunities to cater for growth and put unrealistic pressure on the existing distribution of supermarkets to meet demand.

DATED at Wellington this 21st day of July 2023

<p>Signature:</p> 	<p>Matthew Grainger Director of Format, Network Development and Property Woolworths NZ Limited</p> <p>Address for Service: Matt Bonis Planz Consultants</p> 
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Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023

First name: CRAIG **Last name:** LAMBIE

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:

This has been planned for 30 years, I thought these transport plans would have been included when the whole city centre was replanned after 2011 earthquakes. Who will fund this the rate payers, central government (tax payers) or continued overseas investment. In the plan above it states the safe connectivity of maori reserve lands to the wider transport network is a priority. Shouldn't it be a priority for all citizens to use this transport and I don't think this would be required due to a declining population ie reduced births and deaths up by 10%. It has been predicted (deagle.com) to be a massive decrease in the world population by 2025 . e.g. NZ reducing to 3.2 Million people.

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 have concerns for the wellbeing of the people caged up so densely with a loss of large open spaces immediately around you now, Christchurch known currently as the Garden city is Earthquake prone and dense housing is not a good idea.

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:

more intense development of houses means decrease in quality of life. In Glasgow multi storey building didn't work so they are now been demolished.

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 the horse has already bolted with the urban development in Selwyn and to make green belts round those areas would further reduce productive food producing farm land.

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):

The plan is for a mass transit network from Belfast to Papanui, through Merivale, over to Riccarton, then to Hornby. Never mind all the houses in the way, including Heritage buildings, they will have to go. This network will have high story housing, up to 10 stories, without garaging and storage facilities, along side the transit network. Do Merivale residents know about this - that there beautiful historical home could be bulldozed down?

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:

I feel this draft plan is not in the best interest of all the people of greater Christchurch and seems to be on the face of it favour a few.

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

Kiwis love to get out and about and enjoy all the Canterbury and South Island offers and I think this will restrict our way of life and ability and freedom to do the things we can today.

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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1.3 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:

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No

Why (please specify the Priority Area):

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

No

Why:

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

There needs to be more public awareness of what is proposed- especially in the community areas mentioned. Had never heard of this before today - the last day for submissions - feels like it is being passed in the backdoor quietly, absolutely appalled by that. When you are affecting peoples homes, lives and communities you need to be far more open and transparent.

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 would also like to see better public transport links into the east also. New Brighton is substantial hub, and although not signaled as one, it plays an important role in the city. There is currently a bit of intensification going on in New Brighton, North New Brighton, Wainoni and Prestons, and many of our school rolls are at capacity. We also need to consider our ring roads and the links to our ports.

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:

In order for centres to flourish they need population, amenities and/or tourist/visitor attractions. Transport links to suburban homes and businesses needs to be maintained and upgraded to allow linkages into this system.

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:

The plan is lacking detail as to how this will affect residents and where exactly it applies. It is good intent.

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 east has a wonderful green buffer at the moment. We have a wonderful balance of beach, estuary, and river bank coastlines. We have wetlands, forests, beautiful parks, and the highest tree canopy percentage in Christchurch. It is a lovely balance of nature, recreation and sport. Personally I would not like to see anymore wetlands planted east, we have enough already and they are taking away from our other natural environments and recreation. It would be good to see areas which are not as fortunate as us earmarked for green space, not just a green belt.

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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 have great concern regarding the wording relating to the east being a priority area. This could be construed in several ways, and depending on the intent could have a greatly negative impact on the area.

There is the underlying assumption that the coast will succumb to sea level rise sooner than other areas, where in fact any water level rise will affect ALL of the city. The rapidly accreting coastline will work in favour of beach side communities, however threat from the estuary and rivers will be of more concern. The impacts of climate change are city wide already, with major flooding events affecting many parts of the city frequently after heavy rain.

The east still has not had earthquake legacy work completed and this should be a priority to help us recover. These repairs can also be future proofed to be more resilient against future challenges (I am unsure if this is what you meant in your wording?). We have very resilient communities in the east who have fought and fought for fairness, their property rights, and equity since the quakes, the wording of the proposal for the east has many worried about managed retreat and that the current bouyant atmosphere is about to pop again.

The threat of Tsunami is extremely low, however we do need to be prepared. But should this threat, which is far less likely than major rain events impact development? As someone mentioned to me "why does it matter if I build single storey or 3 storey, when if a tsunami strikes I'd be safer up high"

Our roading network away from the coast is vital. The retention of New Brighton Rd is a vital escape option and could save hundreds of lives. New Brighton Road is also a major direct link between New Brighton, the Palms, St.Albans and on to Cranford St, it needs to be retained as a major connector route.

I am currently on the Banks Peninsula Coastal Hazards Adaptation Panel and the same work should be coming to the Coastal Ward soon, there is no mention in the plan about how the CHAP work will in this proposal - lack of detail. I am hoping that the communities will be included in all consultation in regarding to adaptation, infrastructure options and green space options.

I am all for a partnership approach but this partnership must include residents. There have been a lot of plans made up without the input from local residents - river corridor, red zones, etc. The residents want to be included. They want certain areas retained as parks, roads retained, recreational spaces, community gardens, wetlands, trees, etc. The partnership approach throughout the document seems to totally neglect partnership you should all have with the residents.

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?

"With us not to us" please

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023

First name: Tim **Last name:** Lindley

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:

Without it we are headed for gridlock! Cities the size of future Christchurch need great public transport solutions

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 is important housing growth is planned rather than just happens opportunistically, with careful provision to meet the needs of all its people including those disadvantaged by the increasing disparity in where wealth is spread in our nation

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:

For too long, people of Christchurch seeking to experience nature have headed out of the city - yet we have a stunning natural location right here and are only just starting to make the most of it, there are so many recreational and health benefits to being able to enjoy nature. In addition, when Europeans arrived they brought a view that food came from farmlands and fields and that wetlands were a waste of space and a place to dump rubbish and unwanted pollutants. We have a long way to go yet to correct the damage done by this approach to natural resources

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:

Green belts help define the rural urban boundary and help protect against urban creep, as well as providing a beautiful resource for recreation, close to 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?

Yes

Why (please specify the Priority Area):

I actually do, by planning proper development along these two axes, it means urban infrastructure investment can be targeted to give the best results allowing for excellence to be built in specific places rather than make-do mediocrity everywhere

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 a bold and well thought through plan. The challenge is now how to get on with it and do it well.

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

Well done, this is a critical need for the city.

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023

First name: Aurora **Last name:** Garner-Randolph

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

School Strike 4 Climate

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

Key organiser

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:

Could be better. more.

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 high urban density and public transport and walking networks make a better city for us.

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 but we need more.

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:

green spaces are good for our 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
- 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?

Partially

Why:

looks good, but need tangible action.

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023

First name: Ross **Last name:** Gray

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

Christchurch Civic Trust

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

Chair 100

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.

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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:

Please refer to attachment

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:

Please refer to attachment

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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:

please refer to attachment

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

Yes

Why:

please refer to attachment

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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:

Please refer to attachment

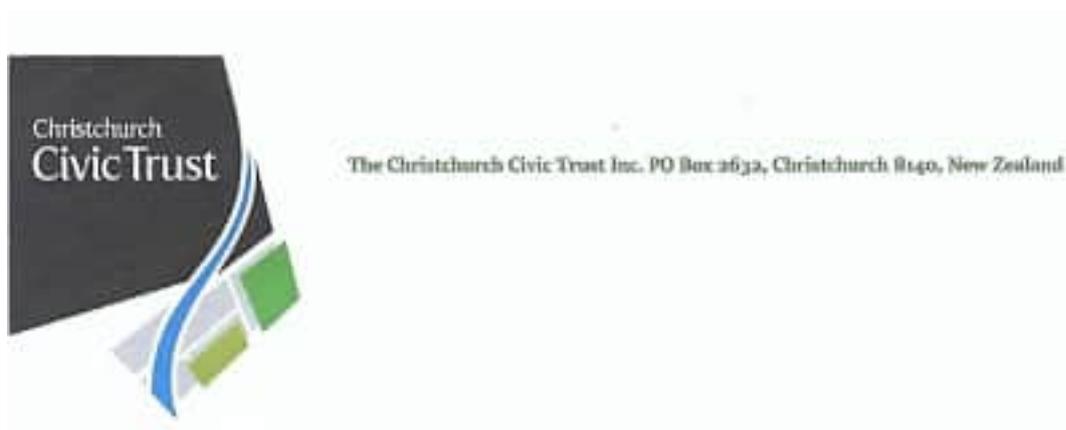
1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

Please refer to attachment

Attached Documents

File

Christchurch Civic Trust submission on GCSP Draft plan for consultation



23 July 2023

Whakawhanake Kāinga Komiti

Kia ora Committee members

Christchurch Civic Trust ('CCT') Comments on Greater Christchurch Spatial Plan Draft Document

CCT is a voluntary NGO, founded in 1965, whose Mission Statement is *'to promote civic pride in Christchurch and surrounds by its ongoing public advocacy for good urban design and architecture, and by raising public awareness of the importance of the city's natural and built heritage.'*

1. Pg 30 *Opportunities #1 historic heritage and sites and area*. CCT supports. However, there is a need to rewrite to ensure the concepts are not read as confined to Maori.

Protect, restore and enhance historic heritage and sites.

This should apply to all cultures that have contributed to the development of Greater Christchurch. Enhanced emphasis on Maori heritage and sites should not overlook the many others who have made Christchurch their home and contributed to its identity and character.

Provide for people's physical and spiritual connection to these places

This is an important element that must apply to all citizens living in Greater Christchurch. The longer the history, the greater is the need to preserve and protect historic heritage and sites and areas of significance as they are likely to be the assets most vulnerable to overlay and extinction. That is why there is emphasis on Maori as first inhabitants, but subsequent migrations and settlement here must also be accorded appropriate recognition.

2. Pg 30 *Opportunities #2 Reduce and manage risks*. CCT Supports

Reduce and manage risks accepts that there are inevitable risks associated with living in this place. Some are well known. Some are yet to present and are of unknown potential severity. We can plan in spatial terms to reduce and manage for known risks. We can choose to live under threat of natural hazards such as living on flood plains and from climate change-induced weather bombs because we have no alternative or limited capacity under our control to neutralise those risks. We can attempt to build resilient structures. We can plan for escape if disasters strike. We can plan for emergency response. We can consider reinstatement post disasters. We can decide to abandon sites because the costs of staying, measured in financial and emotional terms, is just too great. To reduce and manage risks, we need to be able to evaluate alternative possible reactions when risks turn to reality.

A major opportunity is recognition of the greater role of timber in future buildings, for earthquake resilience, safety, recovery, and ease of relocation. The bonus which timber construction offers of a significant reduction in carbon emissions which are the result of 'conventional' construction methods (concrete, steel etc) requires urgent consideration; a greater recognition of Maori architectural practices could be seen as complementary to this.

3 Pg 30 *Opportunities #3 natural environment* CCT Supports but extends the concept.

To *protect, restore and enhance the natural environment* is desirable for the survival of species including *Homo sapiens*. The enhancement of biodiversity is in harmony with nature's ecosystems approach to sustainability. Connected systems help maintain habitat. Providing accessibility for people in a way that does not discriminate is a laudable goal.

It should not be necessary to have a particular focus on te ao Maori. Restoration is not a return to the natural environment that existed before Greater Christchurch evolved. The disruption by human action, whether by Maori or by subsequent settlers, is not fully reversible or indeed desirable. For instance, the highly varied species tree canopy achieved in Christchurch is a far cry from the swamplands and sand dunes that dominated extensive areas of Christchurch at the time of first European settlement. Nature has, however, reminded Christchurch citizens that some areas should revert to wetlands and be devoid of housing. We can and should enhance the natural environment through protection and ring-fence and connect areas to ensure sufficient habitat is retained to help threatened species survive. Our focus needs to be on the habitat. There is a shared responsibility to achieve #3. All voices can work to that end goal. Leadership may arise from unexpected quarters, but worthy leaders will heed the advice of long experience, tradition and contemporary science.

Pg 30 *Directions* CCT agrees with all the numbered points listed

Pg 36 Central City Purpose

It is most likely that the Central City will retain its status as the primary centre for Greater Christchurch. That said, will the future reflect the past and operate in the same manner? Modern electronic communications are helping release reliance on traditional office work all being conducted at the same time at separate foci. The work from home alternative, group shifts that avoided cross-contamination, job sharing options, and other dispersed work models had a test run under Covid-19 lock down regulations. The shakedown from that experience suggests that greater flexibility in work attendance is probable and that productivity measures, where measurable, will not decline but improve. Increasing the

density of inner city residential and mixed-use developments will help invigorate the Central City experience.

Therefore, planning for office densities in the city centre may not need to follow historical patterns. If the Central City is underperforming economically, other forms of attraction may be needed to heighten the vibrancy and foot traffic associated with central places that draw people from all over Greater Christchurch for activities that operate around the clock. Might the goal be a city centre that never sleeps but pulses with life and vigour (including with increased residential accommodation above business premises, for example) and is not the cause of frustrating time-wasting rush-hour traffic congestion?

The Central City must be easily accessible. Getting around within it must be made easy and enjoyable for everyone regardless of physical abilities. Provision for that is not wholly dependent upon *employment density, high-rise commercial developments, flagship retail, head offices and knowledge intensive services*.

Linking multi-storey buildings other than at ground level provides increased accessibility, more experiences, besides separation of modes of mobility for greater safety. There are prime examples in other world cities that could be followed, such as Hong Kong. A key to achieving this relies upon planned cooperation between site developers. They need to see individual developments as part of an overall integrated plan that increases benefits for all who participate. It would alleviate pressure on shared street space to have linkages at other levels.

Providing Central City green space must accompany residential intensification as an antidote to apartment confinement.

Pg 53 **Context** bp 5

CCT is somewhat troubled that this is the single specific reference to European cultural and historic heritage in the entire draft plan document. Whakawhanake Kāinga Komiti appears not to be aware of Christchurch City Council's heritage strategy 'Our Heritage, Our Taonga 2019 – 2029'. The CCC Heritage Team in collaboration with mana whenua, CCT and many other groups and individuals, developed the strategy over a period of many months. It stands as a blueprint for other territorial authorities for the preservation and enhancement of cultural and historic heritage, Maori and European, tangible and intangible. CCT recommends that Whakawhanake Kāinga Komiti consults (more) fully with the CCC Heritage Team.

Pg 64 **3.3 Enhance and expand the network of green spaces**

CCT can generally agree with this policy, especially with the 3rd paragraph that references higher density areas being critical. The paragraph speaks to **how** the policy might be achieved, particularly with tree planting and indigenous biodiversity enhancement in public spaces and with green spaces incorporated into private developments.

CCT suggests that recognition of the value of past plantings of a wide variety of introduced species, which has provided for much of the significant existing tree canopy, is just as important, if not more so, than a future reliance solely on indigenous species. That is a pivot which seems more ideological than practical, and denies recognition of non-indigenous

cultural heritage. Partnership is not a swing from side to side. Strength comes from harmonisation behind ways to achieve an agreed beneficial purpose.

We need to recognise and celebrate botanical diversity that is an integral part of our city's heritage and distinctive landscape character. We should recognise and celebrate cultural diversity and ethnicity of all people who make up our community, and likewise we should celebrate trees and plants from all around the world. We need to document and celebrate the entire diversity of plants that contribute to our city's character and landscape amenity, and acknowledge that all biota, all species are, in fact, native to our planet. While CCT understands the desire of territorial authorities, as in the CCC Urban Forest Plan, to make indigenous trees and shrubs 'more visible', the notion that one community of plants, endemic plants, is inherently superior and thus entitled to special treatment and consideration is a fashion, a cultural construct which has no viable basis. The character capabilities of different plant species are determined by their DNA, providing a remarkable range of capabilities, determining size, form, appearance, colour, and specialised capabilities, such as climate resilience, deciduousness, autumn colour, foods and habitat for birds and wildlife.

Incorporation of green space into private developments is most desirable, but no mechanisms to induce that response are included in this draft spatial plan. Recent submission made to the NBE Bill by CCT and others include suggestions for inducing this goal, made more relevant in the face of housing intensification that is anticipated in this draft spatial plan.

Pg 70 4.3 Focus and incentivise intensification of housing to areas that support the desired pattern of growth

bp 2 Please explain what is meant by *A competitive public transport system to encourage mode shift.*

Does this involve mandatory control of fares charged on public transport?

Does this involve road pricing in any way?

If so, under what authority is this to be implemented?

Does this mean ratepayer revenue is deliberately used to make public transport cheap or free for specific groups of people at particular times of the day/night?

How is it intended to ensure *coordinated and aligned action across multiple agencies, to inform, prioritise and unlock investment, and drive collective accountability?*

Does such an ambition require new governance structures with this objective as a key mandate?

If reliance on achieving this coordination is to remain with the present organisational oversight, what powers in law will be used to give effect to the level of compulsion, persuasion, or other means to achieve compliance?

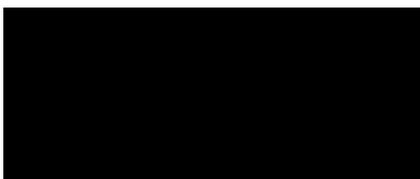
Miscellaneous general and technical points about the document.

CCT has a sizeable number of observations, questions and suggestions about the document itself. These range from the micro typographical but significant beginning on P3 'Next steps' : why was such a basic error 'Early 2023 : Partners consider adoption...' not noticed?; to

those of importance for statistical and historic accuracy, including P 19 para 4 re motoring 'introduction of the private car in the middle of the 20C', which is both inaccurate and very misleading; P19 para 5 ('... demolition of many buildings ...'), a huge understatement of the extent of post-quake demolition of heritage buildings which numbered approximately 250, 40 -50 % of the city's stock

Some of the points noted, and others, will be amplified at the hearings.

Yours sincerely



Ross Gray
Chair Christchurch Civic Trust

Please refer to an attachment which will be sent separately as soon as possible: **'CCT problems with accessibility of hard copies of GCSP Draft plan for consultation'**.

The Board of CCT recently spent a considerable and frustrating amount of time trying to locate hard copies of the document for its use and potentially for other members of the public keen to make a submission on this important matter. Documentation of events follows. CCT trusts that this poor standard of service to the public will not be repeated as the Spatial Plan is further developed by Whakawhanake Kāinga Komiti.

