



1

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

Yes

Why:

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

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

Yes

Why:

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

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

Yes

Why:

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

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

Yes

Why:

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

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

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

Yes

Why (please specify the Priority Area):

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

(Click the image to open it in another window)





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

Yes

Why:

#### Attached Documents

File
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No records to display.



1

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

Yes

Why:

I like the focus around public transport and rail.

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

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

Yes

Why:

We are too reliant on cars. Intensification is good for people's health, the environment, and will minimise costs associated with growth in the future. Cars are highly destructive and their impact on society should be minimised. This starts by creating a city where we are less dependent on them.

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:

If we intensify, people will still need green spaces within the city to enjoy nature. It is good to increase the amount of communally shared green spaces and parks to ensure that everyone's needs are met. While waterways in Christchurch have their challenges, they are clear and add a lot of beauty to the city. More green spaces means less contamination to rivers through runoff.

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:

Christchurch is sprawled enough already, so preserving soil and productive land should now be the priority. Looking at cities like London that decided to keep green belts adds good insight too, there are few places that regret doing so.

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

Yes

Why (please specify the Priority Area):

These are the dense areas that will create the most revenue, and therefore have the most focus. Taking this focus away from sprawl will reduce incentive for people to do 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?

Yes

Why:

This all looks good. To point 6.4, it would be nice to see stronger measures in place. People drive because it is convenient, so it would be good to take away some car infrastructure in favour of more bus, rail, or dedicated bike lanes to ensure the incentive is effective. A commitment to tax and subsidies as methods of affecting change would also be a good way of accelerating sustainable transport.

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

My big priorities are minimise driving, maximise urban density, and preserve and enhance green spaces and blue ways around the city. It is okay to make driving less convenient as a way of achieving these goals.

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 01/07/2023

**First name:** Derek **Last name:** Milne

**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:

While I welcome improved public/mass transit in the region, I would like to see that take the form of regional passenger rail service integrated as part of a national passenger rail network. Regional passenger rail services from the growth towns around Christchurch into the city would offer a truly viable alternative to private car travel.

I like the bus with bike rack from Rangiora to the city and have used it regularly, but it is under-utilised and isn't quick enough to win over enough car drivers. Fast, regular, reliable passenger rail from Rangiora, Amberley, Rolleston, Ashburton, etc to Christchurch is the only realistic option to get people out of their cars and stop them straining the infrastructure by driving private vehicles into the city.

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

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

Yes

Why:

Brownfield sites along the transport corridors is the only sensible option. No further expansion into 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?

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 you have to stick to it. No exceptions. No developers' money turning council heads.

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



Yes

Why (please specify the Priority Area):

Yes. Pedestrianise Rangiora High Street while you're at and create a truly people-focused town centre. Will require some political courage.

#### Attached Documents

File
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No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 01/07/2023

**First name:** Don **Last name:** Babe

**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)

TO 2050 - MILLION PEOPLE





1

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

Yes

Why:

Public transport is the best form of transport. It provides a much calmer journey than in a single occupancy vehicle.

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 amenities much more accessible if there are lots of people living around commercial centres. Higher density housing also reduces the cost of providing services.

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

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

Yes

Why:

We need more parks to absorb the heat a built environment generates.

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:

It has been tried and is hard to preserve.

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):

They already have a lot of the infrastructure and commercial centres.

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

(Click the image to open it in another window)



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

Partially

Why:

I think the freight network needs a lot more work, maintenance of the existing will continue to reduce city air quality and cause people to die young.

During the time of this plan we need 90%+ of the freight to the port arriving by rail and all of the waste to Kate Valley being moved by rail.

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

It is great this plan is being discussed but local councils have to follow it, lets not have outlying developments approved by local councils.

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 01/07/2023

**First name:** Gary **Last name:** Durey

**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:

inefficient use of limited road space too many bus and cycle lanes and trees should not be planted on center strips or berms they cause too much damage.

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:

inefficient use of limited road space too many bus and cycle lanes and trees should not be planted on center strips or berms they cause too much damage.

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:

inefficient use of limited road space too many bus and cycle lanes and trees should not be planted on center strips or berms they cause too much damage.

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:

inefficient use of limited road space too many bus and cycle lanes and trees should not be planted on center strips or berms they cause too much damage.

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

Partially

Why (please specify the Priority Area):

You have stupidly listed too many suburbs in a single question.

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:

Stop wasting money on shit PR projects and fix infrastructure.

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

I will be voting out the current Council and try again until we get council that will fix infrastructure and get rid of over paid ceo and department heads and intrenched bureaucrats.

Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 02/07/2023

**First name:** Jackson **Last name:** Reilly

**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:

Public transport is the one thing Christchurch lacks compared to Auckland and Wellington

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:

Focusing houses around transport corridors encourages people to use alternate transport and is better for the environment, as well as more convenient for commuting for work.

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

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

Yes

Why:

Christchurch has some of the most beautiful green spaces in all NZ Cities, so these should be protected.

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:

Reducing the urban noise impact on rural areas is beneficial for the environment, and the more green space the better for the environment too

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

Yes

Why (please specify the Priority Area):

These areas are hubs for people where people from outside the area come to, as such they need the proper due care taken and coordination from multi agencies is good for this

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

(Click the image to open it in another window)



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

Yes

Why:

All values are beneficial to both Pakeha and Tangata Whenua.

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

Transport should be a tram so that it is electric, and also so it isn't caught in traffic.

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 02/07/2023

**First name:** Peter **Last name:** Robinson

**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?

Yes

Why:

Yes but it would be good if it went a bit further, please build more affordable trains, and make the train tickets affordable.

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:

Yes but, depends really on the specifics of what's involved.

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 it depends on what you mean. More public forests etc would be nice. Bottle lake forest is nice but could do with others like this elsewhere perhaps, Mona Vale is stunning (but small). Or even better build a water park, a BIG one, in a sensible place (Macleans Island? Yaldhurst way?)..... that doesn't have the `you-know what problems` of Metro Sports... ahem, with good road & train access.

I know the tourism industry would be good with it, Christchurch is pretty boring after 2 days stay. You'd need about 3-5 years to be committed to the project though guys. Happy to help out of you need it? I have over 20 years in the construction industry and I'm now Quantity Surveyor, would love to give you some help & advice.

A better economy means a more efficient Christchurch.

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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?

No

Why:

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

Can help you out if you need it as I have quite a lot of experience in construction, if I don't hear from you, best of luck guys.

Attached Documents

File
No records to display.



1

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

Yes

Why:

Christchurch is still a car city because alternatives aren't yet as convenient for many. We need to change that.

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

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

Yes

Why:

Greater density around centres and transport corridors is a must - as is increasing commercial etc. areas in places like Rolleston, which as the document identifies, has a booming residential sector, but apart from the izone, no work, so everyone commutes to Christchurch. A business park and/or some incentives for companies to set up around there would be ideal, maybe in the area between Rolleston and Lincoln.

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

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

Yes

Why:

I support greater urban density because, if done well, it also maximises green and blue space. I believe it is better to have denser housing (with less backyard space) and more public green and blue space - it's more equitable, better for the environment and enhances social cohesion.

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's balanced against creating more sprawl and longer commutes.

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, especially with regard to Papanui.

Rolleston definitely needs prioritisation, however, it needs to be spread along the central axis of Springston-

Rolleston road, because Rolleston has grown in one direction (away from SH1) so now the 'town centre' is at one end of town, and the newer eastern end towards Lincoln has almost no commercial or otherwise facilities. This is already creating a traffic issue and in Rolleston as there is no alternative to driving to shops from a lot of the town. Greater urban density along that central axis, a second 'centre' near the Eastern end, where growth is occurring, and rapid transit to that end of town would help alleviate this.

I recognise the need to support Eastern Christchurch as a lower socioeconomic area. However, I'm concerned with the need to be realistic around what the city will look like in the future. Throwing resources at areas that will be uninsurable in the future, and which will require a managed retreat is not a good idea (ie South Brighton etc.) Supporting inner eastern areas like Aranui, Shirley etc. with transport and resources should be a priority.

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:

Opportunity #1: Fully agree, and let runanga lead these efforts.

Opportunity #2: Agree - Plan for managed retreat, communicate risks well now, and inform people that they won't be bailed out in future. There is an insurance industry to cater for this. At this point, people know about climate change and what will happen, so if buying oceanfront property they shouldn't get all the benefits of that added amenity, with the risks being socialised.

Opportunity #3: Fully support. I would love to see the day where more native birds return to the Port Hills and on towards our urban green spaces, like in Wellington.

Opportunity #4: Support. At a regional level there is only so much we can do to create affordable housing, but we should do it, maybe requiring developers to have a certain percentage of houses in a certain price range. I don't have the answers here, but I agree with the principle.

Opportunity #5: Support.

Opportunity #6: Strongly support. With respect to Rolleston, I support MRT that can utilise the less used Shands/Selwyn Rd corridor to East Rolleston. Those roads have room to widen to create dedicated MRT lanes for an alternative route from Hornby or Christchurch City centre to Rolleston, and from there branching



east to Lincoln and west to the SH1 end of Rolleston. With respect to Riccarton and Papanui, I would love to see urban rail, but MRT bus system (like the Brisbane one in the document) may be the more cost-effective solution, so I would support that. As long as it is low/no carbon, fast and reliable. I fully support creating dedicated lanes (not mixed use!) for MRT on these corridors (and out to Hornby and eventually Belfast) not what we currently have, with sometimes parking, and bus lanes that come and go, as this does not create a good solution where public transit is prioritised.

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

I disagree with the size of the noise corridor for the airport. There are plenty of urban airports without such a noise corridor and no issues, and having that corridor extend all the way to Rolleston is excessive. Maybe don't allow retirement homes or other facilities too near, but aeroplane noise is irrelevant compared to regular urban sounds like dogs barking, vehicles, lawnmowers etc, so such a large area without much development is unnecessary.

That aside, and with the comments above, I fully support the vision and ideas in this plan. Thank you for the chance to have my say.

#### Attached Documents

File
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No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 04/07/2023

**First name:** Matt **Last name:** Blake

**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:

yes. This sounds like it will reduce congestion and emissions by restricting urban sprawl.

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

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

Yes

Why:

That sounds great. It is important to me that we increase native biodiversity, particularly in the red-zone. I support the establishment of waitākiri eco-sanctuary. I also think it is important that we reduce nitrate levels in our waterways and drinking water.

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:

awesome!

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?

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?

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:

Condensed living will not make the population happy. The housing standards are dropping. Cramping everyone together in industrial complex is not the way of the future. Make REAL houses with backyards and space MORE affordable. That is the type of housing people really want. Life is not all about being 15 minutes from your work. You claim objective 4 is to "enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day to day needs" - how does this equate to townhouses crammed together as close as possible to the CBD? People's day to day needs include space, trees, backyards, a real neighbourhood with cul-de-sacs. This is not the type of housing you are suggesting to create for 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?

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:

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:

Why the number one focus should be on Maori historic heritage, what about historic sights for all of the population?

Nobody wants to be forced to take the bus.

#### Attached Documents

File
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No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 05/07/2023

**First name:** Katja **Last name:** Charmley

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

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

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

### Feedback

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

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

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





1

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

Yes

Why:

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

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

Yes

Why:

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

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

Yes

Why:

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

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

Yes

Why:

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

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

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

Partially

Why (please specify the Priority Area):

I think that the easter suburbs have not been considered enough in the plan. Especially Mt. Pleasant, Redcliffs and Sumner and anything from Lyttelton to Diamond Harbour.

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

(Click the image to open it in another window)





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

Yes

Why:

Attached Documents

File
No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 06/07/2023

**First name:** Sam **Last name:** Spekreijse

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

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

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

### Feedback

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

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



1

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

Yes

Why:

Good public transport is the scalable way to increase population. Additional, smaller scale public transport within urban centres is not shown on this map and is also important.

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

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

Yes

Why:

It will ensure that public transport will be available and used by as many residents as possible, and will hopefully combat sprawl.

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

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

Yes

Why:

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?

Partially

Why (please specify the Priority Area):

Scientific and engineering best practice should be used over a partnership approach to help eastern Christchurch prepare; efficacy matters more than nicety under threat.

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:

More clarification is needed on the structure/location/ownership of infrastructure actually *on* Māori Reserves to give agreement/disagreement. Additionally, the use of Maori land to provide *shared* infrastructure with neighbouring land should be allowed for, and is not. In the same way, though, external transport infrastructure absolutely should be extended to service kāinga nohoanga when population levels make it practical.

More importantly, the type and magnitude of changes needed to ensure the existence of urban kāinga nohoanga are not clear and could, in the worst case, affect the price/accessibility of housing stock, which goes against the more important goal of increasing density in a way that allows for affordable housing. Housing choice should not be as important as increasing density and affordability, so long as a reasonable standard is maintained.

Public transport should be supported more within key centres as well as between them - when journeys become to long (in time or distance) for walking, public transport should be the next step rather than cycling. In cases where there are tradeoffs between public transport and cycling, public transport should be prioritised.

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

If it is possible at a regional level to legislate to increase the types of personal electric vehicles allowed in cycle lanes and other cycling infrastructure, please do so. It'll make it easier to increase the appeal of walking while also increasing micromobility. Cycles *and* fully electric scooters/bikes (not just assists ones) belong in cycle lanes for protection from cars and to protect pedestrians.

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 06/07/2023  
**First name:** Ella **Last name:** McFarlane

**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:

I support the maintenance of current public transport routes and increased interconnection between towns outside of Christchurch City because it provides a cheaper alternative for transport for our younger and more vulnerable populations. There are people who cannot drive, and due to permanent medical reasons, may never be able to drive. As well as younger people and people in material hardship, they deserve the ability to be able to travel to as many points as possible within both Christchurch City proper and the surrounding districts as it provides them greater financial mobility (being able to use reliable transport to get to work), and also enhances mental and social wellbeing by giving them the ability to independently see friends and family and explore whatever parts of the region they wish to see.

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:

The green belt approach has worked for London, and can work for us. Christchurch, and New Zealand at large, has a unique environment that is worth protecting.

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 specifically support the approach to develop the East, as it feels that often the East is excluded from conversations about the future of Christchurch when it is an area full of community, life, and potential.

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

(Click the image to open it in another window)



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

Partially

Why:

Another value that I feel that this plan should include is to support the future of the people of Christchurch and the city through supporting local businesses, providing training opportunities, and providing resources that help take care of the hauora of the people and give people, particularly younger people, the opportunity to get involved in the community to ensure it's survival into the future.

Attached Documents

File

No records to display.





1

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

Yes

Why:

We need to concentrate urban growth around public transport corridors instead of sprawling ever-further outwards. This plan makes the most of what is already in existence while encouraging growth to stay within these areas.

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

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

Yes

Why:

Public and sustainable transport will be even more important in the future due to population growth combined with the effects of climate change.

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

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

Yes

Why:

With so much potential housing space available southwest/west/north of the city on the plains, it is crucial to protect this land rather than allowing development to continue creeping outwards and encroaching upon the natural environment and farmland.

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

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

Yes

Why:

Green spaces bring physical, mental and emotional benefits to city-dwellers while protecting and enhancing the natural environment.

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

Yes

Why (please specify the Priority Area):

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(Click the image to open it in another window)



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

Yes

Why:

Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 10/07/2023

**First name:** Drucilla **Last name:** Kingi-Patterson

**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 Drucilla Kingi Patterson

## Submission - TOA Rail

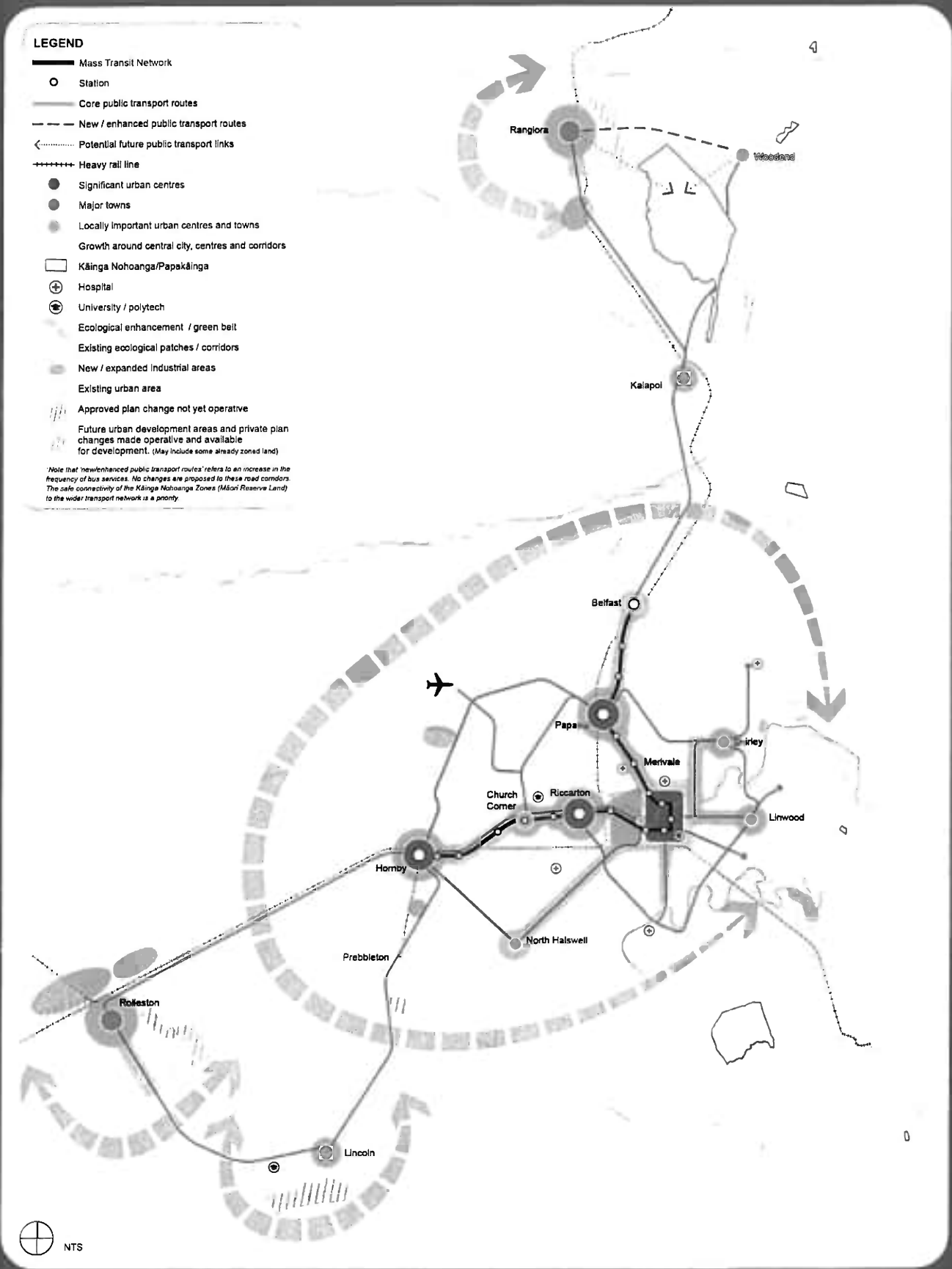
## "draft Greater Christchurch Spatial Plan"

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18. Steam tug
19. Competition
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To Greater Christchurch Spatial Plan  
 Consultation, Greater Christchurch Partnership  
 P.O Box 73014 - "Te Hononga Civic"  
 Christchurch  
 8154

Map 2: The Greater Christchurch spatial strategy (1 million people)

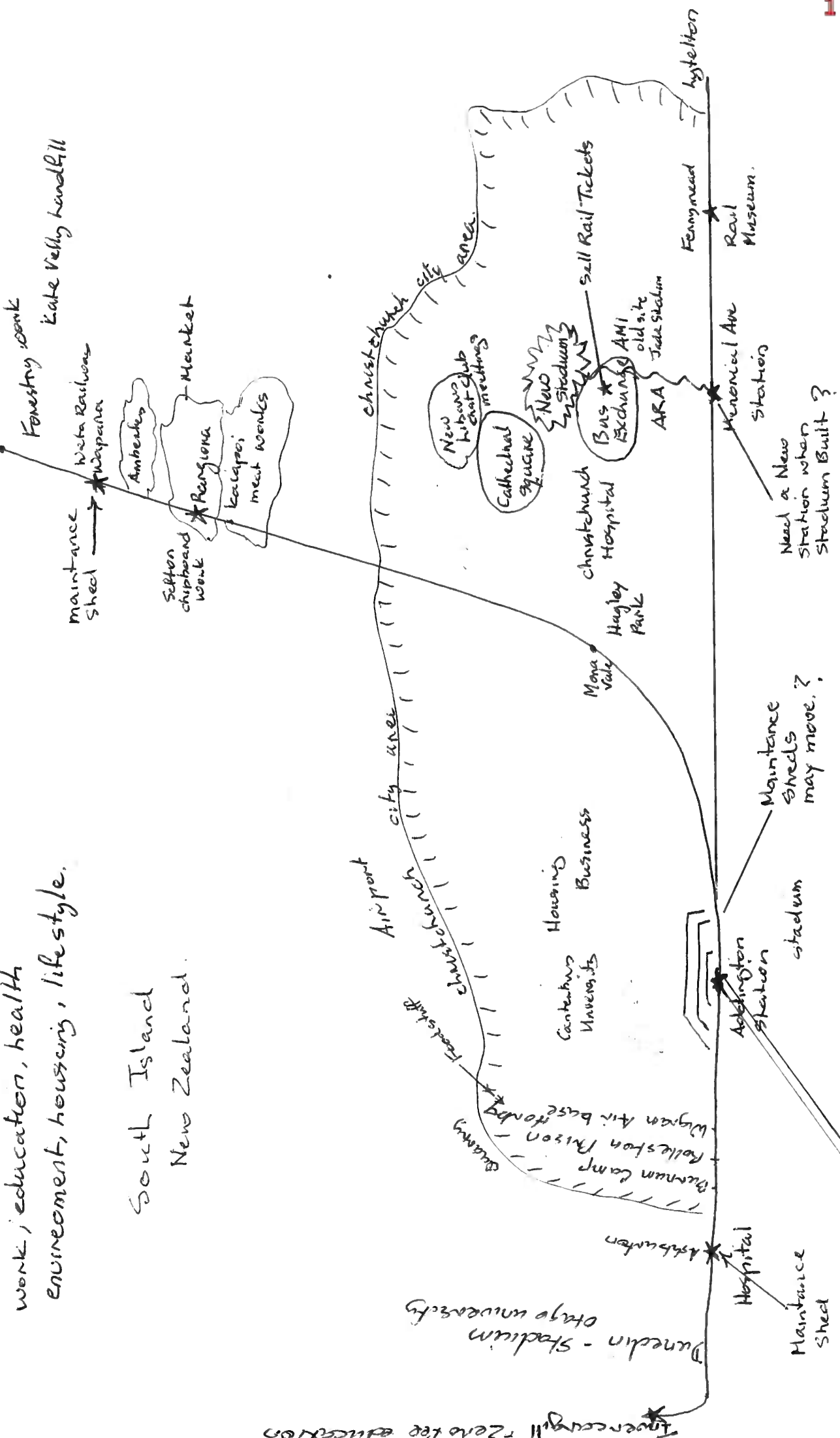


TOA - The Time Machine Project  
2018 - 2028

KIWI RAIL  
Control Room  
Wellington

work, education, health  
environment, housing, lifestyle.

South Island  
New Zealand.



Lincoln University - Parklands

## History

Drucilla Kingi Pattenson

worked for White Traffic Management Ltd

2014 — 2016 Colombo Street two years

Client Leigh Construction - Project ANZ, BNZ Banks

2016 — 2018 Traffic RUs - Canterbury, Kaitiaki,

2018 — 2022 looking after sick husband - loss 2022

2018 — 2021 worked Castel on call - White Traffic

2022 —> 2023 work full time - White Traffic

Project - New Christchurch Loading Dock - CDHB

Client Naylor Love

2023 - Tower III - Christchurch Public Hospital

- client Naylor Love.

## Artistic Skills

strategic planner - politics across 4 parties  
over 15 years local and general elections

Commonwealth Games theatre production 1974

Theatre Productions 1 Opera

2008 Community Groups, BMX, Rodeo, Christmas Parades.

Hui on Maori Broadcasting, Road safety

35 years plus lobby on film, Rebuild, Water, transport.

Health & Safety, Creative Writing

First female Cabinet Maker in Auckland NZ.

Project Management, Business

Traffic Management, event organization

Entrepreneurship - Researcher

## Family History

West Coast, Manapouri, Christchurch - Bishopdale - Templer

Wish, scottage, tananaki iwi - Ngā Ruahine

eleven tamanski, twin, urban maori



Green Moon Studio Outlook.com

Tuatara Productions

TOA 2000

TOA Rail

TOA Supporters Club

Submission - TOA Rail

"draft Greater Christchurch Spatial Plan."

I would like to speak at Hearing 2023

Drucilla Kingi - Patterson

Ke Ora,

I catch over 22 Bus trips a week as I live in Rangiora but work at Christchurch Public Hospital. I plan to bus over the next four years. It would cost me too much to relocate.

I also have a Adult son living at home and may have to relocate for employment or additional training at University

My husband was sick over four years so I also know how hard it is as a carer while doing parttime, on call employment - traffic management, trying to get to Medical Appointments.

I catch 5.45 every morning. Jump on buses middle of the day for meetings plus weekends. I usually get home 7pm most nights I have been busing over 40 years plus do additional volunteer work over 40 years all over Canterbury with a number of groups.

We looked at starting our rail group 2005, There was no interest then within the council And some people within our group have since died eg Mr Kingi from Rangiora  
A engineer

since then I have been busy working on rebuild since 2010, 2011 earthquakes Plus 2019 shootings. effect on medical services.

• Rail I look at 2019

long trips - Christchurch to Dunedin - Concerts - Special trips

medium trips - Christchurch to Amberley - Lake Valley workers

Forestry, Prison work gangs, shopping, workers

- Christchurch to Ashburton - Hospital Appointments

Prison work gangs, shopping, workers.

Tourist Market - Special trips. Waka Railways

- New Christchurch Stadium, Ferry Mead.

- Christchurch to Lyttelton Cruise boats.

long, long, long trips Queens Town → Picton

• We must also consider Disabled and a ageing population.

• Emergency management

• 2026 the Government May Roll out a New Dam Project

just out of Dunedin. This will effect workers movements

Traffic Flow, Housing and access to additional training and education.

My choice

\* You should look at one long line Ashburton to Amberley  
Ashburton also has rail workshop for train maintenance.

NZ RAIL use their line for - Tourism and Freight

You will need to have them buy into this project to promote NZ RAIL and need government support.

Need a new rail way station Memorial Ave - Better access for New Stadium.

Need toilets other side Riccarton Road - Bigger Metro

We may need a Vintage Rail Strategy to promote  
Tourism using Bus, tram, rail, maritime, air

Plus

Amberley → Ashburton rail trip

And then develop short fast rail

eg Christchurch Bus exchange to Lincoln

this also goes past Christchurch Hospital and Canterbury

plus support major cricket events

Vintage - Christchurch → Lyttelton.

We need a tourist transport Project to help promote  
New Brighton. Double Decker Bus, tram, rail

We also need a transport option for Orana Park

eg Double Decker Bus, train, tram, rail

Transport needs to be more child friendly

Enclosed is my business card

I am presently working on trust deed

have spoken to youth groups waiting on reply

present in front of ccc 9.30 21st June 2023.

spoke on business card and plans still working on.

Once a month we plan to base ourselves Old Post Office

Cathedral Square "The Grand" 1879 to network

workshops, events.

Plan also Old Railway Station Rangiora and

Selwyn District. - Ashburton.

Yours

I also enclose a map.

We need better collaboration between councils and communities

## Note

Having read the report there is a lack of consideration that we have a ageing population with high medical needs requiring better housing needs plus better access to regular ongoing medical care. Plus the infrastructure and staff to provide medical care. This must be high in planning rail

You may also find one in five workers is also a carer

There is also limited consideration of pet owners living in these areas and transport plus facilities required. This will affect housing

## Additional Note

The location of workshops for maintenance of rail cars and infrastructure a key point of difference. plus new railway platforms and stations will need to be built to support services and replace stations removed.

No 17 Bus needs bus stop closer to Hospital for elderly & staff

The Bus stop at Northlands need up graded at present a wheel tunnel to elderly and disabled.

Updated all day at **stuff**

**Business 21**

# New KiwiRail boss' \$1b plans



**Transport**  
**Chris Hutching**  
chris.hutching@stuff.co.nz

**G**reg Miller has freight forwarding in his blood after 35 years in the business, starting as a cadet at Mainfreight.

Miller was recently appointed chief executive of KiwiRail in a move that raised some eyebrows because a few months earlier he had been appointed chairman of the state-owned rail company.

"The Government reached out to me about my supply chain capability because I'd been at freight company Toll for a decade when it grew in 50 countries, so I had the experience," Miller said.

"While they were checking me out for the chairman's job, I also got the ministers' views and I thought: this is the first time in years so many ministers have been aligned over rail."

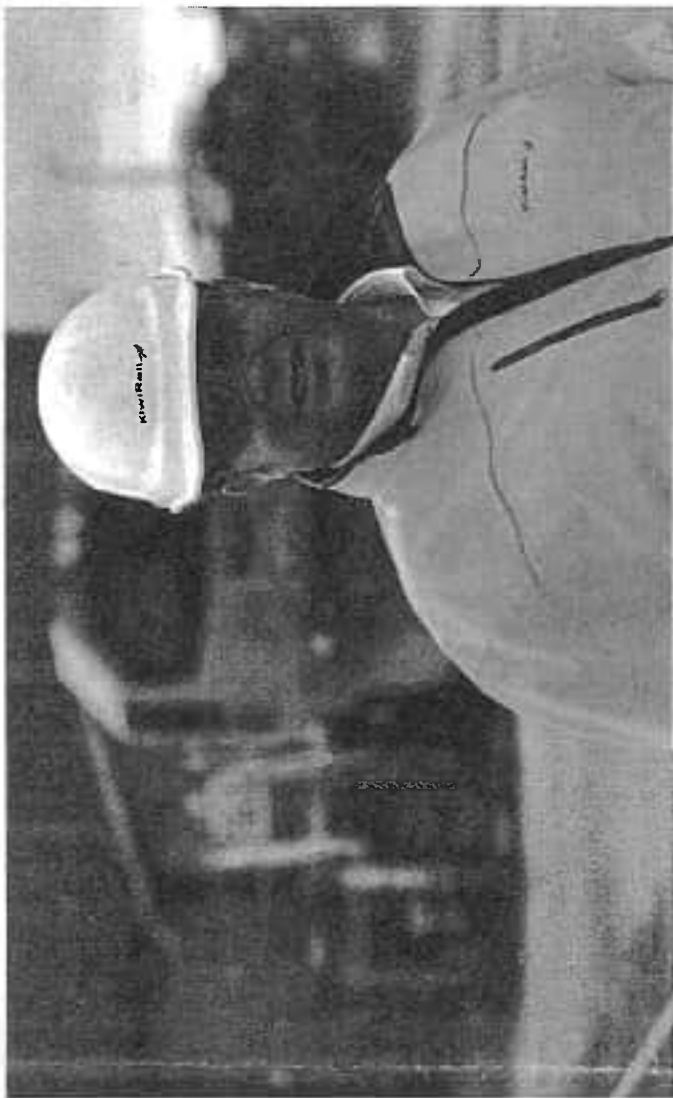
Toll had been the owner of KiwiRail after it was privatised in 1993 by finance minister Ruth Richardson who lost her position later that year when National prime minister Jim Bolger adopted more moderate policies.

Miller was general manager at Toll from 2003 and managing director after 2008, the year prime minister Helen Clark's Labour government bought KiwiRail back. Arguments continued over how much taxpayer support KiwiRail needed.

When Miller took the KiwiRail chairmanship in November 2018 the company was also looking for a chief executive. Recruiters got down to a shortlist of four candidates but supply chain experience was top of the requirements and other board members told Miller to put his hand up for the chief executive job.

Miller said the disagreement between the KiwiRail board and the Government in 2018 over electrification of locomotives took place before his time on the board.

"When I came in as chairman it was clear to me that in the long run there had to be an electric component. I was comfortable to challenge the previous board



**Greg Miller, KiwiRail chief executive says rail expansion in Northland will help Plenty's wealth.**

decision and support the Government over buying electric rather than diesel locos because it was the right decision.

"Electrification is part of a global revitalisation of rail, which makes sense for all the environmental and economic benefits."

A board decision he wholeheartedly supported was choosing to buy new Interislander ferries with a focus on transporting rail freight rather than trucks.

"We're looking at two large ships with a range of energy systems, a different style of passenger tourism, and hull design. The future for us with the Interislanders is at Picton."

"Port Marlborough is doing good work with us."

"We have to build a linkspan and the port company is working to give us a good land allocation. It would be very hard to resurrect the alternative Clifford Bay proposal."

"It's seriously big capital and it's not our priority," he said.

Miller rejects the notion that the Government's latest \$1 billion funding commitment is a taxpayer subsidy. "KiwiRail has to pay for all its infrastructure so it makes sense to invest in it. But trucks have been subsidised by other road users for a long time."

Miller says the trucking sector is

through the Provincial Growth Fund. More money is likely to be allocated later this year to upgrade the rail line and tunnels in Northland.

"There's 30,000 containers a year out of Northland going to either Tauranga or Auckland when they could be going through Northport at Whangarei," Miller says.

