

Greater Christchurch Partnership
Our Space 2018-2048 - Greater Christchurch Settlement Pattern Update

-Received via online submission form-

Submitter details		
First name	Hamish	
Last name	Anderson	
Email	[REDACTED]	
Street name and number	[REDACTED]	
Suburb	[REDACTED]	
Town/City	Christchurch	
Postcode	[REDACTED]	
I am completing this submission	On behalf of a group or organisation Role: Planning agent for RJ Civil	RJ Civil Construction, 510 Sawyers Arms Road No of people: 2
Hearings		
Do you wish to speak to the hearings panel?	I wish to speak at the hearings	
Phone number	[REDACTED]	
Preferred location to be heard	Christchurch City	
Questions		
Question 1: Our Space highlights there is significant capacity for new housing through redevelopment in Christchurch City but to accommodate housing growth in Selwyn and Waimakariri it identifies additional greenfield land around Rolleston, Rangiora and Kaiapoi. Do you agree or disagree with this approach and why?		
Agree/disagree	Somewhat agree	
Comment	Agree with the sentiment but feel that, particularly near our site, there is potential for Rural Urban Fringe land to be developed. Our client's site is located at 510 Sawyers Arms Road and is bordered to the north by Johns Road with commercial immediately on the opposite side of Johns Road and a general push to the north of residential. This is not reflected in the Figure 16 identifications of the land (map attached)	
Question 2: Our Space adopts the current planning framework that encourages a range of new housing types, especially in the central city, close to suburban centres within the City and around existing towns in Selwyn and Waimakariri. Do you agree or disagree with this approach and why?		
Agree/disagree	Agree	
Comment		
Question 3: Our Space proposes to develop an action plan to increase the supply of social and affordable housing across Greater Christchurch and investigate with housing providers different models to make it easier for people to own their own home. What elements should be included in this action plan?		
Comment		
Question 4: Our Space adopts the current planning framework that directs new commercial development (office and retail) to existing centres to retain their viability and vitality, especially the central city, suburban centres and town centres in Selwyn and Waimakariri. Do you agree or disagree with this approach and why? What further measures would support such development?		
Agree/disagree	Somewhat agree	
Comment	Arguably our clients side of Johns Road should also be commercial or industrial also. Currently the south and east side of this section of Johns Road is relatively undeveloped but given the proximity to the airport and the great transport links provided by both Johns Road and Sawyers Arms Road, pressures to provide for more development. This is the case with the recently approved rental car yard and the reason why business, such as our clients wish to located here. The clients are contractors and it makes sense for them to be located either near their clients (NZTA, Local Authorities and ECan) or on routes that can enable easy access to those clients and	

	their sites. A contractors yard should not be located within a fully developed area as truck movement can clog up the local road network and lead to noise effects if driving through residential.
Question 5: The Canterbury Regional Policy Statement and the District Plans for Christchurch City and Selwyn and Waimakariri Districts have already identified sufficient capacity for new industrial businesses. Do you agree or disagree this is sufficient and in the right location and why?	
Agree/disagree	Somewhat agree
Comment	We agree in part. Our client's site is at 510 Sawyers Arms Road and appears to be in an area not identified for infrastructure on Figure 16 (we have attached a blown up version with our clients site and other none rural uses also identified. Our client's have an existing consent for use of the site as a contractors yard and are seeking to make that permanent rather than having an existing lapse date in 2020. In our opinion, this is an appropriate land use and reflects that occurring on other sites on the south side of Johns Road that are also located outside identified business or residential land. This is not a large land area but is one where non rural land use has occurred. To change the identification to something more appropriate would more readily enable the District Plan zoning to change. Currently this area is zoned rural but there are no real rural land uses occurring. Each of the sites is not large enough to have a realistic rural use hence the applications for non rural. The planners at Council are then put in an awkward position of struggling to support them based on some policies in the District Plan that are not really relevant to these sites.
Question 6: The proposals in Our Space are informed by a Capacity Assessment that considers future demands for housing and business land, based on demographic changes and projections from Statistics New Zealand, and likely changes in our economy (including through business sector trends and impacts from technological change). Do you agree or disagree with our evidence base and why?	
Agree/disagree	Agree
Comment	
Question 7: Our Space promotes greater densities around key centres to increase accessibility to employment and services by walking, cycling and public transport. This aligns with recent transport proposals that signal more high frequency bus routes and an intention to deliver rapid transit along the northern and south-west transport corridors. Do you agree or disagree with this approach and why?	
Agree/disagree	Agree
Comment	
Question 8: Our Space aligns with broader infrastructure planning (including wastewater, water supply, stormwater, energy, telecommunications, community facilities, schools and healthcare) to help create sustainable, cohesive and connected communities. Do you agree or disagree with this approach and why? What more could be done to integrate infrastructure planning?	
Agree/disagree	Somewhat agree
Comment	This area would be relatively easy to service with appropriate infrastructure. It is a relatively small block within the urban area so the existing networks could join across the area rather than having to expand into it as with other peripheral areas and urban sprawl.
Question 9: What other points do you wish to make to inform the final Our Space 2018-2048: Greater Christchurch Settlement Pattern Update?	
Comment	We agree with the sentiment of the document and it is commendable trying to stop the City from excessive sprawl. In this instance a correction to the future development areas map would not change that. The area identified has a natural border being Johns Road and the land with is too small to have a rural use. Account should be made of the current land occupancy and those recently consented by Council. We have attached a photograph that shows the location of our client's site and other sites in the surrounding area. We have included just a few of the existing land uses on a copy of figure 16. Our concern is that the coding does not accurately reflect what is occurring. We note that the recently approved rental car yard has been included in Greenfields Priority Area - Business which is appropriate but it would be equally appropriate for our client's site similarly notated.
Attachments site and surrounds	