1

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

Yes

Why:

I appreciate that Hornby - Belfast is one of the faster growing areas of the city and aligns with links to the wider area. However, it should be only a first step in the process. The proposed route of the mass rapid transit is in effect all located in the northwestern quarter of the city. Areas such as Spreydon are densifying quite quickly even with the council dragging their heels on implementing the MDRS, with many townhouse developments on almost every other street currently.

Allowing for a flexible form of MRT which can easily be added to would be great. The introduction of the Luas (light rail) in Dublin was an enormous success, and almost immediately generated calls for extensions to other parts of the city and has been almost constantly under construction for most of the last two decades.

I would hope that the introduction of the MRT would align with a redesign of the existing public transport network - allowing the existing buses on these routes to be redeployed to provide more frequent, reliable and direct PT to areas not served by the MRT.

The urban design ideas in Fig. 6, Fig. 7 are very exciting. Prioritising cleaner, more efficient forms of transport in higher density areas is vital.

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:

Future major development should definitely be concentrated in areas where it will have the most impact. However, I do worry that the main transport corridor does only cover the northwest corner of the city. There is huge potential for densification in the inner suburbs to the south and east, however they will need to be serviced and invested in.

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:

Protection of highly productive land from sprawl is vital. I also agree that waterways and green spaces require strong protections and an overall plan.

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:

Fully support. I would hope it helps to prevent unnecessary sprawl around the edges of the city, while also providing good recreation and natural spaces within easy reach 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?

Yes

Why (please specify the Priority Area):

Fully support anything that helps accelerate the kind of dense and sustainable growth we need. Focusing on bringing jobs to Rangiora and Rolleston is an important way to curb some of the huge amounts of vehicle traffic coming into the city.

Fully agree with prioritising Te Tiriti obligations at long last. Recognising, and giving equal weight to, the significance of indigenous traditions, development and cultural values (rather than making them an afterthought) in our planning processes is vital to our maturing as a more equal society.

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:

Having a plan for how our city grows is a vital step in our adaptation to more frequent and more severe weather events and a changing climate.

I would hope to see managed retreat addressed as part of the plan, as we are looking 20/50/100 years down the line.

Attached Documents

File

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

First name: Rachel **Last name:** Clark

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)

[Map of Greater Christchurch Spatial Strategy](#)



1

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

No

Why:

Because people are individuals and you already stuffed up congestion on Riccarton Rd.. Shortage of parking around Hospital for those coming from Waimakariri that want to use personal vehicles. Too many unused bike lanes and bus lanes... So many roads narrowed causing traffic issues. / accidents. Our climate is too cold and wet to travel by bike or walk in winter... Elderly can't climb up into buses.. They get family members to drive them if they cannot drive themselves.. We need to retain our CULTURE AND INDEPENDANCE... Lots of us live remotely from farming communitites .

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 we are not China or any other heavily populated nation. Let us have space to breathe and spread out... We don't want to look out window to see neighbours in the bathroom.. 2 metres away.. It is safer for families to have a backyard where parents can keep an eye on them than let them roam off to a green space... A realestate woman was kidnapped this week. Still un found... Let alone kids on streets.

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:

Because people need their own space to stop going mental... solitary confinement makes one mental.... Kids can exercise more in own back yard... as parents too busy working to take them to green 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?

Unsure

Why:

SO long as you are not making smart 15 minute cities to make people prisoners.

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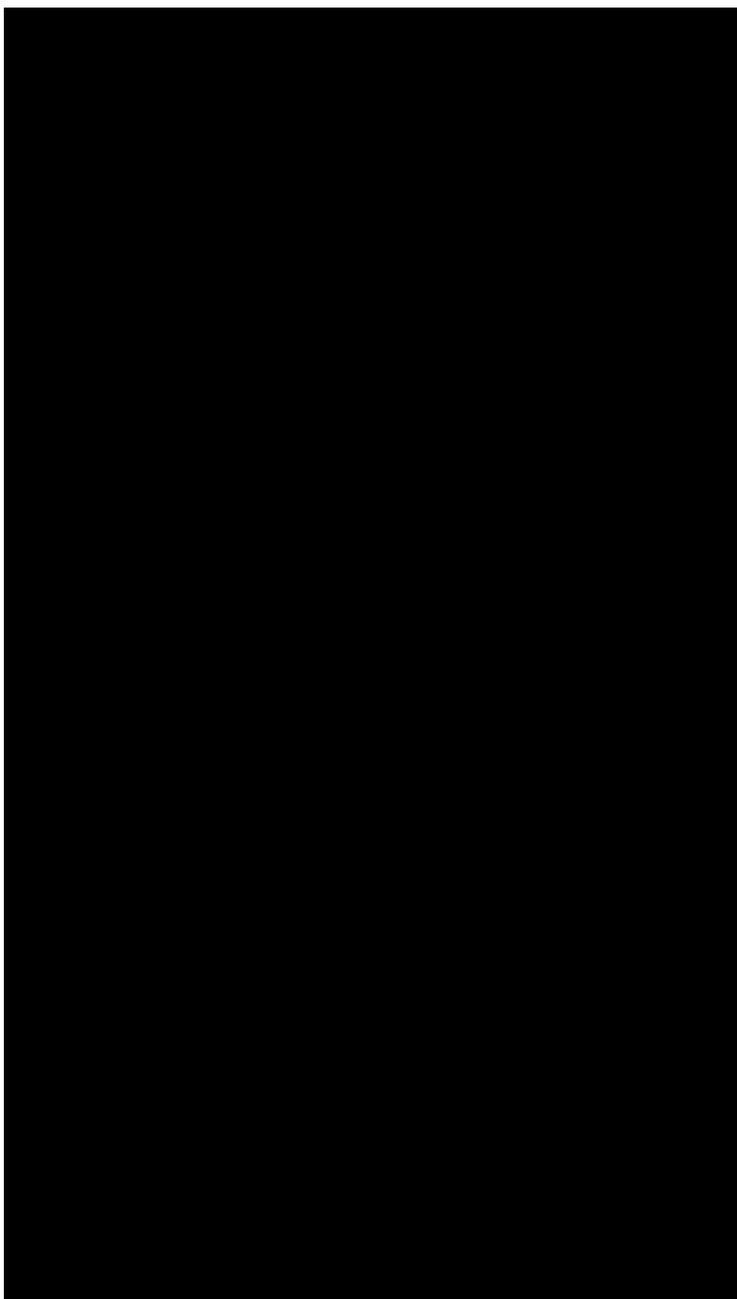
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1.5 Do you agree with the approach to focus on these areas?

Why (please specify the Priority Area):

There is no climate drama... We have a fluctuating climate continually. Rivers flood every 100 yrs ... weather is a daily occurrence. We should not build too close to natural run offs. Think about down stream issues..

We don't need intensification. This causes more domestic violence... Give us all a quarter acre and go back to a more relaxed way of life. Population is on the decline. There are many young people not having children. Many transgender popping up will be infertile...



With all the schools pushing this we will become an extinction ... So we won't need intensified housing...

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 current public transport is not frequent enough bus stops are black with no lighting and therefore dangerous

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:

not at the detriment of smaller communities.

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Unsure

Why:

not always well done.

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:

need green space where urban densification is planned need to ensure everyone has space

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

No

Why (please specify the Priority Area):

loads of 2 storey boxes are not conducive to good living environments

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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:

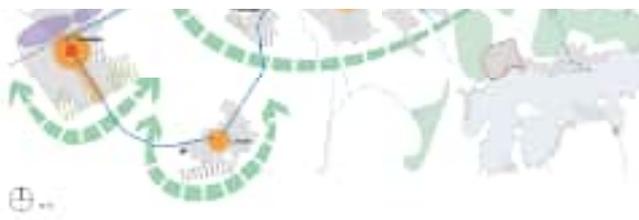
1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

Plan not enough without ensuring good design

Attached Documents

File

No records to display.



1

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

No

Why:

It need to remove to much of existing houses and infrascructure. It will create a unsafe environment, to many people in high rise buildings

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:

We should improve the already existing infrascructure

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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:

As long you use the existing green spaces, Christchurch is not for nothing called the garden city. There is a good amount of green space 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:

No because it will come as a cost to what excists there at the moment

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):

I like to see, why the choice is made for these specific areas.

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 decisions should involve the citizens of Christchurch, involvement will create participation

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

Yes I think it should be studied more in in dept , have working groups from all areas in Chistchurch to come to the best option

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 initially felt positive about the MRT idea. However, I hesitate to say that transport needs to be as frequent as every 5 mins. As a frequent public transport user I find every 10 or 15 perfectly fine. I would like to see better public transport more widely available across Greater Christchurch (rather than intensity more narrowly focussed). If this is to occur alongside the MRT scheme then great but not the MRT at the detriment of the rest.

I am pleased I don't currently live along the proposed MRT routes. Moving toward the density planned for may be hard for current residents. That will have to be worked through sensitively. I am concerned there could be considerable distress caused as this is implemented.

I strongly support the moving of freight out of trucks and on to rail or coastal shipping. The burden on our road network of the large rigs now allowed in the country which our roads were never designed for; the carbon implications. Lots of reasons for this shift.

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:

All housing but particularly high density housing needs to be done with 'good design'. This does not mean developer -led. It seems many current developers think good design is that which enables the most building on every square metre of available land. We are not just building houses however affordable; we should be building communities.

I was a little underwhelmed and somewhat depressed by the pictures of the housing types at different levels of density that is used in this plan document in figure 11. There are a range of interesting innovative types of housing other than the boring types illustrated that can allow more density and work to achieve other objectives but also fit in with nature and be aesthetically pleasing. I hope we don't 'plan' out imagination, creativity and excellence.

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:

When the word 'significant' is used I worry that it diminishes important natural values that don't superficially meet a technical level of rated importance. The natural world of Canterbury has been so degraded that there are many important features that might not fit defined criteria. We need to protect what is left, restore what we can and generally live with nature as much as possible. I fear we listen to people who wish to continue degrading the natural world - usually for private gain - more than we

should; and listen too little to people like ecologists and others who have a different perspective.

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 we had one around Christchurch didn't we? It was trashed/developed when that appeared expedient. So I am somewhat cynical. How can it be protected into the future?

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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 understand the priority areas could change over time and with changing needs.

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 think the future is increasingly uncertain. I strongly support the idea of reviewing this every 5 years.

I suspect the 'market' is rushing ahead and some of this plan will be overtaken before it can be implemented.

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

There is a danger of the city being a heat sink if fashions like black roofs are allowed to continue.

We need trees throughout urban areas (not just in reserves) for a number of reasons including their cooling effect.

Attached Documents

File
No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023

First name: David **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
- 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.

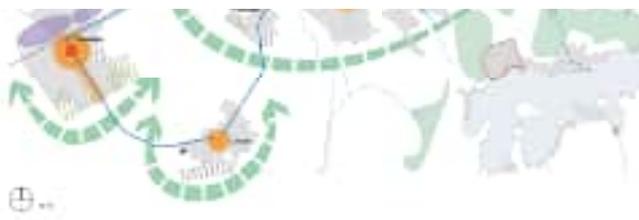
Feedback

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?

No

Why:

No all people want to be forced to use public transport, times will never suit all and the current houses in the path that would have to be pulled down as a result is not fair or suitable

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:

Hello, did we not have a massive earthquake in 2011, have multiple story housing in these areas not recommendable unless you know something i don'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?

Unsure

Why:

more information needed for this area

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?

Partially

Why (please specify the Priority Area):

when it says the impacts of climate change, can you prove that this actually exists or what data your using to make this claim, because i have seen so much information from around the world to prove otherwise.

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:

let me point out a few things..... the death rate is up, the birth rate is lower than ever before, the push for trans-gender among the children in schools will reduce the amount of future offspring.... so tell me where are all the people that you say will be in christchurch coming from overseas???? i hope not look at england and the problems they are having now in especially high density areas.

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023

First name: Robina **Last name:** Dobbie

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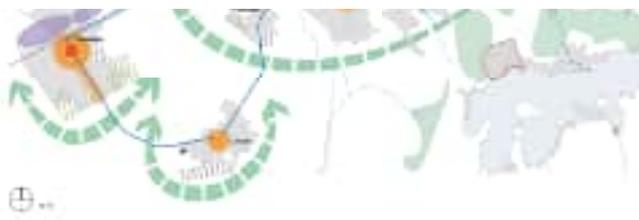
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(Click on the map to view it in a new window)





1

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

No

Why:

see attached

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:

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:

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:

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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 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:

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

I believe there are a lot of things this council needs to sort out before heading down the path of this idealistic Christchurch Spatial Plan

Attached Documents

File

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

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

No Why?

The growth predictions for Christchurch seem well overstated.

In the 19 years between 1989 and 2008 the Christchurch population grew by 69000.

In the last 15 years the population has grown by 20300 approx 5.5% growth or 30000 approx 8% dependent on which data is used. The earthquakes brought down the population although it has since recovered.

We have a decreasing birth rate and our death rate has increased by 10%.

How are these predictions formulated?

We still have issues with our infrastructure that have not been addressed from the 2010/11 earthquakes surely these need to be addressed first.

How can we open up to immigration without fixing issues and completing existing unfinished infrastructure.

Fix the city issues before escalating our city growth.

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.

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

No Why?

We need to be sorting out existing issues before working on fantasy projects.

It is easy to dream about the possibilities. Is this really what our city residents want?

From my experience at Huihui Mai and talking with the community, it is not!

We are a city still recovering from a set of serious earthquakes and have a high likelihood of the Alpine Fault rupturing within the next 15 years.

How can we possibly justify investing rate payer's money with the current tightening economy?

And, what's more into intensification? This simply does not make sense

Global ideals are not a fit for our city.

Until the Alpine Fault ruptures I am against any intensification. Our city was a wealthy city and due to under insurance by the CCC we have been slow to recover from the 2010/11 earthquakes.

The under insurance was a decision made by this council from members dreaming and gambling with city assets yet here we go again dreamers making irresponsible decisions.

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.

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

Partially Why?

I agree that the natural environment is key to quality of life so why build 7 level high infrastructure in the city? That is not natural!

How about we have green areas along the public transport system? It is great to be able to cycle, walk and scooter along the riverside. Incorporating the transport system alongside makes far more sense than building 7 stories along it. With our cool northeast wind, it will just create a cold wind tunnel. We are not ready for that until we fix the existing infrastructure anyway.

Where did these plan ideas come from? Europe? We do not have the population nor the culture for these ideas to work here on such a sudden basis.

The HuiHui Mai engagement was performed using the tools incorrectly and it was able to create false results. After attending the HuiHui Mai and talking to numerous other people who also attended them I found the report was not a reflection of my experience and the experiences I heard from other attendees at some different venues.

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.

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

No Why

I am not in support of your Greenbelt proposal.

I do believe that green areas are important for our city. The plan seems to be designed for somewhere else, not our city. The cool easterly wind needs to be considered in any design for our city and it appears like this has not been considered in these plans.

Green areas would be better to break up the urban buildings creating variety rather than intense housing.

I am against smart cities. I have been involved in early adoption of technology and can now see the opposite side, not just the benefits. Along with technology comes health issues and these are not considered from what I can see of your plans. Surely the health of our residents is an essential for any risk assessment. Has a risk assessment been undertaken by the council on turning our city into a smart city? Smart cities seem to show very little regard for disabled people.

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

No Why

Let's start with Climate Change. My background is in Meteorology along with research and data analysis. I spent years studying climate data and still do. My number one strength by Cliftons Strength Analysis is Strategy.

Please supply me with the source data that is used to justify your decisions on Climate Change. From my research it is based on flawed models. I am yet to see anything that proves different. There are globally 2500 scientists that form the consensus of the IPCC climate change (some have asked to be removed as they did not give their approval) yet there are 31,000 scientists who signed a petition denying that man is responsible for global warming. It is a political scam.

Surely it is time that the council looked into the reality of what actually happened rather than going along with this conspiracy theory. The cost to our city is massive. I would be happy to do a 5 minute presentation to council to show it is worth their time to have a follow up 60 minute presentation on what is really going on.

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.

Do you agree with the draft spatial strategy outlined above?

No

I believe there are a lot of things this council needs to sort out before heading down the path of this idealistic Christchurch Spatial Plan.

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

I believe there are a lot of things this council needs to sort out before heading down the path of this idealistic Christchurch Spatial Plan.

Supporting Docs

Available as required



1

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

No

Why:

More reliable public transport would be good but not at the expense of people not being able to use their own private vehicles. For some people groups public transport isn't a helpful option over private vehicles for example mothers with babies and small children, the elderly, people with major disabilities and those with certain types of mental illness. For example I have anxiety issues around being in a situation where I feel I am trapped - a bus is one of those triggers for me where I feel I can not get out of once I'm on board. Issues around safety using public transport is another major factor as there have been increasing incidents of aggressive behaviours on buses over the past few years.

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 don't think this was a detailed explanation of what concentrated housing development would look like along public transport routes. So no I don't agree with this statement.

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 more green blue spaces are important for a healthy community. Water ways definitely need improving in Canterbury especially 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?

No

Why:

I don't think there has been a clear explanation given for what the buffer zone is and the reason for why it is needed.

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

No

Why (please specify the Priority Area):

I don't agree that Rolleston needs high density housing. Many people have moved out to Rolleston from more densely populated areas in the city, to be in an area with less people, less noise and for more of a smaller town lifestyle. High rise residential buildings being built next to single story residential buildings is not right for many reasons. This will significantly decrease property value, impinge on people's privacy, increase noise in these areas substantially and potentially block sunlight of existing single story buildings.

Another reason why I don't agree with high-rise residential or commercial buildings is because Canterbury has been through some major trauma over the last 10 years with the 2010 and 2011 earthquakes. High rise buildings can be a major trigger for many who lived through this time.

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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?

No

Why:

Because I largely disagree with number 4, 5 and 6.

Attached Documents

File

No records to display.

1

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

No

Why:

I do not support the 'improved public transport system' plan. If there are supposed to be no cars on these roads, what are going to be driving along these transit routes? Buses? I cannot see how having these transits networks, will aid in anything, in fact, it would just concentrate the amount of traffic into a more constricted area. If this is for a plan for a potential population of between 700,000 and 1 million people, it would be congested and cramped, even with buses. Just look at other cities, both here in New Zealand and overseas for example, where already massive projects are underway, or that have been completed for instance. Auckland, as a 'mega-city' has immense problems with transport, the train service barely keeps up, and the roads are always congested. Removing cars, or adding more environmentally sustainable alternatives just simply will not cut it. This is utopian in its view and construct, and therefore is most likely doomed to failure - or more likely, a claustrophobic and severely annoyed populace. In London, a city with a current population of 9 million people has immense issues with both public and private transport. For instance, the central line on the London Underground takes well over an hour to get from one side of London to the other! These new and 'improved' projects have failed to achieve what they were aimed to do, if not, in fact now are overwhelmed. I think this plan is what would end up happening to Christchurch if it happened. This type of transport will appear to restrict movement of people, especially people who live outside Christchurch that come in for work.