"That's a fair amount of trade in that region that warrants a railway."

"Trucks just can't service that. Roads can't sustain the loads now with all the logs coming through."

"I can't predict exactly how many jobs the new funding will create but there will be many inside KiwiRail and with our partner contractors."

The Government has invited KiwiRail to prepare an application to the Provincial Growth Fund "to get the Northland rail line properly back up and running".

Geo-technical and engineering investigation into the Marsden Point spur line was complete, and was relatively straight-forward, according to a government report.

Later this year, in September or October, the report will accompany an Upper North Island supply chain study and a Ministry of Transport plan for rail investment, for Government consideration.

Miller said the Northland region and Northport would benefit in the same way Tauranga had benefited from rail line development in the 1970s.

He said agriculture and horticultural producers were moving into Northland to take advantage of relatively cheaper land.

KiwiRail had largely emerged from earthquake rebuilding and freight numbers were recovering, Miller said.

The resurgence of KiwiRail was also evident from a staff survey, with a major turnaround in engagement and satisfaction, he said.

While KiwiRail still tended to be dominated by men, nearly half of Miller's executive was female.

"We have enormous diversity as more women become drivers and workshop cadets. And we have people from about 63 different ethnic backgrounds," he said.

under siege with a shortage of drivers. Many freight companies have been lobbying governments for increased rail capacity, he said.

"The money is all capital expenditure and tagged to specific projects. There is \$375 million for loco replacement, some of them verging on 60 years old."

"There are 900 locomotives that are also about 50 years old and need to be replaced for safety reasons and will provide work for our workshops."

Another \$331m is for signal systems and upgrading technology, tracks, bridges and tunnels; \$35m for the two ferries; and \$300m is earmarked for potential investment



**The main Kaikōura earthquake-related repairs have been completed.**

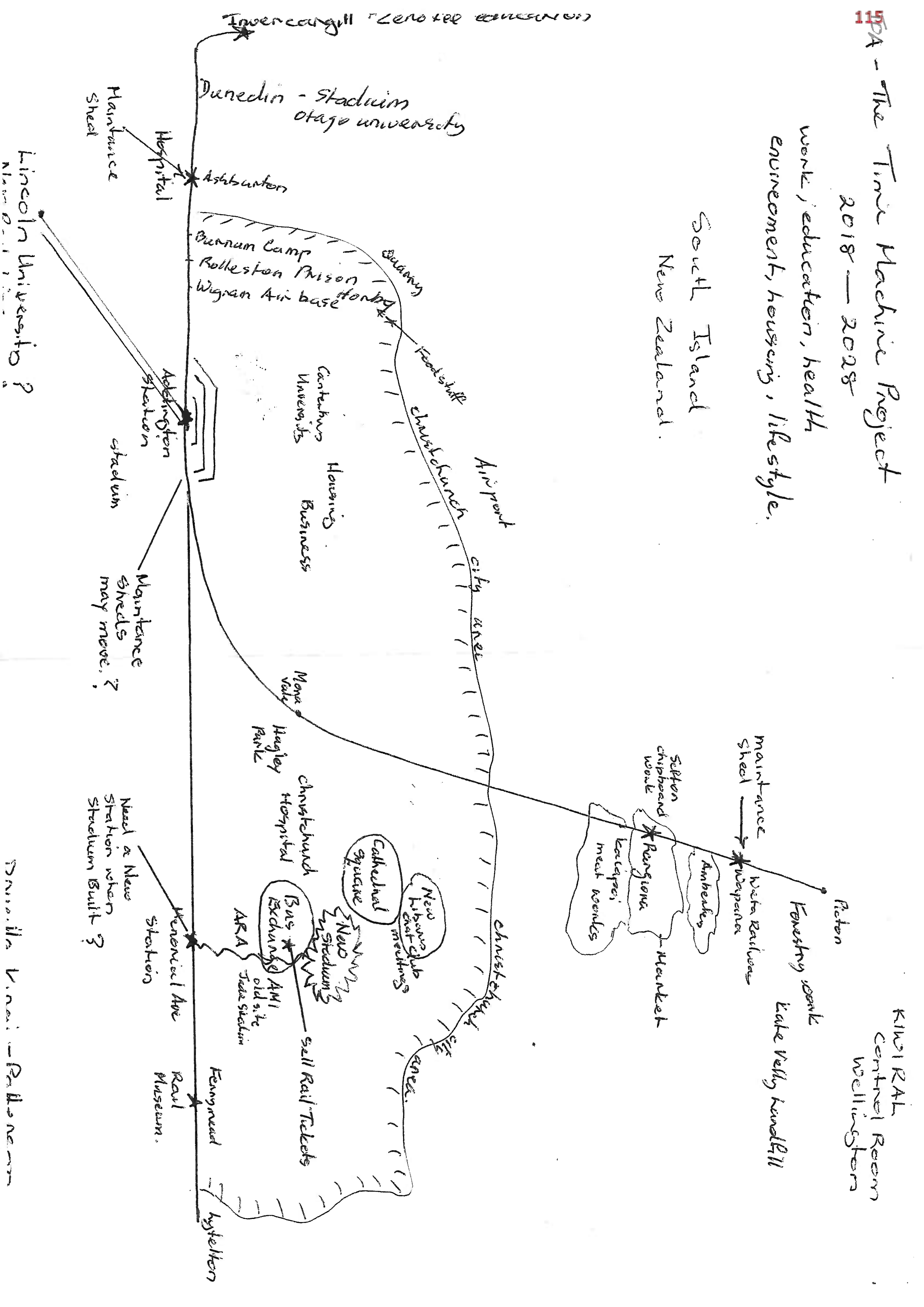
# SPA - The Time Machine Project

2018 - 2028

work, education, health  
 environment, housing, lifestyle.

South Island  
 New Zealand.

KINDI RAL  
 Central Room  
 Wellington



Lincoln University?

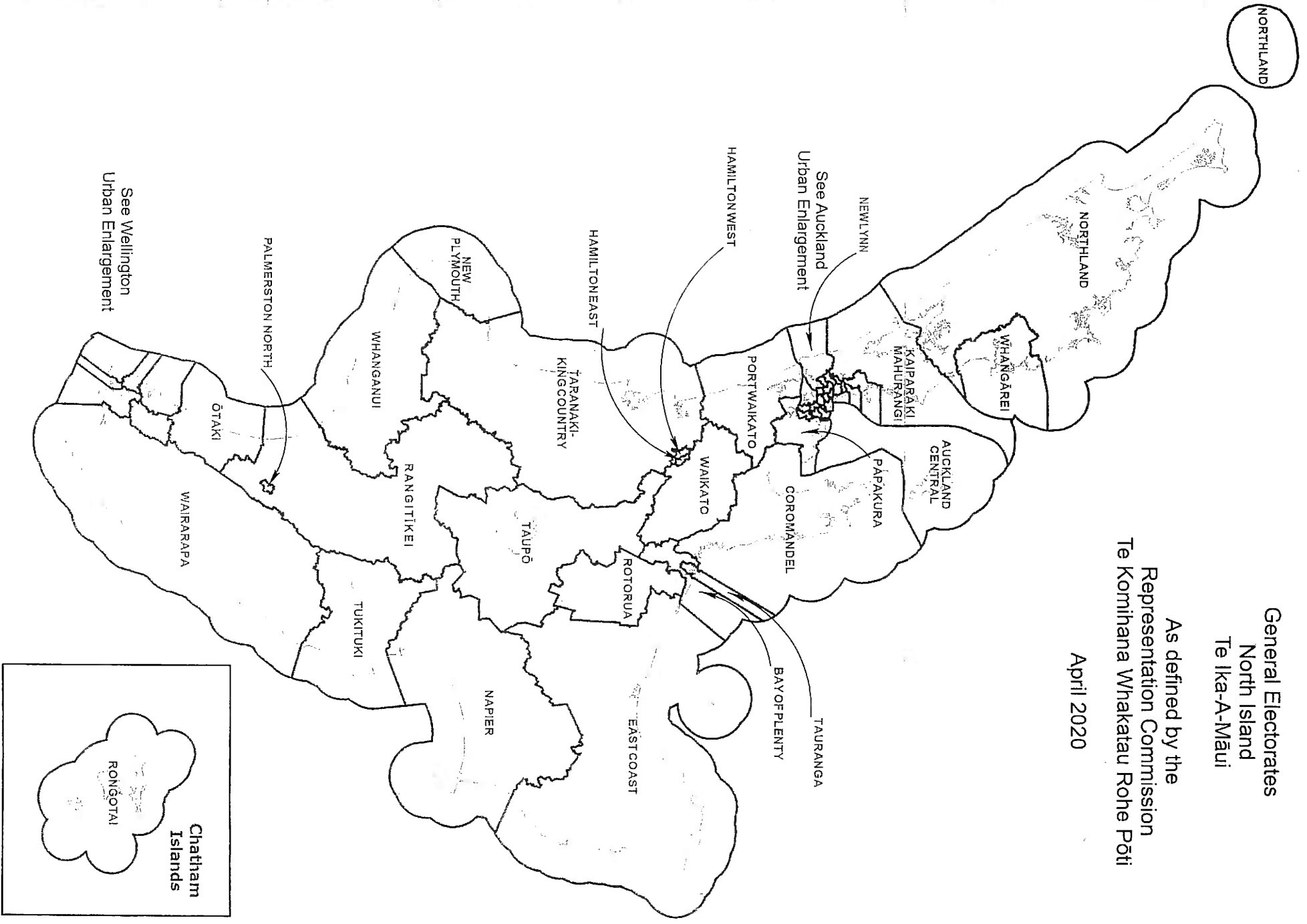
Dunedin - Rail Museum



General Electorates  
North Island  
Te Ika-A-Māui

As defined by the  
Representation Commission  
Te Komihana Whakatau Rohe Poti

April 2020





General Electorates  
South Island  
Te Waipounamu

As defined by the  
Representation Commission  
Te Komihana Whakatau Rohe Pōti  
April 2020



# Lake Onslow estimated to cost from \$8b to \$28b in new Cabinet paper

## Energy

Tom Pullar-Strecker

The pumped hydro scheme that the Government is investigating building at Lake Onslow in Otago would probably cost between \$8 billion and \$28b depending on what was included, according to a Cabinet paper released late yesterday.

The paper said officials had estimated the "base" construction cost of the power scheme at \$8.7b, but that rose to \$15.7b if an allowance for overruns and "escalation" in costs was included.

It put the "total project expenditure" - which would include all the above, along with the first 42 years' operating costs for the power scheme and the cost of upgrading and operating transmission lines to its power station - at \$28.7b.

The Cabinet paper also indicated the power scheme would take seven to nine years to build after any final investment decision was made late in 2026, with officials' best guess being that it would be possible to complete in 2036.

Energy Minister Megan Woods announced two weeks ago that the Cabinet had agreed to draw up a detailed business case for the possible pumped hydro scheme in Central Otago at the same time as agreeing to investigate an alternative set of power-storage initiatives that she indicated could be even more expensive.

However, the Cabinet paper that informed that decision, and the Ministry of Business, Innovation and Employment's "Phase One" study that informed it, were withheld until they were released yesterday.

The goal of the Lake Onslow scheme and the alternative being investigated would be to ensure that the country could get through "a dry year" without power shortages once fossil fuels could no longer be used to plug any generation gap from



The Lake Onslow power project has prompted fierce debate within and outside the industry.  
KATHRYN GEORGE/  
STUFF

existing hydro generation.

However, the high cost estimates for the project appear to have damped an initially strong public appetite for the scheme, according to Stuff-reader polling which kicked off prior to the possible \$15.7b construction cost being revealed.

Waikato University professor Earl Bardsley, who first identified the potential of the natural rock basin at Lake Onslow to create an artificial lake, said at the time of Woods' announcement in mid-March that the business case for the scheme would need to take a "wide view of the national benefits", given the cost.

That could include the economic gain from electricity being cheaper than it otherwise would be, and the general advantages of the green transition, he said.

Woods told colleagues in the Cabinet

paper that neither of the options investigated by MBIE "performed well in the value for money criterion", noting that both had large capital costs early in their lives, with benefits realised over a long horizon.

But she recommended progressing the Lake Onslow option to the detailed design phase, while continuing to investigate the alternative which involves a mish-mash of initiatives including a possible smaller pumped hydro scheme on the Upper Moawhango in the central North Island.

"There will be a cost to this. But, given the lead time to develop such an option, advancing work to the next phase will keep momentum up on the option and, should it continue to look prospective, avoid a delay in getting to a final investment decision," she said.

"There is also a risk of loss of capability

and institutional knowledge on that aspect of the project if work is paused," she also told fellow ministers.

In any scenario, there would be a need for a very large investment in wind and solar generation over time to meet increased demand from electrification, and a continuing need for North Island peaking capacity to meet demand reliably during calm cloudy periods, she said in the Cabinet paper.

Woods said the Lake Onslow scheme would have a stabilising effect on the electricity market by adding to demand when electricity was abundant and prices were low, and adding to supply when electricity was scarce and prices were high.

"It is likely that this will net in a downwards pressure on wholesale prices, compared to other scenarios," she told the Cabinet.

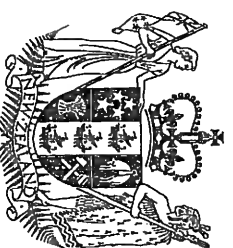
# Hon Grant Robertson

MP for Wellington Central

Minister of Finance

Minister for Sport and Recreation

Associate Minister for Arts, Culture and Heritage



(E.P.S.)

31 March 2018

Mrs Drucilla Kingi-Patterson



Kia ora Mrs Kingi-Patterson

Thank you for your letter of 24 January 2018 proposing New Zealand host the 2026 Commonwealth Games.

Any proposed bid for the Commonwealth Games needs to be assessed for its benefits, both immediate and long-term, and how they align with wider Government objectives.

There are large costs associated with hosting a major event such as the Commonwealth Games. At this stage the Government is not considering making a bid for the 2026 Commonwealth Games. We will keep the situation under review.

Thank you for taking the time to write to me.

Nāku noa, nā

A handwritten signature in black ink, appearing to be 'G. Robertson'.

Hon Grant Robertson  
Minister for Sport and Recreation

## 2034 Commonwealth Games bid considered

NEW ZEALAND has taken an initial step towards hosting a Commonwealth Games for the first time since 1990.

The New Zealand Olympic Committee announced it has signalled early interest in hosting the 2034 Commonwealth Games.

Christchurch held the games in 1974, with Auckland hosting the 1950 and 1990 games.

The approach follows the implementation of a new hosting model by the Commonwealth

Games Federation, which allows for a more locally tailored sports programme and the ability for competition to take place across multiple cities and regions.

NZOC chief executive Nicki Nicol said the ability to host the games across the whole country under the CGF's new hosting model was a big factor in New Zealand putting its hand up for 2034.

"There are (also) a number of social, economic and cultural

outcomes that a major game can bring to the country. So certainly working in partnership with Government, that's really important to us as well," Nicol said.



She admits the biggest challenge will be cost, but she's thankful to have the full support of the Government and the private sector.

"These are not small investments, but also when you look

at all the analysis from Birmingham, the economic impact is actually really positive.

"We've got to really understand the different models that are out there and be really creative - that's partnering with Government, partnering with council, but also partnering with the private sector and how we can leverage that."

The next Commonwealth Games will be in 2026, at Melbourne.

- NZ Herald

### In Brief

#### Man who died in workplace incident named

Police have released the name of a Rolleston man who died in a workplace incident in Blenheim. David Andrew Kempton, 48, died this month after an incident at the BP petrol station on Main St. At the time it was reported an injured man was found underneath a truck. WorkSafe NZ is investigating the death.

#### Occupants flee vehicle after crash

The occupants of a vehicle that crashed on Evans Pass Rd about 1am on Sunday fled the scene before firefighters arrived. The Sumner Volunteer Fire Brigade carried out a search of the nearby area but could not locate the occupants. The blue Honda sedan was found in the middle of the road. Sumner fire chief Daryl Sayer said the car "looked like it hit the left bank of the road and flipped". Police are making inquiries into the crash. A spokesperson said there was nothing at this stage to indicate the vehicle had been stolen.

#### Direct flight to San Francisco launched

United Airlines has started a direct from Christchurch to

# Cat wakes up occupants after house fire breaks out

By Heidi Slade

A HOUSEHOLD was saved from a potentially life threatening fire - by their cat.

The small fire was caused by an electrical fault.

The occupants had taken down their smoke alarms to change the batteries.

They were instead luckily woken up and alerted to the fire by their pet cat



Green Moon Studio Business Systems  
 .. Think tank - Marketing

TOA 2000

iwi, water, film, rail  
 geographic information systems for emergency management

TOA RAIL

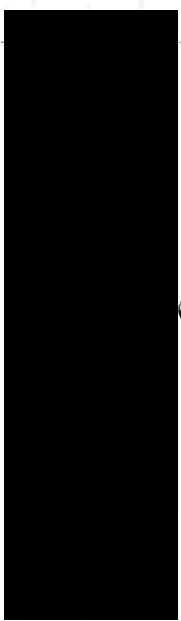
supporters group & membership fee - voters rights

TOA supporters group - volunteer rail & koha

Tuatara Productions

volunteers / production crew for film & theatre  
 production

Dracilla Kingi - Patterson



Kopurpa TOA RAIL .. 5 July 2019

To promote a low emission rail system for  
 Canterbury, Aotearoa, New Zealand  
 while also promoting historic rail and  
 transport services to support better  
 water infrastructure projects



# TAX INVOICE

Drucilla Kingi-Patterson



Invoice Date  
22 Mar 2023

Water New Zealand  
PO Box 1316  
Wellington 6140  
P: 04 472 8925  
E: accounts@waternz.org.nz

Invoice Number  
INV-23900

Reference  
Membership

GST Number  
55-489-440

Description	Quantity	Unit Price	Amount NZD
Individual Membership Subscription to 30 June 2023	1.00	44.375	44.38

Subtotal 44.38

TOTAL GST 15% 6.66

TOTAL NZD 51.04

### Due Date: 20 Apr 2023

Payment can be made to our BNZ account 02-0192-0247680-000.  
NB: Please use your invoice number as reference when making payment.



View and pay online now

## PAYMENT ADVICE

To: Water New Zealand

PO Box 1316  
Wellington 6140  
P: 04 472 8925  
E: accounts@waternz.org.nz

Customer Drucilla Kingi-Patterson

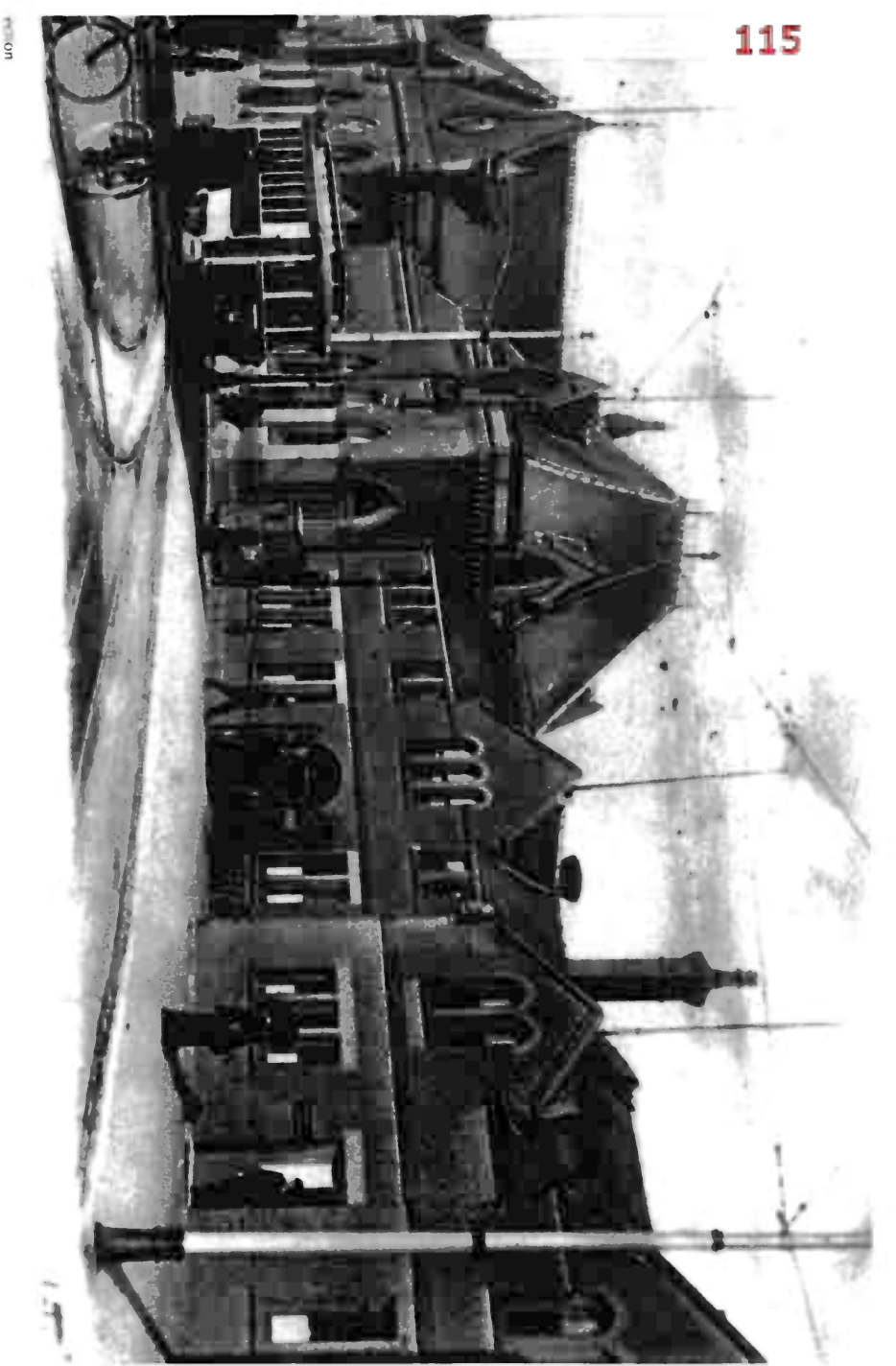


Amount Due 51.04

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1907



Graham Stewart

Old Christchurch Railways Station

The Star Thursday June 22 2023

## 4 NEWS

## Big spend proposed by Manji

THE OPPORTUNITIES Party leader Raf Manji is promising to spend \$1 billion dollars in Christchurch if he is elected in October.

The former city councillor, who is standing in the Ilam electorate, outlined the plan at a public meeting in Avonhead on Tuesday night.

Manji said he would invest \$90 million in police, \$600m in health funding, \$200m for transport, and \$70m to finish Christ Church Cathedral, Arts Centre and Provincial Chambers, as well as \$40m for a new primary and secondary school.

"We have no voice in Wellington at all, and they are simply not interested in us... For the second largest city in the country, we do not get the resources we deserve," he said.

His plan involves 150 new community constables, a police training college in the South Island, and \$5 million for 10 new police kiosks at locations like the central city, the bus exchange and in malls. They would be staffed 24/7, with constables walking the streets, he said.

Manji also outlined his plans for \$580m South Island cancer centre and a \$20m new mental health and trauma centre.

Thursday June 22nd 2023 'The Star'

# How a cruise ship train could work

I am totally in agreement with Cherrie McGlashan's letter of the June 15. The (train) lines are still in place through the tunnel and all the way to Cashin Quay where the cruise ships berth. It only requires a platform there for people to be able to board a train.

Yes, the Christchurch station is no longer in a suitable place for passengers wanting to access the city, but with the number of ships expected and the financial benefit to the city, surely there could be a platform erected at the back of say Harvey Norman on the Moorhouse Ave, Colombo St corner as the lines pass behind those buildings? Lyttelton residents should be supplied with



a pass identifying them as such for their normal bus route, as I believe they subsidise their buses through rates to Environment Canterbury and should have

priority. Why should the cruise ship passengers not only travel at the same price as the locals, but consider they are more entitled to fill the bus before the regular

passengers are able to board?

You may be interested in this photo of navy personnel waiting for a train in Lyttelton (left).

There are officers to the front at the left, nearest to the Lyttelton Railway Station, roof visible in the foreground, and other crew lined up all along the railway yards.

—Shirley McEwan  
Cashmere

## Chlorination

Christchurch now has disgusting tasting water courtesy of our Labour Government. It would be good if a legal firm would do a service to Christchurch residents and take

We want to hear your views on the issues affecting life in Canterbury

Send emails to:  
barry@starmedia.kiwi



Letters may be edited or rejected at *Star Media's* discretion. Letters should be about 200 words.

A name, postal address and phone number should be provided.

Please use your real name, not a nickname, alias, pen name or abbreviation.

a class action against the order to chlorinate our water which was probably the best in New Zealand.

—Ray O'Rourke  
Casebrook



# Fancy working on a steam tug?

THE STEAM tug Lyttelton is calling out for deckhands and stokers to help the historic vessel continue operating on the harbour.

The Tug Lyttelton Preservation Society made the appeal for volunteer crew members – and no experience is necessary to fill the roles.

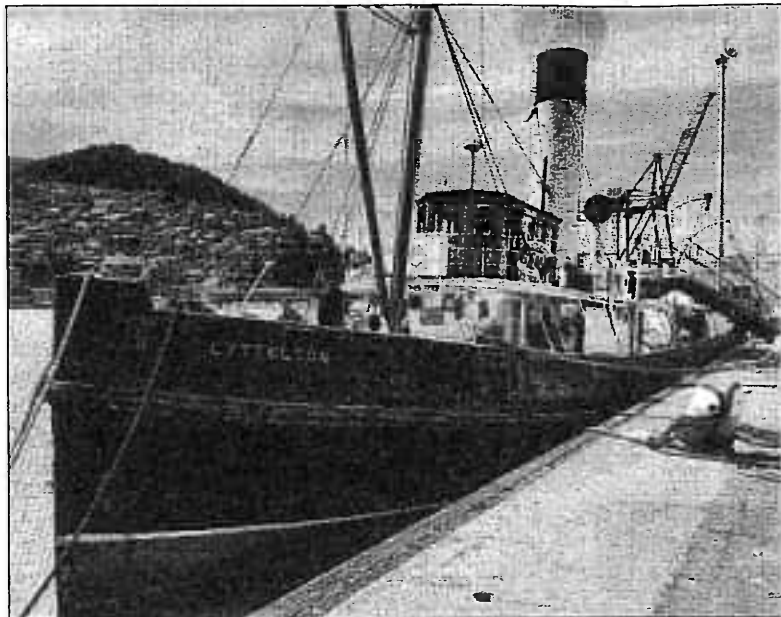
Society member Michael Fowke said help is needed on the wharf and deck. Volunteers are also needed to stoke the boiler and keep the old tug in ship-shape condition.

He said the work is not too physical.

“We are looking for people from anywhere in the city to help, working a roster.”

Fowke lives in Rangiora and comes in every week to help look after the vessel. The Lyttelton tug was built in Scotland in 1906 and was based at Lyttelton Harbour until 1970. Since then, the vessel has been taking passengers on harbour cruises to the Lyttelton Heads each Sunday afternoon over summer. The tug is also available for functions and private charters.

Fowke said the volunteers



**HELP WANTED:** The Tug Lyttelton Preservation Society is calling for more volunteers to keep the historic vessel running.

would need to work a couple of hours on Sunday afternoon and, if possible, on Thursdays when the vessel is cleaned up and readied for the weekend.

Each Sunday, the engineers arrive about 1pm to heat the engines up. The deck crew then prepares the passenger areas. “We

are so grateful to our incredible and passionate volunteers to keep the tug maintained,” said Fowke.

If you are interested in volunteering, complete a sign-up form at [www.tuglyttelton.co.nz](http://www.tuglyttelton.co.nz) or call Fowke on 021 300 777.





savouring the culture and landscapes of a destination, rather than rushing through it – and what better way to do so than aboard a train? **Tim Richards** finds some options for a luxurious life on the rails.



competition

**Venice Simplon-Orient-Express, France to Italy**

Arguably the most famous train in the world, with passengers departing from Paris aboard the Orient Express in beautifully restored 1920s carriages. Food is a highlight of this sleeper train, with passengers dressing up to dine in extravagant dining cars before enjoying a nightcap in a glamorous onboard bar. Breakfast is served before the train arrives at Venice, on the edge of the Grand Canal. Other destinations are served through the year, including Vienna, Budapest, Cannes, and even Istanbul, terminus of the original historic train. *See: belmond.com*

**Glacier Express, Switzerland**

A miracle of railway engineering, this scenic train connects the resort towns of St Moritz and Zermatt. Via a profusion of bridges and tunnels, and even a cog railway section, the train passes villages, mountains, pastures, gorges, rivers and snowfields. Lunch is available in first and second class – and then there's Excellence Class, which involves a leisurely seven-course meal over the course of the eight-hour journey. *See: glacierexpress.ch*

**El Transcantábrico Gran Lujo, Spain**

This classy narrow-gauge sleeper train travels between San Sebastián and Santiago de Compostela over eight days, with sightseeing tours to highlights en route. Passengers dine on regional dishes prepared by onboard chefs and accommodation is in

restored 1923 sleeper carriages, with each suite having a private bathroom. It's the ideal way to see northern Spain in style. *See: renfe.com*

**Eastern & Oriental Express, Thailand to Singapore**

Heading from Bangkok down the Malay Peninsula, this marvellous train features gleaming brass and timber fixtures, with a pianist entertaining nightly in the elegant bar car. Intended as a three-night 'rail cruise', the itinerary includes excursions to the River Kwai and the Malaysian countryside. Onboard dining is superb, with passengers dressed to the nines enjoying fine dishes from both European and Asian culinary traditions. *See: belmond.com*

**Rocky Mountaineer, Canada & USA**

The Rocky Mountains are even more impressive when seen from this popular train. Travelling in daylight, its carriages feature large curving windows for maximum scenic viewing. Passengers dine on quality cuisine highlighting local ingredients, and sleep in hotels along the way. Three routes lead from Vancouver through the Canadian Rockies, with another threading the mountains between Colorado and Utah, USA. *See: rockymountaineer.com*

**Pride of Africa, South Africa**

Composed of beautifully restored carriages sourced from across southern Africa, this remarkable sleeper train treks through the

Great Karoo plateau from Cape Town to Pretoria. Off-train excursions explore South African history, via the impressively preserved railway town of Matjiesfontein and the diamond-mining heritage of Kimberley. All suites are wood-panelled and elegantly outfitted, and the onboard dining highlights local cuisine. *See: rovos.com*

**Andean Explorer, Peru**

Starting in Arequipa, this high-end sleeper train heads to Cusco. Accommodation ranges from classic bunks to suites, while common areas such as bars and dining cars are elegant and stylish; there's even a dedicated spa car offering treatments. Highlights of the off-train tours include an excursion by boat onto Lake Titicaca, visiting locals who live on an artificial island. *See: belmond.com*

**Indian Pacific, Australia**

This mighty transcontinental sleeper train from Perth to Sydney offers a three-night 'rail cruise' on which passengers enjoy excellent all-inclusive food, drink and tours. Two classes of travel, Gold and Platinum, offer degrees of comfort from an en suite compartment with two berths, to a hotel-style room with a full bed. The varied off-train excursions include visits to wineries and a hilarious drag show at a Broken Hill pub. *See: journeybeyondbeyondrail.com.au*

*Tim Richards is the author of Ultimate Train Journeys: World, from Hardie Grant Publishing.*

The Rocky Mountaineer has three routes.

# HIGH ROLLING



# THE FUTURE IS HERE

Matthew Tso reports on local, sustainable transport innovations.

Companies in Aotearoa have joined a global movement to decarbonise and diversify how we get around.

## Flying boats

Ocean Flyer is a travel venture that signed a \$700m deal last April to bring 25 sea gliders to New Zealand.

Taking elements from aeroplanes, boats and hydrofoils, the largest of these future craft will carry up to 100 passengers at 540km/h, 10 metres above the sea. Set to compete against airlines in the inter-regional travel market, tickets on the electric gliders could cost as little as \$30 for travel between Whangārei and Auckland or \$60 from Christchurch to Wellington.

Ocean Flyer, which is backed by former Air Force chief John Hamilton, is confident in the viability of the craft following trials by United States-based start-up Regent. Online footage shows the propeller-driven craft rising onto its foils before lifting out of the water and flying low over the surface.

The first sea gliders expected to hit the New Zealand scene by 2025 are the 12-seater Viceroy, with larger models to follow in 2028.

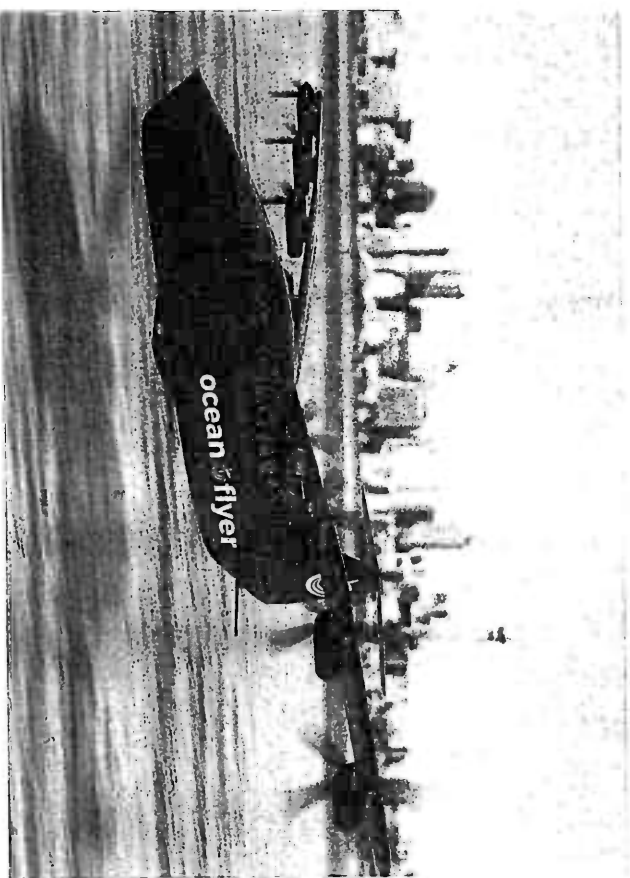
## Electric buses

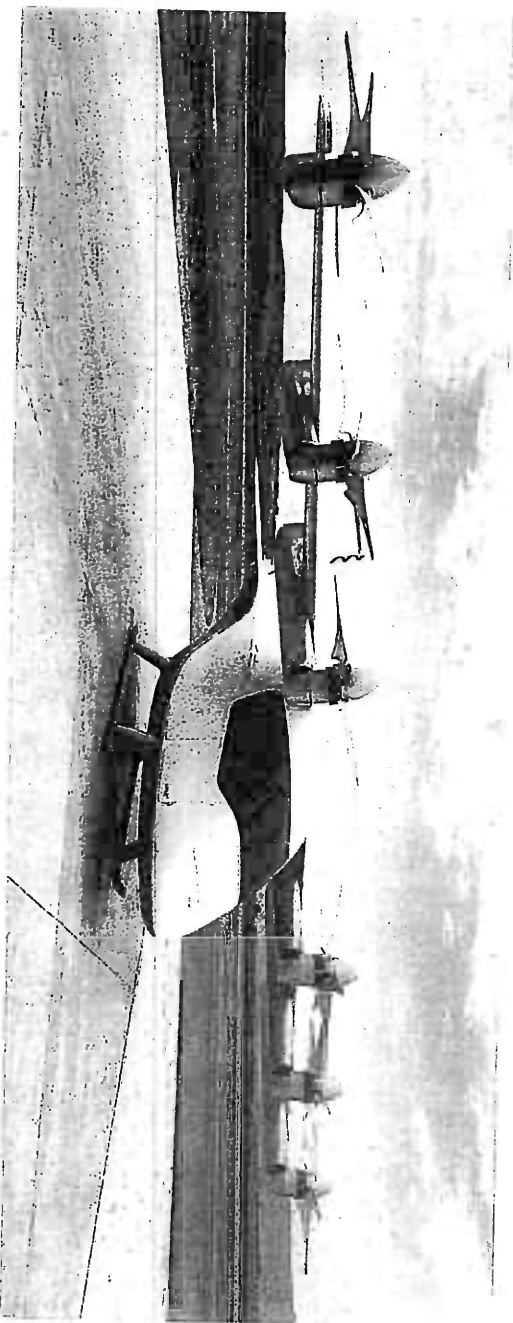
It's been decades since car makers closed mass-assembly vehicle factories on our shores so it may be a surprise to hear that local vehicle manufacturing still exists - and with a green twist.

Rollston-based manufacturer Global Bus Ventures (GBV) builds buses from scratch. Along with building electric

buses, the company is responsible for the country's first zero-emission hydrogen bus which is now in service with Auckland Transport.

With the Government planning on decarbonising the public transport bus fleet by 2035, this could be GBV's opportunity to expand and become a significant supplier for the New Zealand market.





### Air Taxis

Billed as the 'world's first self-flying all-electric vertical take-off and landing (eVTOL) aircraft', a big chunk of the development of the four-seater Wisk Aero was done in Canterbury.

Flight testing was split between the Mackenzie Country and the company's base in California, with a view to creating an air taxi that could transport people for as little as \$3 per kilometre.

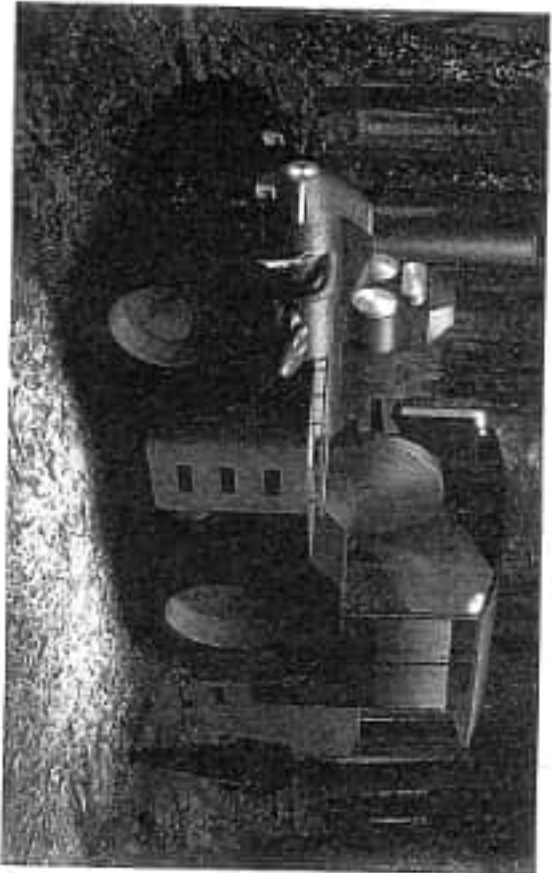
Wisk's sixth-generation model cruises at around 222km/h and has a range of 144km, with reserves. It'll fly at an altitude of 2,500 to 4,000 feet (762 to 1,219 metres). Testing in New Zealand has been completed and the focus is now on getting the pilotless Aero ready to operate in busy aerospace zones.

Air New Zealand has lent its support to Wisk, joining an impressive list of partners including Boeing and NASA.

### High-speed railcars

Another Canterbury-based firm is developing high-speed, battery-powered railcars, which it says could eventually travel up to 300km/h and run between Christchurch and Auckland in seven hours.

Miro Rail is billing its railcars as clean, quiet and low cost: it aims to have a prototype up and running within two years. Making use of the existing rail network, top speeds wouldn't be achievable straight away, however the company says 110km/h



is not out of the question, and the network could be upgraded over time to allow higher speeds. Miro hopes to produce its railcars in Canterbury. It is now seeking seed funding.

### Future steam


While not strictly working on transport solutions, AgLoco couldn't go without a mention in this article. The Christchurch company is developing steam engines they say can compete with diesel-powered tractors and haulers used on farms. Looking like the locomotives of a century ago, the engines developed by AgLoco founder Sam Mackwell can reportedly match the

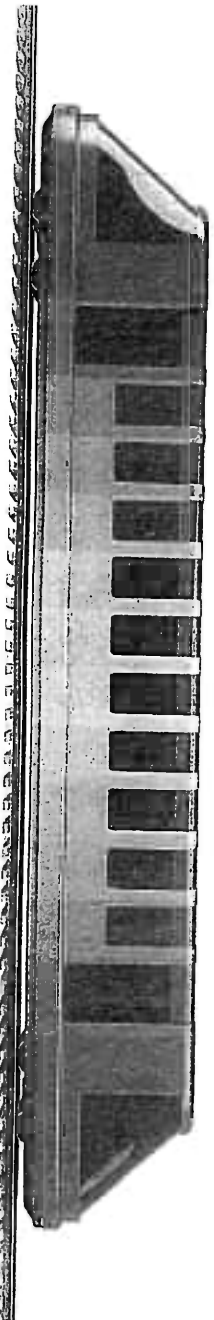
power-to-weight performance of equivalent

conventional tractors. The engine can run on woodchips and takes less than 10 minutes to reach operating pressure.

Wood fuel is considered a carbon neutral sustainable energy source; the carbon released in the combustion process is, in theory, reabsorbed by living trees.

The technology has been developed to prevent wood sparks that could cause a fire in arid conditions, and Sam's designs also eliminate smoke and utilise a low-volume boiler that minimises the risk of explosions.

The romance of steam is not lost on AgLoco with Sam saying a whistle will be "a mandatory component" on the company's engines. 



# ORANA WILDLIFE PARK



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±



1

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

Yes

Why:

We need to have improved public transport infrastructure, to encourage more people to use public transport.

This will hopefully reduce both congestion and carbon emissions and perhaps even reduce the number of accidents - and the amount of maintenance due to wear and tear.

---

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:

We need to protect from urban sprawl and reduce the impact of natural land (greenbelt) being used for development.

---

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 the biggest priority. Without a healthy environment you can not have healthy humans they are inextricably linked.

---

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

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

Yes

Why:

Absolutely, and we also need to design in more greenspace to urban areas.

---

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

- 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):

We need a more joined up approach to revitalising 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?

Partially

Why:

Given that Chch was built on a swamp and right next to the sea, the issue of climate change and managed retreat will be the most important things to consider when any infrastructure is built. I'm not sure that this really takes into account what will be required for the scale of the issue.

#### Attached Documents

File

No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 08/07/2023

**First name:** Alice **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

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:

public transport is not keeping pace with the change needed. We missed the boat on getting light rail/ extended tram network during the earthquake rebuild. At the very least we need more frequent and reliable bus network.

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

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

Unsure

Why:

I've lived in various parts of Japan and have seen the concrete jungle that can result from building up without proper planning for green space. There are a lot of tiny cheaply built apartments going up in St Albans with very little thought for green space or trees. Parking is also a problem. If we got all cars to stop parking on roads and instead required off street parking to be available that would probably be more effective at getting people to consider ditching their cars. In Japan you must prove you have a place to park before you can purchase a car. This will often be a private paid carpark in the neighbourhood. We have people regularly parking on the footpath in St Albans because there is no room on narrow roads, I see this just getting worse with the increase of multiapartments with no garages. Public transport is nowhere near good enough yet for people to consider ditching their cars.

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

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

Yes

Why:

it is imperative that greenspaces be maintained for families and recreation.

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 don't want our garden city to turn into a characterless concrete jungle

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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 work in Linwood and feel there's a lot of neglect in this area so am fully supportive of more investment in this 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:

'Housing choice' must include housing that is suitable for families. One or two bedroom shoe box sized apartments without outdoor space are not attractive or suitable for many people. To promote good realliance urban gardening/ growing your own food should also be encouraged. Apartment living does not offer opportunities to enhance the natural environment.

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

community gardens should be incorporated into any high density housing developments

#### Attached Documents

File

No records to display.



1

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

Yes

Why:

Rolleston and other satellite towns are going to grow massively in coming decades, and it's frankly incredible that we don't have better public transport links with these towns to enable more people to commute without needing to use a car. Christchurch has loads of potential for much better public transport than it currently has, and we need to move on from our current approach (just build more motorways) that is stuck in the mid-twentieth century.

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 believe we should increase housing density in our city around services and public transport. I see housing densification as an important necessary step to help solve the housing crisis, the climate crisis and to make Christchurch a more liveable city. I would love to see a more walkable, economically vibrant Christchurch that is less dependent on cars for transport.

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

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

Yes

Why:

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

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

Yes

Why:

While I am not wholeheartedly in favour of greenbelts in places where they might stifle the ability to build more affordable housing, I don't see this being an issue in Christchurch when our housing is of such low density. Our city is sprawling and large relative to its small population. We can easily afford a green belt without threatening to overinflate house prices, because we have plenty of potential for improved densification to combat this instead, as well as building more houses in satellite towns like Rolleston.

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

Yes

Why (please specify the Priority Area):

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

(Click the image to open it in another window)



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

Yes

Why:

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 09/07/2023

**First name:** Cameron **Last name:** Bradley

**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:

Over the last several decades we have not done enough to ensure our people can legitimately get the things they need and to the places they need with sustainable travel choices. I am ashamed to say that even in the past five or so years, when climate change has been acknowledged as a critical issue for the future of our people, we still have made amazingly little progress to reduce our dependence on cars and fossil fuels. We have a lot of catching up to do and progressing this as quickly as possible is a good start.

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:

Our lack of sustainable transport options and car dependence is intrinsically linked to the way we have built our city. By providing almost solely low density housing options on the peripheral of our city for decades we now have a geographically huge city which is difficult to service with public transport, shops, schools, utilities and everything else we need in our day to day lives. By increasing density in already developed areas we will reduce the amount of land we need and increase how efficient we are.

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 have treated the environment as secondary for far too long and we should turn this around for our children.

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 have taken so much already so let's really think about whether we need more.

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?

Partially

Why (please specify the Priority Area):

I agree with brownfield priority development areas. I strongly disagree with any new development in Rangiora, Rolleston, or other areas around the fringes of Christchurch.

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

(Click the image to open it in another window)



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

Partially

Why:

I believe it should be stronger on the changes in density and transport habits provided. i.e. make it obvious that we cannot all continue living in stand-alone, single story, single family homes, and driving where we need to go all the time.

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 10/07/2023

**First name:** Iviny **Last name:** Barros de Araujo

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

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

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

### Feedback

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



1

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

Yes

Why:

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):

By expanding these priority areas, it gives people the chance of buying properties to live in in more affordable areas, like Rolleston and Rangiora, but still work in Christchurch. This would also reduce the big pressure in house prices 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:

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

Although all parts of this plan are important, I see improvements in public transport and connection with main town as the priority number one, because this would improve people movement across the whole Great Christchurch.

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 10/07/2023

**First name:** Louise **Last name:** Griffin

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

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

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

### Feedback

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

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

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



1

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

Unsure

Why:

The core public transport routes are only effective with population growth if they have dedicated express lanes. Take it from someone who grew up in the suburbs of Sydney where there were multiple not a single core route into the CBD and due to traffic banking up at traffic lights and no express bus lane, you may as well be in the comfort of your own car. There has to be incentive to take public transport.

also the frequency and reliability of the bus network currently struggles because of the bus fleet and driver shortages so without a strategic approach to increasing these, the system will topple with passenger frustration.

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:

in a nutshell, spread out mixed densities and create park and ride. All communities need diversity in archetypes because all communities have people of all different living needs and budgets. Why do we have to live in a 4 bedroom house or a tiny congested townhouse development. Why are these our only options?

while that is how all cities evolve and grow, the density of housing due to the two story limit with everyone's windows facing everyone else's with limited parking does not deter car use towards public transport, it just clutters streets with cars parked on kerbs.

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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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):

lincoln should be included in this plan.

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

(Click the image to open it in another window)



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

Yes

Why:

#### Attached Documents

File

No records to display.



## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 11/07/2023

**First name:** Luke **Last name:** Bulger

**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?

Yes

Why:

No clearly sustainable option for the continuance of our current transport model, namely private vehicles, is apparent. There are numerous barriers to stop us from all getting electric cars, although they will undoubtedly form one part of the solution to get us through the next twenty or thirty years. So MUCH must change, to make public transport, rather than cars, the default mode of transport. This will be unpopular, but it is so very clearly required; we simply have no alternative, and we have no right to pretend that we can carry on as we are.

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

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

Yes

Why:

There is plenty of demand for lifestyle blocks and other types of sprawl. However, until low-carbon transport options exist to enable commuters to live wherever they like, they must not be allowed to do so.

Many people don't clearly see why urban sprawl is restricted. Our fellow ratepayers decry the "red tape" around greenfields development, as if the difficulty in developing such land is unintended. Yet, at the heart of the matter, the pollution that results from wide, rambling suburbs and miles of lifestyle blocks is undeniable. So the gravity of the issue must be borne in mind in all dealings. Compromise and appeals shouldn't necessarily move councils at all from positions that have been taken to prevent unacceptable levels of pollution.

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?

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):

I fully accept the plan to identify Priority Development Areas. However, regarding the list of proposed Areas, common sense tells me that we must be constantly vigilant of the flooding threat from the Waimakariri in the future. Would the Rangiora Town Centre be damaged in a one-in-one-thousand-year river flood, or would it still be ok?

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:

Good focus on papakāinga, a long overdue regulatory catchup (whether or not the Regional Council is to blame for past barriers to development of Māori land, that I do not know).

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

Some of these ideas are so well overdue that I do ask that Council recognise that we are starting almost from scratch. In a region that has lost so much of the second best soil in New Zealand to housing development (between Lincoln and Tai Tapu) and which has locked enough pollution to keep us talking about whether waterways are wadeable for decades to come, we must recognise that slowly and methodically tainted environments are, in the end, tainted. The incremental grind of process and appeal has beaten us. This must be recognised not for the sake of apportioning blame, but so that we can clearly see how much change is needed. We need to make big changes, starting this year.

#### 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 needs to be mass public transport option to Rolleston and to the airport.

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:

It makes sense but unsure if being that population being that dense is what we want.

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

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

Yes

Why:

The town/green belt proposal is fantastic. But more green spaces in urban areas should be prioritised.

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:

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

transport is big. The proposed rapid transport is good but needs to be extended to rolleston and to the airport.  
also, the end of the southern motorway at brougham street needs fixed so it flows better and is congested and put  
some right turn arrows on the traffic lights.

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 12/07/2023

**First name:** Tim **Last name:** O'Sullivan

**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 on Draft Greater Christchurch Spatial Plan

Submission on the [Draft Greater Christchurch Strategic Plan](#).

To: Greater Christchurch Partnership.

From: Tim O'Sullivan (Ratepayer and resident of Christchurch).

Date: Wednesday, 12 July 2023

---

Thank you for the opportunity to comment on the Draft Greater Christchurch Strategic Plan. My comments are as follows.

## Transport

The plan proposes to: "Plan for an urban form and transport system that substantially reduces greenhouse gas emissions, including supporting a transformational shift in transport choices." (Page 23).

The same language of "transformational" shifts in transport choices occurs on pages 83 and 86 with the rationale that such "transformational shifts" will secure "a more sustainable, accessible and equitable transport future." This future seems to be defined as "low carbon" (page 31). The assumption seems to be that this will be better than the arrangements for transport we currently have.

Whose "transport choices" are being referred to? Most people in Christchurch choose to use cars and it should not be implied that "transformational" choices made by someone in authority or the authors of this plan are somehow better than the choices people make based on their own circumstances. Most Christchurch people exercise their free choice by choosing to go to work, take the children to school or do their shopping, not to mention go on holiday by owning a petrol-powered car. This is still the most efficient, cheap and clean mode of transport available.

There is no need to "achieve a net zero future" for mass rapid transit (page 38). Nor is there any need to "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" (page 31).

We do not need to reduce carbon emissions as carbon dioxide has no effect on the climate and carbon is wholly beneficial to the environment. All options for



mass transit should respect the choices of people to use cars as private transport. The chances of this scheme for public transport operating without some form of subsidy from elsewhere is highly unlikely even with a projected population of 1 million in the next 60 years. The two illustrated examples Sydney and Brisbane have currently higher populations than the projected population of Christchurch so are of no use for comparative purposes.

In setting out the priorities for the plan on page 22 there are priorities that are irrelevant to the future of Christchurch. That is “decarbonising the transport system” and “increasing resilience to ...the effects of climate change.” That these things are part of national statements of intent does not make these claims credible or rational.

## Housing

There are some good points in this report and to “provide housing choice and affordability” (Page 31) is one of them.

However, the idea that people ought to be supported to “live, work, shop, recreate and socialise within close proximity, and to use public transport when they do need to travel, by focusing growth through targeted intensification around centres and along public transport corridors” (page 57) is not a good idea.

Housing choice and location should not be constrained by other people’s ideas of what is good. Social satisfaction is increased when people have the freedom to live and work wherever they want. The benign sounding idea of “close proximity” sounds similar to some overseas proposals for “15-minute cities” and if that is the case it is an unacceptable idea.

Under the topic of housing there is a questionable statement that “Greater Christchurch has maintained a good supply of housing that is relatively affordable for middle to high income households, especially compared to other parts of the country” (page 67). What does relatively affordable mean in this context? Does it mean “Relatively affordable for middle to high income earners”? (page 73).

What about low and average income earners? Lower income families have a social rights as well including the right to own their own home. The plan should

include the necessity of reducing construction, planning, compliance, and subdivision costs for new housing so that lower income people can purchase their own home.

That the plan says that "Meeting the projected demand for housing over the next 30 years is not a major issue for Greater Christchurch" (page 69) seems to indicate that the authors are out of touch with the consequences of their own ideas of Christchurch having a vastly increased population over the next 30 years (pages 75 and 83).

### Climate change

Quite a bit of the rationale for this Plan seems to be "climate change" which is, for example, to support "a transformational shift." Wording associated with "climate change" occurs with monotonous regularity throughout the document with little explanation as to what the terms mean. Clogging the report are appeals to phrases such as "net zero emissions future," "greenhouse gas emissions," "climate resilience," "low carbon future," and so on.

One example where the implications of all this word porridge is stated is given on page 81: "Growth in the use of electricity for transport will necessitate greater provision of electric charging networks in Greater Christchurch. This is expected to be provided by the private sector. Over time, there may be a requirement for greater local generation of green energy." (page 81).

The question of who is going to use more electricity for transport is left unstated although the implicit implication is that private cars will become electric despite the well-known deficiencies and expense of such vehicles. There was no mention in the report of the future use of trams or trolley buses, both forms of public transport that run on electricity.

What is green energy? Again, another idea that is not defined. Does it mean wind power or power generated from compost heaps? Currently the most efficient, cheap, and clean form of transport is powered by oil-based products such as petroleum. And given that most people need electricity to heat their homes in winter there is hardly going to be any generational capacity to charge legions of electric vehicles every night at 6.00pm when everyone gets home from work.

There is no evidence that “climate change” will lead to more “storms, flooding, coastal inundation and erosion” (page 56). It is far more likely that any warming that may occur because of normal climate variation will be benign. It is more likely that climatic cooling will be far more detrimental to human welfare than warming will be.

The report claims that: “Climate change is already impacting local ecosystems and communities and is disproportionately affecting mana whenua and vulnerable communities” (Page 56). There is no evidence cited for this and the whole thing rides on the implicit assumptions of “climate change.” It is far more likely that the drive to mitigate the non-problem of “climate change” will disproportionately hurt the poor and vulnerable by constraining the already limited choices that those on low incomes have.

The report goes on to say that there is an “urgent need to strengthen climate resilience” (page 61) based on the “greenhouse gas emissions on a per capita basis are extremely high in Greater Christchurch” (page 56).

Who will pay the cost of this proposed reduction in “greenhouse gasses.” The transfer of resources to this object is an economic decision that will result in less money to spend on other things and while it will probably not affect the “rich” all that much, it will reduce the overall welfare of those on lower incomes. The rich are of course entirely free to contribute to this cause if they wish but the cost should not be laid on those who have no interest in, do not believe in, climate change, or have other priorities in life.

Opportunity five of the report (page 75) says that the intention is to: “Provide space for businesses and the economy to prosper in a low carbon future.”

The idea that businesses and the economy should prosper is a good one. But the idea of a low “carbon future” is problematic. Carbon is a benign substance that does not need to be controlled or managed. Those who want to live a low carbon future (maybe the authors of this report?) should be free to do so but those who are busy raising families, working, and getting on with life should not be constrained by artificial low carbon requirements.

The Report states that “Moving to a net zero emissions future, along with building the capacity of communities and ecosystems to adapt to the impacts of

climate change, will be major challenges over the coming decades” (page 26). Christchurch has challenges but this is not one of them.

Given that there is no short or long term climate crisis from carbon emissions (or any other source) this discussion represents a complete waste of energy. Climate change is a bourgeois urban myth that should have no place in this plan.

## Culture

The draft Plan emphasises the cultural narrative of one section of the Christchurch community. It seems to imply that no one else has a cultural narrative worth mentioning or considering in the plan.

There is a cultural narrative in Christchurch (not the only one but an important one) that begins with the first four ships and includes the establishment of the city of Christchurch and the founding of many important institutions in the city such as religious bodies, educational institutions, community welfare agencies, hospitals, agriculture, and farming and many more. These examples are also part of a cultural narrative that seems to have no place in the proposed Plan.

While the plan is about those things in the sense that the existence of those things is presupposed, the verbal construction of the plan marginalises all who do not apparently have the preferred origins. For example, page 7 of the report states: “Māoritanga is embraced, visible and valued. Greater Christchurch is diverse, multi-cultural and welcoming and this is reflected in the city and at the decision-making tables” (page 7).

All well and good to emphasise the cultural narrative for Maori in Christchurch but the relegation of the rest of us to “diverse,” and “multicultural” hardly reflects the fact that all cultural narratives in Christchurch matter.

The assertion that “Te ao Māori provides a holistic and integrated approach to using, managing and protecting natural resources by acknowledging the interconnectedness of all elements of the natural and physical world” (Page 61) is merely another late Twentieth Century urban myth. In actual fact it is westernised countries such as New Zealand, that have had more success in protecting the environment and creating “holistic” urban, suburban and country environments.

There is no evidence that “a holistic and integrated approach” resides in one culture only. Achievement of such an ideal is only possible with modern techniques of agriculture and animal husbandry. It is collective or socialised property rights that have historically been bad for the environment.

The protection of private property rights for all members of a society does more to protect the environment than appeals to quasi-religious ideals such as “holistic and integrated”.

A small quibble. The plan says: “The Greater Christchurch area has been inhabited by Māori for settlement, resource gathering and exercising of cultural practices for more than 1,200 years” (page 19, 53). Please provide a footnote to the evidence for this assertion.

### Missing elements

Missing from the draft plan is the need to create and support the religious life of the community by the provision of places of worship for religious communities. This may be a good thing as most religious groups do not need a spatial plan to help them plan their activities. However, the plan’s narrative is entirely secular in its orientation when it seems to sum up life as to “live, work, shop, recreate and socialise” (page 57). Worship is still a part of the lives of many people of Christchurch, and this should be acknowledged in the draft spatial plan. An important Christchurch cultural narrative is symbolised by the Cathedral in the Square.

### Summary

The Christchurch transport plans drawn up in the 1960’s that resulted in our excellent system of motorways was in many ways more realistic than this plan even if the proposals for elevated skyways, motorways through Hagley Park and St Albans and a massive motorway interchange in Waltham were excessive and unrealistic and, in the end, unpopular. These plans were focussed on real transport problems did not include imaginary problems such as “climate change.” The current draft plan should be rewritten with this in mind.

A number of the ideas presented in this report, e.g., “sustainable transport choices,” may well have to rely on some form of subsidy for them to succeed. A subsidy in this sense means that these projects are not economic on their own

merits and need infusions on money from other sources (usually either local or central government). There are issues of justice here especially in relation to the reduced choices for those on lower incomes. Some form of subsidy may be necessary for public transport but subsidies for electric vehicles for the rich by reducing the transport choices of those less well-off is clearly unjust.

Thank you for the opportunity to comment.

Tim O'Sullivan.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 12/07/2023

**First name:** Chris **Last name:** Prebble

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

Doncaster Development

**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?

Yes

Why:

Need a variety of residential options.

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

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

Unsure

Why:

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

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

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:

- 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:

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

See attached.

Attach 1 - Submission Statement

Attach 2 - Submission on WDC District Plan Review

Attach 3 - Submission on Variation 1 of the WDC District Plan Review

Attached Documents

File
ATTACH 1 - Greater Christchurch Spatial Plan Submission Statement_Doncaster Dev_12 07 2023
ATTACH 2 - Submission on the WDP Review
ATTACH 3 - Variation 1 - WDC Review

# Greater Christchurch Spatial Plan Submission Statement

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Our submission is that:

1. The Spatial Plan should include indications of long term preferred directions for urban growth beyond the existing urban areas and those other areas of approved district plan changes. This would deliver long term guidance and coordination with the future transport network shown on Map 15, and provide some flexibility for the provision for urban growth.
2. The Spatial Plan should identify land adjoining Rangiora as a “Major Town” and accelerated growth centre, as part of an interconnected triangle of towns comprising Rangiora, Kaiapoi and Woodend-Ravenswood-Pegasus, with support from the strategic transport and other strategic infrastructure as the framework for a long term vision.
3. Maps 2 and 14 of the Spatial Plan should be amended to include the subject property at Rangiora (as shown on the attached site plan and described in the attached WDC district plan submission) as “proposed future urban growth area”. This land has been identified by the WDC as being suitable for future residential development and is subject to a submission on the Proposed WDC District Plan. It would be unfortunate if the district plan submission process is adversely affected by shortcomings in the content and vision of the Spatial Plan.
4. The lack of inclusion on Maps 2 and 14 of the Doncaster property at north west Rangiora in the area shown as “existing urban area”, leaving the site subject to the provisions related to the Green Belt area which are completely inappropriate to its location and physical characteristics as well as its existing and proposed zoning.
5. The residential future of the Doncaster site has already been settled. It is zoned Res 4B in the operative district plan and Large Lot Res in the proposed review. It is also the subject of a submission to the proposed review (submission number 290.3) seeking that the zoning should be changed to General Res. Once the zoning issue has been resolved it will be developed for residential use.
6. The land is in all respects suitable for residential use, services are available, it adjoins existing areas of housing and can be coordinated with, and integrated with, the existing Rangiora residential area. A copy of the district plan review submission is attached as part of this submission.

Our submission is that:

1. The Doncaster site, as shown on the site plan being part of the district plan submission, should be recognised in the GCSP as part of the Rangiora residential area. For the purposes of the Spatial Plan a residential development at rural-residential density is still residential in character, and by its location in this case could not be considered anything other than part of the Rangiora urban area.
2. Maps 2 and 14 should be amended to show the Doncaster site as part of the “existing urban area”, together with any other necessary amendments.

## DISTRICT PLAN REVIEW

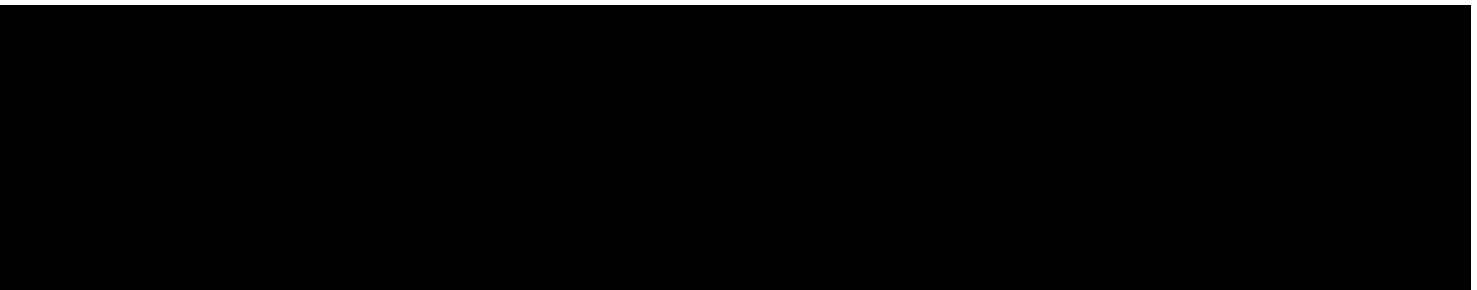
# Proposed Waimakariri District Plan - Submission

Clause 6 of Schedule 1, Resource Management Act 1991

### Submitter details

(Our preferred methods of corresponding with you are by **email** and **phone**).

Full name: Doncaster Developments Ltd



Please select one of the two options below:

- I **could not** gain an advantage in trade competition through this submission (*go to Submission details, you do not need to complete the rest of this section*)
- I **could** gain an advantage in trade competition through this submission (*please complete the rest of this section before continuing to Submission details*)

Please select one of the two options below:

- I **am** directly affected by an effect of the subject matter of the submission that:
- A) Adversely affects the environment; and
  - B) Does not relate to trade competition or the effect of trade competition.
- I **am not** directly affected by an effect of the subject matter of the submission that:
- A) Adversely affects the environment; and
  - B) Does not relate to trade competition or the effect of trade competition.

## Submission details

The specific provisions of the proposal that my submission relates to are as follows: *(please give details)*

The Large Lot Residential Zone prepared for our property at Rangiora, and statements of Plan objectives and policies for such zone as they apply to the subject land to be amended or deleted.

My submission is that: *(state in summary the Proposed Plan chapter subject and provision of your submission. Clearly indicate whether you support or oppose the specific provisions or wish to have amendments made, giving reasons) (please include additional pages as necessary)*

The zoning of the subject property should be changed to General Residential Zone to enable the development and subdivision of the property for residential purposes and as a coordinated and integrated part of the Rangiora residential community and the local Arlington community in particular.

Refer in particular paragraphs 1-4 attached.

I/we have included: **8 pages plus Appendices A - I**

I/we seek the following decision from the Waimakariri District Council: *(give precise details, use additional pages if required)*

Trust the submission be accepted in full and given effect to in the manner set out in paragraphs 1-5 attached.

## Submission at the Hearing

- I/we wish to speak in support of my/our submission
- I/we do not wish to speak in support of my/our submission
- If others make a similar further submission, I/we will consider presenting a joint case with them at the hearing

## Signature

*Of submitters or person authorised to sign on behalf of submitter(s)*

Signature \_\_\_\_\_

Date 24 November 2021

*(If you are making your submission electronically, a signature is not required)*

## Important Information

1. The Council must receive this submission before the closing date and time for submissions.
2. Please note that submissions are public. Your name and submission will be included in papers that are available to the media and public. Your submission will only be used for the purpose of the District Plan review process.
3. Only those submitters who indicate they wish to speak at the hearing will be emailed a copy of the planning officers report (please ensure you include an email address on this submission form).