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 do not agree with the fact that we should focus future housing development around urban centers and transport corridors. These areas are already urbanized, it doesn't appear to be a sensible choice. The idea that urbanizing an already urban area will lead to a 'more affordable options' is a ludicrous statement. Firstly, you are limiting housing to just two types in this statement, apartments and terraced housing. Secondly, placing more housing in an increasingly smaller area, by importing a larger population will not make things more affordable in the slightest, as it will just add to housing competition between new people for the 'best' areas, i.e places closest to areas of commerce and transportation access, this would push up the price of real-estate, especially for multi-person homes. Stuffing people into small areas will reduce the quality of the life for the residents who find themselves there.

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:

Natural environment and urban areas, is quite the oxymoron. How will this strategy, preserve the natural environment in an urban area and its surroundings? You plan to cram 700,000-1million people in this area, how would this preserve 'nature', it would decrease and harm the natural environment. All of these people would produce waste, where would it go? If people that are being brought in come from places in the world where say, there is no appreciation for the environment and its aesthetic, how or why would these people care about the environment in their new home? In London, for instance, there is a vast amount of litter, that just ends up in the streams and rivers, with people loitering in parks and places of recreation polluting, damaging and sometimes even living in these places with no care for the area that they find themselves in! More people=more trash/waste=more environmental degradation. It is obvious that this plan has not been thoroughly thought about.

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 not support the idea of a Greenbelt, It hasn't worked in London, so why would it work here? Please see the above statement on the natural environment and urban areas. It would just get trashed.

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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 does this even mean? I do not support the private-public partnerships in this regard in all these 'focus' areas.

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:

It will not work, this spatial plan will just cause more problems that it can solve. It will just lead to increasing congestion, both of people and public transport, destroy the natural environment, no matter how environmentally friendly transport or businesses are, it will increase housing prices and lower availability. Is there even enough housing already? even with the suggested flats and apartments along these traffic corridors?

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

I do not agree with the draft spatial strategy, it is all very vague. Especially around the minimization and protection from natural disasters and climate change. This plan is heavily Maori focused, why is there no room for European cultural heritage?

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?

No

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?

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:

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023

First name: Michelle **Last name:** Tabb

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:

Shouldn't stop at Hornby, should go right to Rolleston if you want it to be used and make a difference for the environment

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:

Concentrated housing should be in the central city and inner city suburbs eg Sydenham. Not in Prebbleton or Lincoln, that will just cause more traffic on the roads and be worse for the environment in the long run

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:

Stop developing good land

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:

Prebbleton used to have a greenbelt between it and ChCh, why has it changed?

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;
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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):

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: 23/07/2023

First name: Paul **Last name:** Francis

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

Opal Consortia

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

Director

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?

No

Why:

The basic idea is good. My main point is extend Map A to include Dunsandel thus gaining another efficient node of say 2500 people for very little extra

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:

The basic idea is good. My main point is extend Map A to include Dunsandel. Growing Dunsandel provides an efficient growth node 'further out yet close' more efficiently than Rolleston was to Christchurch. Since your earlier plan a lot more services and opportunities have come to Rolleston so a lot more people can live around that. There will be some who would prefer to be a little back from the action with cheaper house prices and slightly longer commute to Rolleston or town and Dunsandel is fantastic location for that. Plus the Map would look a lot better! :)

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:

To a point but the way you do that can be done many ways. Increased density such as the various medium density proposals are not guaranteed to be taken up as much as the capacity models anticipate. Dunsandel offers an opportunity to allow a small town to grow for those who still want the traditional house on section experience around a potent rural town node.

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?

No

Why (please specify the Priority Area):

In Selwyn , you should add Dunsandel as a local center in the existing town center with significantly increased town extents for General Residential Zones (NPS framework).

The best way to encourage that is to increase the extents of Map A to include Dunsandel.

1. The Town is nicely balanced around a future transport node and growth can be anticipated to be within 10 minutes walk of that.
2. The Town is well situated already on main infrastructure such as SH1 and the main Kiwirail Line. So as a transport node it can be added very efficiently.
3. The Town has a good selection of rural land around it that is not being intensely farmed that is ideal for growth.
4. Growth in Dunsandel would facilitate (or vica versa) the efficient addition of a Municipal Wastewater Connection to Rolleston Pines Wastewater Center which would have considerable environmental outcomes for the existing dwellings.

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 you increase the Extents of Map A to include Dunsandel I would.

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

Anticipate greater growth than your Capacity Analysis. For example Selwyn is the fastest growing District in the Country and the same promoters are still there with more joining.

Attached Documents

File
GCP

The following sections of commentary were prepared by Paul Francis, Opal Consortia Limited, for various parts for the Selwyn Plan Review and generally support the expansion of Dunsandel.

Water

Ultimately Dunandel is addressing water reserves under similar characteristics to Rolleston so in a sense the supply of Water is academic. However the following comments may be of interest towards the initial growth of the town.

The Current Bore L36/0725 is located at the corner of Irvines Road and Tramway Road, Dunsandel.

Capacity

Its been tested at at 32 l/s or 2765 m³/day is consented for 25 l/s or 2,160m³/day.

As it has a 10m drawdown it could potentially be used at that higher rte with associated testing for interference with other bores.

To develop Blocks 1-4 into residential at 10 or 15 lots per hectare would produce between x – y new lots.

Dr Helen Rutter from Aqualinc estimated their demand based on the following assumptions.

Water use is in the table below:

- Water use per person in NZ - 227 l/d (LEARNZ)
- Average population per dwelling - 2.6 (Census 2019 – average for Canterbury)

Number of dwellings	Population	Water requirement (m ³ /d)
800	2080	472.2
1000	2600	590.2
1200	3120	708.2

Quality

In 2009 UV treatment equipment was added following a water quality problem. In January 2020 temporary precautionary chlorination was required. SDC reported No E Coli was found.

The water is tested twice weekly and samples from n January, April and July of this year are published and pH, Nitrate Nitrogen and Hardness measures are all reported within Guidelines.

Further Consents Possible

To the Extent Further Consented Water is required a discussion has opened with ECAN around the process for that and partial transfer of Water Take Consents is confirmed as an option.

Dairy Holdings have indicated they have further capacity they would be willing to transfer. The details of the agreement have not been concluded and further investigation needs to be done on precisely which consents this relates.

However it is submitted that there is enough water already particularly if storage is incorporated to address peak demand. These calculations can be finalized at the resource consent stage for each block with Council Engineers.

Under the Code of Practice provision is indicated by Pressure requirements whereas this analysis is pre design.

However Engineers have all indicated "there may be some capacity" in the current bore.

There are two inconsistent reports of current demand in SDC reports. One measure indicates a demand of 25 l/s which is 2160 m³/day. The other measure indicates a peak demand of 856 m³/day [9.9 l/s] with an average of 356 m³/day [4.1 l/s].

A possible reconciliation is that one is measuring actual usage whereas one is allowing for Industrial provision to the standard of the Code of Practice.

However this would still mean there is practical capacity in the current bore to allow more houses if that Industrial Use continues to be stable at well below the provisioning amount in the Code of Practice.

The Industrial site has long been owned and occupied by Ellesmere Transport and perhaps it can be speculated that their usage is fairly light on water and its nature is unlikely to change.

Presumably it is governed by Resource Consent so there is actually a governance gap between what is required to release land for development and what is actually being allocated in this small area which is good in a positive way contrary to the general over allocation of the aquifer itself.

So then it may be that using the estimates above the new Bore can be scheduled not prior to rezoning but part way through the development of the various blocks.

A simpler way might be to take the reported usage of the current bore and compare it to its Rated capacity which is another 7 l/s then add to that the capacity Mr Nahkies consent adds (another 7.6 l/s) Using the calculation methods in the Engineering Guidelines as I understand them this should be enough capacity for the extra Residential Opal is requesting via these proceedings today.

Flooding

Evaluating LIDAR data and the publicly available Flood model from Selwyn District Council.

1. [ArcGIS Web Application \(ecan.govt.nz\)](http://ecan.govt.nz) Provides imagery for the Current DHI Modelling to the Public.
2. The following important ECAN Report extract introduces the ECAN Selwyn River Flood modeling and its context:
3. "The Selwyn River catchment and floodplain area lies to the south-west of Christchurch in the Selwyn District. Large flood events (including the floods of 1945, 1951, 2000 and 2017) often occur in this area when a slow-moving depression develops to the north of the South Island, moving warm moist air from the north into the Central Canterbury area. This can produce prolonged periods of persistent rainfall over the catchment, resulting in flooding within the Selwyn and Irwell River systems. During such flood events, State Highway 1 (SH1) can be inundated, causing major disruptions to traffic. Large rural areas of farmland also become inundated, restricting farming operations.
4. While Environment Canterbury has some information on the approximate extent and magnitude of several large historic flood events, there is limited information on more extreme flood events. The computational modeling described in this report has been undertaken to simulate the extent of flooding likely to occur for large flood events – in particular, 200 and 500 year average recurrence interval (ARI) flood events.
5. This is achieved by using very detailed topographic data obtained from a LIDAR (aerial laser) survey, and a combined 1D and 2D hydraulic computer model of the Selwyn River and floodplain (which includes the Irwell River). Potential inundation areas, including depths of flooding, are required for land use planning purposes, and the provision of minimum floor levels. At present, this is limited to approximate inundation areas based on historic flooding. This modeling investigation provides accurate inundation maps for more extreme events'"

[Selwyn River/ Waikirikiri floodplain investigation Report No. R19/41 ISBN 978-1-98-859329-6 (print) ISBN 978-1-98-859330-2 (web)]
6. Under Current Modeling based on 2000m³ flow the land under consideration does not exceed 1m flooding in a 1 in 200 year event. There is one small area of less than 1000m² that is over 1m in the 500year ARI Rainfall Flood analysis however this can be mitigated with earthworks as part of the general approach to the site.
7. Ben Throssell, Senior Environmental Engineer, from PDP confirms that new modeling has been submitted to Selwyn District Council and Environment Canterbury illustrating the publicly available flood model (from which the above pictures are derived) overestimates. For example for the 200yr event that model give a flow estimate of 2800m³/s whereas Mr Throssell's model estimates a flow of 1600m³/s flow so the levels will be lower and result in lower FFLs using that modeling.

8. *From these images from the Current Public DHI model shown below it can be seen that where there is flood risk in Dunsandel it is within amounts that can be mitigated by site contouring, site raising, floor level rules and is only very rarely above the 1m maximum (without adjustment for mitigation strategies which can be detailed and supervised at detailed planning and construction phases through the Resource Consent phases).*
9. *I had the privilege of discussing Dunsandel and this report with its Author Mr Griffiths on the afternoon of 3 March 2023. I understand Mr Griffiths is a Team Leader for the Natural Hazards Team at ECAN.*
10. *He summarized ECANs approach as where flooding potential is shallow and slow moving ECAN would allow development with mitigation. He agreed that in effect in the model representations shown as Figures 5 & 6 (with red or bright green legends) where the maps show green this illustrated meeting the these policies and where the maps show red they didn't. 500yr ARI Selwyn River hazard & rainfall hazard representations of Max Depth and Depth x Velocity maps showed Green were the areas that met those criteria (an articulation of the Regional Policy Statement such as) and red where they did not. So in the case of the Joyce block where there are small patches of red these are the reas can be further mit9igated however generally speaking the blocks under consideration meet the Regional Policy Statement.*
11. *From a development perspective I thought it was fortuitous that the areas that are between .5-1m (without mitigation) in the Dunsandel 200 year ARI Selwyn River Flood Depth(m) aligned quite closely with the areas selected largely for urban design master planning reasons for Commercial and Mixed Use.*
12. *So those uses suit raised platforms and car parks with runoff to storm water systems. So the opportunities for mit9igation are particularly good with these approaches.*
13. *Mr Griffiths is of the opinion that further modeling will be done he said to me that those models will not likely include bigger inputs than Mr Throssells assumptions*
14. *The Developer will be able to address the detail of the Flood Mitigation at Resource Consent Stage in response to the River Modelling available at the time. However the consensus between Mr Throssell and Mr Griffiths explained to me was that the PDP model and any future model will represent an improved flooding outlook for the Blocks under consideration.*



Figure 1 Dunsandel 200year ARI Rainfall Flood Depth (m)

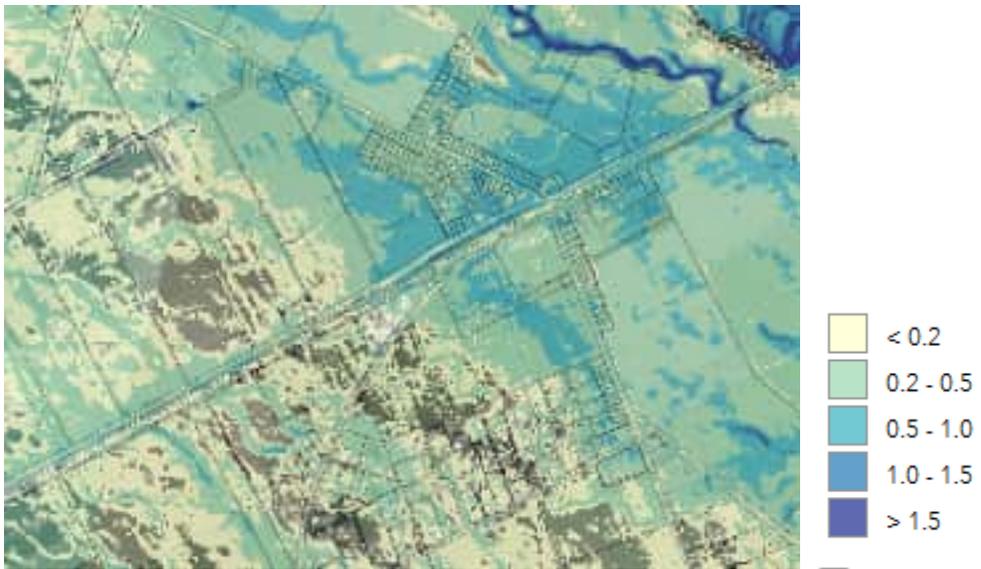


Figure 2 Dunsandel 200year ARI Selwyn River Flood Depth (m)



Figure 3 Dunsandel 500year ARI Selwyn River Flood Depth (m)

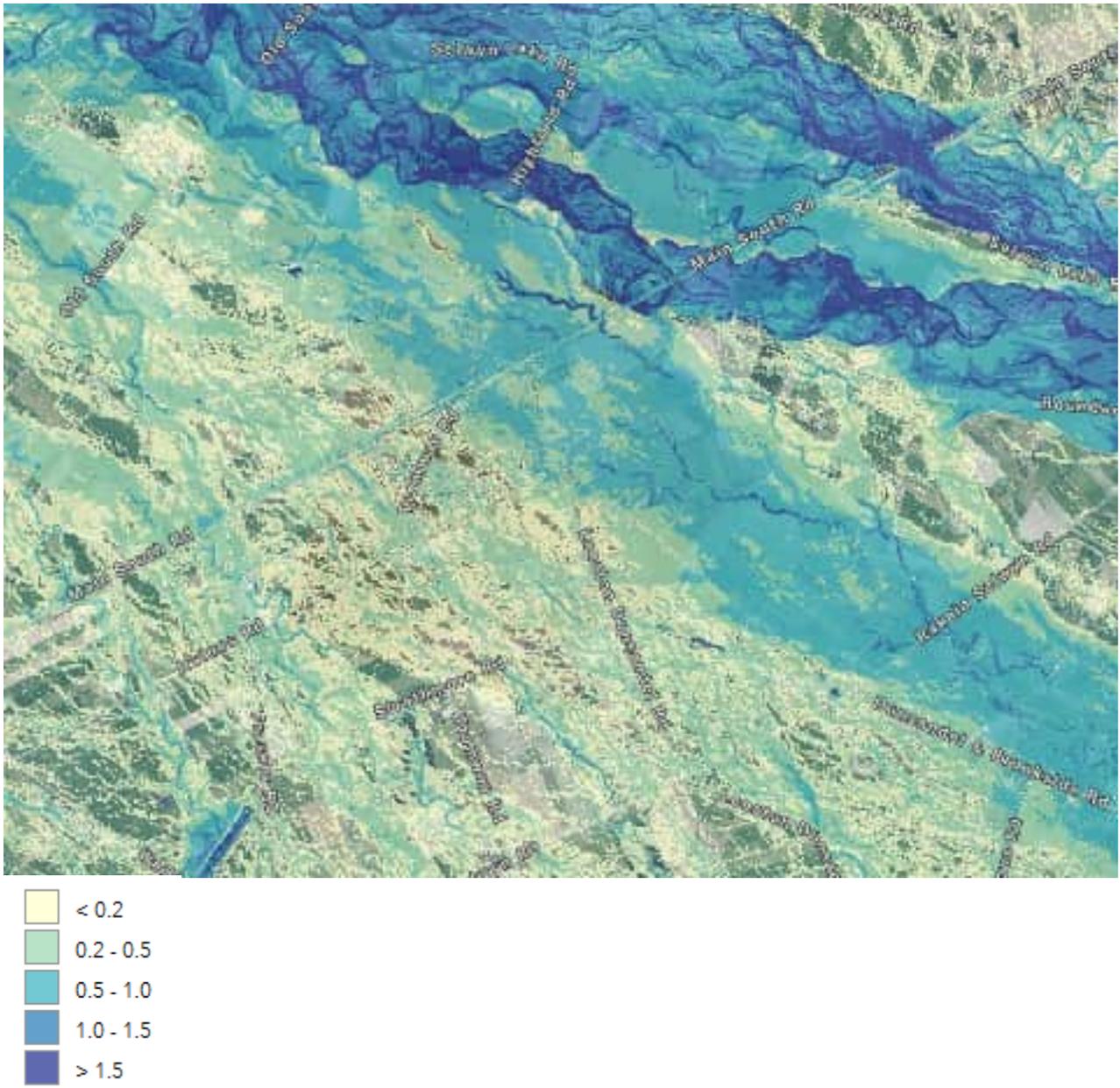


Figure 4 Dunsandel 500year ARI Rainfall Flood Depth (m)