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious
- It discloses no reasonable or relevant case
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further
- It contains offensive language
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

**Send your submission to:** Proposed District Plan Submission  
Waimakariri District Council  
Private Bag 1005, Rangiora 7440

**Email to:** developmentplanning@wmk.govt.nz

**Phone:** 0800 965 468 (0800WMKGOV)

**You can also deliver this submission form to one our service centres:**

**Rangiora Service Centre:** 215 High Street, Rangiora

**Kaiapoi Service Centre:** Ruataniwha Kaiapoi Civic Centre, 176 Williams Street, Kaiapoi

**Oxford Service Centre:** 34 Main Street, Oxford

**Submissions close 5pm, Friday 26 November 2021**

**Please refer to the Council website [waimakariri.govt.nz](http://waimakariri.govt.nz) for further updates**

**WAIMAKARIRI DISTRICT COUNCIL****SUBMISSION ON THE PROPOSED WAIMAKARIRI DISTRICT PLAN REVIEW (2021)****DONCASTER DEVELOPMENTS LTD**

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**Our submission is that:**

1. The District Plan zoning of the subject property should be changed from Large Lot Residential Zone (rural-residential) to General Residential Zone, together with any necessary amendments to statements of objectives and policies, plus the adoption of an Outline Development Plan, to enable the development and subdivision of the property for residential purposes.
2. The submitter opposes the inclusion of “housing bottom lines” in the District Plan objectives for residential development. These are likely to limit the supply of housing sections, contrary to the overall guidance of NPS-UDC and NPS-UD, and to reduce flexibility and the opportunity for the Council and developers to respond promptly to changes in housing demand.
3. The submitter supports the provision in policy UFD-P2 part 2, to enable residential rezoning and development of areas outside the identified Residential Development Areas in the District Plan, subject to the eight criteria listed in that policy.
4. The submitter opposes the North West Rangiora Outline Development Plan, DEV-NWR-APP1, in its present form, as it does not provide for the development of the submitters land for housing. An amended or replacement ODP is included in this submission as Appendix I.

**Background and Reasons**

Doncaster Developments are the owner of approximately 11.6 hectares of land situated at the northern end of Lehmans Road on the north-west edge of Rangiora (refer to figure 1 of Appendix E). The land is on the east side of Lehmans Road, south of the Rangiora Racecourse and north-west of a line of electricity transmission lines. The land is zoned for rural-residential development at a permitted density of approximately one house per 5000 square metres (Res 4A zone in the Waimakariri District Plan). Doncaster Developments are also the developer of some of the adjacent residential land in north-west Rangiora, which includes an area of medium density and townhouse development, preschool, church and a small shopping centre.

The submitters have participated in many plan making/policy development processes affecting their property and the development of Rangiora over the past 20 years. They have lodged submission and attended hearings on the Urban Development Strategy (2007), the Land Use Recovery Plan (2013), Our Space Consultation (2018) and Proposed Change 1 to the CRPS (2020) as well as other briefings and District and Regional Council planning processes. They have

consistently supported good environmental and community outcomes for the growth and development of Rangiora which they believe could be achieved through the development of the subject land for housing. The following submissions on some of these previous consultations and processes are attached as part of this submission, to provide full background and the reasons which support this submission:

Appendix B	November 2018 Submission on Our Space Consultation
Appendix C	August 2019 Submission on Draft Proposed Change to Chapter 6 of the CRPS
Appendix D	February 2020 Submission on Proposed Change 1 to the CRPS

In particular this submission adopts and relies upon the following parts of those submissions:

- The site descriptions, background history and the suitability of the site for residential development.
- The NPS-UDC framework for District Plan objectives and policy decisions. The submitter believes that the outcomes from the Our Space consultation setting housing ‘targets’ or ‘bottom lines’, urban limit lines and other limits on housing development opportunities are inconsistent with the NPS-UDC, and the recent NPS-UD.
- The way that the Proposed Infrastructure Boundary/Urban Limits lines have unreasonably prejudiced the availability of the subject land for development. The need for a flexible or contestable urban rural boundary.
- An insufficient supply of suitable land for housing development in Rangiora and Waimakariri District generally, and the need for a buffer supply of zoned and developable land to avoid shortages of supply of residential sections. It is noted that the NPS-UDC advises an additional margin of feasible development capacity over and above projected demand of at least 20% over the short and medium term.
- The use of uncertain population projections in setting housing limits or maximum targets.
- The important role of the housing market, and the need for sufficiency of supply of sections to address the current housing crisis.
- The submitters participation in the Our Space consultation and in particular their provision of expert evidence and legal counsel to assist the Hearing Panel. Economic, planning and engineering evidence provided to that hearing included an assessment of housing capacity at Rangiora which found that there was a shortfall of development capacity at that time and a significant medium term shortfall for the district. It also established that the Doncaster land is very suitable for housing development as part of the Rangiora urban area, with no significant limitations.

The submitter has found their earlier participation in these consultation/submission processes to be frustrating and unsatisfactory. In the case of the Our Space consultation their



submissions and the expert evidence provided were effectively ignored or not addressed in a meaningful way by the decision-makers. The submitter feels that the Our Space submission hearing process suffered from pre-determination and a lack of fair process. A fast track process and the lack of any rights of appeal mean that the outcome could not be reviewed. It is therefore appropriate that this matter is now before the Waimakariri District Council in the context of its District Plan Review, and can now be reconsidered objectively by the Council itself.

### **The Suitability of the Site for Housing Development**

Since early 2013 Doncaster Developments have developed a proposal to develop the subject land for housing. The development would include a mix of housing styles and densities and the development would be controlled and coordinated under an Outline Development Plan. However, in the past the opportunity to rezone the land for housing development has been limited because the land is outside the Urban Limits set out in Map A of the Canterbury Regional Policy Statement. The land is zoned Res 4 in the operative District Plan (Rural Residential). The submitters believe that the position of the Urban Limit line, excluding this land, is an historical anomaly because of the rural-residential zoning and the related Canterbury Regional Policy Statement policies on rural-residential. However, in all other respects the land is conveniently located and well suited for residential development. This is supported by the following factors:

- The land is physically well suited to develop for housing and can be serviced. Road locations, siting limitations and servicing are provided for in the Outline Development Plan. There are no unusual infrastructure issues.
- The land is close to amenities (preschool, church) and the new shopping centre (Sandown/Huntingdon), and its development would complement recent residential developments on adjacent properties and road and reserve connections.
- The land is within 200m of the proposed public transport stop/route (Huntingdon Drive).
- The land is already zoned for low density residential development (Residential 4A).
- The land is suitable for housing and can accommodate between 120-140 residential units.
- Within the Rangiora context the land represents one of the few areas where ground conditions are geotechnically good, the land links with or is close to the popular west Rangiora growth area and can deliver home and section packages at reasonable cost.

The submitter has recently engaged Aurecon NZ Limited to prepare an updated assessment of servicing availability and feasibility to support a rezoning and subsequent development of the land for housing. A copy of the report – Arlington Infrastructure Servicing, dated 29/09/2021 – is attached to this submission as Appendix E, and reports on the potential contamination

status of the land and future traffic effects, from its development for housing are attached as Appendices F and H.

The reports conclude that there are no servicing impediments to the future development of the site, that servicing networks in the adjacent urban area have the capacity to provide connections and service without the need for significant upgraded capacity, and that the proposed roading and pedestrian connections will integrate the proposed new housing area with the existing Westpark housing development to the south (roading design) and pedestrian links to existing housing on Payne Court and Helmore Street to the east. In addition the absence of hazard risk, geotechnical and avoidance of flood hazard are all favourable.

The Council can be satisfied that a future subdivision and housing development will consolidate the residential area of north-west Rangiora and be integrated with both the servicing infrastructure and physical layout in this part of Rangiora.

### **National Policy Statements**

When considering the merits of this submission the Council is required to be guided by the National Policy Statement on Urban Development (2020), which replaced the National Policy statement on Urban Development Capacity (2016). The submitter believes that both versions are relevant to this matter. They both provide direction to decision-makers under the RMA in respect to planning for urban environments and in managing their growth and change. In particular they support the achievement of well-functioning urban environments in existing and future urban areas that provide for the social, economic and cultural well-being and community safety. With respect to housing need they expect councils to provide at least sufficient development capacity over the next 30 years to meet expected demands and to support a variety of housing types, sizes and locations. Capacity is to be provided for housing development over the short, medium and long term, and to be responsive to regular reviews and flexible to changed market conditions and the changing needs of people and communities.

The submitter notes objective OA2 from the NPS-UDC:

*“OA2: Urban environments that have sufficient opportunities for the development of housing and business land to meet demand, and which provide choices that will meet the needs of people and communities and future generations for a range of dwelling types and locations, working environments and places to locate businesses.”*

Also policy PA3:

*“PA3: When making planning decisions that affect the way and the rate at which development capacity is provided, decision-makers shall provide for the social, economic, cultural and environmental wellbeing of people and communities and future generations, whilst having particular regard to:*

- a) *Providing for choices that will meet the needs of people and communities and future generations for a range of dwelling types and locations, working environments and places to locate businesses;*
- b) *Promoting the efficient use of urban land and development infrastructure and other infrastructure; and*
- c) *Limiting as much as possible adverse impacts on the competitive operation of land and development markets.”*

### Council’s Approach to the District Plan Review

The submitter is concerned that in the preparation of the Proposed District Plan Review the Council has been guided more by the regional policy framework derived from the Greater Christchurch Partnership Urban Development Strategy, from both before and after the 2010/2011 earthquakes, and carried forward through the Our Space consultation, than by the clear directions set out in the National Policy Statements. That is, the Council has preferred an approach based on the allocation or rationing of predicted future household growth, with growth targets and future urban limits including sequencing of land releases and physical limits for new areas for development. This restrictive approach being promoted in the hope that restrictions on residential development opportunities in the Waimakariri and Selwyn Districts may encourage more intensive development in Christchurch City. This approach, derived from a policy framework developed approximately 20 years ago, is in stark contrast to the policy directions set out in the National Policy Statements, which require an enabling approach in the District Plan Review, encouraging zoning for generous development opportunities, flexibility and responsiveness to the housing market. This concern was set out in detail in the submission on the Our Space consultation, and the Council is asked to consider that submission in the context of its consideration of this submission on the Proposed District Plan Review. (Refer Appendix B, paragraphs 2.1, 2.2 and 2.3.) The submitter’s evidence in 2018 in support of their submission on the Our Space consultation showed clearly that at that time insufficient housing development capacity was being provided for in WDC towns, both short term and long term. The decision response was to deny that this would be a problem, and to assume that the Greater Christchurch housing market would accept a move to higher density housing. In the face of this experience the submitters find it hard to accept that they are again forced to participate in a statutory planning process to again advocate for the rezoning of this small parcel of very suitable land for housing development. They are hopeful that an objective consideration of their submission will conclude that the best use of this land will be for housing development.

### The Canterbury Regional Policy Statement

In considering its decision on this submission the Council may feel that it should consider the provisions of the Canterbury Regional Policy Statement (CRPS). The Waimakariri District Plan is required under s73(4) of the RMA to give effect to the CRPS. The CRPS provides guidance on planning matters relating to the growth of settlements in the Canterbury Region – a regional overview to coordinate between the District and City Councils.

### Chapter 5 of the CRPS

Chapter 5 seeks to promote urban developments that have regard to the efficient use and development of resources while ensuring that adverse effects on the environment are avoided, remedied or mitigated. Consolidation and integration with existing infrastructure is promoted. It is submitted that in this case the proposed rezoning and housing development will achieve consolidation and integration, as demonstrated in the Aurecon report. The development, as provided for in the proposed ODP and connected to the existing services infrastructure, will have minimal effects on the physical environment and provide compact urban form. It is therefore concluded that the proposed rezoning will give effect to the objectives and policies of Chapter 5.

### **Chapter 6 of the CRPS**

Chapter 6 was included in the Regional Policy Statement in 2013 having been incorporated from the Land Use Recovery Plan developed in response to the Canterbury earthquakes. Specifically it *“provides a resource management framework for the recovery of Greater Christchurch to enable and support earthquake recovery and rebuilding include restoration and enhancement through to 2028”*. A key focus of Chapter 6 was to respond to the anticipated demand for business and residential activities which needed to be replaced or relocated as a result of the earthquakes. To a large extent this recovery has occurred in relation to provision and uptake of identified (and now zoned) land for business and residential activities impacted by the earthquakes. Accordingly, it is considered that the objectives and policies in Chapter 6 need to be applied and evaluated recognising that Greater Christchurch has moved on from only responding to the direct impacts of the earthquakes. In particular there is ongoing demand by first home buyers who are reluctant or unable to buy existing houses in areas impacted by the earthquakes. These factors have resulted in strong demand for lower cost housing outside Christchurch City. On the supply side a number of areas identified for residential development have not become available as anticipated.

In response to a recognised demand for housing beyond that anticipated in the LURP and Chapter 6 of the CRPS, these documents have been revisited. This has also occurred in response to the requirements contained in the National Policy Statement of Urban Development Capacity. Limited changes were made in 2019 and 2020 (refer to Appendices C and D).

As noted above, rezoning to enable the development of the submitter’s land for housing has been resisted because it lies outside the line of Urban Limits set out on Map A within Chapter 6. These were not revisited in respect to the submitter’s land, in spite of their submissions.

*“Policy 6.3.1 clause 5*

5. *ensure new urban activities only occur within existing urban areas or identified greenfield priority areas as shown on Map A, unless they are otherwise expressly provided for in the CRPS.”*

In regard to this matter, and as mentioned above, it is considered that the objectives and policies in Chapter 6 need to be applied and evaluated recognising that Greater Christchurch has moved on from only responding to the direct impacts of the earthquakes. In particular

there is a demand for residential land for housing simply created by natural growth in the population and that provision to meet this demand by an amendment to Chapter 6 of the CRPS has shown no sign of eventuating in the near future.

The submitter believes that the requested rezoning of the subject land to enable residential development can take place, notwithstanding Map A of Chapter 6 of the CRPS, and its Urban Limit line, for the following reasons:

1. The conflict is a minor technicality, well below the level of any regional significance.
2. The specificity of the location of the UL line in Map A is inappropriate in a regional level plan providing guidance and coordination between councils.
3. The definition of Future Development Areas (FDAs) and Urban Limits (ULs) were accepted by the Our Space hearings panel as being indicative only, with the comment that “... *this will provide some opportunity for consideration of the merits of particular proposals without being precluded by Our Space.*” The Proposed new WDC District Plan is such an opportunity.
4. In the same hearings panel decision it was recorded “... *Our Space takes a broader view of the housing market across Greater Christchurch ...*”. (For further discussion please refer to the 2019 submission on Draft Proposed Change to Chapter 6, CRPS, as attached as Appendix C).
5. The location of the Urban Limit line at this point is the result of an historical anomaly, and is not justified by any of the objectives and policies in either the CRPS or the District Plan. The current proposed Large Lot Residential Zone (rural residential) is adjacent to the General Residential Zone and developed housing to the east and south of the site, which is contrary to the existing policy framework for the location of rural residential settlements at both the regional and district council levels.
6. This provision of the CRPS is historical, well out of date in terms of current relevance and arguably contrary to the NPS-UD both as a planning tool (limiting housing development opportunity), far beyond the guidance/coordinating function; and preventing needed housing capacity for affordable housing development in the short to medium term.
7. There are no local or regional concerns that could justify the continued existence and restrictive effects of the UL line in its present location, separating the subject property from the rest of the housing area of north-west Rangiora. As a planning tool the UL line is in the wrong place, and should have been corrected long ago.
8. A decision to rezone this land for housing would be consistent with Policy UFD-P2 of the proposed DP review, and that decision would satisfy all of the relevant criteria listed in that policy. This opportunity under the District Plan to enable the

development of land for housing outside of the identified FDA's is to be preferred over a strict application of policy 6.3.1 of the CRPS.

9. The manner in which the submitter's previous submissions on this matter (Proposed CRPS changes, Our Space etc.) were dealt with was unfair and disrespectful of the efforts that they made to engage positively in the planning process, and the outcome of that process should be dismissed.

**We seek the following decisions from the Waimakariri District Council:**

That the submission be accepted in full and given effect to as follows:

1. That the zoning of the property be changed to General Residential Zone.
2. That Strategic Directions Objective SD-02 clause 4 be amended to read:
 

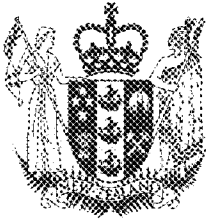
*"4. Provides a range of housing opportunities, focusing new residential activity within existing towns, identified development areas in Rangiora and Kaiapoi, and other sites that meet the criteria set out in policy UFD-P2 part 2, in order to provide sufficient feasible development capacity to meet housing demand."*
3. That Urban Form and Development objective UFD-01 be amended to read:
 

*"Sufficient feasible development capacity for residential activity to meet housing demand."*
4. That policy UFD-P2 be retained without change.
5. That the attached Outline Development Plan be adopted and included in the District Plan (Appendix I).

**APPENDECIES:**

- |   |                                                |
|---|------------------------------------------------|
| A | Copy of Title                                  |
| B | Submission on Our Space                        |
| C | Submission on Chapter 6 CRPS                   |
| D | Submission on Changes to the CRPS              |
| E | Aurecon Infrastructure Servicing Report (2021) |
| F | Contamination Report                           |
| G | Market Assessment (Property Economics)         |
| H | Traffic Report                                 |
| I | Outline Development Plan                       |

APPENDIX A  
COPY OF TITLE



**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
Historical Search Copy**



  
 R.W. Muir  
 Registrar-General  
 of Land

Constituted as a Record of Title pursuant to Sections 7 and 12 of the Land Transfer Act 2017 - 12 November 2018

**Identifier** **167935**  
**Land Registration District** **Canterbury**  
**Date Issued** 13 September 2004

**Prior References**

23389

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<b>Estate</b>	Fee Simple
<b>Area</b>	4.0000 hectares more or less
<b>Legal Description</b>	Lot 1 Deposited Plan 340848

**Original Registered Owners**

John Alexander McRae

**Interests**

6107624.1 CAVEAT BY LEHMANS ROAD FARMING COMPANY LIMITED AND DONCASTER DEVELOPMENTS LIMITED - 9.8.2004 at 9:00 am

Appurtenant hereto is a right of way, right to convey water, electric power and telephonic communications created by Easement Instrument 6146885.5 - 13.9.2004 at 9:00 am

The easements created by Easement Instrument 6146885.5 are subject to Section 243 (a) Resource Management Act 1991

6174585.1 Withdrawal of Caveat 6107624.1 - 7.10.2004 at 9:00 am

6423170.1 Transfer to Doncaster Developments Limited - 17.5.2005 at 9:00 am

6423170.2 Mortgage to John Alexander McRae - 17.5.2005 at 9:00 am

6633441.1 Transfer to Alan Grant Fowler, Geoffrey Raymond Kenneth Taylor and Christopher Ian Glynn Wilson - 3.11.2005 at 9:00 am

6863137.1 Discharge of Mortgage 6423170.2 - 12.5.2006 at 11:00 am

8527751.1 Mortgage to Bank of New Zealand - 28.7.2010 at 9:11 am

9196005.3 Surrender of the right of way, right to convey water, electric power and telephonic communications created by Easement Instrument 6146885.5 - 3.10.2012 at 12:20 pm

Appurtenant hereto is a right of way, right to convey water, electricity, telecommunications and computer media created by Easement Instrument 9196005.11 - 3.10.2012 at 12:20 pm

The easements created by Easement Instrument 9196005.11 are subject to Section 243 (a) Resource Management Act 1991

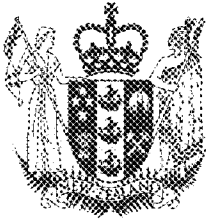
9474698.1 Discharge of Mortgage 8527751.1 - 9.8.2013 at 11:01 am

9474698.2 Surrender of the easement created by Easement Instrument 9196005.11 - 9.8.2013 at 11:01 am

9474698.2 Revocation of the easement condition on DP 453206 - 9.8.2013 at 11:01 am

10896319.1 Transfer to Doncaster Developments Limited - 18.9.2017 at 1:20 pm





**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
Historical Search Copy**



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **845232**  
**Land Registration District** **Canterbury**  
**Date Issued** 18 December 2018

**Prior References**

606144

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<b>Estate</b>	Fee Simple
<b>Area</b>	2.4086 hectares more or less
<b>Legal Description</b>	Lot 1001 Deposited Plan 526449

**Original Registered Owners**

Doncaster Developments Limited

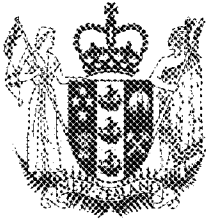
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**Interests**

6146885.3 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 13.9.2004 at 9:00 am  
(affects part formerly contained in Lot 3 DP 340848)

Appurtenant hereto is a right of way, right to convey water, electricity, telecommunications and computer media  
created by Easement Instrument 11298637.3 - 18.12.2018 at 8:45 am

The easements created by Easement Instrument 11298637.3 are subject to Section 243 (a) Resource Management  
Act 1991



**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
Historical Search Copy**



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **845233**  
**Land Registration District** **Canterbury**  
**Date Issued** 18 December 2018

**Prior References**

606144                      625678

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**Estate**                      Fee Simple  
**Area**                        4.0909 hectares more or less  
**Legal Description**      Lot 1002 Deposited Plan 526449

**Original Registered Owners**  
Doncaster Developments Limited

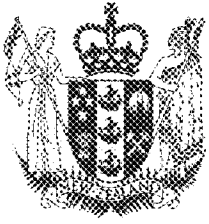
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**Interests**

6146885.3 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 13.9.2004 at 9:00 am  
(affects part formerly contained in Lot 1002 DP 461128)

Subject to a right of way, right to convey water, electricity, telecommunications and computer media over part  
marked C on DP 526449 created by Easement Instrument 11298637.3 - 18.12.2018 at 8:45 am

The easements created by Easement Instrument 11298637.3 are subject to Section 243 (a) Resource Management  
Act 1991



**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
Historical Search Copy**



  
 R.W. Muir  
 Registrar-General  
 of Land

**Identifier** **845234**  
**Land Registration District** **Canterbury**  
**Date Issued** 18 December 2018

**Prior References**

584791

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<b>Estate</b>	Fee Simple
<b>Area</b>	1.0971 hectares more or less
<b>Legal Description</b>	Lot 1003 Deposited Plan 526449

**Original Registered Owners**

Doncaster Developments Limited

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**Interests**

5974162.1 Consent Notice pursuant to Section 221 Resource Management Act 1991 - produced 21.4.2004 at 9:00 am and entered 10.5.2004 at 9.00 am

Subject to a right to drain sewage, right to convey water, electricity, telecommunications and computer media over part marked B and a right to convey electricity over part marked A both on DP 526449 created by Easement Instrument 8858155.4 - 6.9.2011 at 4:57 pm

The easements created by Easement Instrument 8858155.4 are subject to Section 243 (a) Resource Management Act 1991

APPENDIX B  
SUBMISSION ON OUR SPACE

SUBMISSION ON OUR SPACE 2018-2048  
CONSULTATION DOCUMENT FOR THE REVIEW OF THE GREATER CHRISTCHURCH  
SETTLEMENT PATTERN – NOVEMBER 2018

To: Our SPACE Consultation  
Greater Christchurch Partnership  
PO Box 73012  
Christchurch 8154  
Email: [ourspace@greaterchristchurch.org.nz](mailto:ourspace@greaterchristchurch.org.nz)

Submission by: Suburban Estates Limited  
Doncaster Developments Limited  
Sovereign Palms Ltd

Contact Details: C/o McCracken and Associates  


Hearing of  
Submissions: The submitters do wish to be heard in support of their submissions.

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## **1. Introduction**

Suburban Estates Ltd have been in existence since 1957. Our company is one of the leading and oldest land development companies in the Greater Christchurch Area and have developed over 8000 sections in that time. We are currently developing in all 3 districts in and around Christchurch. We believe we develop land in a controlled and responsible manner and do not actively pursue the development of land if it does not fit within the parameters of sound environmental planning.

Suburban Estates Ltd (SEL), Doncaster Development Ltd (DLL) and Sovereign Palms Limited (SPL) support the need for a review of the land use planning framework for Greater Christchurch.

SEL, DDL and SPL have long been important players in the development of land in Greater Christchurch for housing and related land uses. Since the early 1990's the companies have been involved in land development, and they intend continuing this activity in the future. This experience has given them a sound basis for their opinions and land development proposals and underpins this submission. They have specific interests (and development proposals) for residential development at both Rangiora and Kaiapoi and in the case of SEL in Christchurch and Prebbleton.

This submission is in two parts. Firstly a general submission on some aspects of the proposed Update that in the view of the submitters will work against the ability of the Councils to produce a future development strategy which will deliver sufficient, feasible development capacity to support future housing and business growth. Secondly site specific submissions in relation to land at north-west Rangiora, north-east Kaiapoi and south-west Prebbleton (Refer Appendices attached).

## **2. General**

### **2.1 National Policy Statement on Urban Development Capacity**

PC13 of the National Policy Statement requires that a future development strategy be prepared to identify the broad location, timing and sequencing of future development capacity over the long term in future urban environments and intensification opportunities within existing urban environments (at para a).

The Update is not an RMA document, and is not required to be prepared in accordance with its provisions (in terms of its content and matters to be considered). It will nevertheless guide future changes to the CRPS and ultimately the district plans for each of Waimakariri, Selwyn District and the City Council. In that context, the RMA requires that relevant provisions of a National Policy Statement "be given effect to" by those RMA instruments. Accordingly, the Update should provide a framework within which the NPSUDC can be "given effect to". An approach to the provision of development capacity that is not consistent with PC13 (and which is arguably contrary to it) will not facilitate that outcome.

Current market demand reveals a clear preference for development within adjoining Selwyn and Waimakariri Districts. This is due to a number of actions likely to continue during the medium term, if not longer. The lifestyle preferences within the districts in comparison to urban living (particularly within the Central City) are quite distinct. The NPSUDC requires that the Councils provide for feasible development in locations where people want to live, and does not support the directive approach evident in the 'allocation' of households; in fact, that approach is inconsistent with PC13, if not contrary to it.

The targets for housing development capacity between Waimakariri, Selwyn and the City over the medium term (2018-2028) is said to be based upon a transitional approach to a change in the market and peoples preferences toward Central City and Suburban Centre locations within the Christchurch City. However, if the market response is slower than anticipated by this apportionment, there will be insufficient supply of developable land within the districts to meet the market demand.

The NPSUDC does not support the directive or coercive approach to the provision of feasible development capacity evident in the Update, which otherwise acknowledges the "slightly lower" share of growth within the City than envisaged initially by the UDS, with a higher share in the districts. The Update also acknowledges that this is due to market preferences. It is risky to take the approach that limiting opportunities within the districts will be met by opportunities within the Central City. The Councils' reliance upon a change in market behaviour within the medium term comes with some considerable risk that the NPSUDC policies will not be given effect to.

## **2.2 Projected Infrastructure Boundary or Urban Limits**

The submitters oppose cadastrally defined, property boundary specific Proposed Infrastructure Boundary/Urban Limit lines, in a regional level strategy and in the Canterbury Regional Policy Statement, which are used to define areas which will be available for housing and other urban development. This method is in conflict with the NPS-UDC, referred to in paragraph 2.4 of the Update, which requires the “future development strategy” to identify the broad location, timing and sequencing of future development capacity in new urban environments and intensification opportunities within existing urban environments.

These PIB/UL lines have an inappropriate level of precision in a regional strategy providing an overview of future development within Greater Christchurch. The lines are both unnecessary and unhelpful. They add an inflexible additional layer to the consenting process faced by potential land developers. Land development involves multiple consent processes and layers of site investigations involving many different agencies and circumstances that are often unpredictable and subject to change. Urban Limit lines, defined at a regional level, may be unhelpful in the negotiations between developers, Councils and service supply authorities, and in achieving well managed and integrated urban growth.

In addition, the three Councils have made great progress with integrated planning for the utility systems that they are responsible for, and related funding, since the first Urban Limit lines were introduced into the Regional Planning Scheme several decades ago. The Councils are in the best position to judge whether service network extensions are feasible and desirable, in negotiation with developers and applicants. The development process needs flexibility. The process of three-yearly reviews followed by a change to the CRPS is the opposite of flexibility. The PIB/Urban Limit lines as currently prescribed are likely in some places to inhibit efficient, economic land development, and cannot be justified by a need to protect and manage the coordination of infrastructure with land development.

The Submitters ask that the Proposed Infrastructure Boundary/Urban Limit lines be removed from the Update, and from the CRPS and other planning documents.

## **2.3 Housing Targets and Higher Residential Density**

The submitters believe that the approach adopted in preparing the Update is over directive. There is too much reliance on hoping for a future change in consumer preference to higher density housing and the redevelopment of existing urban sites rather than planning to meet the preferences of the housing market. The Update acknowledges (Section 3, Sufficiency and Sections 5 and 6) a likely housing capacity shortfall, at least in parts of Greater Christchurch. Given the reliance on a shift to higher densities it is difficult to see the Update being able to meet the requirements

of the NPS-UDC. ("Demonstrating that there will be sufficient, feasible development capacity over the medium and long term." See section 2.4).

In this context, of probable insufficiency of supply of developable land and a household allocation model based on uncertain predictions, the inclusion of minimum targets for housing development capacity for each council, and a reliance on a move to higher density housing (which probably won't eventuate), the application of "targets" is likely to significantly under provide the development capacity that will be required.

Not all currently zoned land which CCC are relying on to be developed, will be developed. Zoned land only gets developed if a land owner does not want it to remain in its current use. Many people chose not to sell their land to developers. Also, several areas of CCC existing zoned land (including some in Redwood & Halswell) will remain undeveloped because they are TC3 and as such cannot be developed without very expensive (and usually uneconomic) geotechnical remediation.

The concept of "targets" assumes that strategic growth management is an allocative process for sharing out the predicted future households. That is the wrong approach; the goal should be to ensure adequate provision is made in all parts of the housing market. The Update should respond to the demand for housing, not try to direct it. Residential land development is a complex and dynamic process. The housing market and buyer preferences are hard to predict and slow to change and Statutory Plan provisions that attempt to force a move to higher densities of housing are likely to be resisted, or developments that would otherwise proceed may not eventuate.

SEL and other developers including Mike Greer Ltd are currently experiencing resistance to the CCC requirement of a minimum 15 lots per hectare in greenfield subdivisions. SEL predicted this at the UDS hearings but no one listened. Developers have since then embraced the 15/ha rule (because they had to) and it is apparent that many of the outcomes are poor with houses too close together. CCC seem to be unaware that many people are moving to Selwyn and Waimakairiri Districts to be away from the minimum requirement of 15/ha.

The submitters ask that the Update be amended to increase the amount of readily developable land that can be made available for development, that deferred status or staging be removed from land identified for development; and that a move to higher densities of housing be supported and facilitated but not required or directed through statutory plans. They also ask that the CRPS be changed as a matter of urgency to give effect to these requests, that the predictions and assumptions about urban growth be reviewed over the next three years, and that the patterns of development and numbers of lots created be monitored so that a future review can be soundly based.



### 3. Site Specific Submissions

#### 3.1 **Arlington Park Development Northwest Rangiora**

Doncaster Developments are the owner of approximately 7.8 hectares of land situated at the northern end of Lehmans Road on the north-west edge of Rangiora (Refer Appendix 4). The land is on the east side of Lehmans Road, south of the Rangiora racecourse and north-west of a line of electricity transmission lines. The land is zoned for rural-residential development at a permitted density of approximately one house per 5000 square metres (Res 4A zone in the Waimakariri District Plan). It is also subject to the north-west Rangiora Outline Development Plan (District Planning Map 155). Doncaster Developments are also the developer of some of the adjacent residential land in north-west Rangiora, which includes an area of medium density and townhouse development, preschool, church and a small shopping centre.

Since early 2013 Doncaster Developments have developed a proposal to develop the subject land for housing. The development would include a mix of housing styles and densities and the development would be controlled and coordinated under an Outline Development Plan. This proposed development has been unable to proceed because the land is outside the Urban Limits set out in Map A of the CRPS. The submitters believe that the position of the Urban Limit line, excluding this land is an historical anomaly because of the rural-residential zoning and the related CRPS policies on rural-residential. However in all other respects the land is conveniently located and well suited for residential development. This submission is that the Urban Limit line is in the wrong place. This is supported by the following factors:

- The land is physically well situated to develop for housing and can be serviced. Road locations, siting limitations and servicing are provided for in the Outline Development Plan. There are no unusual infrastructure issues.
- The land is close to amenities (preschool, church) and the new shopping centre (Sandown/Huntingdon), and its development would complement recent residential developments on adjacent properties and road and reserve connections.
- The land is within 200m of the proposed public transport stop/route (Huntingdon Drive),
- The land is already zoned for low density residential development (Residential 4A),

- The land is suitable for housing and can accommodate between 120-140 residential units.
- Within the Rangiora context the land represents one of the few areas where ground conditions are geotechnically good, the land links with or is close to the popular west Rangiora growth area and can deliver home and section packages at reasonable cost.

The submitters ask that the Update be amended to include this property within the Proposed Infrastructure Boundary/Urban Limit line, (if those provisions remain) and that Map A of the CRPS be amended accordingly.

### 3.2 Northeast Kaiapoi

Sovereign Palms Limited have an interest in a block of land comprising approximately 26ha on the north-east edge of Kaiapoi (refer Appendix 2 and 3, yellow shaded area). It adjoins residential land recently developed by SEL. The land is within the Proposed Infrastructure Boundary/Urban Limit line but is shown as Future Development Area in Figure 16 of the Update. It is understood that the development of this land is required to be deferred to a later stage of development. SEL seeks the support of the Councils to bring forward the development date for this land so that sections can be made available to the Kaiapoi market in an economic and planned sequence to follow the developments already completed in the area.

The land is physically well suited for residential development, services connections and road links are available from the Sovereign Lakes subdivision adjoining and the land is not affected by the air noise contour. As the immediately adjacent final stage for Sovereign Lakes has only just completed, there seems little point delaying the next stage any longer. Any delays would create construction disturbance to the new home owners in that last stage of Sovereign Lakes. The public interest would not be served by delaying the start of this next stage of development.

SEL has closely monitored sales of sections in Sovereign Palms and Sovereign Lakes at this north end of Kaiapoi. They have found that purchasers prefer this location and relatively large sections. Purchasers have told SEL that they do not want to be close to a large amount of 500m<sup>2</sup> or smaller sections. SEL also think that purchasers at Sovereign Palms prefer there to Pegasus or Woodend because those towns are just a little further away from Christchurch. Kaiapoi is great community with great facilities, and there is a great community feel about it internally within the subdivision. SEL have the ability to develop at least a further 150 lots on this land, immediately to the east of Sovereign Lakes (see attached plans).

The submitters ask that the Update be amended to show the land at north-east Kaiapoi now shown as "Future Development Area" in figure 16 be changed to

“Greenfield Priority Areas – Residential”; and that the CRPS be changed so that Map A is also changed, to the same effect.

### **3.3 Southwest Prebbleton**

SEL have developed 200 lots in Sterling Park, Prebbleton. They are currently completing stage 10 (21 lots) and then that will be all that is available in the current Living Z zone. There is potential for growth to the west, infrastructure is not difficult, road accesses from Sterling Park were required by SDC to be created and ground conditions are gravels (TC1) which are not that good for farming. Selwyn District Council have considered this land but never told us “why not”. See attached Appendix 5 which shows an area in red of approximately 35 hectares. The western half of this area could be “deferred” in accordance with demand.

Thank you for your consideration of these submissions. SEL, DDL and SPL would be prepared to join with other submitters who have similar concerns, and would be prepared to meet with Council Officers to discuss possible outcomes should that be useful in resolving these matters.

Yours sincerely,

K P McCracken  
Director

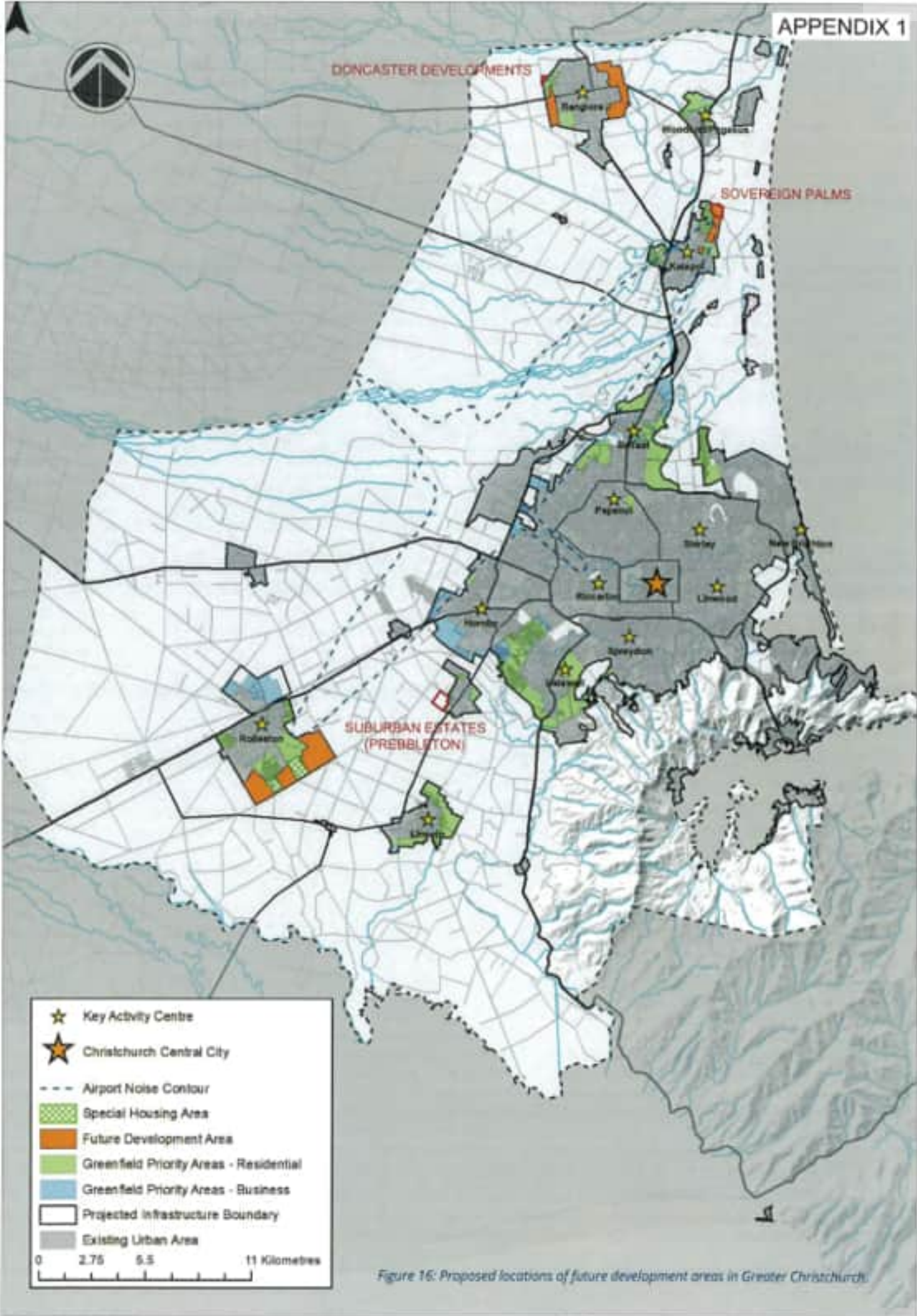
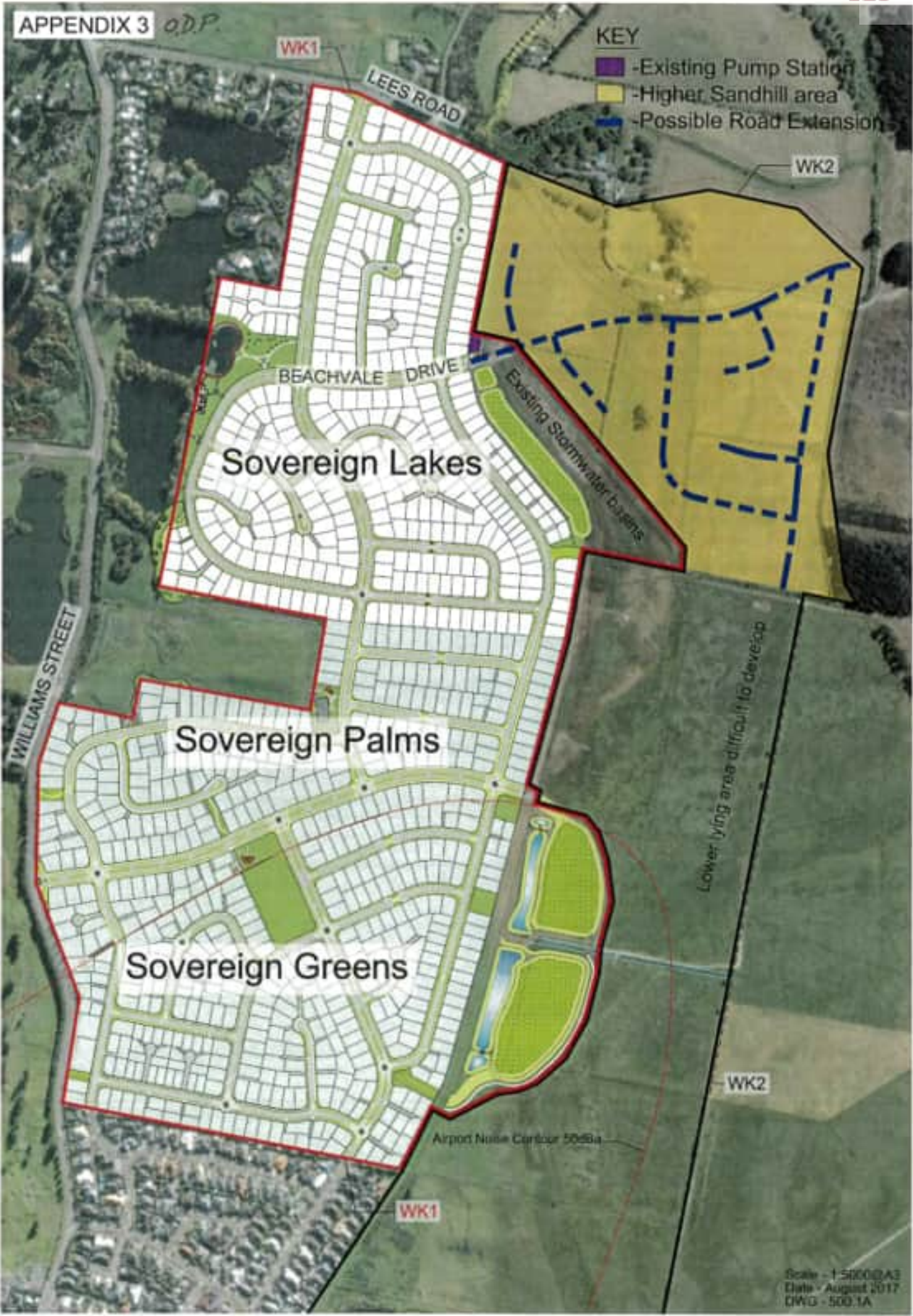


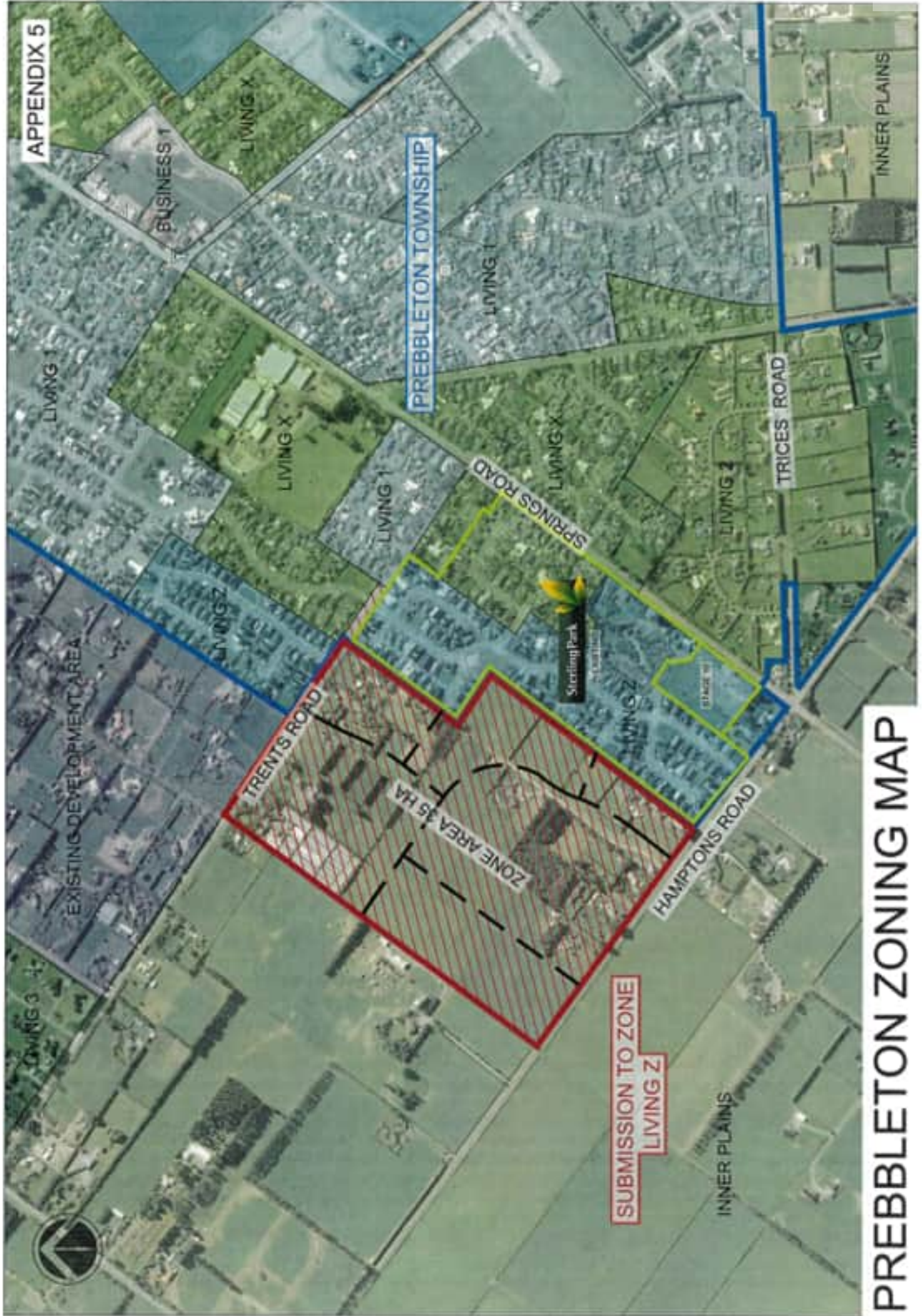
Figure 16: Proposed locations of future development areas in Greater Christchurch.



APPENDIX 3 ODP







APPENDIX 5

PREBBLETON ZONING MAP



APPDENDIX C  
SUBMISSION ON CHAPTER 6 CRPS



Submission on Consultation on Draft  
Proposed Change to Chapter 6 of the  
Canterbury Regional Policy Statement  
July 2019

Doncaster Developments Limited and Suburban Estates Ltd

August 2019

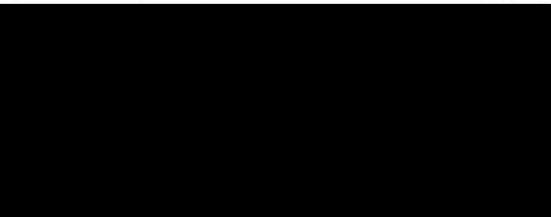
Environment Canterbury

**ENVIRONMENT CANTERBURY**  
**SUBMISSION ON CONSULTATION ON DRAFT PROPOSED CHANGE TO CHAPTER 6 OF**  
**THE CANTERBURY REGIONAL POLICY STATEMENT**

**Submitter Details**

Name: Doncaster Developments Limited and Suburban Estates Ltd

Postal address: CI- Suburban Estates Ltd



We would like to be heard in support of this submission.

**1. Summary of Relief Sought**

- 1) The submitter's land at north west Rangiora is included as a Future Development Area (FDA) on Map A for medium term growth;
- 2) Amendments to policies to provide more references to National Policy Statement – Urban Development Capacity (NPS-UDC) and to be consistent with and give effect to same;
- 3) Amendment to policies and explanations to be consistent with Our Space actions, including commitment to notification of the full Chapter 6 Canterbury Regional Policy Statement (C6CRPS) Review in 2022.
- 4) Addition of Policy 6.3.1A (or similar) to provide flexibility to accommodate appropriate development outside FDAs (meeting specified criteria);
- 5) That the C6RPS change follows standard Schedule 1 RMA processes not streamlined processes;
- 6) Any other amendments to the draft change to C6CRPS (the Draft Change) and/or other actions to give effect to the intent of this submission.

This consultation will be followed by planning processes required under the RMA (which could be Schedule 1 or streamlined processes). We reserve our position to respond as appropriate at the time in relation to any such subsequent processes, and not be limited in any way by the content of this submission.

## 2. The Submitters

Doncaster Development Limited are the owners of approximately 7.8 hectares of land situated at the northern end of Lehmans Road on the north-west edge of the Arlington subdivision, Rangiora. The land is on the east side of Lehmans Road, south of the Rangiora racecourse and north-west of a line of electricity transmission lines.

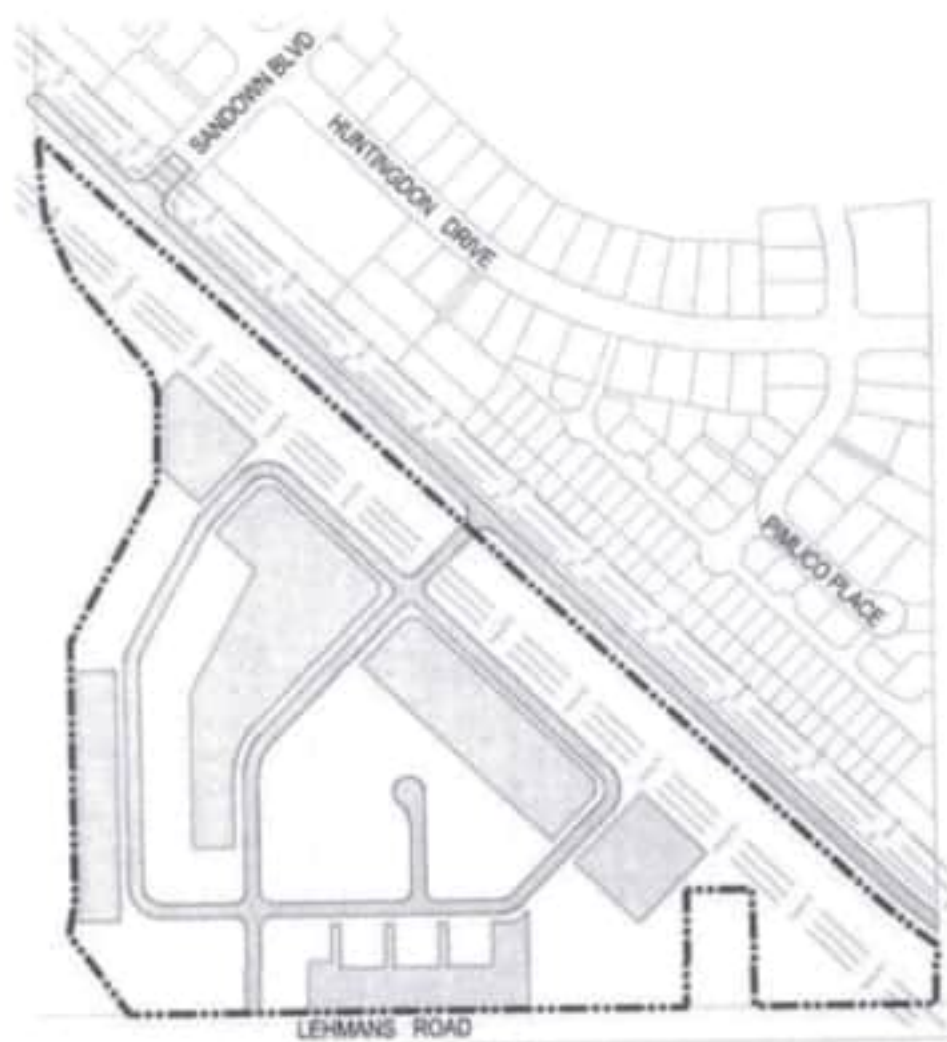


Fig 1: Location plan in relation to adjoining Arlington residential subdivision



Fig 2: Location on Map A Draft Change

The land is zoned for rural-residential development at a permitted density of approximately one house per 5000 square metres (Res 4A zone in the Waimakariri District Plan). It is also subject to the north-west Rangiora Outline Development Plan (District Planning Map 155). The land is not within a Future Development Area (FDA) in Our Space or in the Draft Change. It adjoins an existing now fully developed Greenfield Priority Area.

Doncaster Developments are the developer of some of the adjacent residential land in north-west Rangiora, which includes an area of medium density and townhouse development, preschool, church and a small shopping centre.

Since early 2013 Doncaster Developments have developed a proposal to develop the subject land for housing. The development would include a mix of housing styles and densities and the development would be controlled and coordinated under an Outline Development Plan. This proposed development has been unable to proceed because the land is outside the Urban Limits set out in Map A of the CRPS. The submitters believe that the position of the Urban Limit line, excluding this land is an historical anomaly because of the rural-residential zoning and the related CRPS policies on rural-residential development. However in all other respects the land is conveniently located and well suited for residential development.

Suburban Estates Ltd have been in existence since 1957. Our company is one of the leading and oldest land development companies in the Greater Christchurch Area and have developed over 8000 sections in that time. We are currently developing in all 3 districts in and around Christchurch. We believe we develop land in a controlled and responsible manner and do not actively pursue the development of land if it does not fit within the parameters of sound environmental planning.

### 3. Consultation

The current consultation on the Draft Change is to inform the preparation of the Draft Change. Consultation is being undertaken with local and central government agencies, tangata whenua (through the iwi authority), and landowners within the Future Development Areas under Clause 3 of Schedule 1 of the RMA. This specifies mandatory consultation requirements and that a local authority can consult with anyone else during the preparation of a policy statement.

The Draft Change is required to give effect to the NPS-UDC. The NPS-UDC requires local authorities to seek and use the input of the property development sector and significant landowners. Doncaster Developments and SEL are significant, longstanding land development companies. They have a wealth of local experience and knowledge to contribute to the process. SEL and Doncaster Developments and their Kaiapoi development company Sovereign Palms Ltd and the Prebbleton landowners (SEL has an interest in their land) were the only residential land developers and landowners who engaged expert evidence and legal counsel for the Our Space hearings. They have 'engaged' in a substantial way in the Our Space process. The expertise and input of the submitters and their advisors will significantly assist ECAN in formulating a Change that will meet the requirements of the RMA and give effect to the NPS-UDC.

### 4. Our Space Submission

Suburban Estates (SEL) and Doncaster Development Limited lodged a joint submission on Our Space which sought:-

- That Our Space include their Rangiora land within the Proposed Infrastructure Boundary/Urban Limit line, (if those provisions remain) and that Map A of the CRPS be amended accordingly. This would enable it to be developed for residential purposes.

The submission was supported with expert economic, engineering and planning evidence and legal submissions – see <http://greaterchristchurch.org.nz/assets/Uploads/051.-Additional-Suburban-Estates-Ltd-Sovereign-Palms-Ltd-and-Doncaster-Developments-Ltd.pdf>. The economic evidence included an assessment of housing capacity at Rangiora which found that there is a shortfall in Greenfield Priority Area capacity at present, and additional land is required immediately to meet its housing target.

The Our Space and Draft Change capacity assessments also identify a significant medium term

shortfall for Waimakariri (there is no breakdown by township) – 1600 dwellings.

The key findings of the Our Space Hearings Panel with respect to the submission were:-

- 1) The NPS-UDC does not require demand to be met in every location where there is demand. It does not specify the level of detail at which 'different locations' are to met. Our Space takes a broader view of the housing market across Greater Christchurch.
- 2) No additional development areas are required to be added to those identified in the areas notified. The merits of any further additional areas will be considered as part of the full review of the Canterbury Regional Policy Statement.
- 3) Accepts that the FDAs should be 'indicative' only. This will *"provide some opportunity for consideration of the merits of particular proposals without being precluded by Our Space."*<sup>1</sup>

The submitters do not agree with the Panel's findings, other than 3), for the reasons outlined in the Hearing evidence and legal submissions presented on their behalf. In essence, they consider that Our Space and the Draft Change are not consistent with and do not give effect to the NPS-UDC, the 'higher order' document. Amendments are required to the Draft Change as outlined and for the reasons set out below and in **Appendix A**.

#### **5. Future Development Area at Rangiora**

The submitters' land should be identified as a Future Development Area in the Draft Change for the following principal reasons:-

- 1) Rangiora has an existing shortfall of housing development capacity to meet demand. Additional FDA land is proposed but some land within the FDAs (southern areas) may not be commercially feasible to develop due to unfavourable ground conditions.
- 2) The Doncaster Developments land is physically well situated to develop for housing and can be serviced. Road locations, siting limitations and servicing are provided for in the Outline Development Plan. There are no unusual infrastructure issues.
- 3) It is close to amenities (preschool, church) and the new shopping centre (Sandown/Huntingdon), and its development would complement recent residential developments on adjacent properties and road and reserve connections; and

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<sup>1</sup> Our Space Hearings Panel Report and Recommendations paragraph 211  
Aston Consultants Resource Management and Planning

- 4) Readily accessible by multiple transport including within 200m of the proposed public transport stop/route (Huntingdon Drive); and
- 5) Already zoned for low density residential development (Residential R4A); and
- 6) The land is suitable for housing and can accommodate between 120-140 residential units;
- 7) Within the Rangiora context, the land represents one of the few areas where ground conditions are geotechnically good, the land links with or is close to the popular west Rangiora growth area and can deliver home and section packages at reasonable cost.
- 8) Residential development will support the pattern of settlement and principles for future urban growth set out in C6CRPS Objectives 6.2.1 and 6.2.2 and related policies; and the urban growth management approach which focusses future growth around existing townships where growth can maximise efficiency of infrastructure, services, amenities and transport.
- 9) The costs of not providing for further timely urban growth at Rangiora are substantial and were not considered by Our Space (there is no requirement to do so under Local Government Act processes). The consequence will be a rapid increase in house prices and a decrease in affordability which appears to be contrary to the affordability targets in the Our Space strategy. There will continue to be a limited supply of smaller houses, severely limiting the ability of Rangiora to provide a range of housing types, and develop as a mixed aged community. A cost benefit analysis is mandatory for the Draft Change whether Schedule 1 or streamlined RMA processes are adopted.

## 6. Housing and Business Capacity Targets

### Minimum Targets

The Our Space housing and business capacity targets in Table 3 have been inserted into C6CRPS in accordance with sections 55(2) and 55(A) of the Resource Management Act 1991, from the NPS-UDC. Objective 6.2.1a and Table 6.1 need to be amended to refer to 'minimum targets' rather than 'targets' to be consistent with Policy PC5-11 of the NPS-UDC. This requires local authorities to set minimum targets (our underlining) for sufficient feasible development capacity.

The requirement to set minimum targets not maximum targets (as proposed in the Draft Change) reflects the focus of the NPS-UC in ensuring that there is a plentiful land supply so that urban environments are efficient, including with respect to housing affordability. Planning



decisions should enable the market to respond efficiently to demand and function competitively thus keeping prices lower, minimising artificially inflated house prices and contributing to housing affordability.

The consequences of an 'undersupply' of housing are more significant than the consequences of oversupply i.e. land scarcity which generally leads to higher land prices and greater incentive to land bank and achieve 'easier' return on capital (at no risk) by capitalizing on increasing land values rather than by undertaking development.

#### Waimakariri Minimum Targets

No amendments to the Table 6.1 targets are required if they are specified as minimum targets. If the current proposed wording is retained, then the capacity targets for Waimakariri need to be adjusted to provide for residential development of the submitter's land – by the addition of an additional approximately 120 dwellings in the medium term. These figures can also be revisited as part of the next (2020) capacity assessment which will inform the Selwyn and Waimakariri District Plan Reviews.

It should be noted that some parts of FDA areas at Rangiora may not be commercially feasible to develop, in which case no changes to the Table 6.1 may be necessary.

#### **8. Policy 6.3.12 Future Development Areas**

##### Enabling re-zoning for medium term capacity shortfalls identified in mandatory future housing and capacity assessments

Amendment is required to ensure Policy 6.3.12 under 1. enables land to be re-zoned to address land sufficiency medium term shortfalls identified in the Table 6.1 and medium term shortfalls identified in subsequent housing and capacity assessments. This is essential because the NPS-UDC requires capacity assessments to be reviewed every three years (Policy PC5-11) and for minimum targets to be updated accordingly without going through the RMA Schedule 1 consultation. The next capacity assessment is due in 2020, ahead of the full CRPS Review to be notified in 2022 and in time to inform the Selwyn and Waimakariri District Plan Reviews, due to be notified in 2020.

Our Space Action 9 also requires the Draft Change to *“enable territorial authorities to respond to changes in efficiency of development capacity on a rolling basis as a result of periodic capacity assessments”*.

As currently worded, Policy 6.3.11 1. will preclude the above.

#### Long term needs – CRPS Review

The Explanation to Policy 6.3.12 needs to be amended to clearly state that the CRPS Review will be notified in 2022, not *‘scheduled for 2023’* as currently worded. This is consistent with Our Space Action 12 which recommends the review be undertaken in 2022. This is a full review, but Chapter 6 can be dealt with on a *‘stand alone’* basis (relating only to urban growth issues in Greater Christchurch). It could be considered and notified ahead of the balance of the CRPS review.

A review of C6CRPS is well overdue. It was notified in 2007, 12 years ago, and was never subject to rigorous testing because appeals were extinguished under subsequent earthquake legislation. The restrictive and inflexible urban growth management approach, with a non contestable cadastrally based urban limit and maximum rather than minimum land supply targets may no longer be *‘fit for purpose’*. It is not consistent with the approach and intent of the NPS-UDC to be responsive to market needs, contribute to an efficient, competitive land market whilst ensuring integration between land use planning and provision of infrastructure. Of note is that the more recent Auckland Unitary Plan has abandoned a fixed non contestable urban/rural boundary.

There are numerous parties, including submitters on Our Space, who have had their development plans on hold for many years due to the restrictive approach of C6CRPS, despite territorial authorities acknowledging that their development proposals have merit and can be supported. The Draft Change needs to include a clear commitment by ECAN to an honest timeframe for notification of the full review of C6CRPS. 2022 is realistic as the schedule of work put forward by ECAN officers at the Our Space hearings, as recorded in Our Space Action 12 specified this (reproduced in **Appendix B**). Notification of C6 was specified as June 2022 with decisions expected in June 2023.

The submitters are fully aware that if RMA streamlined processes are adopted for the Draft Change, there will be no appeal rights, with no requirement for rigorous testing of the Draft Change.

#### **9. Policy 6.3.1A**

The submitters consider that the preferred more responsive urban growth management approach is to remove the fixed non contestable urban boundary from C6CRPS. Our Space recognises the need for greater flexibility in the delivery of future growth and has notated the FDAs as 'indicative', enabling consideration of the merits of proposals outside the FDAs. However, this also requires consequential changes to the policy framework.

#### **10. RMA Streamlined Processes**

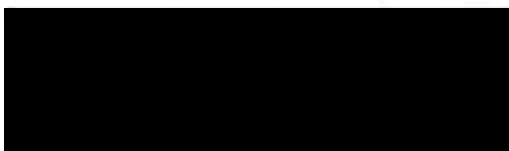
Streamlined processes preclude appeals on the Draft Change, which is not then subject to the rigorous testing required under the Schedule 1 RMA processes, including regarding the adequacy of feasible development capacity. The development sector considers some areas of land included in the FDAs are not commercially feasible to develop due to challenging ground conditions. We are concerned that the Our Space submission hearing process was not fully open to the consideration of alternative options for the allocation of growth. The submitters feel that the decision making process must provide the ability for submitters to bring proposals to be tested on their planning merits. The Purpose of the Act is not promoted by denying the opportunity for legitimate proposals to be advanced, because, ultimately, the social and economic wellbeing of people and communities will be denied.

If there is an undersupply of development capacity this has very serious consequences for individual townships and Greater Christchurch as a whole – higher house prices and a gradual erosion of its competitive advantage in terms of housing affordability compared to other major cities in New Zealand. Unlike other major cities, land supply since the Canterbury 2010/2011 earthquakes has not been unduly constrained by an overly restrictive urban limit, with significant greenfield land released to meet earthquake related housing needs – see Adam Thompson's Our Space evidence for further detail. This could quickly change if there is inadequate supply enabled by the Draft Change.

If streamlined processes are adopted so that ECAN resources can focus on the full C6CRPS Review then there must be an absolute commitment to this proceeding with pace – with notification in 2022, following the standard RMA Schedule 1 procedures.

#### 11. Relief Sought

In accordance with the above, the Submitters' request that their land at north west Rangiora is identified as a Future Development Area on Map A for both short and medium term growth, and the further amendments to the Draft Change specified in **Appendix A** and any other amendments to the Draft Change and/or other actions which give effect to the intent of this submission.



.....  
 (Signature of applicant or person authorized to sign on behalf of the applicant)

Date: August 16, 2019

#### Appendices:

**Appendix A:** Requested amendments to Draft Proposed Change to Chapter 6 of the Canterbury Regional Policy Statement

**Appendix B:** C6CRPS Review Work Schedule (as specified under Our Space Action 12)

APPENDIX D  
SUBMISSION ON CHANGES TO THE CRPS



## Submission on Proposed Change 1 to Canterbury Regional Policy Statement

15 February 2020

Environment Canterbury

**RESOURCE MANAGEMENT ACT 1991****ENVIRONMENT CANTERBURY****SUBMISSION ON THE PROPOSED CHANGE 1 TO THE CANTERBURY REGIONAL POLICY  
STATEMENT****Submitter Details**

Name:

Address:

Contact name:

Contact organization:

Postal address:

Email address:

Phone Number:

Mobile Number:

**Trade Competition:**

Ability to gain a trade competition advantage through this submission - No

**Provisions to Which this Submission Relates:**

Change 1 in its entirety.

**Position on these Provisions:**

We oppose Change 1 in its entirety.

**Reasons for opposing these Provisions** (see also reasons under specific relief sought)**Background**

...