Figure 5 Dunsandel 500-year ARI Selwyn River hazard - Max Depth (m) and Depth (m) x Velocity(m/s)

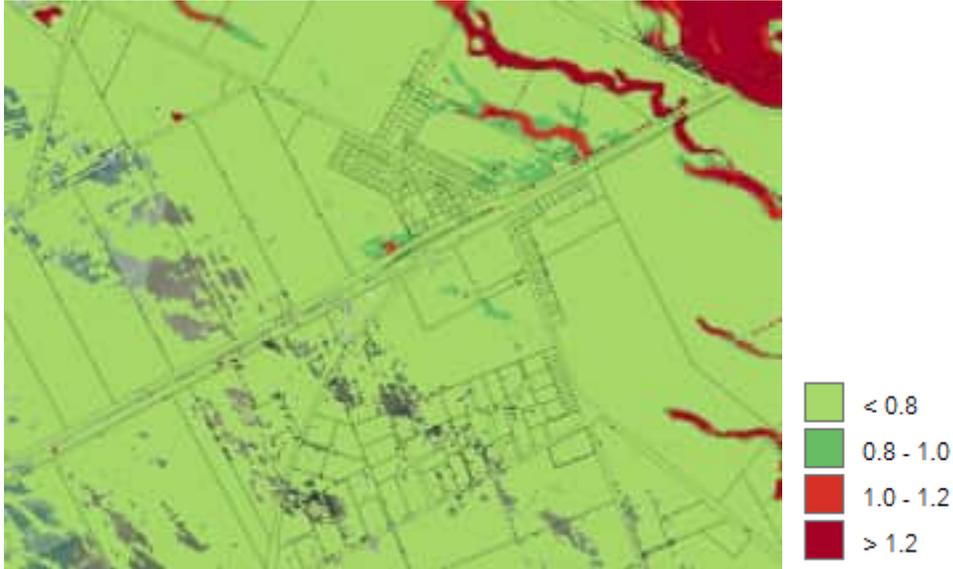


Figure 6 Dunsandel 500-year ARI rainfall hazard - Max Depth (m) and Depth (m) x Velocity (m/s)



Figure 7 Big Picture Dunsandel 500year ARI Rainfall Flood (m)



Figure 8 Big Picture Dunsandel 500year ARI Selwyn River Flood Depth (m)

Wastewater

15. I spoke with Aurecon early on and Regan Smith assured me that any service issues relating to the site can be engineered. He said this being aware of the Wastewater Requirements including the need ultimately for a Municipal grade solution.
16. Discussions have been held with Selwyn District Council around the possibility of piping the Wastewater to Pines Wastewater Treatment Facility. I understand this is their preferred solution.
17. Other submitters have addressed this in more detail however I have done considerable investigations myself towards feasibility and have concluded that I agree this is possible.
18. I have looked at the ground terrain in detail using LIDAR and various calculations and concluded that the pipe needs to be pressured for at least most of its run based on the local engineering standards which I have read and factored into my investigations including discussions with a number of engineers.
19. I have spoken with a Chinese pipe supplier who I had dealt with before on some enquiries around HDPE large volume supply options and the can supply pipe in time for the end of October subject to funding.
20. Subject to commercial considerations I am keen to see the pipe built and have started discussions with Council around either a developer led project or perhaps working the the Project into the Councils Long Term Plan.
21. Early on the assumption was that SDC would take the project over according to Murray England however it may be that I have not progressed some of the professional evidence far enough to prompt a follow up to conversation however I have been grateful for input from two Corde Senior Leaders including the Darfield Pipe Project Manager who have provided costings and information out of that project. A lay rate of \$170/m could be used without profit and risk and an imported pipe undelivered could be costed at \$350/m including profit and risk. Allowance then needs to be made for Design, Compliance, Management but perhaps with a route of either 11kms or 16kms depending on whether the pipe was to intersect the Burnham / Darfield infrastructure those high level numbers might be helpful to the community to illustrate the viability of the project against the extents Im proposing below and are an important consideration. A new Bore might Cost \$80000 without compliance, management any profit and risk or costs of transfer and maintenance. So in terms of balancing the protection of Rural Land with Residential Land as a very broad consideration it is this tight configuration that I have proposed and assumed informed by these costings.
22. I have begun looking at the various options for crossing the River and would encourage the Panel that this is most definitely a feasible option.
23. Prior to formal advice from SDC or ECAN or overriding decisions or advice I am proceeding on a wastewater scope of residential development indicated by the boundaries in this picture. Those colours taken from National Planning Standards in terms of Land Use.
The relevant Residential Blocks are set out in Table T below.



Figure 9 Opal Consortia assumptions regarding Infrastructure required

24. Capacity at Pines has been addressed by Mr England in his evidence and this development was discussed with him early on. We discussed the intention to expand the Pines Plant in time.
25. Alternate Route 1
26. It may be possible to connect to the Burnham – Pines Pipeline via the Defence Force Pumpstation. This Pump station The Pump station uses a 11kW pump designed for the population at Burnham of 2100 with allowance for 10% growth over time. Which equates to 462m³/day or max instantaneous peak flow of 47l/sec. The system has 8 hours of emergency storage built in.
27. Depending on the final scope settled upon by SDC it is likely this would need upgrading.
28. Opals scope assumption for the Dunsandel expansion are an average sewer flow of xxx or max instantaneous peak flow of xx l/sec as set out in Table T.
No allowance for growth has been made ahead of feedback from SDC and engineering design.
29. Considerable more work has been done since this section of this report was written. A verbal update question would be appropriate if acceptable to the Panel.

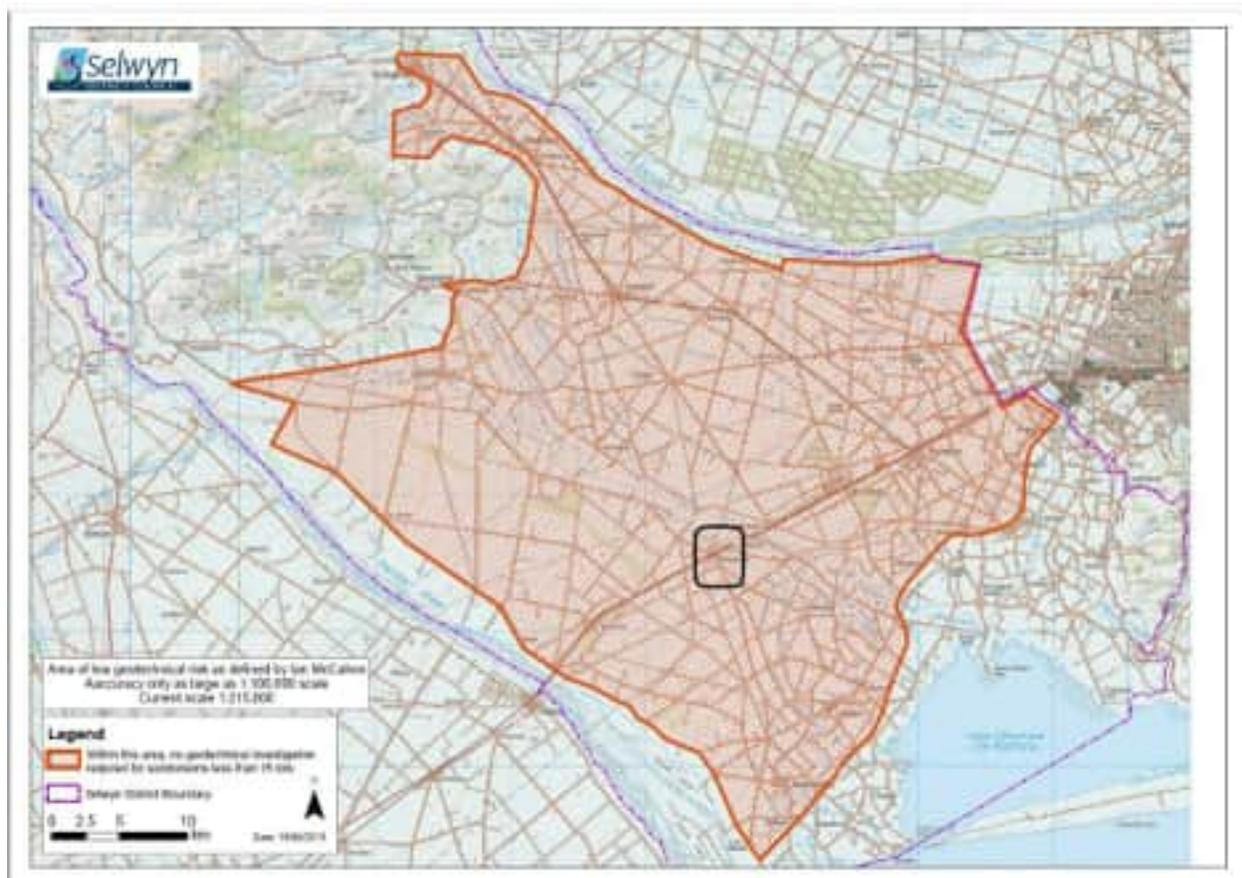
Block ID	Owner	Address	Legal Description	Certificate of Title
Block 1	Joyce 1	3488 Main South Road, Dunsandel	Part Rural Section 8803 and Part Rural Section 8804	CB37C/152
Block 2	Joyce 2	3488 Main South Road, Dunsandel	Lot 2 DP 19224	CB716/48
Block 3	Cummings	3510 Main South Road, Dunsandel	Lot 1 DP 19224	CB716/47
Block 4	Nahkies	1359 Tramway Road, Dunsandel	Lot 1 DP 305456 & Lot 1 DP 74807	21864 & CB43A/981
Block 5	Huang	14 Leeston Dunsandel Road, Dunsandel	Lot 2 DP 65151	CB38C/1145
Block 6	Abery	34 Hororata Dunsandel Rd	Lot 1 DP 53714	CB41A/155
Block 7	Current			
Block 8	Current Infill			

						Wastewater	
						2.7 Average Sewer Flow(ASF) l/s	
			10				
Block ID	Owner	Area(m)	lot/ha	15 lot/ha	Pop	10 lot/ha	15 lot/ha
Block 1	Joyce	315146	315	472	1062	2.17	3.25
Block 2	Joyce	199940	199	299	672	1.37	2.06
Block 3	Cummings	201331	201	301	678	1.38	2.07
Block 4	Nahkies	193720	193	290	652	1.33	1.99
Block 5	Huang	229766	229	344	774	1.57	2.37
Block 6	Abery	91150	91	136	306	0.63	0.94
Block 7	Current		171	171	462	1.18	1.18
Block 8	Current Infill						
		1231053	1399	2013	4606	9.62	13.84
			Wastewater Max Flow(l/s)			48.09	69.20
			Storage(Max Flow)(m3)			1385.01	1992.87
				hours	8		

Needs to be updated to include Business 1 & 2 Blocks

Geotechnical and Highly Productive Soils

30. Opal Consortia has not yet conducted geotechnical investigations of the subject Blocks.
31. However no problems in the soils around Dunsandel that are inconsistent with Canterbury geotechnical issues in general are anticipated that cannot be addressed at Resource Consent stage within the extensive governance framework and problem solving systems developed in response to the Canterbury Earthquakes.
32. In fact the area has been identified in 2013 for Selwyn District Council by Ian McMahon a well known local geotechnical expert as being in an area between the Waimakariri and Rakaia Rivers that is low geotechnical risk such that subdivisions of less than 15 lots require no geotechnical investigation.



33. A Fee Proposal from Landtech to do site specific testing and report to Opal Consortia has been received however it is hoped this can be waived because of the evidence from Mc McMahon.
34. I have done a considerable amount of investigation into the sites myself including obtaining LIDAR , aerial photography.

I have read several other Plan Change requests late in my due diligence and seen various points made around soil types.

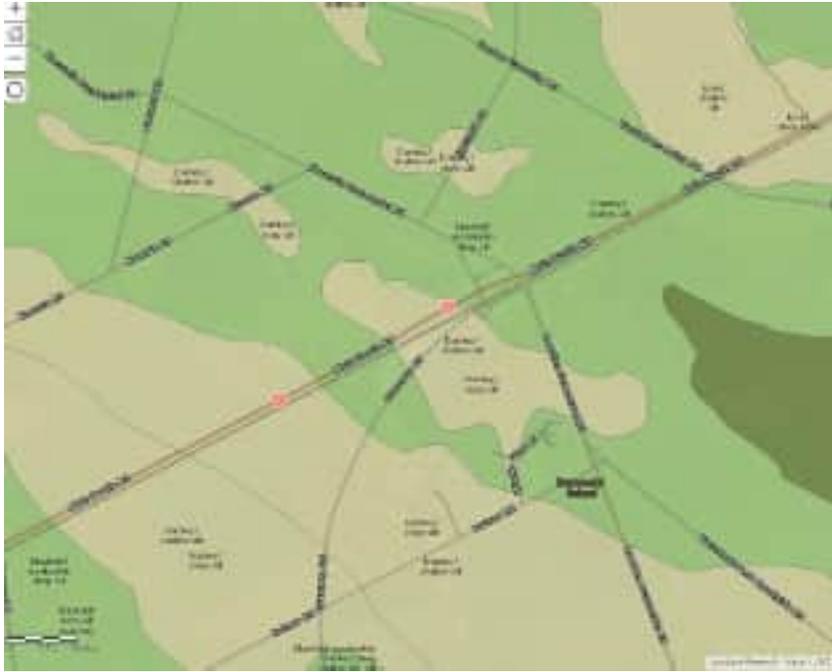


Figure 10 Soil Depths around Dunsandel

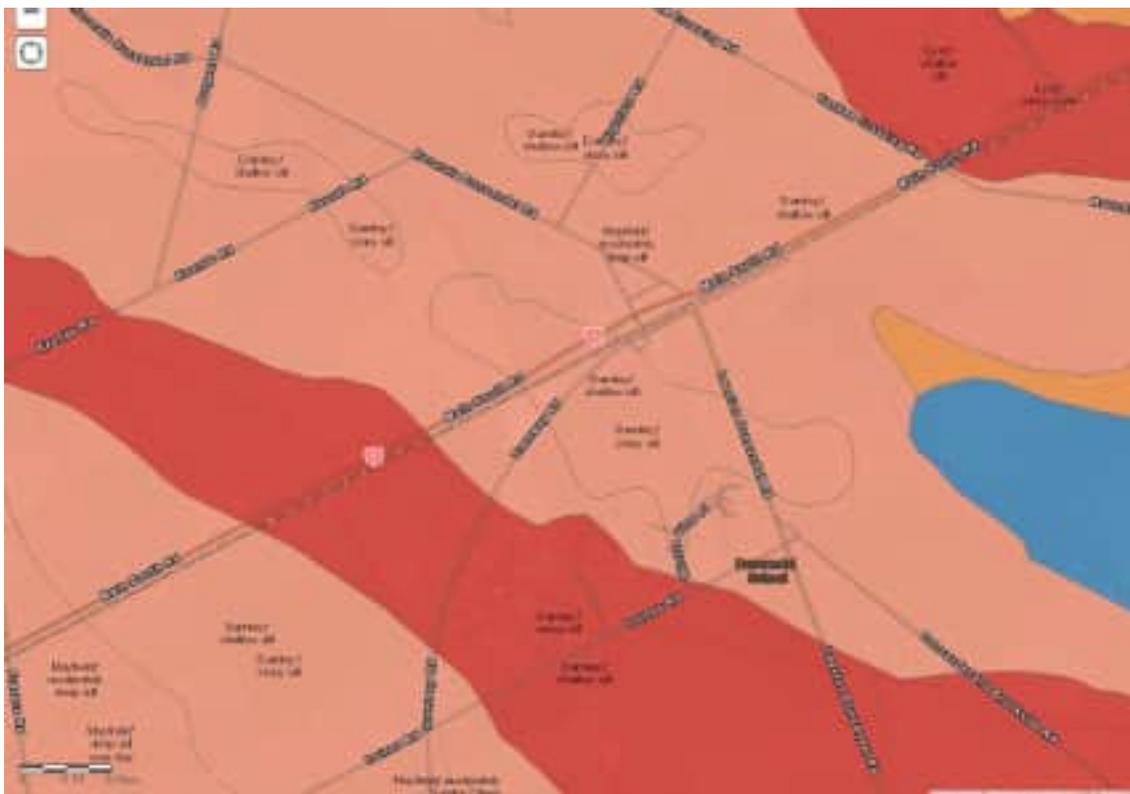


Figure 11 ECAN Soil Types

I have obtained the HAIL Report on the Joyce block and discussed it with the Land Owner and viewed historical aerial imagery which verifies his account that a small area of poultry production circa 1970 has caused the HAIL registry entry (asides from typical farm usage around the clustered farm buildings). In my view this is a very straightforward HAIL matter that can easily be resolved at consent stage with some soil testes and a remediation strategy where necessary.

Water Race

40. There is also a water race through the site which is probably the unreported wetland referred to in Environment Canterbury. These are widespread in the District so Selwyn Council has establish protocols for integrating those into developments so its presence is not an impediment to the land being developed into Residential or Mixed Use and further investigations will indicate the extent to which it should be incorporated into landscaping features or protected.



Figure 13 Ellesmere Water Race Scheme

41. There are lower lying areas which can be seen by reinterpreting the Flood map which is effectively a pictorial representation of the LIDAR data with some modification presumably however in essence it shows where the storm water management areas such as swales and any required retention ponds will be most efficiently placed.
42. A large park is envisioned for the center of the site with collector Road running around it and making several links to
43. I have enough expertise to understand that the Geotechnical enquiries are designed to put the Commission in a position to be have a level of confidence that the land is suitable for the purposes sought which include Residential Commercial (ie a Supermarket and Petrol Station) etc.
44. Those master planning issues were discussed at a very high level with from Aurecon early on and nothing has emerged that will seriously displace them asides from some presumed earthworks to modify the site levels to accommodate any storm water planning and perhaps some nice landscaping to incorporate the water race if following expert advice that is deemed suitable to integrate into the development and does not require diversion.
45. So while no technical classification evidence is available for inferences around such things as liquefaction risk at this stage the internal knowledge of Selwyn District Council around the low level of risk of this general area is the key geotechnical feature with respect to whether the land is suitable for rezoning. The Resource Consent process is well designed to pick up site specific issues and processes for doing that are well understood and established.