The Submitters are concerned to ensure that Proposed Change 1 provides an appropriate planning framework for meritorious proposals such as theirs - which give effect to the NPS-UD and will assist in addressing the current housing crisis by releasing more appropriately located land for a variety of housing types in response to demand, adding greater competition and supply to the land and housing markets.

### Scope and timing

Change 1 is stated as a targeted change to provide a planning policy framework to enable District Plans to zone enough land to meet the RPS minimum medium term housing targets. Wider and longer-term urban development issues will be considered as part of a scheduled full review of the CRPS in the next four years.

However, Change 1 does not give effect to the National Policy Statement – Urban Development (NPS-UD) in a number of fundamental ways, and in this respect cannot be supported in its current form (see below).

The Submitters acknowledge that Councils have until 2024 to prepare and publicly notify a Future Development Strategy and until 31 July 2021, a revised Housing Capacity Assessment. However, they do not consider the approach taken is sound planning in the Greater Christchurch context. There has been a ‘flood’ of private plan change applications lodged seeking urban rezoning since the NPS-UD was gazette in August 2020 - 13 to date in Selwyn District, in addition to a further 2 lodged prior to this, cumulatively capable of delivering 872 ha of further urban development, appx 10 000 households<sup>[F1]</sup>. There is clearly strong ‘pent up’ demand for further housing and business land, unable to be progressed prior to this due the very restrictive Canterbury Regional Policy Statement urban growth management ‘regime’. The Selwyn and Waimakariri District Plans are also under review now/to be notified in March 2021. Comprehensive change to the RPS policy framework is required now to enable these private requests and reviews to respond to and implement the NPS-UD.

### National Policy Statement – Urban Development 2020

Change 1 does not give effect to the NPS-UD in a number of fundamental ways, and in this respect cannot be supported in its current form.

#### **(i) Sufficient development capacity/housing capacity assessment**

Change 1 only enables Councils to rezone enough land (and no more) to meet any shortfalls in land supply to meet the medium term (next 10 year) targets specified in Table 6.2.1a. These targets are the ‘minimums’ necessary to meet anticipated demand, and are, in combination with the fixed urban/rural boundary, a very restrictive urban growth management approach. They are completely at odds with the intent of the NPS-UD to *“improve housing affordability by supportive competitive land and development markets”* (competition is not achieved when there is very



limited supply); provide *“at least sufficient development capacity to meet demand”*; and being *“responsive, in particular to proposals that would supply significant development capacity”*.

A minimum targets approach will fail to deliver if the targets underestimate demand. The targets were prepared for Our Space 2018-2048 and are already out of date. They are also very sensitive to assumptions made regarding what is feasible development and to the methodology employed, as recognized and acknowledged by the Our Space Commissioners.

The Council HCAs also tend to overestimate the capacity for infill development. For example, in the Rolleston context, the PC64 HCA finds that the Selwyn District Council (SDC) existing (2018) capacity assessment over-estimates the capacity remaining in the existing Rolleston Outline Development Plans by 1710 households or over 50% i.e. 3082 hhs compared to the PC64 estimate of 1372 hhs – see [https://www.selwyn.govt.nz/\\_data/assets/pdf\\_file/0007/355867/Application-for-Notification-Appendix-F-Capacity-Assessments-20201008.pdf](https://www.selwyn.govt.nz/_data/assets/pdf_file/0007/355867/Application-for-Notification-Appendix-F-Capacity-Assessments-20201008.pdf). The overestimate is principally because the SDC assessment does not take account of existing development constraints, including the existing pattern of small holdings and dwelling and curtilage areas which limit the capacity for ‘infill’, existing unusual shaped (and sized) lots, difficulties in achieving site amalgamation given the fragmented land ownership and access constraints, including existing rights of ways serving multiple small large holdings; or land designated or required for future infrastructure.

Given the high level of uncertainty with the accuracy, including over time, of the housing capacity minimum targets, some wriggle room should be applied i.e. more land released for development than is necessary to meet just, but not more than, the minimum targets set by Council derived HCAs. This is also consistent with the NPS-UD intent of providing for *at least* sufficient capacity to meet targets (now ‘bottomlines’ in the NPS-UD). There should also be the opportunity for evidence based assessment of those HCAs, with the ability for meritorious rezoning options to be considered which meet demand not adequately captured by the HCAs.

**(ii) Fixed non contestable rural/urban boundary**

This is retained and is clearly contrary to the NPS-UD ‘responsive planning approach’ (including RPS Objective 6.2.1). The development sector is a much better position to identify and respond quickly to changing market needs than local government bureaucracies. That is why a responsive planning approach is so important. Consequences of a fixed rural/urban boundary include:-

- Overly strict limitations on peripheral growth causes excessive land price inflation that in turn has a very negative effect on housing and business land affordability;
- A planning regulatory regime which provides for a contestable urban/rural boundary sends an important signal to the property market that it is best to get on with development rather than “land bank” (because there is excessive capital gain due to scarcity of land supply);
- A contestable urban/rural boundary is not ‘laissez-faire’ and ad hoc and will not result in uncontained urban sprawl. The relevant planning documents can and should still require strategic planning including with respect to infrastructure, and an evidence base in support of any amendments to the boundary.

We understand that ECAN and the Greater Christchurch Partnership are concerned to ensure that the quantum of greenfield land released for development does act as a disincentive to urban intensification. However, the reality is:

- Containment and higher land values does not facilitate intensification;
- If the Central City and the Key Activity Centres are attractive the market will locate there by people’s choice. Generally carrots are better than sticks to achieve desired planning outcomes.

This was the finding of the Auckland Unitary Authority Commissioners hearing submissions on the Auckland Unitary Plan<sup>1</sup>. We understand that ECAN propose a second Change (Change 2) to be notified soon (March – June 2021) which will set criteria for determining what plan changes will be treated, for the purposes of implementing Policy 8, as adding significantly to development capacity. However, this is not workable if the fixed urban/rural boundary line remains. The piecemeal and incomplete approach to addressing the requirements of the NPS-UD is not sound planning and is opposed.

### **(iii) Well functioning urban environments**

The NPS-UD seeks to achieve well functioning environments and growth in locations close to employment, that are well serviced with public transport (existing or planned) and where there is high demand for housing and business land relative to other areas. The proposed FDAs in comparison to alternative locations have not been assessed against these criteria – the s32 assessment is silent on such assessment.

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<sup>1</sup> See Our Space evidence for Submitter 60 GFR Rhodes Estate & Larsen Group - <https://greaterchristchurch.org.nz/our-work/background/our-space/ourspace-submissions/#Information>

The Submitters Site is assessed against these criteria, as well as all other objectives and policies of the NPS-UD in their plan change request, and submission on the Proposed Selwyn District Plan (**Appendix A**) and easily meets them all. In **summary**<sup>[F2]</sup>:

- there will be a variety of homes enabled including medium density residential lots, and potentially a retirement village
- the Site is well-positioned, building as it does on an existing township well-served by public transport and cycling options, to provide good accessibility to jobs, community services and open spaces. It is within walking distance of the town centre (750m at its nearest point) and the proposed ODP/development plan shows access points and linkages in to the rest of Rolleston including to public transport routes, access to the Southern Motorway from Levi Road, and to the Rolleston park and ride facility
- the Site location mitigates climate change impacts and future natural hazards as it is located away from the coast and well removed from major rivers, and is easily accessible by public and active transport modes.
- The Site is well positioned with respect to major employment areas, being close to Rolleston town centre and the Izone and Iport business areas.
- There is high demand for further housing at Rolleston, with its principal attractions including its affordable housing, employment opportunities and the continually expanding wide range of local services and facilities.

#### **FDA – different spatial scenarios**

The NPS-UD requires a consideration of the advantages and disadvantages of alternative spatial scenarios for the achieving the NPS-UD (s 3.14 (b)). Change 1 has not undertaken any such work, simply relying on the planning and infrastructure work undertaken when the PIB was first introduced 13 years ago.

The continuing appropriateness of the Rangiora PIB has not been re-**considered**<sup>[F3]</sup>.

The s32 assessment considers as Option 6 'Advance greenfield area in other locations' but does not define any such other locations. This option is dismissed without further consideration as 'not preferable to the PIB areas, not necessary to meet feasible development capacity, and because the scope of Change 1 is too narrow..'

#### **Our Space**

Change 1 implements an action in Our Space (2019) i.e. Action 9. Our Space identifies Future Development Areas on Map A of the RPS (Figure 16 of Our Space) but importantly notes:

*Figure 16: Proposed locations of future development areas in Greater Christchurch. While it is intended Our Space provides some direction to inform future RMA processes, Figure 16 is indicative only*

These FDAs are now shown on Map A of Change 1 to the RPS – but urban development is entirely restricted to these FDAs only – even though they are intended to be indicative only. The flexibility in providing for future development areas that Our Space recommended is simply not recognized or provided for in Change 1. There is no ability for land outside the FDAs to be considered, even though the NPS-UD is very clear that a fixed ‘immoveable’ urban/rural boundary is contrary to the NPS-UD (see MfE Guidance note on Responsive Planning).

#### **Future Development Areas & Timing of Release of Land**

The Change 1 proposed FDAs are at south Rolleston, west and east Rangiora and north east Kaiapoi. These FDAs follow the Map A Projected Infrastructure Boundary for future residential areas only. The PIB was identified at the time Chapter 6 of the RPS was first prepared (it was first known as Change 1 to the RPS, notified in 2007 with decisions issued in 2009). It has been in place for 13 years, and predates the Canterbury 2010/11 earthquakes and the significant shift of the Greater Christchurch area westwards onto land less at risk of natural hazards (including earthquake events and sea level rise). It has not been subject to rigorous testing as the LURP (Land Use Recovery Plan) processes ‘replaced’ the normal RMA processes post the Canterbury earthquakes, with no appeal rights other than on points of law.

Rolleston has continued to grow at pace in recent years. The accessibility to the City has also been greatly enhanced by the Southern Motorway and its recent extension. Change 1 proposes and FDA at south Rolleston, which only includes part of the Submitter’s land, even though it is much closer and more readily accessible than other FDA land further south. The Submitter’s land needs to be included in the Rolleston FDA[F4].

#### **Section 32 Assessment**

The Change 1 s32 assessment does not assess the identified options against the NPS-UD objectives and policies, even though its purpose is to give effect to NPS-UD directions. It is inadequate and incomplete.

### RMA

For all of the above reasons, Proposed Change 1 is contrary to the RMA, including Part 2 and s32 and does not constitute sound resource management practice.

### **Decision/Relief Sought**

1. Amendments to Change 1 to provide a more flexible and responsive urban growth management approach. This could include (but not be limited to [F5])
  - enabling consideration of development proposals, private plan change requests and submissions on Plan Reviews which are outside the Change 1 Map A FDAs, priority greenfield and existing urban areas; and/or
  - which exceed the minimum targets in Table 6.2.1a; and
  - are consistent with and give effect to the NPS-UD; and
  - amendments to Policy 6.3.11 Monitoring and Review, Policy 6.3.12 Future Development Areas; and
  - change the status of FDAs to Greenfield Areas, with no restrictions on the quantum or timing of development; and
  - the changes outlined below; and
  - and/or in the case of resource consents, are of a minor nature (including zoning anomalies) and do not offend the overall strategic planning intent of the Chapter 6 [F6]
2. If Map A is retained in its current form, amend by showing all of the Submitter's Site ie including the additional land outlined below (Figure 1) in orange as a Future Development Area - Residential.



Figure 1: amendment to Rolleston Future Development Area – Residential (outlined in orange(F7))

3. Amend Proposed Change 1 as below. Additions in bold and underlined. Deletions in strike out.

*6.2.1 Recovery Framework*

*Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that:*

- ~~3. avoids urban development outside of existing urban areas or greenfield priority areas unless expressly provided for in the CRPS;~~

Reason:

A fixed uncontestable urban/rural boundary as shown on Map A and associated RPS objective and policies does not give effect to the NPS-UD which requires a responsive planning approach (Objective 6c) and Policy 8). The Ministry for Environment Responsive Planning Guidance specifically states:

*a hard rural urban boundary without the ability to consider change or movement of that*

boundary would not meet the requirements of the responsive planning policy.<sup>2</sup>;

and if FDAs are retained,

#### 6.3.1 Development within the Greater Christchurch area

In relation to recovery and rebuilding for Greater Christchurch:...

4. Enable development of existing urban areas and greenfield priority areas and **Future Development Areas**, including intensification in appropriate locations., ~~where is supports the recovery of Greater Christchurch.~~
5. Ensure new urban activities only occur within existing urban areas, ~~or~~ identified greenfield priority areas **and/ or Future Development Areas** as shown on Map A....

4. Any consequential amendments and such other additional or alternative relief as gives effect to the intent of this submission and is consistent with the interests of the Submitter.

.....

(Signature of applicant or person authorized to sign on behalf of the applicant)

Date: November 24, 2021

**Appendix A:** Assessment of Submitter's Site Against NPS-UD 2020[F8]

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<sup>2</sup> NPS-UD 2020 MfE Responsive Planning Fact Sheet

APPENDIX E  
AURECON INFRASTRUCTURE SERVICING REPORT



# Arlington

Infrastructure Servicing Report

**Doncaster Developments Ltd**

Reference: 520511

Revision: 0

Date 29/09/21

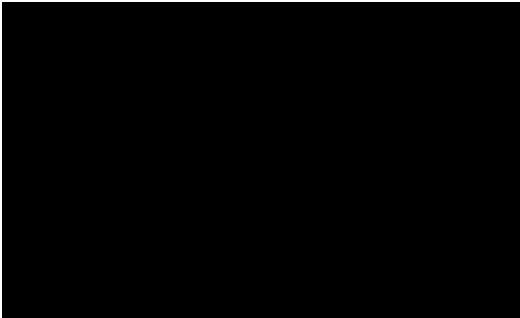
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<b>Author signature</b>		<b>Approver signature</b>	
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Figure 1: Location of site (*source GRIP Map*)

Figure 2: Flood hazard modelling Waimakariri District Council

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Table 1: Stormwater Management Infrastructure Concept Dimensions

# 1 Introduction

## 1.1 General

Doncaster Developments Ltd is pursuing the rezoning of approximately 11.6 hectares of land located west of Rangiora. The land is currently zoned as Rural Residential (Res4a) under the Waimakariri District Council (WDC) Operative Plan but Residential (Res2) zoning is being sought to which may see development of approximately 110 residential lots.

Aurecon has been engaged to investigate the servicing matters relating to the proposed development. This report provides an assessment of the options for providing necessary servicing infrastructure to enable future development of the site. The services investigated include water supply, stormwater drainage, wastewater disposal and power/telephone services.

## 1.2 Description of the Site

### 1.2.1 General

The site is located west of Rangiora township and incorporates five separate titles of land (refer Figure 1). The current land use is predominantly pastureland and an existing residential dwelling and horse stables at the southern portion of the development (266 and 260 Lehmans Road).



Figure 1: Location of site (source GRIP Map)

### 1.2.2 Surrounding land use

The site is bounded to west by rural land and to the north by the Rangiora Racecourse. Two sets of power Transmission Lines run through the property parallel to the southeast boundary of the site, with provision for a future bypass road between the transmission lines (Parrott Road) which will potentially divert traffic from

Lehmans Road to River Road. A portion of this road will provide a connection from the proposed development to Sandown Boulevard the existing residential area east of the site. Lehmans Road is aligned in a north-south direction along the site's western boundary.

### 1.2.3 Access

The site can be currently accessed from Lehmans Road on the western boundary. It is anticipated that access to the development will be available from a new intersection off Lehmans Road and also from a new connection to Sandown Boulevard to the east via a portion of the existing paper road, Parrot Road, that would be formed as part of the development. Reserve areas which can provide pedestrian and cycle access to the site have been accommodated for through from Payne Court, Helmore Streets and Salisbury Avenue in the adjacent subdivisions.

### 1.2.4 Topography

The site is relatively flat with a grade (1 in 200) from a north to south east direction from approximately 46 mRL to approximately 44m.

### 1.2.5 Geotechnical Ground Conditions

Geotechnical investigations previously completed on the site and the residential area east of the site through to West Belt have indicated the soil profile typically consists of topsoil overlying sandy silt, overlying gravel. Based on review of a limited number of test pits excavated on and nearby the site, there are underlying gravel levels 2-4 metres Below Ground Level (BGL). The groundwater is approximately 6 meters BGL. Test pits and infiltration testing which were completed as part of the Westpark subdivision located directly to the south of the site, confirmed a measured infiltration rate of 600-720 mm /hour within the gravel layers. Infiltration testing undertaken during development of the residential areas east of the site indicated significantly higher infiltration rates where clean free draining gravels were encountered. It is anticipated that the ground conditions on the site are consistent with the neighbouring subdivisions and very well suited to a soakage-based stormwater system for the development.

Although no soil strength testing has been undertaken at the site, the limited investigations did not reveal any conditions that would prevent residential development including the presence of weak, organic, or liquefiable subsoils. However, it is recommended that site specific testing be undertaken in accordance with MBIE (2012) guidance as part of the detailed design investigations for the development and prior to building on any allotment.

### 1.2.6 Ashley River Flood Hazard

The Ashley River is located to the north of the site and flows in a west to east direction. Environment Canterbury (ECan) has undertaken flood modelling work to identify possible breakouts of the Ashley River. The modelling maps illustrates the worst-case scenario from a combination of three different modelling methods including localised flooding, flooding resulting from the Ashley River Breakout and Coastal flooding. The localised flooding relates directly to the rainfall on the ground while the Ashley Breakout flooding includes flow directly from a breach of the stop back plus the localised rainfall which would occur simultaneously. The water depths modelled represent the water depths anticipated for the 200-year Average Recurrence Interval (ARI) for each modelling method. For the Ashley Breakout flooding scenario, a 200 ARI breakout from the Ashley River was modelled in conjunction with a 20 localised rain event.

The classification for the area is Low Hazard (Figure 2) which is summarised as less than 0.3m of water depth with some water egress into sheds and structures with floor levels near or at ground level. It is proposed that any flood risks will be minimised through the construction of sections to achieve minimum the floor levels in accordance with WDC requirements and grading of finished ground to roadways to provide overland flow paths through the site. This approach has been applied successfully to surrounding development in west Rangiora as demonstrated by the flood maps which show flooding is largely confined to roadways and reserve areas of

recent developments south and east of the site. Development of this site will also provide opportunity to address minor residual areas of flood risk to existing properties adjacent the future bypass road (Parrott Road) corridor.



**Figure 2: Flood hazard modelling Waimakariri District Council**

(source Waimakariri District Natural Hazards Interactive Viewer ([arcgis.com](http://arcgis.com)))

## 2 Proposed Earthworks

The proposed works include cut to fill and cut to waste to create the roadways, and to slope the sections towards the roadways. The philosophy adopted in design of the earthworks will minimise the amount of cut and fill required to achieve the desired outcomes relating to urban form, infrastructure servicing and management of potential flood risk.

### 2.1.1 Transmission power lines

There are two existing 220kV power transmission power lines which transverse the south eastern boundary of the site. It is proposed any earthworks operations within the site will be completed in compliance with minimum clearances outlined in the New Zealand Electrical Code of Practice (NZECP 34:2001). The site will be developed with a subdivision layout that will ensure all buildings and structures will comply with minimum setback requirements and overhead lines clearance specified by Transpower. The land under and adjacent immediately the transmission lines can be utilised for compliant land use such as roading, open space and utility areas for stormwater management and conveyance of other services.

## 3 Proposed Infrastructure

### 3.1 Roothing

An internal roading network can be constructed that will be accessed from new intersections on both Lehmans Road on the western boundary of the site and the proposed bypass road (Parrott Road) on the eastern boundary. A mixture of roading hierarchy will be included to meet Councils requirements, It is anticipated that the residential sections which have a road frontage to Lehmans Road will be accessed from roads located within the subdivision, consistent with adjacent Westpark subdivision south of the site. It is also anticipated that

a portion of the proposed bypass road will be constructed to provide linkage to the development from Sandown Boulevard and that extensions to the existing footpaths from Payne Court and Helmore Street will provide pedestrian access the site and any footpaths associated with the bypass road.

### 3.2 Stormwater

The ground conditions beneath the site are well suited to a soakage based stormwater management system with relatively shallow free draining gravels. A stormwater system consisting of a combination of the following measures could be provided to service the proposed residential development:

- Stormwater from hardstand areas from individual properties including roof and driveway areas discharged to ground via individual soakpits for up to the 10% AEP storm event in accordance Building Code E2 Acceptable Solutions.
- Stormwater reticulation servicing the internal roads designed in accordance with the Waimakariri District Council (WDC) Code of Practice (CoP) and treated prior to discharge to ground in accordance with the WDC Global Stormwater Discharge Consent (CRC184601) objectives. A stormwater management area located near the eastern boundary which could include a first flush and retention/infiltration basin to provide the necessary treatment for the initial 90% storm depth (25mm) in accordance with Christchurch City Council Waterways, Wetland and Drainage Guide (CCC WWDG).
- Stormwater runoff greater than the 90% storm depth (25mm) will bypass the first flush basin and enter the stormwater detention basin and soakage infrastructure. The detention basin will be designed to accommodate the stormwater detention volume for any additional flow up to the 2% AEP post-development scenario and will be discharged entirely to ground via a rapid soakage area constructed within the basin.

Table 1 provides indicative areas required for first flush and infiltration basins based on an estimated impervious area of 55% (CCC WWDG Living Zone 2) and assuming all stormwater is conveyed to the stormwater management area. The design infiltration rates have been approximated based testing completed on the adjacent Westpark subdivision located directly south of the site. The final stormwater management system configuration and location would be confirmed following more detailed site specific investigation and design in future stages of development.

	Volume (m <sup>3</sup> )	Basin area (m <sup>2</sup> )	Area (m <sup>2</sup> ) 1:4 batter slopes
First flush basin	1569	1252	1907
Detention /Infiltration basin	4727	2397	3950

**Table 1: Stormwater Management Infrastructure Concept Dimensions**

Secondary flow paths can be provided along roadways throughout the development to intercept and direct overland flow to the proposed stormwater management area as well as to existing roadways and reserve links beyond the development. Although it is intended that the new internal roads will provide the main secondary flow paths through the development, formalising the roadside swale on Lehmans Road will allow any residual flow to be intercepted and conveyed south in a similar approach to the adjacent Westpark development.

An indicative stormwater management plan is attached at Appendix A.

### 3.3 Wastewater

A preliminary assessment of options to service residential development of the site has confirmed that it can be serviced by a gravity wastewater reticulation system extended from existing WDC infrastructure in Sandown Boulevard and/or Pimlico Place. There is the ability to convey wastewater from the whole site to Pimlico Place or up to 73% of the area to Sandown Boulevard.

Although no specific wastewater modelling has been undertaken, the existing network is expected to have sufficient capacity as there is the ability to split flows into different downstream catchments via the Sandown Boulevard – Oakwood Drive line or the Pimlico Place – Huntingdon Drive line. There have also been recent developments downstream of the site that have modified and provided additional reticulation capacity to the network.

Alternatively, if required a new pump station could be provided within the development and the flow diverted south via a new rising main along Lehmans Road to a suitable discharge point to the existing gravity network.

The final preferred configuration would need to be agreed with Council and confirmed by testing in the Rangiora Township wastewater model. However, due to the number of feasible options available, no significant constraints to servicing the site have been identified.

An indicative wastewater servicing plan is attached at Appendix A.

### **3.4 Reticulated water**

The existing residential areas to the east and directly to the south are currently serviced by Rangiora Town Water Supply. Potential points of connection to the existing reticulation exist through extensions from Pimlico Place and Sandown Boulevard through the future bypass road connection through to site.

Although no specific modelling has been undertaken for the water reticulation, extension of the existing network from Helmore Street (100mm Ø uPVC ) and Sandown Boulevard (150mm Ø uPVC) is likely to be sufficient to provide the necessary firefighting and domestic water required for the development of the site. An additional connection to Oxford Road trunk main via the Westpark reticulation or a separate line down Lehmans Road could increase the security of supply by providing a third point of connection, although it is considered unlikely that this will be required to enable development of the site. It is not anticipated that any significant upgrading to the existing reticulation or headworks will be immediately required to service the site with both potable and firefighting water supply.

An indicative water supply reticulation plan is attached at Appendix A.

### **3.5 Power and communications**

The site can be serviced with power and communication through extensions from the surrounding developments. Mainpower and Enable have been contacted to confirm the proposed development can be serviced with power and communications, respectively. A connection application for the development has been submitted and Mainpower have confirmed that network supply has been anticipated for the Plan Change area. Formal confirmation for the provision of power and communications will be supplied once received from both service providers. Further communications will also occur with Transpower in relation setback requirements to the high voltage lines located on the south eastern boundary. Preliminary subdivision and servicing design has been undertaken in accordance with the known required setback and land use restrictions.



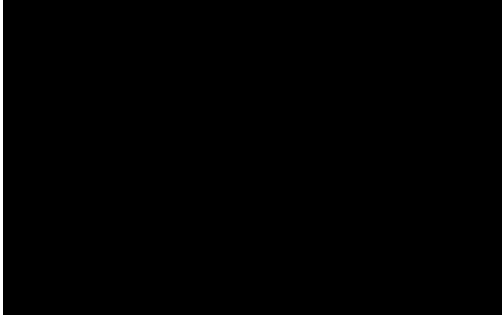
## Appendix A: Indicative Servicing Plans

DRAFT

DRAFT

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Aurecon New Zealand Limited



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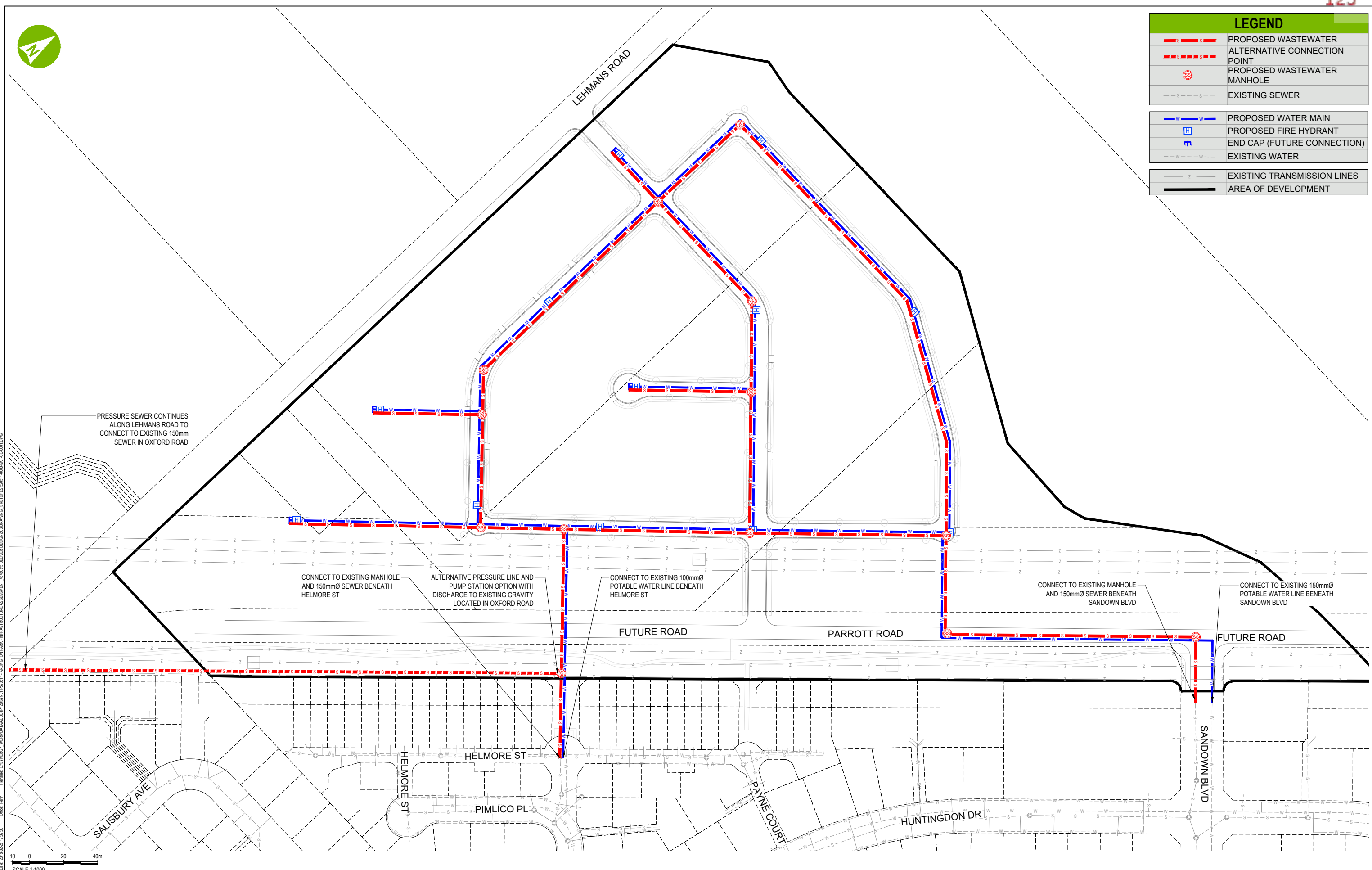
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LEGEND	
	PROPOSED WASTEWATER ALTERNATIVE CONNECTION POINT
	PROPOSED WASTEWATER MANHOLE
	EXISTING SEWER
	PROPOSED WATER MAIN
	PROPOSED FIRE HYDRANT
	END CAP (FUTURE CONNECTION)
	EXISTING WATER
	EXISTING TRANSMISSION LINES
	AREA OF DEVELOPMENT



PRESSURE SEWER CONTINUES ALONG LEHMANS ROAD TO CONNECT TO EXISTING 150mm SEWER IN OXFORD ROAD

CONNECT TO EXISTING MANHOLE AND 150mmØ SEWER BENEATH HELMORE ST

ALTERNATIVE PRESSURE LINE AND PUMP STATION OPTION WITH DISCHARGE TO EXISTING GRAVITY LOCATED IN OXFORD ROAD

CONNECT TO EXISTING 100mmØ POTABLE WATER LINE BENEATH HELMORE ST

CONNECT TO EXISTING MANHOLE AND 150mmØ SEWER BENEATH SANDOWN BLVD

CONNECT TO EXISTING 150mmØ POTABLE WATER LINE BENEATH SANDOWN BLVD

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SIZE	A1
DRAWN	M. KORAKO
DESIGNED	N. CATTO
REVIEWED	J. TUCKER

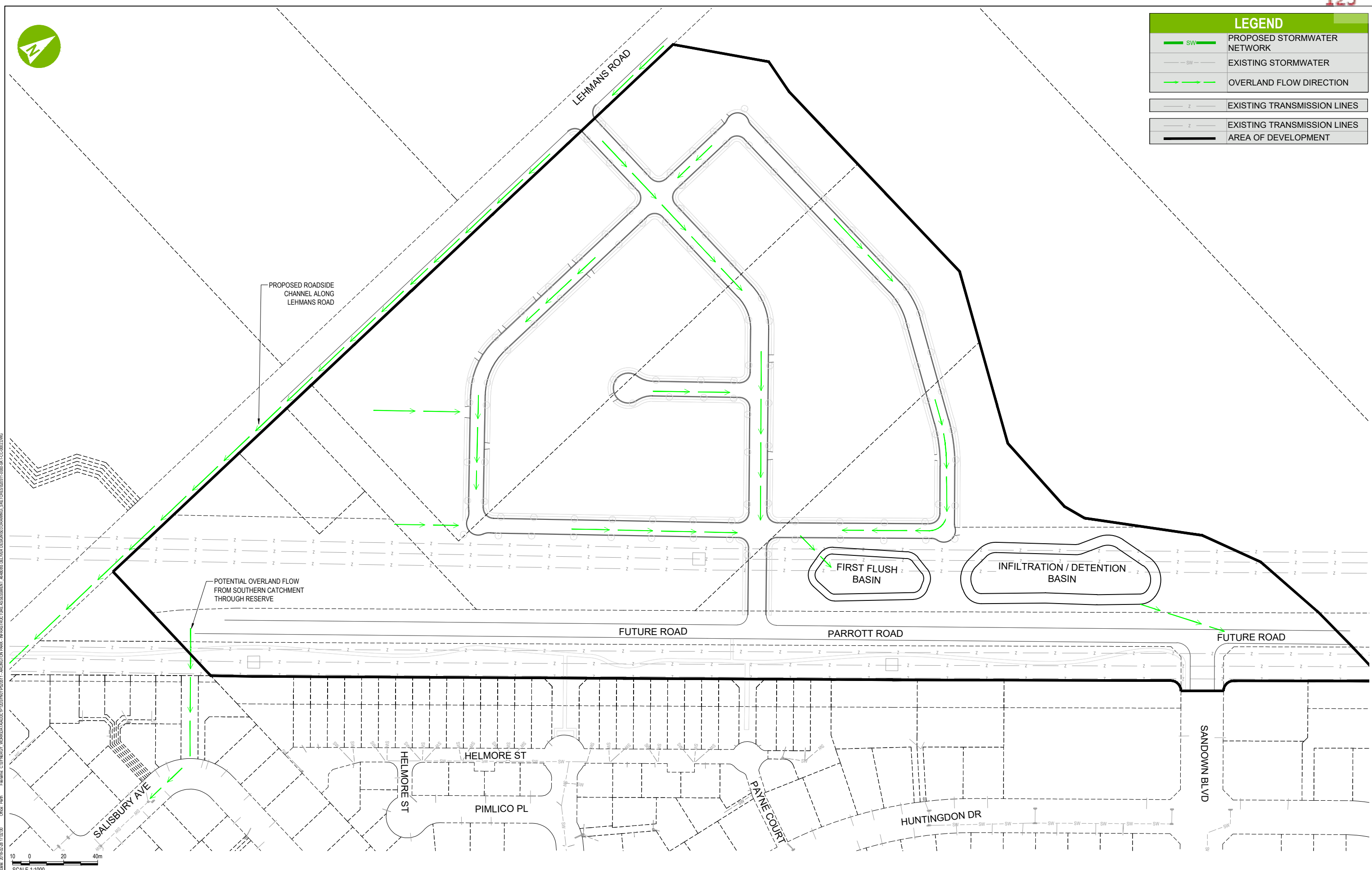
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PROJECT	ARLINGTON PARK
TITLE	WASTEWATER & WATER CONCEPT
DRAWING No.	520511
PROJECT No.	0000
AREA	0000
TYPE	SKT
DISC	CC
NUMBER	0001
REV	A



LEGEND	
	PROPOSED STORMWATER NETWORK
	EXISTING STORMWATER
	OVERLAND FLOW DIRECTION
	EXISTING TRANSMISSION LINES
	EXISTING TRANSMISSION LINES
	AREA OF DEVELOPMENT



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DESIGNED	N. CATTO
REVIEWED	J. TUCKER

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APPROVED \_\_\_\_\_ DATE \_\_\_\_\_

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TITLE	STORMWATER CONCEPT				
DRAWING No.	PROJECT No.	AREA	TYPE	DISC	NUMBER
520511	520511	0000	SKT	CC	0002
REV	A				

APPENDIX F  
CONTAMINATION REPORT



# Arlington Park, Fernside

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## Preliminary Site Investigation

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Prepared for: Suburban Estates Limited

CC: Chris Prebble

Project 50385 - REV 0 - 26/11/2021

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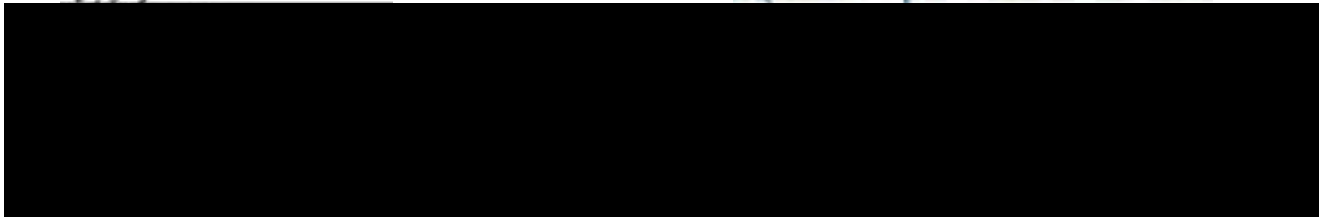
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Revision	Date	Engineer	Description
A	25/11/2021	GJL	DRAFT
0	26/11/2021	GJL	FINAL

**REPORT PREPARED BY:****REPORT REVIEWED BY:**

Geotechnical Engineer, Director

D

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Our professional services are performed using a degree of care and skill normally exercised, under similar circumstances, by reputable consultants practicing in this field at this time. No other warranty, expressed or implied, is made as to the professional advice presented in this report, in regard to its accuracy or completeness.