Ellesmere Water Race Scheme Overview



Figure 14 Ellesmere Water Race Scheme

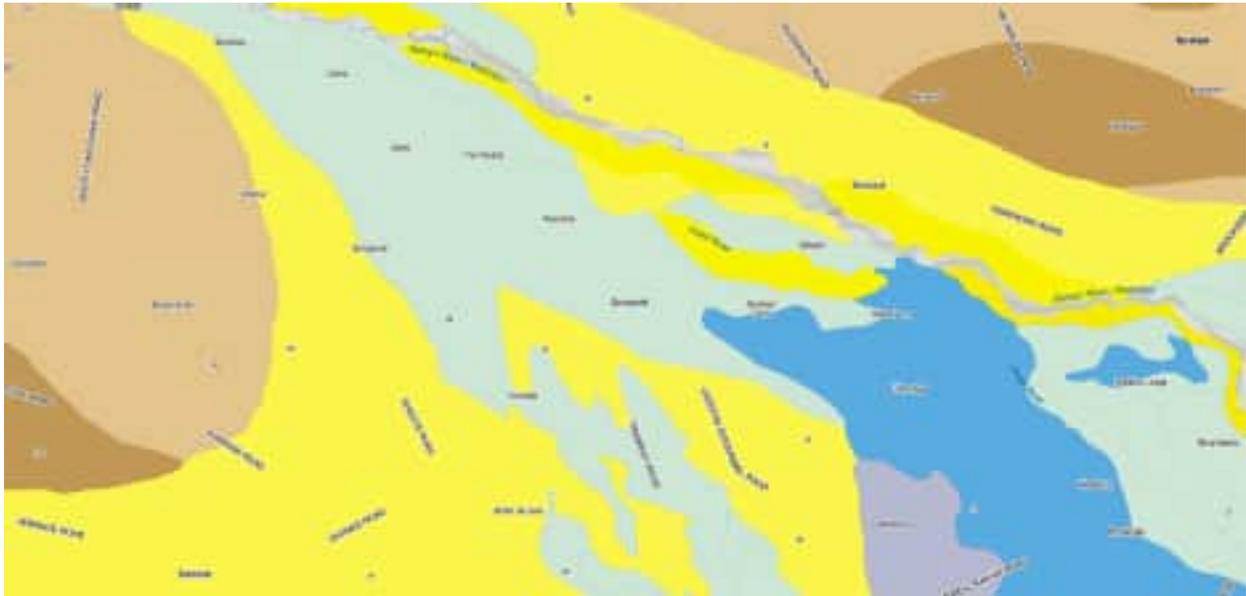
Solar Energy

46. It would be good to look at including an area for Solar Energy into considerations and certainly this is an aspect of Development that Opal Consortia has been discussing with landowners.
47. It may be that some of those issues can be resolved prior to the hearings in which case parties can anticipate and adjoining area suitable governed for a Solar Farm to be added possibly up to 40 hectares(approximately a further 2 blocks).
48. This was originally proposed to be opposite the area that would extend the current Business 2 triangle when it was considered to build a car factory there.
49. However negotiations around other sites are still open for that proposal for example further down State Highway 1 and this may be relevant to the Industrial Rezoning.
50. So this is a good opportunity to alert the Panel and the parties to the possibility of one or two Development Areas to facilitate this which would impact on the considerations for protecting Rural Land but raising them now allows the full breadth of Opals Considerations to be in the mind of the Panel as it considers.
51. In some of the early Master Planning discussions with Aurecon it was hoped that the current Business 2 Zone could be extended as indicated above and that Solar activity could proceed opposite that served by a slightly larger Residential community with optimum opportunities to work locally at the factory and in the office tower at Synlait further down the road as well as in existing rural operations which are predominant in the area.
52. Its worth noting that considerable work has been done on the Solar Energy by others and Opal Consortia is simply drawing the Panels attention to it.
53. Insufficient detail and resolution of land ownership may mean that a floating development area would be an appropriate tool for example assuming there would be a boundary perpendicular to State Highway 1 at some point set back from Horarata Dunsandel Road with residential and mixed use nearer the town and a solar farm back from the town. I anticipate agreement of a proposal like this which is why I draw it to the Panels attention without presuming upon any stakeholder at all.

Contamination

55. I have received a LLUR report from ECAN and this will be followed up with a typical Contamination Report by one of the local Environmental Engineers. There is nothing in the Report that indicates a barrier to development as the nature of the issues raised and that are likely to be raised are typical for conversions from Rural to Residential and the techniques for managing and governing the transition are well known with the industry and mitigation strategies are widely deployed.
56. The Report indicates possible Poultry Farm and storage of pesticides etc. Typical investigations of these identified areas and all Farm Buildings and suspect sites identified from historical aerial photography or discussions with occupiers will be done as part of the of the Resource Consent stage.
57. Once the details of any management or remediation steps are identified for these and any issues raised by Council as part of that process these can be worked through Council under the guidance of Environmental Engineers in due course prior to development.

Soil Types



58. This is a soil type map from Landcare Research that includes the site with Dunsandel in the area. From looking at the map carefully its probably that the site falls within the light blue region mostly or perhaps some yellow.
59. In this case the soils would be :
60. Immature Pallic (PI) – Light Blue Colour
61. Orthic Recent (RO) – Yellow Colour
62. Other colours nearby are the darker blue which is:
63. Orthic Gley (GO) – Darker Blue Colour
64. Theses classifications are based on New Zealand Soil Classification (NZSC) which was developed in the 1980s. It has a hierarchical structure with five levels: Order, Group, Subgroup, Family, Sibling. The new classification grew out of the New Zealand Genetic Soil Classification and, where possible, preserved its useful features.

Traffic

66. There are good opportunities for connectivity within the sites and traffic implications are not difficult to model.
67. At a density of and a rule of thumb calculation of 10 vehicle movements per day
The assumption is that as the amount of houselots increases this will trigger an upgrade of the intersection with State Highway 1 and beyond that once sufficient population has increased to support a Supermarket there will be a further site only access point to State Highway negotiated with NZTA and SDC or taken off Horarata Dunsandel Road.
68. A petrol station right in the center as the traffic has slowed down is anticipated for State Highway 1 also
69. It is suggested that a Scheme Plan will need to take advice from a Traffic Engineer around a likely eventual upgrade to the Statehighway 1 Intersection and also an evaluation of the KiwiRail Level Crossing as well. The Railway Line runs parallel mostly to the State Highway from just out of Christchurch through Dunsandel.
70. There may be some sight line issues addressed in time with increased traffic as at the moment Dunsandel has some mature plantings trackside which are important feature of the landscape.
71. Looking at Opal Consortia's assumptions ahead of those inputs and formal contact with the Ministry of Education at the moment the Community Center and the Sports Facilities, some shops and the school are on one side of the track and some shops and businesses are on the other side.
72. So clearly there will be traffic back and forth across this intersection however I remain confident at this time that those vehicle movements will not overwhelm the ability of local engineers to address the relevant issues and interact with KiwiRail and NZTA to advise Council of the appropriate time to require an upgrade
73. At the moment with a population of 511 the traffic Counts either side of Dunsandel are balanced relative to the overall quantity.
74. I am sure as the indications of desired rezoning are absorbed implications for Rolleston and for example Synlait to the South can be factored.

It may be in time that if a rapid transit light rail is deployed that Dunsandel is the last node on the line.

¹ [SelwynRiverWaikirikiriFloodplainInvestigation.PDF](#)

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023

First name: Kim **Last name:** Money

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

North Beach Residents' Association

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

Co-chair, 4,000 residents

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:

Refer to the attached North Beach Residents' Association submission.

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?

Why:

Refer to the attached North Beach Residents' Association submission.

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?

Why:

Refer to the attached North Beach Residents' Association submission.

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:

Refer to the attached North Beach Residents' Association submission.

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?

Partially

Why (please specify the Priority Area):

Refer to the attached North Beach Residents' Association submission.

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:

Refer to the attached North Beach Residents' Association submission.

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

Refer to the attached North Beach Residents' Association submission.

Attached Documents

File

North Beach Residents Assoc Spatial Plan Submission 2023



22 July 2023

SUBMISSION ON THE GREATER CHRISTCHURCH SPATIAL PLAN

By the North Beach Residents' Association

This submission has been made by the executive committee of the North Beach Residents' Association (NBRA). Due to the short consultation period provided by the Greater Christchurch Partnership, the NBRA committee has not had adequate time to discuss the draft Spatial Plan with its members and its wider community. Nevertheless, the committee will be undertaking this consultation with its constituents in the coming months.

While we concur with the broad thrust of the plan to “focus growth around key urban and town centres and along public transport routes” and the proposal “to prioritize sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities” we have many concerns and unanswered questions. These are detailed below.

Our primary concern is that the statement *‘Eastern Christchurch has been identified as a Priority Area, rather than a Priority Development Area. The area has not been included as a development/growth focus but primarily to recognise the need for a partnership approach to support this area to adapt to the risks and impacts of climate change, and to build community resilience.’* is nothing more than a euphemism for managed retreat. In addition, the ‘Priority Area’ Eastern Christchurch is not clearly defined. We think this statement undermines the work residents, local community groups, and businesses have been doing to revitalise the area over a long period of time and threatens to undermine recent progress.

Our other concerns are detailed below:

Use of the term Avoid/Avoidance

- Of particular concern is use of the term “avoid” which for the purposes of the document, is not clearly defined and has the potential to have a hugely detrimental impact on those communities identified within the plan as areas to avoid. When translated to the level of district planning, it could mean many things e.g., medium-density housing (MDH) is prohibited, new housing is prohibited or extensions to existing dwellings are prohibited. How can the spatial plan be endorsed when key terminology used within it are not adequately defined?
- Avoid is also an emotive and loaded term. We note media reporting and planning publicity quite often uses “emotive and doomsday” language to promote a culture of fear and sensationalises drastic outcomes to justify planning decisions reduced spending on infrastructure, the use of avoidance without properly defining it is another example of this.
- What investment is required to mitigate the effects of climate change, using infrastructure or nature-based solutions, is a big issue that can only be resolved politically at a local and national level. Until then, it would be premature to write a specific set of assumptions into any district plan. Until those wider political issues and more insightful modelling are addressed, the terms “avoid/avoidance” should not be used in the spatial plan.
- If “avoided” activities are written into district planning because of the draft spatial plan and related planning, it would place the Christchurch City Council in a morally ambiguous position that would be open to litigation. Currently, there is a boom in Medium Density Housing developments occurring in New Brighton. Moral hazard could conceivably lie with the City Council if they did not advise developers of these avoidance planning principles and their associated risks so developers could adequately advise potential buyers.

Areas to Protect and Avoid Background Report Methodology

- We are concerned about some of the underlying assumptions outlined in Section 1 Areas to Protect, Avoid as those assumptions are based on a methodology and reasoning for identifying the areas to protect and avoid set out in the Areas to Protect and Avoid Background Report. That report is, in turn, based on a contested body of work the Christchurch City Council undertook in 2021 the Coastal Adaptation Framework, the Coastal Hazards Adaptation Programme and proposed changes to the district plan.
- In the background report, Section 2.1 Identification of areas to protect and avoid notes that: *‘Areas to protect and avoid are also generally limited to those matters tested previously through a legislative process, particularly a process under the Resource Management Act. Exceptions were made for natural hazards identified within public documents but not yet tested through a resource management process. While not robustly tested through a statutory process, it is considered appropriate to include the following matters given the risks posed to people and property and national direction, namely under the New Zealand Coastal Policy Statement.’*
- The report acknowledges as a footnote that Christchurch City Council had already embarked on consultation on a Plan Change (issues and options) based on published maps defining areas at risk of inundation (flooding) and erosion, specifically the Coastal Adaptation Framework and proposed changes to the District Plan. Since the assumptions underlying the Coastal Adaptation Framework have been widely contested and are as yet unresolved, it follows that some of the assumptions underlying this part of the report are themselves open to question.
- In 2021 during the consultation phase of the Coastal Adaptation Framework, we objected that many of the assumptions and methodology in the framework were flawed. Our objections then, which still stand, included:
 - A focus on public (CCC) assets, we argued that it is artificial to consider public assets in isolation when CCC has a duty of care to the community, including private assets, whether business, community-owned or household, to support social and economic well-being.
 - A guiding principle laid out in the framework is that priority be given to natural and nature-based options. A laissez-faire approach that did not look at other mitigation measures to climate change other than those that could be achieved naturally (e.g., the creation of wetlands). In its public consultation then, CCC staff made it clear they were opposed to infrastructural investment such as hard protection structures.
 - Managed retreat was very much on the table. This, CCC claimed, was in line with the New Zealand Coastal Policy Statement (2010). Yet the NZCPS states that managed retreat should be considered a risk reduction response along with other options. This, we argued, was the position CCC should be taking. Instead, their Guiding Principles did not faithfully reflect the intent and wording of the NZCPS’s Policy 27: Strategies for protecting significant existing development from coastal hazard risk “that hard protection structures may be the only practical means to protect existing infrastructure of national or regional importance, to sustain the potential of built physical resources to meet the reasonably foreseeable needs of future generations.”
 - We argued that since the original modelling undertaken by Tonkin & Taylor was based on a laissez-faire assumption of no measures taken to mitigate sea-level rise, further, more rigorous modelling was needed of different scenarios, including hard engineering and natural mitigations as well as environmental factors such as sand accretion¹ to provide revised mapping and overlays that took into account such modelling. Until then, the framework’s methodology remained incomplete.
- In addition, we also express grave concerns that the use of IPCC, RPC8.5 and RPC8.5+ are continuing to be the basis for planning decisions for our city and for the development of this Greater Christchurch Spatial Plan document. The IPCC is clear that these scenarios are “not likely” and “implausible to unfold” and not to be used for policy making (IPCC, ar6 wg1, chapter 4, section 4.4.2.p.13 and this has now been recognised

¹ The 2018 NIWA report *Coastal sand budget for Southern Pegasus Bay stage A and Stage B*, prepared for Christchurch City Council, envisages that sea-level rise will be offset by sand accretion along New Brighton Beach from the Waimakariri River. This was not included in the Tonkin & Taylor modelling.

internationally. We believe the use of these scenarios needs to be reviewed, and the other RPC scenarios need to be considered and evaluated in line with IPCC's latest guidance.

In summary

- The Greater Christchurch Spatial Plan and its potential impact on East Christchurch residents, businesses, community organizations, and surrounding communities are a concern. The devil is in the detail and there is simply not enough detail to make a fully informed submission.
- We are questioning what avoidance really means and what it means for our community as it is not clearly defined.
- In regard to Natural Hazards, the finer details are not clear and are of concern. The mapping is too high level, and the terminology is too vague to really be able to understand the true impact on Eastern Christchurch and the underlying methodology and assumptions are disputed.
- Sea-level rise, along with the other risks identified in the plan, such as flooding and the main fault line rupturing, are Christchurch citywide issues that need to be addressed comprehensively and not in isolation. Christchurch was originally built on wetlands, and any rise in sea level will see a consequential rise in the water table, which in many parts of the city is already less than one metre. As it is, the greater, more immediate risks over the next 80 years are likely to be flooding and a rupture of the main fault line.
- In its current form this plan is concerning and could negatively impact the well-being of our people. It seems unfair to place the weight of worst-case scenario projections on communities when they are unlikely or implausible to occur. Additionally, if the community is unable to question these projections or if their inquiries are disregarded by the CCC, it could be seen as an abuse of power.

We wish to speak to our submission.

Kind regards

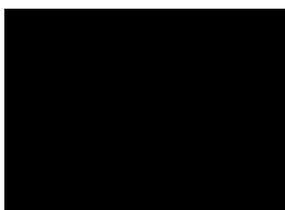
Phillip Ridge/Kim Money

Co-Chairs

David East

Committee Member

North Beach Residents' Association



1

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

Unsure

Why:

Transport links do need to improve but will only work if they meet where people live and where they work, otherwise cars will still be used. Possibly looking at T3 lanes to encourage carpooling to reduce car numbers. Keeping vegetation and planting more will support balance 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?

No

Why:

Christchurch is not yet at the point of being a city where people live in like Auckland and Wellington. Plan needs to look at next decade only for housing, not 60 years as there is plenty to fix in our urban areas and transport access is better. This will help movement to a city living.

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:

Green areas also need to be a focus in urban areas, land use should not be controlled. Continuing to maintain play areas and green spaces in all developments is necessary.

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:

urban areas should still be able to maintain large blocks of privately owned land and be zoned that way.

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

No

Why (please specify the Priority Area):

People will live where they can/want. Only those that have little to no choice will live where they are told. It is not a given that these areas will increase as predicted. Climate change is likely less of an issue to how the natural lay of the land and it's water ways go and how these are changed for development and the impact weather naturally has on such areas then what it could look like after development.

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:

possibly look at some of these for the next decade, not 6. Land use seems a bit prescriptive, what rights do we have?

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

Plan does not need to be looking forwards six decades, there should be a plan to finish what needs to be fixed now, repair what needs to be repaired, e.g. Fitzgerald St Bridge, and stop construction companies cut down vegetation or replant equal to or more.

A plan for good transport, housing and work and recreation opportunities is useful, no restrictions should be in place to where we go, how we get there, how often and what we do - of course being legal.

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023

First name: Andrew **Last name:** Sprouse

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:

look at any light rail system that has been installed, the costs always rise hugely, just improve the buses !!!

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:

unlike most cities there is huge land around Christchurch which could be used giving us a better less congested 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:

it is important to maintain the many waterways around 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:

the city has plenty of rural 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?

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?

No

Why:

the city needs to grow gradually as it is doing now.

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

Surely some of the red zone could be reused for housing giving people green spaces to live in, not as the blocks of flats that are being built now with little or no outdoor space?

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023

First name: Joe Last name: Holland

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.

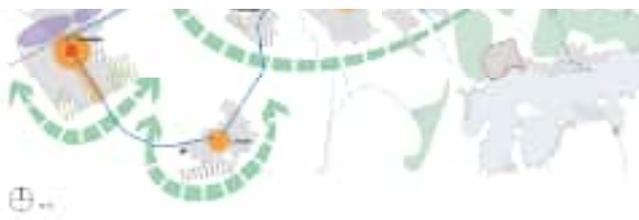
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The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.

(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 do not support the proposed public transport system in the draft Spatial Plan as it has limitations as to how the delivery of the transportation may take place. It does not lead out to Rangiora, and it serves a very small link area. There is no context to how one may be able to ride the transport system, I'd like full disclosure on this.

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 have been commuting from Rangiora to Christchurch for over 16 years and there is no current need, like over the last decade and a half for investment in urban centres, to raise rates and taxes for the public. Our transport corridors are managing and growth and development based off modelling is not a sustainable move from the people of Canterbury.

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 'to date' proposed strategy contains an eclectic range of ideas and proposals that sound good but lack any real direction or actual proposal. I do not support such a strategy, this needs to be further planned and involve much greater community consultation. Looking to the community for input on ideas. Additionally, there appears to be much pseudo-science around the climate change narrative also and I challenge this. This proposed strategy also has many links to the UN 17 SDG's and I will not support this.

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:

Again, there is very little explanation why this is needed, I do not support this greenbelt initiative. Why is it needed? Who will fund it? How will it be funded? Will it contribute to the the Local Councils continued rise in rates? We already have plenty of areas of recreation, nature is well protected, so why the need to create further green space? This appears to be limiting choices of the people.

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?

No

Why (please specify the Priority Area):

Not required especially when you claim '...the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience.' These words appear to come out of Agenda 2030. Again how would this be funded. With increasing debt and proposals like this coming from centralised areas of control I object to this Priority Development 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?

No

Why:

Because we are all created equal and these six areas seek to control the people. Again they link to the UN Agenda 2030, they look to limit where we can live, how we live our lives and our freedoms including our freedom of movement. I cannot and will not support this. Our lives need greater freedoms not intensification that limit our ability to support our families.

Attached Documents

File

No records to display.

1

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

No

Why:

It doesn't explain the households that will be displaced.

People do not support a public transport system now why would they in the 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?

No

Why:

There is enough violence/burglary now...we do not want apartments & terraced housing like in the UK & USA.

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:

I have not checked it out so cannot comment

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 have not checked it out so cannot comment

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 in key locations where successful development gives effect to the draft Spatial Plan.

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

No

Why (please specify the Priority Area):

I have not checked it out so cannot comment

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:

This looks very much like the 15 minute City agenda being talked about worldwide

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

Something is off!

Attached Documents

File

No records to display.

1

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

No

Why:

This will involve a huge cost to local ratepayers (current and 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?

No

Why:

If these transport corridors involve the removal of existing housing then this will only add to housing pressures and costs. Despite various attempts at affordable housing this never seems to be an achievable goal.

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:

Maintaining highly productive land has been talked about for a long time but as seen recently near Lincoln, Councils still seem to struggle to protect such areas from development. If sections were a house with some green space this provides the opportunity for relaxation and recreation without the need for as much public green spaces and will also contribute to people's wellbeing compared to living with no immediate access to green space. For families with children security is a big issue - green space in the backyard is much healthier and safer than having to send them down to the public green space. Higher density housing will result in more bored youths and greater crime rates.

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:

Greater Christchurch has had various forms of green belts over many decades and these always seem to end up being developed into housing, commercial or industrial zones.

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):

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

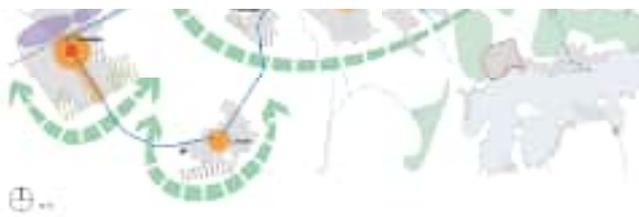
Why:

There is no mention of protecting sites/areas of non-Maori significance. As mentioned in a previous answer this will not provide affordable housing and is more likely to cause a higher crime rate. Even a population of 1 million people isn't enough to fund and maintain this ambitious concept.

Attached Documents

File

No records to display.



1

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

No

Why:

It puts unreasonable limits on peoples choices, by reducing them to smaller geographical areas as I see it from the plan proposed.

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:

This is likely to create lower property values in certain areas that people have chosen to live and alter the nature of the area with short term rentals as these will obviously not be options for families or elderly residents.

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:

Id support it if low value Agri land was used more for housing eg. Rolleston But I dont see guarantees or evidence that further development won't continue on high value land such as old Applefields site in Belfast and projects underway now in similar places Belfast esp.

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:

Lacks detail.

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):

Why must this be artificially promoted ,if its such a good idea surely it will stand be itself without public /private partnership. Do town centers really need development to that extent or any development?

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:

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

The general nature of these proposals is limiting freedom of choice for people on their movements and living situation and locations for such a small population it is unnecessary and the lack of public consultation via referendum is disturbing.

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023

First name: Selena **Last name:** Coombe

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

Styx Living Laboratory Trust, Partner of
Community Waterways Partnerships

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

Environmental Advocacy Volunteer

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?

Unsure

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?

Unsure

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):

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:

Please view supporting document.

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

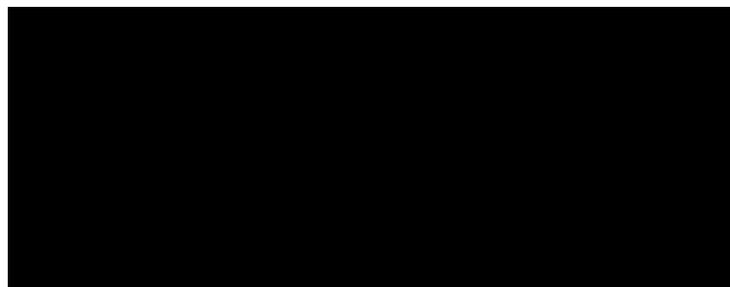
I have included supporting document which outlines the Styx Living Laboratory Trust submission on the plan.

Attached Documents

File
StyxRiver Greater Christchurch Plan Submission



Styx Living Laboratory Trust Submission on the Draft Greater Christchurch Spatial Plan



Thank you for the opportunity to make a submission on the Draft Greater Christchurch Spatial Plan. The Styx Living Laboratory Trust is thankful for the considerable effort put into preparing the Plan.

This submission has been prepared by members of the Styx Living Laboratory Trust.



Summary of the Styx Living Laboratory Trust

The Styx Living Laboratory Trust (SLLT), is a local river care group. The Trust was officially formed in 2002 and has since encompassed a role of guardianship and advocacy for the Pūharakekenui (Styx) River and the biodiversity of the surrounding land as a living part of the Canterbury landscape.

Our Whāinga(Objective) is achieving *Vision 3* in the CCC document called “Vision 2000-2040 – The Styx” i.e. developing a “Living Laboratory” by:

- a. Raising awareness and understanding of the Pūharakekenui catchment and its environs including its ecology, drainage, landscape, culture, heritage and recreation values;
- b. Promoting the use of the Pūharakekenui (Styx) River Catchment as a collective resource for environmental and social research, and to maximise opportunities for community involvement in research and learning;
- c. Working collaboratively with other organisations or people to form partnerships to achieve the above objective and using memoranda of understanding where appropriate;
- d. Assisting other people and other organisations to achieve the remaining Visions in “Vision 2000 – 2040 – “The Styx” namely:

Vision 1 – Achieving a viable spring fed ecosystem

Vision 2 – Creating a “Source to Sea Experience”

Vision 4 – Establishing The Styx as “a place to be”

Vision 5 – Fostering Partnerships

Arising from the eastern edge of Christchurch Airport, and discharging into the Brooklands Lagoon, the Pūharakekenui (Styx) River and its tributaries are a spring fed river ecosystem skirting the Northwest edge of Christchurch. Approximately 25 km in length, the entire Pūharakekenui catchment covers an area of approximately 7000 ha. The Pūharakekenui is home to many species of freshwater fish, wetland birds and is an important source of mahinga kai for Ngāi Tūāhuriri.

We, the trustees and volunteers, are advocates for maintaining water quality and other values (including drainage, ecology, landscape, culture, recreation, and heritage values) in the river. We care deeply about our water and want it to remain clean, healthy, biodiverse and available for future generations to use and enjoy.



General Comments

We (SLLT) are advocates for protecting the health and values of the Pūharakekenui and as such we generally **strongly support** all initiatives which protect and enhance the ecological values of the Pūharakekenui catchment and assist with establishing the Pūharakekenui as a viable spring-fed river ecosystem.

Commentary

SLLT **strongly supports** the following:

1. The inclusion of the Pūharakekenui and its many streams as places to protect on Map 5, and the accompanying Goal 3.1 to avoid development in those areas. Protecting the entire river system, down to the small feeder streams and channels, is vital for the health of the river, and the catchment level management approach this plan champions.
2. Goal 3.2; to prioritise waterway health. The Trust **recommends** that the examples given on page 63 (supporting restoration and enhancement, setting developments back from waterways, day-lighting, water sensitive urban design, and developing riparian buffers) be codified along with similar practices into a clear list of healthy waterway development practices that should be required wherever reasonable. These practices are all straight-forward and deliver long term benefits. Codifying them will provide clarity for planners and developers around the Plan, and ensure waterway health opportunities are not missed.
3. Goal 3.3; to enhance and expand the green spaces network, specifically along rivers. The Trust and the Council have worked together to develop and connect green spaces along the Pūharakekenui for the Source to Sea project, and feel this goal is important to the long term ecological and cultural health of Greater Christchurch.
4. Goal 1.2; to protect, restore, and enhance Ngā Wai . The Pūharakekenui has significant cultural values, and we support this plan recognising and aiming to enhance those values. The designation of the Kāpūtahi area as wāhi tapu is similarly appreciated.

1

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

Unsure

Why:

our experience with both buses and traffic calming measures at the moment is very discouraging.

buses are regularly 20mins late and require long connecting transfers at bus exchange to go further than town. orbiters tend to bunch up.

we counted 28 speed bumps on a return trip of just 6km, for a trip we do quite often.

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:

changing to higher densities should only be done with consultation and consent of affected neighborhoods.

Some neighborhoods are communities that have evolved over generations but have been suddenly changed in character and properties devalued by developments.

Higher density houses also impact neighbors available sun & light, privacy and ability to grow food.

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:

we also need to maintain some of the heritage of the existing areas - such as types of trees planted (eg. willows, poplars as well as native trees), and character of house (eg. villa style) and gardens

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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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):

some indicators are that population is not tracking as expected - so this may not be necessary

concerned that the changes are not happening organically and evolving in a community driven way but are being imposed top down

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:

appreciate the work that has gone into this, especially consultation with Maori.

and would just like to see a more bottom up community led approach (evolving with community at its own pace) rather than a top down (social engineering) approach which this program sometimes seems to be a part of.

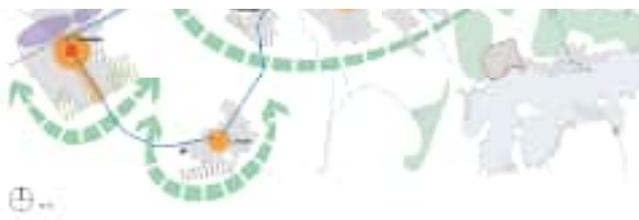
1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

Thankyou

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 a starting point, the public transport system proposed makes complete sense. We will, however, need to expand to other areas/corridors.

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 envisage a future where people live car-free. They can walk, bike, scoot, or bus where they need to go over 90% of the time. Other times, they can car-pool with friends, share an uber/taxi/etc., or they could hire an electric car. High density living supports high-frequency public transport, and vice versa.

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 to live in harmony with the natural world - we are part of the ecosystem, not above it. That means we need trees, grasslands, wetlands, and rivers to thrive and have the space they need to change with the weather including flooding. We need to re-wild some parts of Christchurch, and not keep building out further and further away from the central city, losing productive soils in the process. We need dense living, with lots of parks, stormwater retention basins, and other amenities. We need sunlight and plants and birds and bees and gardens. We must learn from the mistakes and successes in other cities and not fall into the same traps (too late, in some places, e.g. Bexley). We need to honour Te Tiriti o Waitangi and the natural world.

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:

Fully support this concept. We need to let nature thrive, and not let humans alter every hectare of this earth we share.

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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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):

Glad to hear Eastern Christchurch is also included as a priority area. Perhaps Merivale, St Albans, Edgeware, Richmond, Linwood, Phillipstown, Waltham, Sydenham and Addington could also be added as CBD-adjacent areas that would benefit from this coordinated effort.

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:

Love it!

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

Change is hard, and a lot of people who drive everywhere simply cannot see another way of moving about. We need to show them that public and active transport are the future of transport, and that cars are a luxury but not a right or necessity of life. We are a small city, but we are growing rapidly. Lots of small cities do amazing things with walking and cycling networks as well as public transport and some space for private vehicles. Change is inevitable. The current way of living (low density, urban sprawl, car-centric roading) is not sustainable in any city in the world in these Climate and Biodiversity crises. We must change how we live. no-one is exempt.

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023
First name: Jane **Last name:** McKenzie

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?

No

Why:

Do I support the Plan.. NO

There is only so much electricity the lakes can supply and if the power drainage exceeds the input, possible catastrophic failures could occur

Buses only go on certain designated route sand do not cater for the elderly of infirm who require direct travel to their appointments.

Prices for buses are low enough now and they are still empty therefore, what would be their incentive .

It is widely known many electric buses and cars batteries have caught fire since the electric ones have been promoted. Where is the safety.

Why the intent to remove cars from the equation and especially petrol ones when their reliability is guaranteed.

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:

Do I approve of condensed city living.. NO

Those who live in an area that may be subject to the concentrated housing may find the thought of intensive accommodation on their doorstep quite alarming. Specifically Papanui Rd, a proposed corridor which has many palatial houses. They have chosen this area for its exclusiveness and not to suddenly find their properties are undervalued because of an concentration of unexpected neighbours.

If this is the intent, these condensed buildings would be better situated on the outskirts of the city, as they have the potential to become a slum area and therefore not desired in 'good' areas.

High density living also has the potential for mental health problems and cramped conditions to name only two of the problems then there's the talk of affordable, with the extra building costs now, nothing will be affordable. And, there's also the problem with high rise fires which seem to be happening more and more.

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?

Why:

3.

The continued mention of the Maori word Kainga nohoanga which apparently means 'a place to sit'.. mainly for the Maori, is dividing the people of this Our land Christchurch New Zealand.

Of course I want the Water Ways etc protected, but our water has always been protected, buy All of us and I find it offensive it is no longer Our water and land, but is labelled now as someone else's. The plan to eventually charge people based on the colour of their skin is total racism and should not be part of this era. We are not living in the dark ages, we are living in 2023, where we ought to living in harmony.

The words you've chosen to write in your booklet say 'the state of our water bodies continue to degrade' pg 61 is a lie. Christchurch water Was and still is the most beautiful, pristine water in the world due to it's running over the alluvial plains. our water is beautiful. The pipes that were damaged n the earthquake are now almost completely repaired and that was the one reason the water was not as good as it could have been due to the addition of chemicals, but now.. it is great and certainly does not need anything unnatural to contaminate anymore. The water belongs to us ALL as it falls from the sky as a gift from God. Therefore is owned by no one. It is a gift to refresh and enjoy for All.

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?

Why (please specify the Priority Area):

Your plan declares the Cultural needs of Maori have been overlooked pg 68.

What happened to One People, One Nation. There are 16% Maori in New Zealand and about 36% Chinese apart from other nationalities or ethnicities. Christchurch is made up of Many nationalities/cultures with more coming. There are 1,500 Syrians arriving per year with a three year renewal on that amount, so why the segregation. No one has been hard done by in Christchurch. We are One People who look after each other and Maori have not been overlooked in anyway.

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:

I've not had time to thoroughly write on this

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

I was told of this Greater Christchurch Spatial Plan on Thursday 20th July 2023 with only three days to present a submission, which really is rather poor.

While the pictures look pretty, the excessive amount spent on designing the website and booklet might have been better spent in letter drops to the residence living in the areas affected by the Plan, as very few people knew about it.

Because I became aware of this, today I door knocked and spent many hours walking in the rain talking to the residence of Papanui Rd, who I might add were absolutely shocked they had not been informed since it was going to affect them directly.

Attached Documents

File

No records to display.

Greater Christchurch Spatial Plan

Submitter Details

Submission Date: 23/07/2023
First name: Jason **Last name:** Herrick

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 support the improved public transport system, but the mass rapid transit network should go to Rolleston instead of finishing in Hornby.

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 Rolleston should be allowed to grow as the land is good to build on and it allows people to be able to afford a quality house. More unproductive land around Rolleston should be zoned residential. This will improve housing affordability.

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:

Growth should be focussed around urban centres, but Rolleston should be allowed to grow.

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 the Rolleston community and the Selwyn District Council should decide if a greenbelt around Rolleston is desirable or not. A greenbelt could end up limiting the size of Rolleston, which could have unintended consequences down the line. I don't think the Greater Christchurch Partnership should be recommending a greenbelt around Rolleston unless you get a very high participation rate from Rolleston residents requesting a 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?

Yes

Why (please specify the Priority Area):

Rolleston should be a major priority development area as there is significant demand for houses in Rolleston, most of the soil is unproductive, and the land is good to build on. Rolleston also has a significantly lower risk of flooding compared to some of the other priority development areas.

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:

The Greater Christchurch Partnership shouldn't waste money on trying to restore historic buildings.

The Greater Christchurch Partnership should focus more on restricting building on low lying land that is prone to flooding.

There has been a shortage of residential sections over the last few years, and the price of a residential section has increased significantly. The Greater Christchurch Partnership should be more supportive of developers trying to rezone their land to residential, as demand has exceeded supply, and now we have a housing crisis.

More land around Rolleston should be zoned Industrial.

Additional cycle lanes should be installed in Rolleston on Levi Road and Weedons Road so that cyclists can cycle to Christchurch safely. This could save people driving to Christchurch which would reduce carbon emissions.

The Christchurch International Airport Ltd noise contour should not move any closer to the residential area at Strauss Drive and New Creek Mews in Rolleston.

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

The Christchurch International Airport Ltd noise contour should not move any closer to the residential area at Strauss Drive and New Creek Mews in Rolleston.

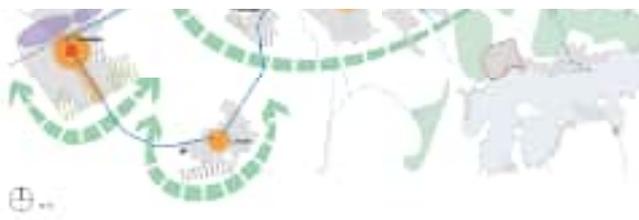
A more detailed map should be provided of the proposed new Christchurch International Airport Ltd noise contour, particularly around the Levi Road, Rolleston area. This should show the existing noise contour line and the proposed new noise contour line.

The Selwyn District Council is planning to create a large, 100 hectare District Park on the corner of Levi Road and Weedons Road. The Selwyn District Council has already purchased the land and this has been included in the Rolleston Structure Plan since 2009. This could be added to the draft Spatial Plan map (the image with the 700,000 - 1 MILLION PEOPLE title at the top).