Our opinions and recommendations are based on our comprehension of the current regulatory standards and must not be considered legal opinions. For legal advice, please consult your solicitor. This opinion is not intended to be advice that is covered by the Financial Advisors Act 2010.

The recommendations and opinions contained in this report are based on our visual reconnaissance of the site, information from geological maps and upon data from the field investigation as well as the results of in situ testing of soil. Inferences are made about the nature and continuity of subsoils away from and beyond the exploratory holes which cannot be guaranteed. The descriptions detailed on the exploratory hole logs are based on the field descriptions of the soils encountered.

This report includes Appendices. These appendices should be read in conjunction with the main part of the report and this report should not be considered complete without them.



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Appendix A

Aerial Images 1944 - 2019

Appendix B

Certificates of Title

Appendix C

ECAN Listed Land Use Register

## 1.0 INTRODUCTION

### 1.1 Terms of Reference

Engineering Design Consultants Ltd (EDC) was commissioned by Suburban Estates Limited, on 17 November 2021 to provide a Preliminary Site Investigation (PSI) for a proposed residential subdivision known as Arlington Park, Fernside. Arlington Park comprises the following legal titles: 282 Lehmans Rd – Lot 1 DP340848, 278 Lehmans Rd – Lot 1002 DP 526449, 32 Sandown Boulevard – Lot 1001 DP 526449, 266 Lehmans Rd – Lot 192 DP 437764, 260 Lehmans Rd – Lot 1003 DP 526449 and 23 Sandown Boulevard – Lot 508 DP. Since development proposals do not currently exist for 266 Lehmans Rd, and the areas south of this lot, these areas have been excluded such that the extents for this PSI (henceforth referred to as 'the site') are as shown on Figure 1 below.



**Figure 1: ECan GIS Aerial Image of the Site**

This PSI has been prepared by suitably qualified practitioners, in accordance with the national guidance and standards for conducting ground contamination-related desk study investigations in New Zealand. This includes compliance with the general format described in the Ministry for the Environment (MfE) Contaminated Land Management Guideline (CLMG) No 1 "Reporting on Contaminated Sites in New Zealand" (Ministry for the Environment, 2001 (Revised 2011)).

## 1.2 Objective/Scope

The objective of this report is to assess the probability of a Hazardous Activities and Industries (HAIL) activity having taken place and whether a Detailed Site Investigation is required.

In order to achieve the outlined objectives, this report comprised the following scope:

- A site walkover
- A geo-environmental desktop study, including a review of:
  1. Geological maps.
  2. Borehole records.
  3. Historic Certificates of Title.
  4. Council Property Files.
  5. Historical Aerial Photographs.
  6. Anecdotal Records.
- Desk assessment of potential for historic activities to have resulted in ground contamination at the site.
- Provision of an interpretive report summarising the above, highlighting whether a Detailed Site Investigation is required.

This report is limited to the assessment of the land from an environmental perspective and does not provide specific geotechnical parameters.

## 2.0 SITE DESCRIPTION

### 2.1 Site Location

The site is approximately 2.0km west northwest of central Rangiora, essentially triangular in shape and covers an area of approximately 13.4 hectares. The site is accessed from Lehmans Road, located along the west boundary of the site.

### 2.2 Site Walkover

A site walkover was conducted on 23 November 2021. For the purpose of describing the site features the site has been split into the areas shown on Figure 2. The following information summarises the EDC site walkover:

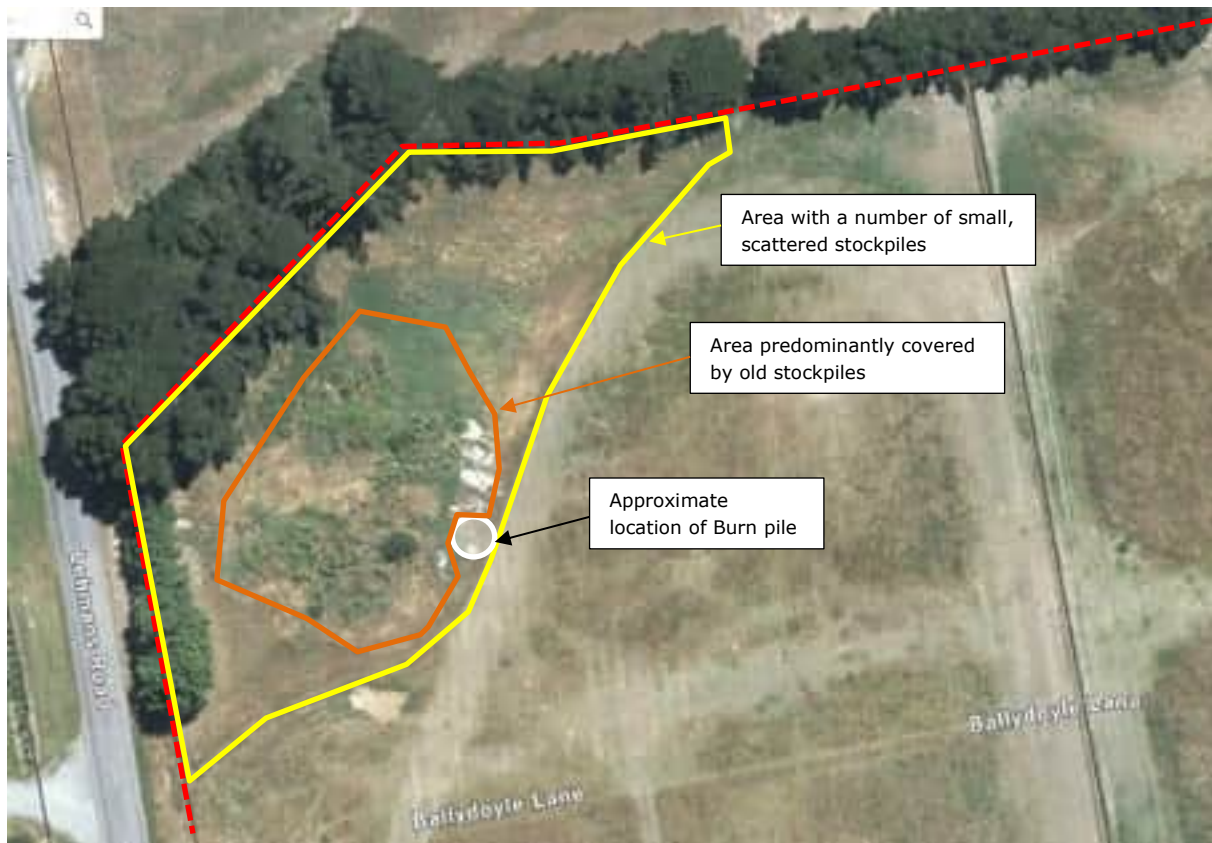
- A gravel and sand track extends east from Lehmans Rd and then approximately follows the east boundary, providing access from stables at 260 Lehmans Rd to Rangiora Race Track to the north of the site.
- Two sets of high voltage overhead transmission power lines transect the site on the eastern side of the site, following the approximate line of the east boundary and supported on large pylons.
- Area A : This area is generally topographically flat, though hummocky in places. Area A is generally large open paddocks for horse grazing. A fenced off area in the northwest corner of the site appears to comprise vegetated stockpiles. It was not possible to assess the content of these stockpiles though several appeared to contain saw dust / shavings (possibly from stables) and domestic rubbish. In addition, a burn area was noted (Figure 3 and Figure 7). This northwestern area is shown on Figure 3.
- Area B : This area has a number of stockpiles, the largest being approximately 10m in height. The stockpiles appear to be generally soil, though heavy vegetation rendered it difficult to assess. Several of the smaller stockpiles appeared to contain saw dust / shavings (possibly from stables) and construction waste; mainly concrete, concrete pipes, plastic pipes and wire. No visual evidence of asbestos containing materials was noted.
- Area C : This area generally comprises several small paddocks for horses. A small area of concrete waste was stockpiled in the northeastern corner of Area C. No visual evidence of asbestos containing materials was noted.

The adjacent areas comprise:

- A channel and paddocks to the north.
- A residential subdivision to the east.
- Rural residential lots and paddocks to the west, beyond Lehmans Rd.



Figure 2: Site Description Areas



**Figure 3: Area A Northwestern Features**



**Figure 4: Panoramic view of Area A, looking north**



**Figure 5: Panoramic view of Area A, looking west and south from the top of the stockpile**



**Figure 6: View of the large stockpile in Area B**



**Figure 7: View of the burn area and vegetated stockpiles in northwest Area A**



## 3.0 SITE HISTORY

### 3.1 Historical Aerial Mapping

Historical aerial photographs available on Environment Canterbury's (ECan) GIS database (Environment Canterbury, 2016) have been reviewed by EDC for the years 1944 through to 2016. Aerial images from 1944 to 2019 can be found in Appendix A. This review indicated the following:

- In 1940 the site comprised several large paddocks, with an east-west trending drain visible in the north, along a paddock boundary.
- No significant changes occurred until approximately 2000 (though possible land disturbance is visible on the 1995-1999 aerial in the northern most paddock), when buildings (possibly farm sheds) are visible in the northeast and northwest corners of the site. On the 2004-2010 aerial the building in the northwest is absent and only one small building remains in the northeast.
- On the 2010 to 2014 ECan aerial stockpiles and ground disturbance are visible in both the northeast and northwest areas of the current stockpiles and the drain in the north area has been backfilled. Google Earth images indicate the stockpiling in the northeast area began around 2011 and appears to be associated with subdivision works in the adjacent area to the east.

In addition to the site history the following comment relates to areas adjacent to the site:

- Between 1984 and 1990 the area west of the northwestern site area (285 Lehman's Rd) was developed as orchards. The 200 – 2004 aerial image shows the orchards to be generally cleared with the exception of several small areas.
- Construction of the existing subdivision to the southeast began around 2004. Prior to this the land was dominated by pasture, though one small (c.120m by 120m) orchard area is noted.

### 3.2 Certificates of Title

Certificates of Title Under Land Transfer Act are available for the property and have been reviewed from 1879 to present. There is no indication of HAIL activities in the documents reviewed.

The Certificates of Title are contained in Appendix B.

### 3.3 Property Files

A review of the Waimakariri District Council Property Files has not revealed information that suggests any environmental hazards on the site, including HAIL activities.

### 3.4 Anecdotal Records

The following information regarding the proposed land development has been gathered from Chris Wilson, whose family has owned the land 2006:

- The land has been used for grazing.
- The use prior to ownership is not known.

- There has been no storage of use of chemicals on the site.
- The saw dust piles on the site are from chain sawed logs and is therefore not treated timber.

In addition, our Client has indicated that the stockpiles in the northeast area (Area B), amount to approximately 10,000m<sup>3</sup> of excess topsoil from the subdivision works to the east.

### 3.5 Listed Land Use Register

The ECan Listed Land Use Register (LLUR) holds information regarding sites that have been or currently are used for activities which have the potential to cause contamination.

The LLUR does not currently have any information about a Hazardous Activities or Industries List (HAIL) uses for the site, however, the adjacent properties have been identified as nearby sites of interest or investigations which have been summarised below:

- 315 Lehmans Rd (Site 2823: northwest of the site):
  1. C2 Gun clubs or rifle range use: unverified HAIL. This site covers part of the original North Canterbury Clay Target Club, active between 1946 and 1985. Initial testing of 4 samples from that site has indicated lead in excess of 300mg/kg in 3 of the samples.
  2. A10 Persistent pesticide bulk storage or use. This relates to former orchard use and has not been investigated.
- Mertons Rd, Priors Rd & Lehmans Rd (Site 172161: west of the site) – C2 and A10 uses as above. No investigation undertaken on this area (see Appendix C for location)

The LLUR response can be found in Appendix C.

## 4.0 GEOLOGICAL DESK-BASED INFORMATION

### 4.1 Geological Mapping

According to the GNS Geological Unit QMap, available on the New Zealand Geotechnical Database (Earthquake Commission / Ministry of Business, Innovation & Employment, 2016), the site is underlain by Late Pleistocene river deposits comprising 'unweathered, brownish-grey, variable mix of gravels/sand/silt/clay in low river terraces; locally up to 2m silt (?loess) cap' (Q2a). A small area of the northern portion of the site is underlain by Holocene river deposits comprising 'modern river floodplain/low-level degradation tce. Unweathered, variably sorted gravel/sand/silt/clay' (Q1a).



Figure 8: Excerpt from the GNS QMAP

### 4.2 Geological Investigation Data

Below is a summary of a nearby data obtained from the New Zealand Geotechnical Database (NZGD) and ECan GIS, from previous investigations within the local area:

Hole Reference	Location	Depth	Summary
M35/9719	62m SW	24.00m	Topsoil to 0.3m SILT to 3.00m Claybound gravel to >24.0m Groundwater encountered at 7.6m
M35_8798	102m west of northwest site corner	18.3m	Earth to 0.35m Claybound gravel to 16.5m Water bearing gravel to >18.3m Groundwater encountered at 7.6m
HADCP_37401	10 to 30m east (29 Huntingdon Dr)	0.4 – 2.5m	Several hand augers on adjacent land indicated silt and sand layers to termination on hard ground at around

Hole Reference	Location	Depth	Summary
			2.5m. Groundwater was not encountered.

**Table 1: Nearby Geological Investigation Summary**

### 4.3 Ground Water Data

The ECan GIS 1979 groundwater depth contours suggest a groundwater depth of approximately 3.5m, though the ECan wells referred to in Table 1 suggest groundwater is nearer to 7m depth.

### 4.4 Nearby Springs

ECan GIS has no recorded springs on or with 500m of the site.

### 4.5 Flooding

The Waimakariri District Natural Hazards Interactive Viewer map provides a 200 year flood map. This map indicates the generally the site is at Very Low risk of flooding in a 200 year event, though several small scattered areas of Low risk are present and the channel beyond the northern boundary generally at Medium risk, as shown in Figure 9.



**Figure 9: WDC District Plan Indicating Flood Management Area**

## 5.0 ENVIRONMENTAL ASSESSMENT

### 5.1 Regulatory Framework

The key legislation and planning controls around this site include:

- Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NES).
- Environment Canterbury Land & Water Regional Plan
- The Waimakariri District Council Plan.

These regulatory requirements form the basis of our assessment of the requirement for contamination remediation and contamination related consents relevant to the site development.

### 5.2 NES

The NES came into effect on 1 January 2012. Each Territorial Authority implements the NES in accordance with their Section 31 functions under the Resource Management Act 1991 (RMA).

The NES applies to assessing and managing the actual or potential adverse effects of contaminants in soil on human health from five activities: subdivision, land-use change, soil disturbance, soil sampling, and removing fuel storage systems. The NES only applies to land affected by or potentially affected by soil contaminants. This is if an activity or industry on the Hazardous Activities or Industries List (HAIL) has been, is, or is more likely than not to have been undertaken on that land.

If the NES applies, then consent may be required if any of the activities listed above are proposed to take place on the site.

### 5.3 ECan Land & Water Plan Applicability

The Canterbury Land and Water Regional Plan (LWRP) identifies the resource management outcomes/goals for managing land and water resources in Canterbury to achieved the purpose of the Resource Management Act 1991 (RMA).

The rules applying to Contaminated Land are 5.185 through to 5.188.

### 5.4 Waimakariri District Council

The NES supersedes the District Plan except where the District Plan has rules regarding effects not covered in the NES. The following Section of the Waimakariri District Plan applies to this development:

Section 32.1.3 (Subdivision; Rules) – Consent is required as a controlled activity for subdivisions which have been historically contaminated by a HAIL activity. Therefore, if a potential HAIL activity has been identified, a Resource Consent will be required.

## 5.5 Potential Sources of Contamination

Based on the site visit, and a review of the available information, EDC considers that the following sources of potential soil contamination have been identified:

- Area A – the sources of the stockpiled material in this area are not known. In addition, it is considered that the burn area presents a very localised source of soil contamination.

The stockpiles of soil in Area B are considered to be of low risk on the basis that the owner has highlighted that this is excess topsoil from the development of the adjacent subdivision and EDC's review of the aerial photos indicate the source site has a historic use as pastureland. The building materials also appear modern (being related to the subdivision works) and no potential asbestos containing materials were noted. The wood shaving piles are understood from the owner to relate to chain sawing of logs/trees and is therefore not treated timber.

Whilst the site is not recorded as having had potential HAIL activities there are two abutting areas that are on the LLUR. The potential for cross contamination from these sites is considered low, based on the following:

- The site is not listed as being within a Shot Fall zone from the C2 HAIL use (Gun clubs or rifle ranges).
- The orchards were present from the mid 1980's and had largely gone by 2000 – 2004. Therefore, the risk of significant accumulations of persistent pesticide from spray drift is considered very low.

## 6.0 CONCLUSIONS AND RECOMMENDATIONS

### 6.1 Site History

The desk study indicates that the site has essentially remained relatively consistent through time, comprising pasture land. On the 2010 to 2014 ECan aerial stockpiles and ground disturbance are visible in the areas of the current stockpiles and the drain in the north area has been backfilled.

It was not possible to assess the content of the stockpiles in the northeast corner of the site, though several appeared to contain saw dust / shavings (possibly from stables) and domestic rubbish. In addition, a burn area was noted.

Google Earth images indicate the stockpiling in the northeast area began from around 2011 and appears to be associated with subdivision works in the adjacent area to the east. The client has confirmed that the northeast large stockpiles amount to approximately 10,000m<sup>3</sup> of excess topsoil from the subdivision works to the east.

The site is not highlighted as potentially contaminated on the LLUR. The following adjacent properties are listed on the LLUR, though EDC consider the potential cross contamination from these sites to be low:

- 315 Lehmans Rd (Site 2823: northwest of the site):
  1. C2 Gun clubs or rifle range use: unverified HAIL. This site covers part of the original North Canterbury Clay Target Club, active between 1946 and 1985.
  2. A10 Persistent pesticide bulk storage or use. This relates to former orchard use and has not been investigated.
- Mertons Rd, Priors Rd & Lehmans Rd (Site 172161: west of the site) – C2 and A10 uses as above. No investigation undertaken on this area (see Appendix C for location).

### 6.2 Environmental Assessment

Based on the site visit, and a review of the available information, EDC considers that it is more likely than not, that no HAIL activity has occurred on site and therefore the National Environmental Standard does not apply and it is highly unlikely that there will be a risk to human health from compounds within the site soil if the proposed subdivision is done. The exception to this is the burn area and stockpiles in the northwest portion of the site, as highlighted on Figure 3.

In view of the above a Detailed Site Investigation (DSI) is not generally considered warranted across the site. However, further investigation is recommended in the area highlighted on Figure 3 and should aim to assess the content of the stockpiles and undertake testing as considered necessary. A surface scrape of the burn area should be undertaken under the supervision of a SQEP and a validation statement provided, based on visual assessment, to confirm removal of potentially ashy soils. The ashy soils should be disposed of to an appropriate waste facility.

A Suitably Qualified Environmental Practitioner should be immediately contacted if potential soil contamination is uncovered in any future development works.



## **APPENDIX A**

### **AERIAL IMAGES 1944 - 2019**

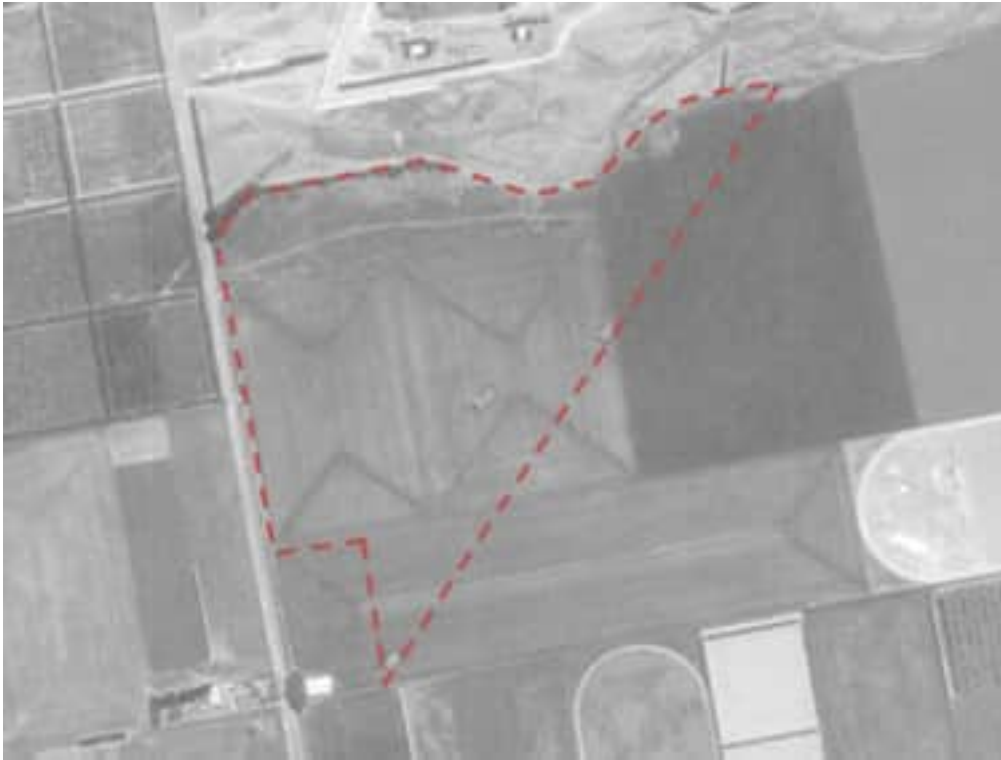




1970 – 1974 (ECan)



1980 – 1984 (ECan)



1990 – 1994 (ECan)



1995 – 1999 (ECan)



2000 – 2004 (ECan)



2004 – 2010 (ECan)



2010 – 2014 (ECan)



2010 – 2014 northwest corner showing stockpiles and waste (ECan)



2010 – 2014 : northeast corner showing stockpiles (ECan)



2012 : showing stockpiles in the northwest corner of the site (Google Earth)



2015 : showing stockpiles in the northeast corner of the site (Google Earth)



2015 – 2019 (ECan)



## **APPENDIX B**

### **CERTIFICATES OF TITLE**



**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**

**Historical Search Copy**



*R. W. Muir*  
Registrar-General  
of Land

**Identifier** **23389** **Cancelled**  
**Land Registration District** **Canterbury**  
**Date Issued** 23 August 2002

**Prior References**  
CB39D/277

---

**Estate** Fee Simple  
**Area** 37.7600 hectares more or less  
**Legal Description** Lot 2 Deposited Plan 305893  
**Original Proprietors**  
John Alexander McRae

---

**Interests**

Subject to a right to convey electric power and telephonic communications over part marked B-C on DP 305893 created by Transfer A164074.1 - 20.3.1995 at 10:45 am

The easements granted by Transfer A164074.1 are subject to Section 243(a) Resource Management Act 1991 5323734.2 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 23.8.2002 at 11:25 am

6107624.1 CAVEAT BY LEHMANS ROAD FARMING COMPANY LIMITED AND DONCASTER DEVELOPMENTS LIMITED (LIMITED EFFECT) - 9.8.2004 at 9:00 am

6146885.1 Cancellation of Consent Notice 5323734.2 - 13.9.2004 at 9:00 am

6146885.2 Certificate pursuant to Section 224(c) Resource Management Act 1991 (affects DP 340848) - 13.9.2004 at 9:00 am

6146885.3 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 13.9.2004 at 9:00 am (affects Lots 2, 3 & 4 DP 340848)

6146885.4 CTs issued - 13.9.2004 at 9:00 am

<b>Legal Description</b>	<b>Title</b>
Lot 1 Deposited Plan 340848	167935
Lot 2 Deposited Plan 340848	167936
Lot 3 Deposited Plan 340848	167937
Lot 4 Deposited Plan 340848	167938
Lot 5 Deposited Plan 340848	167939
Lot 6 Deposited Plan 340848	167940

CANCELLED



**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
Historical Search Copy**



  
 R.W. Muir  
 Registrar-General  
 of Land

Constituted as a Record of Title pursuant to Sections 7 and 12 of the Land Transfer Act 2017 - 12 November 2018

**Identifier** **167935**  
**Land Registration District** **Canterbury**  
**Date Issued** 13 September 2004

**Prior References**  
 23389

---

**Estate** Fee Simple  
**Area** 4.0000 hectares more or less  
**Legal Description** Lot 1 Deposited Plan 340848

**Original Registered Owners**  
 John Alexander McRae

---

**Interests**

6107624.1 CAVEAT BY LEHMANS ROAD FARMING COMPANY LIMITED AND DONCASTER DEVELOPMENTS LIMITED - 9.8.2004 at 9:00 am

Appurtenant hereto is a right of way, right to convey water, electric power and telephonic communications created by Easement Instrument 6146885.5 - 13.9.2004 at 9:00 am

The easements created by Easement Instrument 6146885.5 are subject to Section 243 (a) Resource Management Act 1991

6174585.1 Withdrawal of Caveat 6107624.1 - 7.10.2004 at 9:00 am

6423170.1 Transfer to Doncaster Developments Limited - 17.5.2005 at 9:00 am

6423170.2 Mortgage to John Alexander McRae - 17.5.2005 at 9:00 am

6633441.1 Transfer to Alan Grant Fowler, Geoffrey Raymond Kenneth Taylor and Christopher Ian Glynn Wilson - 3.11.2005 at 9:00 am

6863137.1 Discharge of Mortgage 6423170.2 - 12.5.2006 at 11:00 am

8527751.1 Mortgage to Bank of New Zealand - 28.7.2010 at 9:11 am

9196005.3 Surrender of the right of way, right to convey water, electric power and telephonic communications created by Easement Instrument 6146885.5 - 3.10.2012 at 12:20 pm

Appurtenant hereto is a right of way, right to convey water, electricity, telecommunications and computer media created by Easement Instrument 9196005.11 - 3.10.2012 at 12:20 pm

The easements created by Easement Instrument 9196005.11 are subject to Section 243 (a) Resource Management Act 1991

9474698.1 Discharge of Mortgage 8527751.1 - 9.8.2013 at 11:01 am

9474698.2 Surrender of the easement created by Easement Instrument 9196005.11 - 9.8.2013 at 11:01 am

9474698.2 Revocation of the easement condition on DP 453206 - 9.8.2013 at 11:01 am

10896319.1 Transfer to Doncaster Developments Limited - 18.9.2017 at 1:20 pm



**RECORD OF TITLE**  
**UNDER LAND TRANSFER ACT 2017**  
**FREEHOLD**  
**Search Copy**



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** 167935  
**Land Registration District** Canterbury  
**Date Issued** 13 September 2004

**Prior References**  
23389

---

**Estate** Fee Simple  
**Area** 4.0000 hectares more or less  
**Legal Description** Lot 1 Deposited Plan 340848  
**Registered Owners**  
Doncaster Developments Limited

---

**Interests**





**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**

**Historical Search Copy**



R. W. Muir  
Registrar-General  
of Land

**Identifier**                    **CB39D/277**

**Land Registration District**   **Canterbury**

**Date Issued**                    17 February 1995

**Cancelled**

**Prior References**  
CB548/186

**Estate**                    Fee Simple

**Area**                    38.1268 hectares more or less

**Legal Description**    Part Lot 1 Deposited Plan 5866

**Original Proprietors**  
John Alexander McRae

**Interests**

Subject to Section 243 (c) Resource Management Act 1991

A164074.1 Transfer creating the following easements - 20.3.1995 at 10.45 am

<b>Type</b>	<b>Servient Tenement</b>	<b>Easement Area</b>	<b>Dominant Tenement</b>	<b>Statutory Restriction</b>
Right to convey electric power and telephonic communications	Part Lot 1 Deposited Plan 5866 - herein	Part herein	Lot 1 Deposited Plan 68044	

The easements granted by Transfer A164074.1 is subject to Section 243(a) Resource Management Act 1991

5323734.1 Certificate pursuant to Section 224(c) Resource Management Act 1991 (affects DP 305893) - 23.8.2002 at 11:25 am

5323734.2 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 23.8.2002 at 11:25 am (affects Lot 2 DP 305893)

5323734.3 CTs issued - 23.8.2002 at 11:25 am

<b>Legal Description</b>	<b>Title</b>
Lot 1 Deposited Plan 305893	23388
Lot 2 Deposited Plan 305893	23389

CANCELLED AND DUPLICATE DESTROYED

References

Prior C/T 548/186

Land and Deeds 69

Transfer No.  
N/C. Order No. A159170/4



REGISTER

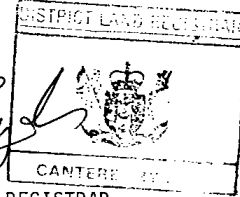
No. 39D/277

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT

This Certificate dated the 17th day of February one thousand nine hundred and ninety-five under the seal of the District Land Registrar of the Land Registration District of CANTERBURY

WITNESSETH that JOHN ALEXANDER McRAE of Christchurch, Solicitor ---

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, that is to say: All that parcel of land containing 38.1268 hectares or thereabouts being Part Lot 1 Deposited Plan 5866 ---



ASSISTANT LAND REGISTRAR

Subject to:

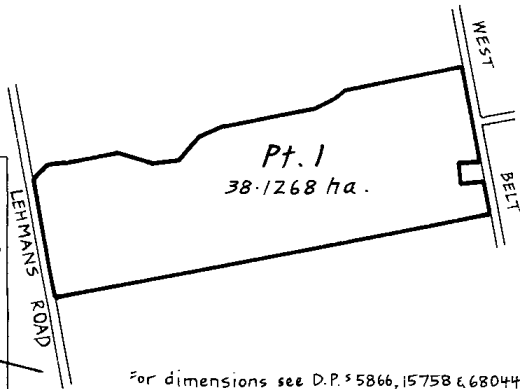
SECTION 243(c) RESOURCE MANAGEMENT ACT 1991

Transfer A164074/1 granting a right to convey electric power and telephonic communications over part herein appurtenant to Lot 1 DP 68044 - 20.3.1995 at 10.45am

~~Transfer A164074/1 to Richard Erwin Peter, Real Estate Salesman and Sandra Minna Peter, Teacher both of Rangiora 20.3.1995 at 10.45am~~  
Entered in Error

The easements granted by Transfer A164074/1 is subject to Section 243(a) Resource Management Act 1991

Waimakariri District



For dimensions see D.P.'s 5866, 15758 & 68044

Measurements are Metric

No. 39D/277

9  
AEE  
A

CERTIFICATE OF TITLE No. /





CANCELLED

[Land and Deeds—4.