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 Christchurch implementing a new rail based public transportation system.

The proposed route is well suited to a new transit corridor, as historically large portions of the route were tramways. These historic tramways heavily shaped the city, as they became main transport corridors, and spurred growth along the lines, thus creating many suburban centers [1][2]. Reestablishing rail transit along the corridor proposed by the Greater Christchurch partnership will significantly benefit residents in some of the busiest areas in the city, as it will lead to high modal shift, thus decrease car/traffic congestion, and lower transport emissions. It will also spur much needed growth and intensification in well situated areas such as the CBD, Riccarton, Ilam, Merrivale, and Papanui.

Rail should be chosen because it is vastly superior to BRT systems. The energy efficacies (i.e., rolling resistance) of rail make it more sustainable and cost effective in the long term than buses. Rail vehicles/rolling stock (including light rail) can have higher capacity than even largest of buses, lower maintenance costs, as well as significantly longer lifespan. The ability to electrify rail with overhead catenary lines and/or ground supply systems is more efficient and has better long-term sustainability than using battery electric buses. Trains/light rail vehicles can optionally have higher passenger capacities than even the largest of buses and can be coupled together to increase capacity without needing additional drivers, which buses cannot do. Rail is also more attractive to commuters, which leads to the highest levels of modal shift, as well as attracting higher levels of investment and transit-oriented development (TOD). With significantly better life-cycle costs and cost-benefit ratios, rail is the superior option [3][4][5][6][7][8][9][10].

Light rail/tramways are better suited for the urban environment and beatification than BRT systems. All buses (even electric) are louder than modern light rail, as the sound of the rubber wheels rolling creates large amounts of noise when travelling at speed [11][12]. Light rail takes up less street space compared to BRT systems as they run on fixed tracks. Running on fixed tracks also allows light rail to run in pedestrianized areas, which buses cannot. Light rail/tram tracks can be embedded into a variety of surfaces to suit the visuals of the street, including grass. Grass tracking is affordable, and can also help with water drainage, as well as mitigating the urban heat effect and noise [13].

There should be strong consideration to remove road vehicle traffic (except for emergency, necessary service vehicles) from Greater Christchurch proposed street running transit corridor, especially in main commercial and residential areas, such as the CBD, as well as around Riccarton, Northlands, and Merrivale malls. Cars negatively impact the pedestrian and urban environment, making them less attractive to be around. Car centric areas and roads near street-running public transit can even decrease the transits usability, attractiveness, and patronage [14][15]. Most of the proposed transit corridor has nearby roads that run almost entirely parallel to the route, which can be used for road traffic instead.

However, there should also be greater reconsideration for using existing heavy rail lines/corridors for public transport services. Using existing heavy rail corridors can be provide greater coverage at a lower initial cost, as there is the ability to connect more communities, such as Rolleston, Kaiapoi, and Rangiora, as well as potentially Lyttelton and Prebbleton, without having to create entirely new corridors (corridor to Prebbleton will need to be partially reestablished). Most of the track infrastructure already exists and can be reasonably easy to upgrade to be suitable for passenger services. The rail lines can also be electrified to allow more sustainable and efficient services. Services will also likely be faster than using BRT or Light Rail.

There are some issues with using existing heavy rail corridors. Christchurch's current main station in Tower Junction proximity to the heart of the center city is inadequate, as it is not within a reasonable walking distance. Even where the historic Moorhouse station was located is not very suitable. Without good accessibility to the central city, attracting patronage will be difficult. A potential way to solve this problem will be by creating a cut-and-cover tunnel system that provides heavy rail access to station/s at the heart of the center city and make using rail more attractive to commuters. Tourist trains such as the TranzAlpine and Coastal Pacific, as well as potential future long-distance/interregional trains (e.g., to Ashburton, Timaru, and Dunedin) could also use this tunnel system (depending on design of tunnel system and/or power method of trains). The high levels of pedestrian/passenger foot traffic that this system would create in the center city will have huge economic benefits to local businesses and the community.

Another issue with using existing rail lines is that the urbanized areas they run through are not as suitable for spurring commercial and residential growth/intensification than the proposed new corridor. This is especially likely for the section of the Main South Line between Hornby and Moorhouse, as it runs mainly through industrial areas. However, since the section of the Main North Line between Riccarton and Belfast mainly runs through residential areas, it could be reasonably suitable for residential and commercial growth/intensification.

A potential option that could be investigated is Tram-Trains. These can operate on both street running/light rail track, as well as heavy rail lines [16]. This could allow for new corridors to be established along key urban growth/intensification areas such as Riccarton Road and then use existing heavy rail lines to connect to places like Rolleston, Kaiapoi, Rangiora, and Lyttelton. This could allow for earlier and more affordable connection to later stage areas planned improved transit by Greater Partnership without needing a new corridor such as Belfast (though later a new corridor could be implemented to spur growth/intensification along it). In the long-term this could also be used to provide express services which bypass street running sections by mainly using existing rail corridors (i.e., Rolleston/Hornby to CBD, without having to go down Riccarton Road).

Though Tram-Train systems can use the same 1,067 mm (3 ft 6 in) narrow cape rail gauge as New Zealand's heavy rail network, such as Fukui Fukubu Line in Japan, Christchurch's current tourism tram service uses 1,435 mm (4 ft 8+1/2 in) standard gauge track, so these systems will not be able to be integrated if Tram-Trains are chosen [17][2].

For safety reasons all street running light rail/tram lines use reasonably low DC voltages. However, most modern heavy rail lines are electrified with AC voltage, as it is cheaper to implement/operate, because the infrastructure is more affordable, longer electricity transmission distances, less substations are needed, and less energy losses occur, as well as provides ability to use more powerful locomotives/rollingstock. However, there is the option to implement rolling stock which can alternate between the voltage, which could be suitable for a Tram-Train system [18].

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 support focusing future development and investment around urban centres and transport corridors. However, the Greater Partnership draft submission does not allow for enough intensification, and long-term growth. Also, the need to be the prevention of low-density greenfield suburban sprawl. Other existing areas of the city should still be allowed to intensify.

Intensification is a sustainable way to provide affordable residential/housing to the masses and improve the lifestyles of residents.

Intensification is often linked to increased housing affordability, as it can quickly and cost effectively increase supply to the market, thus zoning reform is needed to allow for it. It is more affordable to build multi-unit dwellings/apartments than single-detached houses, as they require less land, materials, and labour to build per unit, as well as have lower operating costs [19] [20]. To meet varying demands/needs from different demographics, multi-unit dwellings should be available in a variety of sizes and styles. Priority should also be given to personal buyers, instead of investors [21].

Many choose to live in intensified areas for the improved lifestyle. People like the proximity of stores, services, schools, parks, public transport, and other facilities/amenities within walking distance when mixed-use zoning is allowed. It is difficult to provide the desired levels of amenities within walking distance in lower density areas. Denser areas can also provide a better sense of community, as well as a more active lifestyle [22][23].

Increased affordability and access to amenities can increase the attractiveness of neighbourhoods and cities. This includes attracting new residents/immigrants from other costs can also increase disposable income and expenditure in other sectors of the local economy [24][25].

The highest percentage of car trips in New Zealand are for shopping. People are driving more, and further than they used to, as well as spending more time in congestion [26]. Allowing for mixed-use zoning, combined with intensification will increase walkability and decrease car dependency, time spent driving, as well as personal transportation costs. However, zoning policy needs to change to allow for mixed-use zoning [27][28].

New commercial (especially supermarkets, cafes, restaurants, convenience stores/dairies, and other stores selling essential items), as well as schools, other community facilities should be allowed in residential areas, especially those which are being densified. Commercial buildings can be amongst residential, and apartment buildings can the first few floors designated for commercial.

Transit-Oriented Development (TOD) is a very sensible form of urban planning and development. Focusing large dense commercial areas around public transportation/rail stations, then surrounding that with dense residential. This optimizes the value capture of public transportation, significantly reduces car-dependency/usage, and provides huge benefits to businesses (often from higher foot traffic), as well as the local economy. Increased density around public transportation typically leads to higher ridership [3][29][30][31]. Increasing the walkability of TODs leads to higher ridership and benefits to the community [32][33].

Walkability also has many social benefits, as close access to stores/facilities is linked to increased happiness, livability, more disposable income, and a healthier more active lifestyle [20][21][25][34][35][36].

Implementing high-quality large-scale transit-oriented development will have a major positive impact for Christchurch. Personally, I believe initial focuses for intensification through TOD should be the central city, then along Riccarton Road, as it is already a busy transit corridor, has commercial well suited for intensification, as well as proximity to the central city and the University of Canterbury. However, to get ultimate value capture from the transit corridor station area, higher densities need to be used than purposed (mainly apartments and multistory commercial) within each station's entire main walking distance radius.

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 partially support the proposed strategy to maintain and enhance the natural environment within our urban areas. I heavily support access to green spaces and recreation, as well as the health of the waterways, and protecting productive soils.

My main issue is using the tree canopy as a boundary in some areas of Christchurch to limit or prohibit taller buildings exceeding its height. Limiting building height can make it more difficult to provide the necessary density to support high frequency mass rapid transit, as well as decrease the walkability and increase car dependency [3][20][22]. Too many key areas for intensification in Christchurch are currently very low-density suburbia. These large suburban lots/single family houses are taking up large amounts of land. Preventing building heights to maintain a perceived tree canopy, limits actual green spaces.

With good large scale urban planning, intensifying existing areas and decreasing car centrality can free up more urban space that can be used for green spaces, public parks, and nature reserves, which can allow for increased number of trees/plants. There should be nothing to prevent trees/green spaces near taller buildings. More people should have access to high quality shared green spaces/parks, instead of private backyards.

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 support the concept of a Greenbelt around our urban areas, both to protect productive rural soils/farmlands, but also for the prevention of new greenfield suburban sprawl. However, where the proposed greenbelt is still allows for too much greenfield development within its boundaries.

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):

I heavily support the intensification of all existing areas within Christchurch, especially along main public transit/mass rapid transit corridors.

I support public-private partnerships when implemented through a community lead development cooperative approach. The cooperative approach can provide fair and affordable to the masses, as well as disincentivize private corporations making excess profits.

I heavily oppose allowing almost all greenfield suburban sprawl, including around the surrounding areas of Rangiora and Rolleston.

Most of Greater Christchurch is unwalkable, due to its low-density suburban design, and allowing for more greenfield sprawl only makes it worse. Since the widespread adoption of personal automobiles in the mid-20th century the city has been designed around cars. Quality public transportation, density, and well-designed urban areas are limited to non-existent in most of the city. These poor planning decisions have negatively impacted residents, the local economy, and environment.

On average personal transport usage (car usage) in low density areas is 3.7 times higher than in higher density areas. This also means 3.7 times more vehicle emission. People are forced to travel further distances to get to places. More driving, more greenhouse gas emissions which are a major contributing factor to climate change [37].

In Low density suburbs distances are too far for people to walk, so most people are forced to drive. This is often made worse by euclidean/single use zoning typically found in low density suburbs. Not only is this bad for the environment, but also the economy and society.

It is difficult to provide quality public transit in low density suburban areas, as it is hard to provide ample coverage, as well as make the route economically sustainable [38]. Public transit that is not within walking distance is often considered unattractive by residents, and they chose to drive instead [39][40].

A 2015 report found that the average New Zealand commuter pays \$11,852.98 per annum in car ownership and running costs. This is a substantial amount of the average annual income. However, commuters who did not own a car and used public transportation to commute spent on average \$1,879.32 for transportation costs (saving of \$9,065.78). Car owners that used public transportation to only commute to work spent on average \$9,733.95 for transportation costs [41]. Car transportation costs have likely increased since, and people living in further out from the Christchurch, such as in Rangiora and Rolleston will likely travel more by car. Car ownership and usage is extremely expensive. People need access to quality public transportation, but also the ability to live car-free in an urban/suburban environment. This is very important during a cost-of-living crisis, but also for improved long-term economic stability.

Since people living in low density car dependent areas drive more, they have transportation costs as they spend more on fuel and other car running costs. However, more money is also spent on roading infrastructure, parking, and road maintenance. There is also an economic loss from increased traffic congestion, crashes, and environmental impacts [42].

People living in low-density, single-zoned, and car dependent areas typically have low levels of physical activity, often below recommended levels. Since walking to destinations is unfeasible, and driving is the only option. This is linked to higher rates of obesity, and other health problems. Those in denser, more walkable areas mixed-use areas, with good access to public transport have higher and healthier rates of Physical Activity [34].

Car dependency strips the independent mobility of those who cannot drive. This often affects the elderly, people with certain disabilities, adolescents too young to legally drive, those who can afford to drive, people without access to a car and those who simply choose not to drive. Without access to walkable areas and public transport these people are forced to rely on others who can drive, which is often costly and not always feasible. People without independent mobility often unwillingly have sedentary lifestyles, as well as higher rates of loneliness, depression, obesity, and less of a sense of community [43][44][45][46]

Creating more greenfield car-dependent suburbs increases car traffic and congestion across area [47]. However, attempting to decrease congestion by expanding and widening the roading network leads to induced demand, meaning that overtime car usage will increase, and traffic congestion will become even worse [48][49].

Low density areas have higher supporting infrastructure costs than denser areas, especially for long term maintenance and replacements. These costs put stress on both local councils and government. Rates are often increased, as well as more tax money is spent attempt to fix these problems. Sprawling low density is often deemed economically unsustainable [50][51].

Low density car dependent sprawl areas also negatively impact stress, productivity, and the rate of innovation, as people are spending more time commuting and higher amounts on transportation costs, leading to less free time and disposable income [52][53][54][55].

Greenfield property should not be allowed to have influence in the development of Greater Christchurch, as their long track record of personal greed for profit, over the longer-term wellbeing of residents and the environment is unsuitable for a sustainable future for the region.

I would support the intensification existing areas of Rangiora and Rolleston, however a passenger rail transit connection and intensification through transit-oriented development will be highly preferable to prevent car dependency. However, if no rail transit connection is provided, other areas of Christchurch should be prioritized.

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:

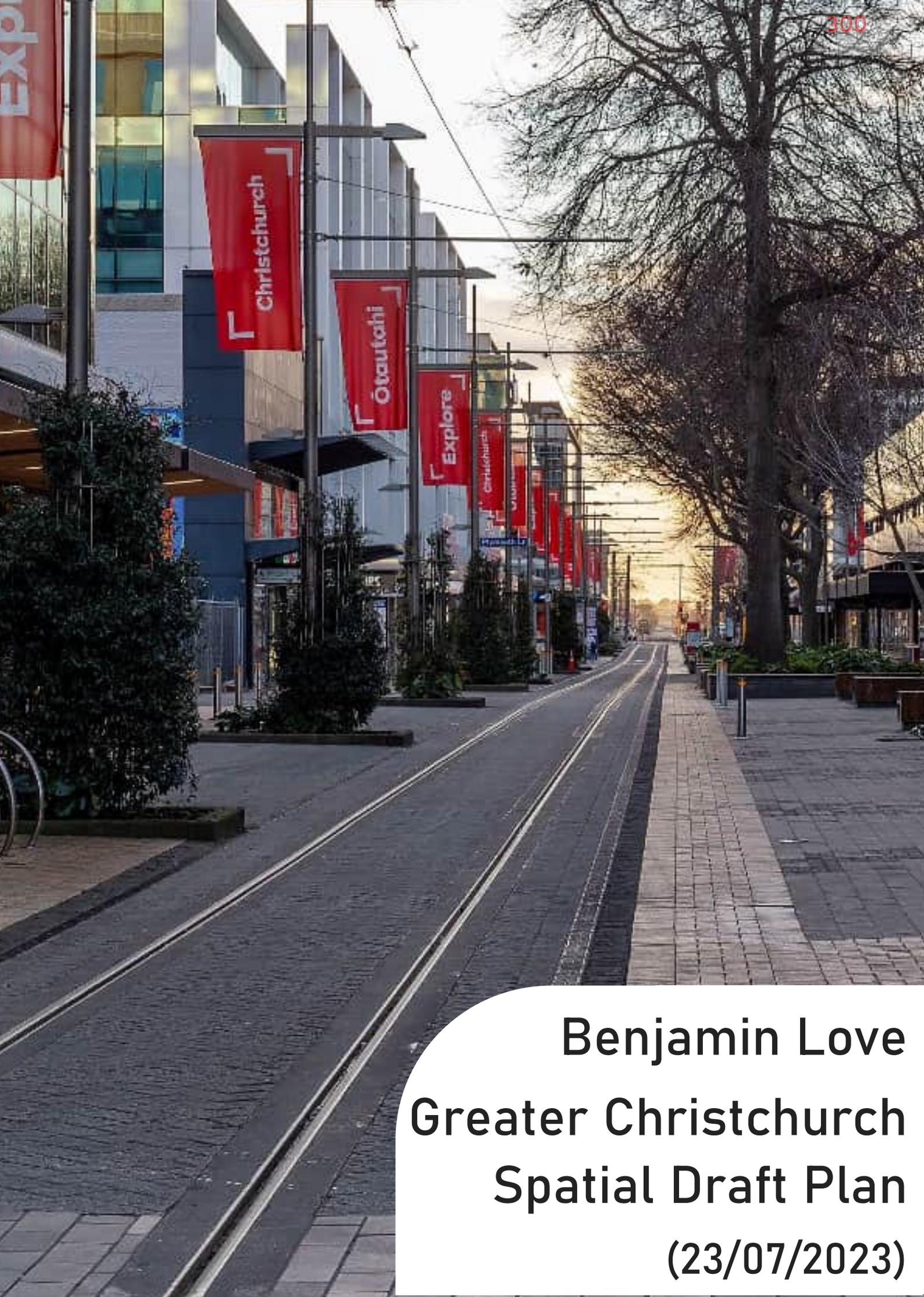
1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

Please read attached PDF for further information and reference list

Attached Documents

File

Benjamin Love Greater Christchurch Spatial Plan



**Benjamin Love
Greater Christchurch
Spatial Draft Plan
(23/07/2023)**

Thank you for taking the time to read my written submission. I ask that the academic articles referenced are read and analyzed, to take the report as read.

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Jätkäsaari, Helsinki, Finland

Support of Improved Rail Public Transport System

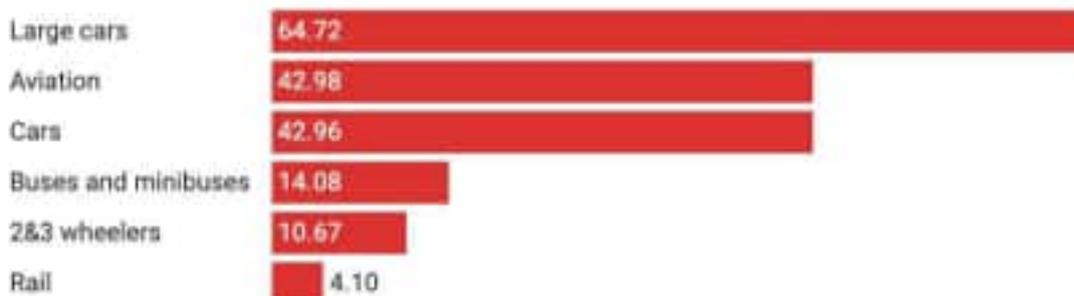
I support Christchurch implementing a new rail based public transportation system.

The purposed route is well suited to a new transit corridor, as historically large portions of the route were tramways. These historic tramways heavily shaped the city, as they became main transport corridors, and spurred growth along the lines, thus creating many suburban centers [1][2]. Reestablishing rail transit along the corridor proposed by the Greater Christchurch partnership will significantly benefit residents in some of the busiest areas in the city, as it will lead to high modal shift, thus decrease car/traffic congestion, and lower transport emissions. It will also spur much needed growth and intensification in well situated areas such as the CBD, Riccarton, Ilam, Merrivale, and Papanui.

Rail should be chosen because it is vastly superior to BRT systems. The energy efficacies (i.e., rolling resistance) of rail make it more sustainable and cost effective in the long term than buses. Rail vehicles/rolling stock (including light rail) can have higher capacity than even largest of buses, lower maintenance costs, as well as significantly longer lifespan. The ability to electrify rail with overhead catenary lines and/or ground supply systems is more efficient and has better long-term sustainability than using battery electric buses. Trains/light rail vehicles can optionally have higher passenger capacities than even the largest of buses and can be coupled together to increase capacity without needing additional drivers, which buses cannot do. Rail is also more attractive to commuters, which leads to the highest levels of modal shift, as well as attracting higher levels of investment and transit-oriented development (TOD). With significantly better life-cycle costs and cost-benefit ratios, rail is the superior option [3][4][5][6][7][8][9][10].

Energy intensity of different passenger transportation modes

■ TOE/million passengers-km



TOE is tonne of oil equivalent, a unit of measure to indicate the amount of energy released in burning one metric ton of crude oil.

Chart: The Conversation, CC-BY-ND - Source: [International Energy Agency - Get the data](#)

[8]

Light rail/tramways are better suited for the urban environment and beatification than BRT systems. All buses (even electric) are louder than modern light rail, as the sound of the rubber wheels rolling creates large amounts of noise when travelling at speed [11][12]. Light rail takes up less street space compared to BRT systems as they run on fixed tracks. Running on fixed tracks also allows light rail to run in pedestrianized areas, which buses cannot. Light rail/tram tracks can be embedded into a variety of surfaces to suit the visuals of the street, including grass. Grass tracking is affordable, and can also help with water drainage, as well as mitigating the urban heat effect and noise [13].

There should be strong consideration to remove road vehicle traffic (except for emergency, necessary service vehicles) from Greater Christchurch purposed street running transit corridor, especially in main commercial and residential areas, such as the CBD, as well as around Riccarton, Northlands, and Merrivale malls. Cars negatively impact the pedestrian and urban environment, making them less attractive to be around. Car centric areas and roads near street-running public transit can even decrease the transits usability, attractiveness, and patronage [14][15]. Most of the purposed transit corridor has nearby roads that run almost entirely parallel to the route, which can be used for road traffic instead.

However, there should also be greater reconsideration for using existing heavy rail lines/corridors for public transport services. Using existing heavy rail corridors can be provide greater coverage at a lower initial cost, as there is the ability to connect more communities, such as Rolleston, Kaiapoi, and Rangiora, as well as potentially Lyttelton and Prebbleton, without having to create entirely new corridors (corridor to Prebbleton will need to be partially reestablished). Most of the track infrastructure already exists and can be reasonably easy to upgrade to be suitable for passenger services. The rail lines can also be electrified to allow more sustainable and efficient services. Services will also likely be faster than using BRT or Light Rail.

There are some issues with using existing heavy rail corridors. Christchurch's current main station in Tower Junction proximity to the heart of the center city is inadequate, as it is not within a reasonable walking distance. Even where the historic Moorhouse station was located is not very suitable. Without good accessibility to the central city, attracting patronage will be difficult. A potential way to solve this problem will be by creating a cut-and-cover tunnel system that provides heavy rail access to station/s at the heart of the center city and make using rail more attractive to commuters. Tourist trains such as the TranzAlpine and Coastal Pacific, as well as potential future long-distance/interregional trains (e.g., to Ashburton, Timaru, and Dunedin) could also this tunnel system (depending on design of tunnel system and/or power method of trains). The high levels of pedestrian/passenger foot traffic that this system would create in the center city will have huge economic benefits to local businesses and the community.

Another issue with using existing rail lines is that the urbanized areas they run through are not as suitable for spurring commercial and residential growth/intensification than the purposed new corridor. This is especially likely for the section of the Main South Line between Hornby and Moorhouse, as it runs mainly through industrial areas. However, since the section of the Main North Line between Riccarton and Belfast mainly runs through residential areas, it could be reasonably suitable for residential and commercial growth/intensification.

A potential option that could be investigated is Tram-Trains. These can operate on both street running/light rail track, as well as heavy rail lines [16]. This could allow for new corridors to be established along key urban growth/intensification areas such as Riccarton Road and then use existing heavy rail lines to connect to places like Rolleston, Kaiapoi, Rangiora, and Lyttelton. This could allow for earlier and more affordable connection to later stage areas planned improved transit by Greater Partnership without needing a new corridor such as Belfast (though later a new corridor could be implemented to spur growth/intensification along it). In the long-term this could also be used to provide express services which bypass street running sections by mainly using existing rail corridors (i.e., Rolleston/Hornby to CBD, without having to go down Riccarton Road).

Though Tram-Train systems can use the same 1,067 mm (3 ft 6 in) narrow gauge rail gauge as New Zealand's heavy rail network, such as Fukui Fukubu Line in Japan, Christchurch's current tourism tram service uses 1,435 mm (4 ft 8+1/2 in) standard gauge track, so these systems will not be able to be integrated if Tram-Trains are chosen [17][2].

For safety reasons all street running light rail/tram lines use reasonably low DC voltages. However, most modern heavy rail lines are electrified with AC voltage, as it is cheaper to implement/operate, because the infrastructure is more affordable, longer electricity transmission distances, less substations are needed, and less energy losses occur, as well as provides ability to use more powerful locomotives/rollingstock. However, there is the option to implement rolling stock which can alternate between the voltage, which could be suitable for a Tram-Train system [18].



Fukui Fukubu Line, Japan

Support of focusing future development and investment around urban centres and transport corridors

I support focusing future development and investment around urban centres and transport corridors. However, the Greater Partnership draft submission does not allow for enough intensification, and long-term growth. Also, the need to be the prevention of low-density greenfield suburban sprawl. Other existing areas of the city should still be allowed to intensify.

Intensification is a sustainable way to provide affordable residential/housing to the masses and improve the lifestyles of residents.

Intensification is often linked to increased housing affordability, as it can quickly and cost effectively increase supply to the market, thus zoning reform is needed to allow for it. It is more affordable to build multi-unit dwellings/apartments than single-detached houses, as they require less land, materials, and labour to build per unit, as well as have lower operating costs [19][20]. To meet varying demands/needs from different demographics, multi-unit dwellings should be available in a variety of sizes and styles. Priority should also be given to personal buyers, instead of investors [21].

Many choose to live in intensified areas for the improved lifestyle. People like the proximity of stores, services, schools, parks, public transport, and other facilities/amenities within walking distance when mixed-use zoning is allowed. It is difficult to provide the desired levels of amenities within walking distance in lower density areas. Denser areas can also provide a better sense of community, as well as a more active lifestyle [22][23].

Increased affordability and access to amenities can increase the attractiveness of neighbourhoods and cities. This includes attracting new residents/immigrants from other costs can also increase disposable income and expenditure in other sectors of the local economy [24][25].

The highest percentage of car trips in New Zealand are for shopping. People are driving more, and further than they used to, as well as spending more time in congestion [26]. Allowing for mixed-use zoning, combined with intensification will increase walkability and decrease car dependency, time spent driving, as well as personal transportation costs. However, zoning policy needs to change to allow for mixed-use zoning [27][28].

New commercial (especially supermarkets, cafes, restaurants, convenience stores/dairies, and other stores selling essential items), as well as schools, other community facilities should be allowed in residential areas, especially those which are being densified. Commercial buildings can be amongst residential, and apartment buildings can the first few floors designated for commercial.

Transit-Oriented Development (TOD) is a very sensible form of urban planning and development. Focusing large dense commercial areas around public transportation/rail stations, then surrounding that with dense residential. This optimizes the value capture of public transportation, significantly reduces car-dependency/usage, and provides huge benefits to businesses (often from higher foot traffic), as well as the local economy. Increased density around public transportation typically leads to higher ridership [3][29][30][31]. Increasing the walkability of TODs leads to higher ridership and benefits to the community [32][33].

Walkability also has many social benefits, as close access to stores/facilities is linked to increased happiness, livability, more disposable income, and a healthier more active lifestyle [20][21][25][34][35][36].

Implementing high-quality large-scale transit-oriented development will have a major positive impact for Christchurch. Personally, I believe initial focuses for intensification through TOD should be the central city, then along Riccarton Road, as it is already a busy transit corridor, has commercial well suited for intensification, as well as proximity to the central city and the University of Canterbury. However, to get ultimate value capture from the transit corridor station area, higher densities need to be used than purposed (mainly apartments and multistory commercial) within each station's entire main walking distance radius.



Japanese Zoning Laws That Allow for Good Mixed-use Zoning

Twelve categories of Land Use Zone provide a pattern for land-use zoning in each type of urban area. These can be generally categorized into residential, commercial and industrial uses. Each Land Use Zone has specifications concerning the uses of buildings which can be constructed in the zone.

Land Use Zones are allocated according to a future vision of land-use pattern.

Category I exclusively low-rise residential zone



This zone is designated for low rise residential buildings. The permitted buildings include residential buildings which are also used as small shops or offices and elementary/junior high school buildings.

Category II exclusively low-rise residential zone



This zone is mainly designated for low rise residential buildings. In addition to elementary/junior high school buildings, certain types of shop buildings with a floor area of up to 150m² are permitted.

Category I mid/high-rise oriented residential zone



This zone is designated for medium to high residential buildings. In addition to hospital and university buildings, certain types of shop buildings with a floor area of up to 500m² are permitted.

Category II mid/high-rise oriented residential zone



This zone is mainly designated for medium to high rise residential buildings. In addition to hospital and university buildings, the permitted buildings include certain shops and office buildings with a floor area of up to 1,500m² to provide conveniences for the local community.

Category I residential zone



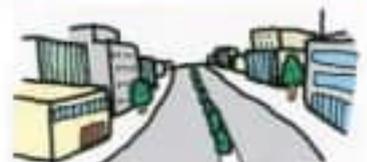
This zone is designated to protect the residential environment. The permitted buildings include shops, offices and hotel buildings with a floor area of up to 3,000m².

Category II residential zone



This zone is designated to mainly protect the residential environment. The permitted buildings include shops, offices and hotel buildings as well as buildings with karaoke box.

Quasi-residential zone



This zone is designated to allow the introduction of vehicle-related facilities along roads while protecting the residential environment in harmony with such facilities.

Neighborhood commercial zone



This zone is designated to provide daily shopping facilities for the neighbourhood residents. In addition to residential and shop buildings, small factory buildings are permitted.

Commercial zone



Banks, cinemas, restaurants and department stores are constructed in this zone. Residential buildings and small factory buildings are also permitted.

Quasi-industrial zone



This zone is mainly occupied by light industrial facilities and service facilities. Almost all types of factories are permitted excepting those which are considered to considerably worsen the environment.

Industrial zone



Any type of factory can be built in this zone. While residential and shop buildings can be constructed, school, hospital and hotel buildings are not permitted.

Exclusively industrial zone



This zone is designated for factories. While all types of factory buildings are permitted, residential, shop, school, hospital and hotel buildings cannot be constructed.

Special Land Use District

A Special Land Use District is designated as a supplement to the land-use regulations on the Land Use Zone. It is designated within a Land Use Zone aiming at specific purposes, such as achieving more effective land use or a more pleasant environment. Regulations under Land Use Zone are applied uniformly nationwide. However, in the Special Land Use District, Land Use Zone regulations can be modified by municipal bylaw. In correspondence with the local characteristics, each municipality can stipulate the strengthening or relaxation of Land Use Zone regulations.

Partial support the proposed strategy to maintain and enhance the natural environment within our urban areas

I partially support the proposed strategy to maintain and enhance the natural environment within our urban areas. I heavily support access to green spaces and recreation, as well as the health of the waterways, and protecting productive soils.

My main issue is using the tree canopy as a boundary in some areas of Christchurch to limit or prohibit taller buildings exceeding its height. Limiting building height can make it more difficult to provide the necessary density to support high frequency mass rapid transit, as well as decrease the walkability and increase car dependency [3][20][22]. Too much many key areas for intensification in Christchurch are currently very low-density suburbia. These large suburban lots/single family houses are taking up large amounts of land. Preventing building heights to maintain a perceived tree canopy, limits actual green spaces.

With good large scale urban planning, intensifying existing areas and decreasing car centrality can free up more urban space that can be used for green spaces, public parks, and nature reserves, which can allow for increased number of trees/plants. There should be nothing to prevent trees/green spaces near taller buildings. More people should have access to high quality shared green spaces/parks, instead of private backyards.



Jätkäsaari, Helsinki, Finland

Support of the concept of a Greenbelt around our urban areas

I support the concept of a Greenbelt around our urban areas, both to protect productive rural soils/farmlands, but also for the prevention of new greenfield suburban sprawl. However, where the proposed greenbelt is still allows for too much greenfield development within its boundaries.



Partial support for the approach to focus on these areas

I heavily support the intensification of all existing areas within Christchurch, especially along main public transit/mass rapid transit corridors.

I support public-private partnerships when implemented through a community lead development cooperative approach. The cooperative approach can provide fair and affordable to the masses, as well as disincentivize private corporations making excess profits.

I heavily oppose allowing almost all greenfield suburban sprawl, including around the surrounding areas of Rangiora and Rolleston.

Most of Greater Christchurch is unwalkable, due to its low-density suburban design, and allowing for more greenfield sprawl only makes it worse. Since the widespread adoption of personal automobiles in the mid-20th century the city has been designed around cars. Quality public transportation, density, and well-designed urban areas are limited to non-existent in most of the city. These poor planning decisions have negatively impacted residents, the local economy, and environment.

On average personal transport usage (car usage) in low density areas is 3.7 times higher than in higher density areas. This also means 3.7 times more vehicle emission. People are forced to travel further distances to get to places. More driving, more greenhouse gas emissions which are a major contributing factor to climate change [37].

In Low density suburbs distances are too far for people to walk, so most people are forced to drive. This is often made worse by euclidean/single use zoning typically found in low density suburbs. Not only is this bad for the environment, but also the economy and society.

It is difficult to provide quality public transit in low density suburban areas, as it is hard to provide ample coverage, as well as make the route economically sustainable [38]. Public transit that is not within walking distance is often considered unattractive by residents, and they chose to drive instead [39][40].

A 2015 report found that the average New Zealand commuter pays \$11,852.98 per annum in car ownership and running costs. This is a substantial amount of the average annual income. However, commuters who did not own a car and used public transportation to commute spent on average \$1,879.32 for transportation costs (saving of \$9,065.78). Car owners that used public transportation to only commute to work spent on average \$9,733.95 for transportation costs [41]. Car transportation costs have likely increased since, and people living in further out from the Christchurch, such as in Rangiora and Rolleston will likely travel more by car. Car ownership and usage is extremely expensive. People need access to quality public transportation, but also the ability to live car-free in an urban/suburban environment. This is very important during a cost-of-living crisis, but also for improved long-term economic stability.

Since people living in low density car dependent areas drive more, they have transportation costs as they spend more on fuel and other car running costs. However, more money is also spent on roading infrastructure, parking, and road maintenance. There is also an economic loss from increased traffic congestion, crashes, and environmental impacts [42].

People living in low-density, single-zoned, and car dependent areas typically have low levels of physical activity, often below recommended levels. Since walking to destinations is unfeasible, and driving is the only option. This is linked to higher rates of obesity, and other health problems. Those in denser, more walkable areas mixed-use areas, with good access to public transport have higher and healthier rates of Physical Activity [34].

Car dependency strips the independent mobility of those who cannot drive. This often affects the elderly, people with certain disabilities, adolescents too young to legally drive, those who can afford to drive, people without access to a car and those who simply choose not to drive. Without access to walkable areas and public transport these people are forced to rely on others who can drive, which is often costly and not always feasible. People without independent mobility often unwillingly have sedentary lifestyles, as well as higher rates of loneliness, depression, obesity, and less of a sense of community [43][44][45][46]

Creating more greenfield car-dependent suburbs increases car traffic and congestion across area [47]. However, attempting to decrease congestion by expanding and widening the roading network leads to induced demand, meaning that overtime car usage will increase, and traffic congestion will become even worse [48][49].

Low density areas have higher supporting infrastructure costs than denser areas, especially for long term maintenance and replacements. These costs put stress on both local councils and government. Rates are often increased, as well as more tax money is spent attempt to fix these problems. Sprawling low density is often deemed economically unsustainable [50][51].

Low density car dependent sprawl areas also negatively impact stress, productivity, and the rate of innovation, as people are spending more time commuting and higher amounts on transportation costs, leading to less free time and disposable income [52][53][54][55].

Greenfield property should not be allowed to have influence in the development of Greater Christchurch, as their long track record of personal greed for profit, over the longer-term wellbeing of residents and the environment is unsuitable for a sustainable future for the region.

I would support the intensification existing areas of Rangiora and Rolleston, however a passenger rail transit connection and intensification through transit-oriented development will be highly preferable to prevent car dependency. However, if no rail transit connection is provided, other areas of Christchurch should be prioritized.



Hammarby Sjöstad, Stockholm, Sweden

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