NEW ZEALAND

Form B.

Register-book.

Vol. 548, folio 186



Vol. 335, folio 100

Transfer No.

Application No.

Order for N/C No. 355973

Reference:

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT

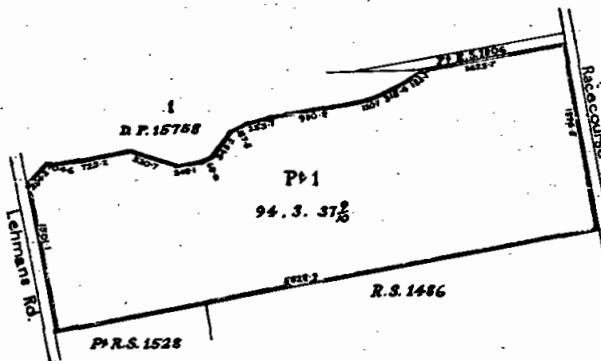
This Certificate, dated the Twelfth day of March, one thousand nine hundred and fifty-two, under the hand and seal of the District Land Registrar of the Land Registration District of Canterbury, Witnesseth that LINDA MARY HIGHT of Rangiora Widow

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial under written or endorsed hereon, subject also to any existing right of the Crown to take and lay off roads under the provisions of any Act of the General Assembly of New Zealand) in the land hereinafter described, as the same is delineated by the plan hereon bordered green, be the several admeasurements a little more or less, that is to say: All that parcel of land containing NINETY-FOUR ACRES THREE RODS THIRTY-SEVEN PERCHES AND NINE-TENTHS OF A PERCH or thereabouts situated in Block VI of the Rangiora Survey District being part of Lot 1 on Deposited Plan No. 5866 Rural Section 1501 and part of Rural Sections 1528, 1806 and 10009



Handwritten signature of District Land Registrar

Image Quality due to Condition of Original



METRIC AREA— 38.4398 ha

Scale: 10 chains to an inch

Handwritten notes and signatures detailing land transactions: 447471 Transfer Linda May Hight to Robert James Appleton & Rangiora Rates produced 11 May 1955 at 12 noon; 447472 Mortgage Robert James Appleton to Linda May Hight produced 11 May 1955 at 6 PM; 442024 Mortgage Robert James Appleton to William Angus Deedrichs produced 17 July 1956 at 11:40 am; 442428 Transfer Robert James Appleton to William Angus Deedrichs of Rangiora earned and Guyenne Deedrichs his wife produced 26 July 1956 at 2:59 pm; Variation of the terms of Mortgage 447472 produced the 29th day of August 1960 at 11:58 am; Variation of the terms of Mortgage 442024 produced the 17th day of August 1966 at 12:10 pm

THIS REPRODUCTION (ON A REDUCED SCALE) CERTIFIED TO BE A TRUE COPY OF THE ORIGINAL REGISTER FOR THE PURPOSES OF SECTION 215A LAND TRANSFER ACT 1952. A. Simpson A.L.R.

OVER

C.T. 548/186

Mortgage 923314 to George Norton Francis and George Palmer Chapman to William David Bulmer to Mary Mavis Galletly to Francis Verdon Messent and Francis Peter O'Malley and to George Edward Galletly in Shares - 13.8.1973 at 2.45 p.m.

OCT A159170/3,4 - Cancelled and Cst 39D/276-277 issued for Lot 1 DP 68044 and the balance herein respectively

No. 923315 Memorandum of Priority Making Mortgage 923314 first mortgage and Mortgage 442024 second mortgage - 13.8.1973 at 2.45 p.m.

*Boyd*  
A.L.R.

CANCELLED DUPLICATE DESTROYED

Transmission 962201 of the share of William David Blumer in Mortgage 923314 to Wilfred Lawson Laine, Juliana Elizabeth Wilson and Janice Leslie Cleland as Executors - 13.6.1974 at 2.10 p.m.

A.L.R.

Discharge of Mortgage 923314 as to the share of Wilfred Lawson Laine, Juliana Elizabeth Wilson and Janice Leslie Cleland - 8.9.1976 at 10.41 a.m.

A.L.R.

Variation of Mortgage 923314 - 8.9.1976 at 10.41 a.m.

A.L.R.

Variation of Mortgage 923314 - 13.8.1979 at 9.01 a.m.

CAVEAT A35772/1 BY HELEN GWYNNE BURTENSHAW - 5.2.1993 at 10.35am

for A.L.R.

A 136579/1

for A.L.R.

Transfer A136579/3 to John Alexander McRae and John Bowden Mackintosh, both of Christchurch, Solicitors - 28.9.1994 at 10.40am

for A.L.R.

PLAN No. 68044... LODGED 24/11/1994 AND DEPOSITED 17/2/1995

Transfer A159170/1 to John Alexander McRae of Christchurch, Solicitor - 17.2.1995 at 10.35am

A.L.R.

No. A159170/2 Certificate pursuant to Section 224 (c) Resource Management Act 1991 - 17.2.1995 at 10.35am

A.L.R.





**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**

**Historical Search Copy**



*R. W. Muir*  
Registrar-General  
of Land

**Identifier** **23389** **Cancelled**

**Land Registration District** **Canterbury**

**Date Issued** 23 August 2002

**Prior References**

CB39D/277

---

**Estate** Fee Simple

**Area** 37.7600 hectares more or less

**Legal Description** Lot 2 Deposited Plan 305893

**Original Proprietors**  
John Alexander McRae

---

**Interests**

Subject to a right to convey electric power and telephonic communications over part marked B-C on DP 305893 created by Transfer A164074.1 - 20.3.1995 at 10:45 am

The easements granted by Transfer A164074.1 are subject to Section 243(a) Resource Management Act 1991 5323734.2 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 23.8.2002 at 11:25 am

6107624.1 CAVEAT BY LEHMANS ROAD FARMING COMPANY LIMITED AND DONCASTER DEVELOPMENTS LIMITED (LIMITED EFFECT) - 9.8.2004 at 9:00 am

6146885.1 Cancellation of Consent Notice 5323734.2 - 13.9.2004 at 9:00 am

6146885.2 Certificate pursuant to Section 224(c) Resource Management Act 1991 (affects DP 340848) - 13.9.2004 at 9:00 am

6146885.3 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 13.9.2004 at 9:00 am (affects Lots 2, 3 & 4 DP 340848)

6146885.4 CTs issued - 13.9.2004 at 9:00 am

<b>Legal Description</b>	<b>Title</b>
Lot 1 Deposited Plan 340848	167935
Lot 2 Deposited Plan 340848	167936
Lot 3 Deposited Plan 340848	167937
Lot 4 Deposited Plan 340848	167938
Lot 5 Deposited Plan 340848	167939
Lot 6 Deposited Plan 340848	167940

CANCELLED



**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**

**Historical Search Copy**



*R. W. Muir*  
Registrar-General  
of Land

**Identifier** **141061** **Cancelled**  
**Land Registration District** **Canterbury**  
**Date Issued** 10 May 2004

**Prior References**  
CB384/231

---

**Estate** Fee Simple  
**Area** 4.0090 hectares more or less  
**Legal Description** Lot 1 Deposited Plan 334436  
**Original Proprietors**  
Lehmans Road Holdings Limited

---

**Interests**

5756448.2 Mortgage to Janetta Anne Taylor and Geoffrey Raymond Kenneth Taylor - 8.10.2003 at 9:00 am  
5910697.1 CAVEAT BY GINNY VICTORIA JONES AND SHANE ANTHONY JONES - 25.2.2004 at 9:00 am  
(LIMITED EFFECT)  
5974162.1 Consent Notice pursuant to Section 221 Resource Management Act 1991 - produced 21.4.2004 at 9:00 am and  
entered 10.5.2004 at 9.00 amam  
6036045.1 Withdrawal of Caveat 5910697.1 - 10.6.2004 at 9:00 am  
6036045.2 Discharge of Mortgage 5756448.2 - 10.6.2004 at 9:00 am  
6036045.3 Transfer to Shane Anthony Jones and Ginny Victoria Jones - 10.6.2004 at 9:00 am  
Land Covenant in Transfer 6036045.3 - 10.6.2004 at 9:00 am  
6036045.4 Mortgage to Southland Building Society - 10.6.2004 at 9:00 am  
6673270.1 Discharge of Mortgage 6036045.4 - 2.12.2005 at 9:00 am  
6673270.2 Transfer to Belmont Bloodstock Limited - 2.12.2005 at 9:00 am  
8527701.1 Mortgage to Bank of New Zealand - 28.7.2010 at 9:11 am  
8858155.1 Certificate pursuant to Section 224(c) Resource Management Act 1991 (affects DP 437764) - 6.9.2011 at 4:57  
pm  
8858155.2 CTs issued - 6.9.2011 at 4:57 pm

<b>Legal Description</b>	<b>Title</b>
Lot 192 Deposited Plan 437764	542433
Lot 1000 Deposited Plan 437764	542435

CANCELLED



**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**

**Historical Search Copy**



*R. W. Muir*  
Registrar-General  
of Land

**Identifier** **167936** **Cancelled**

**Land Registration District** **Canterbury**

**Date Issued** 13 September 2004

**Prior References**

23389

---

**Estate** Fee Simple

**Area** 4.0000 hectares more or less

**Legal Description** Lot 2 Deposited Plan 340848

**Original Proprietors**  
John Alexander McRae

---

**Interests**

6107624.1 CAVEAT BY LEHMANS ROAD FARMING COMPANY LIMITED AND DONCASTER DEVELOPMENTS LIMITED - 9.8.2004 at 9:00 am

6146885.3 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 13.9.2004 at 9:00 am

Appurtenant hereto is a right of way, right to convey water, electric power and telephonic communications created by Easement Instrument 6146885.5 - 13.9.2004 at 9:00 am

The easements created by Easement Instrument 6146885.5 are subject to Section 243 (a) Resource Management Act 1991

6174585.1 Withdrawal of Caveat 6107624.1 - 7.10.2004 at 9:00 am

6423170.1 Transfer to Doncaster Developments Limited - 17.5.2005 at 9:00 am

6423170.2 Mortgage to John Alexander McRae - 17.5.2005 at 9:00 am

6633441.1 Transfer to Alan Grant Fowler, Geoffrey Raymond Kenneth Taylor and Christopher Ian Glynn Wilson - 3.11.2005 at 9:00 am

6863137.1 Discharge of Mortgage 6423170.2 - 12.5.2006 at 11:00 am

8527751.1 Mortgage to Bank of New Zealand - 28.7.2010 at 9:11 am

9196005.3 Surrender of the right of way, right to convey water, electric power and telephonic communications created by Easement Instrument 6146885.5 - 3.10.2012 at 12:20 pm

Appurtenant hereto is a right of way, right to convey water, electricity, telecommunications and computer media created by Easement Instrument 9196005.11 - 3.10.2012 at 12:20 pm

The easements created by Easement Instrument 9196005.11 are subject to Section 243 (a) Resource Management Act 1991

9474698.1 Discharge of Mortgage 8527751.1 - 9.8.2013 at 11:01 am

9474698.2 Surrender of the easement created by Easement Instrument 9196005.11 - 9.8.2013 at 11:01 am

9474698.2 Revocation of the easement condition on DP 453206 - 9.8.2013 at 11:01 am

9474698.3 Transfer of part Lot 301 DP 461128 to Doncaster Developments Limited - 9.8.2013 at 11:01 am

9474698.5 CTs issued - 9.8.2013 at 11:01 am

**Legal Description** **Title**

**Identifier****167936**

---

Part Lot 301 Deposited Plan 461128	606149
Lot 1002 Deposited Plan 461128	625678

CANCELLED



**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
Historical Search Copy**



  
 R.W. Muir  
 Registrar-General  
 of Land

Constituted as a Record of Title pursuant to Sections 7 and 12 of the Land Transfer Act 2017 - 12 November 2018

**Identifier**                    **542433**  
**Land Registration District**   **Canterbury**  
**Date Issued**                    06 September 2011

**Prior References**  
 141061

---

**Estate**                    Fee Simple  
**Area**                    2519 square metres more or less  
**Legal Description**    Lot 192 Deposited Plan 437764

**Original Registered Owners**  
 Belmont Bloodstock Limited

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**Interests**

5974162.1 Consent Notice pursuant to Section 221 Resource Management Act 1991 - produced 21.4.2004 at 9:00 am and entered 10.5.2004 at 9.00 am

Land Covenant in Transfer 6036045.3 - 10.6.2004 at 9:00 am

8527701.1 Mortgage to Bank of New Zealand - 28.7.2010 at 9:11 am

8858155.3 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 6.9.2011 at 4:57 pm

Subject to a right to convey electricity over part marked C and a right to convey electricity and water over part marked B and a right to convey water over part marked E all on DP 437764 created by Easement Instrument 8858155.4 - 6.9.2011 at 4:57 pm

Appurtenant hereto is a right to drain sewage, right to convey water, electricity, telecommunications and computer media created by Easement Instrument 8858155.4 - 6.9.2011 at 4:57 pm

The easements created by Easement Instrument 8858155.4 are subject to Section 243 (a) Resource Management Act 1991

8874853.1 Discharge of Mortgage 8527701.1 - 18.10.2011 at 9:42 am

8874853.2 Transfer to Octagon Bloodstock Limited (2/3 share) and Keiron Fraser McCord, Corina Jane Taylor and Janetta Anne Taylor (1/3 share) - 18.10.2011 at 9:42 am

9045147.3 Mortgage to Bank of New Zealand - 27.4.2012 at 3:54 pm

9081906.4 Surrender of the Land Covenant created by Transfer 6036045.3 - 30.5.2012 at 9:57 am

9781792.1 Discharge of Mortgage 9045147.3 - 1.8.2014 at 3:37 pm

9781792.2 Transfer to Octagon Bloodstock Limited - 1.8.2014 at 3:37 pm

9924246.1 Surrender of the right to convey electricity marked C on DP 437764 and right to convey electricity and water marked B on DP 437764 and right to convey water marked E on DP 437764 created by Easement Instrument 8858155.4 as appurtenant to Lot 1001 DP 453206 and part Lot 301 DP 461128 formerly Lot 1000 DP 437764 - 16.12.2014 at 12:42 pm

9924246.2 Transfer to Robyn Marie Fantham - 16.12.2014 at 12:42 pm

9924246.3 Mortgage to Mortgage Holding Trust Company Limited - 16.12.2014 at 12:42 pm

9921775.1 Surrender of the right to convey electricity marked C on DP 437764, the right to convey electricity and water marked B on DP 437764, and the right to convey water marked E on DP 437764 created by Easement Instrument 8858155.4 as appurtenant to Lots 159-164 and 505 DP 453206 - 5.3.2015 at 3:21 pm

10699163.1 Discharge of Mortgage 9924246.3 - 13.2.2017 at 8:02 am

10699163.2 Mortgage to New Zealand Home Lending Limited - 13.2.2017 at 8:02 am

12256280.2 Transmission of Mortgage 10699163.2 to Kiwibank Limited pursuant to Part 13 Companies Act 1993 - 26.10.2021 at 10:59 am





**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
Search Copy**



  
 R.W. Muir  
 Registrar-General  
 of Land

**Identifier**                    **542433**  
**Land Registration District** **Canterbury**  
**Date Issued**                06 September 2011

**Prior References**  
 141061

**Estate**                        Fee Simple  
**Area**                         2519 square metres more or less  
**Legal Description**        Lot 192 Deposited Plan 437764

**Registered Owners**  
 Robyn Marie Fantham

**Interests**

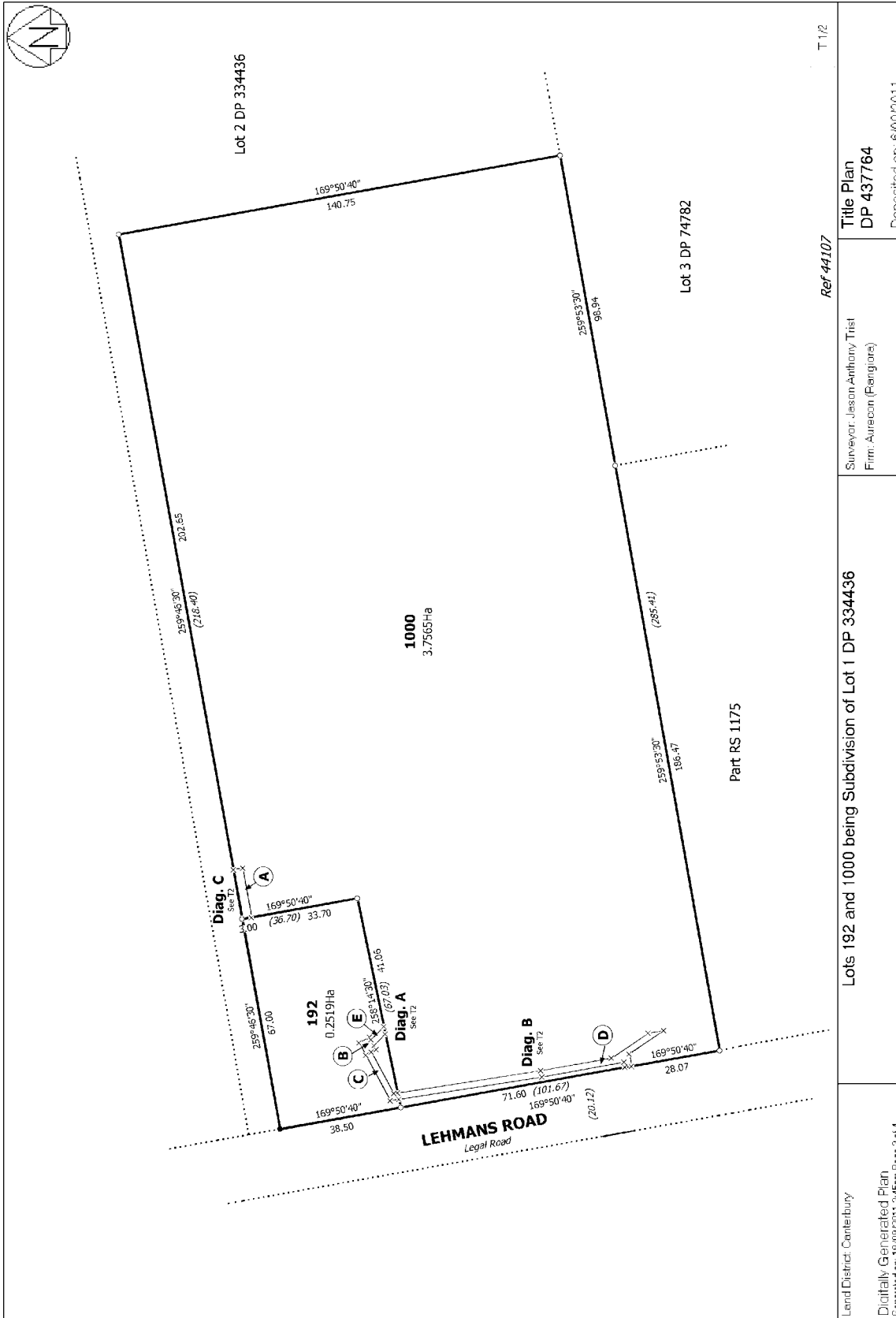
5974162.1 Consent Notice pursuant to Section 221 Resource Management Act 1991 - produced 21.4.2004 at 9:00 am and entered 10.5.2004 at 9.00 am

8858155.3 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 6.9.2011 at 4:57 pm

Appurtenant hereto is a right to drain sewage, right to convey water, electricity, telecommunications and computer media created by Easement Instrument 8858155.4 - 6.9.2011 at 4:57 pm

The easements created by Easement Instrument 8858155.4 are subject to Section 243 (a) Resource Management Act 1991

10699163.2 Mortgage to (now) Kiwibank Limited - 13.2.2017 at 8:02 am







**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**

**Historical Search Copy**



*R. W. Muir*  
Registrar-General  
of Land

**Identifier** **542435** **Cancelled**  
**Land Registration District** **Canterbury**  
**Date Issued** 06 September 2011

**Prior References**  
141061

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**Estate** Fee Simple  
**Area** 3.7565 hectares more or less  
**Legal Description** Lot 1000 Deposited Plan 437764  
**Original Proprietors**  
Belmont Bloodstock Limited

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**Interests**

5974162.1 Consent Notice pursuant to Section 221 Resource Management Act 1991 - produced 21.4.2004 at 9:00 am and entered 10.5.2004 at 9.00 amam

Land Covenant in Transfer 6036045.3 - 10.6.2004 at 9:00 am

8527701.1 Mortgage to Bank of New Zealand - 28.7.2010 at 9:11 am

Subject to a right to drain sewage, right to convey water, electricity, telecommunications and computer media over part marked A and a right to convey electricity over part marked D both on DP 437764 created by Easement Instrument 8858155.4 - 6.9.2011 at 4:57 pm

Appurtenant hereto is a right to convey electricity and water created by Easement Instrument 8858155.4 - 6.9.2011 at 4:57 pm

The easements created by Easement Instrument 8858155.4 are subject to Section 243 (a) Resource Management Act 1991

9081906.4 Surrender of the Land Covenant created by Transfer 6036045.3 - 30.5.2012 at 9:57 am

9196005.2 Discharge of Mortgage 8527701.1 - 3.10.2012 at 12:20 pm

9196005.5 Transfer of Lots 159, 160, 505 and Part Lots 161, 162, 163, 500 and 1000 on LT 453206 to Doncaster Developments Limited - 3.10.2012 at 12:20 pm

9196005.6 Certificate pursuant to Section 224(c) Resource Management Act 1991 (affects DP 453206) - 3.10.2012 at 12:20 pm

9196005.7 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 3.10.2012 at 12:20 pm (affects Lots 159, 160 and part Lots 161, 162 and 164 DP 453206)

Part Lot 500 DP 453206 is vested in Waimakariri District Council as road pursuant to Section 238 Resource Management Act 1991

Lot 505 DP 453206 is vested in Waimakariri District Council as Recreational Reserve pursuant to Section 239(1)(a) Resource Management Act 1991 subject to the Reserves Act 1977

9196005.8 CTs issued - 3.10.2012 at 12:20 pm

<b>Legal Description</b>	<b>Title</b>
Lot 159 Deposited Plan 453206	584775

Identifier

542435

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Lot 160 Deposited Plan 453206	584776
Part Lot 161 Deposited Plan 453206	584777
Part Lot 162 Deposited Plan 453206	584778
Part Lot 163 Deposited Plan 453206	584779
Part Lot 164 Deposited Plan 453206	584780
Lot 505 Deposited Plan 453206	584785
Part Lot 1000 Deposited Plan 453206	584790
Lot 1001 Deposited Plan 453206	584791

CANCELLED



**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
Historical Search Copy**



  
 R.W. Muir  
 Registrar-General  
 of Land

Constituted as a Record of Title pursuant to Sections 7 and 12 of the Land Transfer Act 2017 - 12 November 2018

**Identifier** **584791** **Cancelled**

**Land Registration District** **Canterbury**

**Date Issued** 03 October 2012

**Prior References**  
542435

---

**Estate** Fee Simple

**Area** 1.8671 hectares more or less

**Legal Description** Lot 1001 Deposited Plan 453206

**Original Registered Owners**  
Belmont Bloodstock Limited

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**Interests**

5974162.1 Consent Notice pursuant to Section 221 Resource Management Act 1991 - produced 21.4.2004 at 9:00 am and entered 10.5.2004 at 9.00 am

Appurtenant hereto is a right to convey electricity and water created by Easement Instrument 8858155.4 - 6.9.2011 at 4:57 pm

The easements created by Easement Instrument 8858155.4 are subject to Section 243 (a) Resource Management Act 1991 Subject to a right to drain sewage, right to convey water, electricity, telecommunications and computer media over part marked G and a right to convey electricity over part marked H both on DP 453206 created by Easement Instrument 8858155.4 - 6.9.2011 at 4:57 pm

9676026.1 Transfer to Doncaster Developments Limited - 19.3.2014 at 4:20 pm

9924246.1 Surrender of the right to convey electricity marked B and C both on DP 437764 and right to convey water marked B and E both on DP 437764 created by Easement Instrument 8858155.4 as appurtenant to Lot 1001 DP 453206 - 16.12.2014 at 12:42 pm

Part Lot 509 DP 526449 is vested in Waimakariri District Council as road pursuant to Section 238 Resource Management Act 1991

Part Lot 508 DP 526449 is vested in Waimakariri District Council as Recreation Reserve pursuant to Section 239(1)(a) Resource Management Act 1991 subject to the Reserves Act 1977

11298637.2 Record of Titles issued - 18.12.2018 at 8:45 am

<b>Legal Description</b>	<b>Title</b>
Part Lot 508 Deposited Plan 526449	845231
Lot 1003 Deposited Plan 526449	845234

CANCELLED



**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
Historical Search Copy**



  
 R.W. Muir  
 Registrar-General  
 of Land

Constituted as a Record of Title pursuant to Sections 7 and 12 of the Land Transfer Act 2017 - 12 November 2018

**Identifier** **625678** **Cancelled**

**Land Registration District** **Canterbury**

**Date Issued** 09 August 2013

**Prior References**  
167936

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**Estate** Fee Simple

**Area** 3.9895 hectares more or less

**Legal Description** Lot 1002 Deposited Plan 461128

**Original Registered Owners**

Alan Grant Fowler, Geoffrey Raymond Kenneth Taylor and Christopher Ian Glynn Wilson

**Interests**

6146885.3 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 13.9.2004 at 9:00 am  
 Appurtenant hereto is a right of way, a right to convey water, electricity, telecommunications and computer media created by Easement Instrument 9474698.6 - 9.8.2013 at 11:01 am  
 The easements created by Easement Instrument 9474698.6 are subject to Section 243 (a) Resource Management Act 1991  
 10896319.1 Transfer to Doncaster Developments Limited - 18.9.2017 at 1:20 pm  
 11298637.1 Surrender of the easements created by Easement Instrument 9474698.6 - 18.12.2018 at 8:45 am  
 Part Lot 509 DP 526449 is vested in Waimakariri District Council as road pursuant to Section 238 Resource Management Act 1991  
 Part lot 508 DP 526449 is vested in Waimakariri District Council as Recreation Reserve pursuant to Section 239(1)(a) Resource Management Act 1991 subject to the Reserves Act 1977  
 11298637.2 Record of Titles issued - 18.12.2018 at 8:45 am

<b>Legal Description</b>	<b>Title</b>
Part Lot 508 Deposited Plan 526449	845231
Part Lot 1002 Deposited Plan 526449	845233

CANCELLED





**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
Historical Search Copy**



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **845233**  
**Land Registration District** **Canterbury**  
**Date Issued** 18 December 2018

**Prior References**

606144                      625678

**Estate**                      Fee Simple  
**Area**                        4.0909 hectares more or less  
**Legal Description**      Lot 1002 Deposited Plan 526449

**Original Registered Owners**

Doncaster Developments Limited

**Interests**

6146885.3 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 13.9.2004 at 9:00 am (affects part formerly contained in Lot 1002 DP 461128)

Subject to a right of way, right to convey water, electricity, telecommunications and computer media over part marked C on DP 526449 created by Easement Instrument 11298637.3 - 18.12.2018 at 8:45 am

The easements created by Easement Instrument 11298637.3 are subject to Section 243 (a) Resource Management Act 1991



**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
Search Copy**



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **845233**  
**Land Registration District** **Canterbury**  
**Date Issued** 18 December 2018

**Prior References**  
606144                      625678

---

**Estate**                      Fee Simple  
**Area**                        4.0909 hectares more or less  
**Legal Description**      Lot 1002 Deposited Plan 526449  
**Registered Owners**  
Doncaster Developments Limited

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**Interests**

6146885.3 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 13.9.2004 at 9:00 am (affects part formerly contained in Lot 1002 DP 461128)

Subject to a right of way, right to convey water, electricity, telecommunications and computer media over part marked C on DP 526449 created by Easement Instrument 11298637.3 - 18.12.2018 at 8:45 am

The easements created by Easement Instrument 11298637.3 are subject to Section 243 (a) Resource Management Act 1991





**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
Historical Search Copy**



  
 R.W. Muir  
 Registrar-General  
 of Land

**Identifier** **845234**  
**Land Registration District** **Canterbury**  
**Date Issued** 18 December 2018

**Prior References**  
 584791

---

**Estate** Fee Simple  
**Area** 1.0971 hectares more or less  
**Legal Description** Lot 1003 Deposited Plan 526449

**Original Registered Owners**  
 Doncaster Developments Limited

---

**Interests**

5974162.1 Consent Notice pursuant to Section 221 Resource Management Act 1991 - produced 21.4.2004 at 9:00 am and entered 10.5.2004 at 9.00 am

Subject to a right to drain sewage, right to convey water, electricity, telecommunications and computer media over part marked B and a right to convey electricity over part marked A both on DP 526449 created by Easement Instrument 8858155.4 - 6.9.2011 at 4:57 pm

The easements created by Easement Instrument 8858155.4 are subject to Section 243 (a) Resource Management Act 1991



**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
Search Copy**



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **845234**  
**Land Registration District** **Canterbury**  
**Date Issued** 18 December 2018

**Prior References**  
584791

---

**Estate** Fee Simple  
**Area** 1.0971 hectares more or less  
**Legal Description** Lot 1003 Deposited Plan 526449

**Registered Owners**  
Doncaster Developments Limited

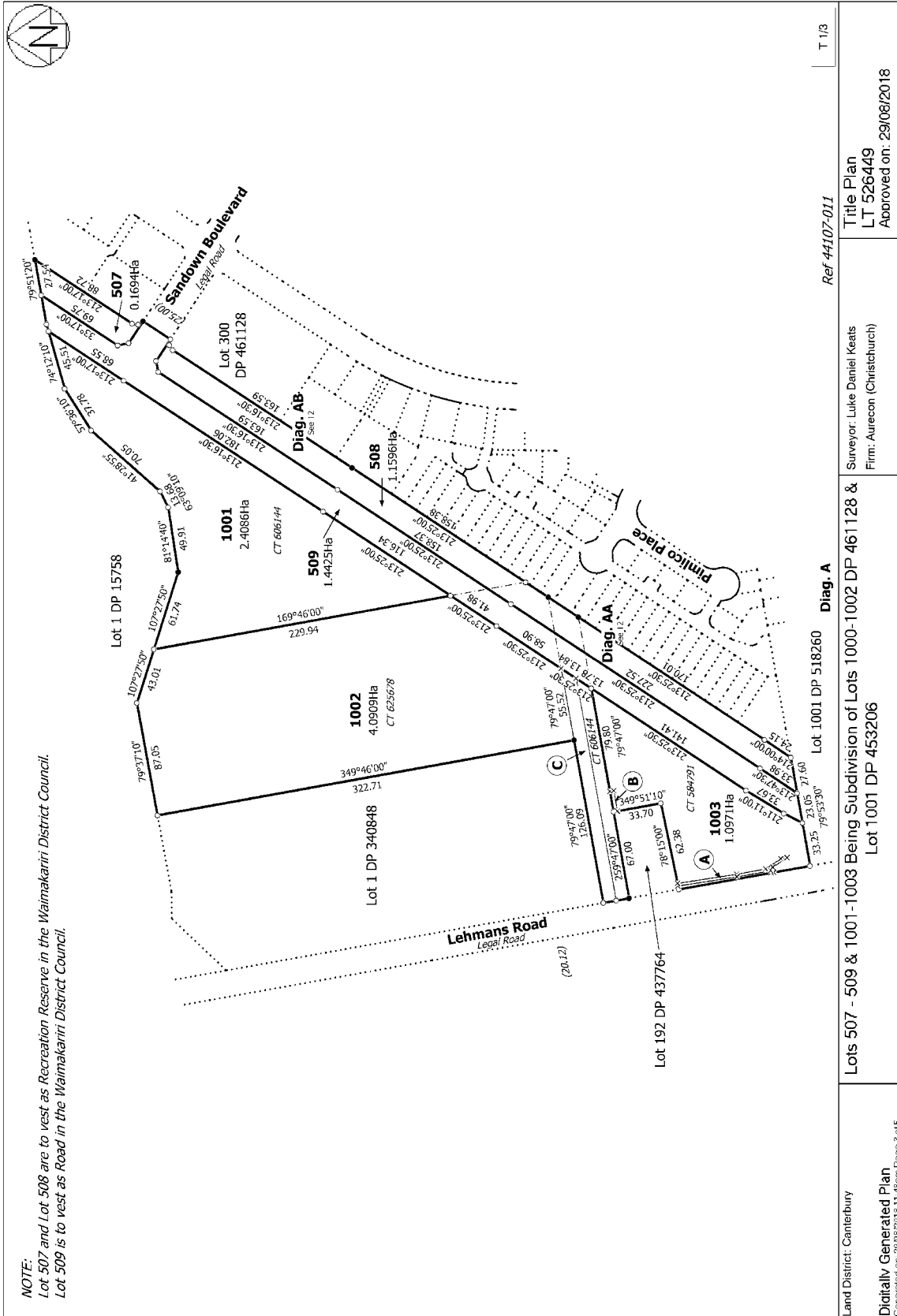
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**Interests**

5974162.1 Consent Notice pursuant to Section 221 Resource Management Act 1991 - produced 21.4.2004 at 9:00 am and entered 10.5.2004 at 9.00 am

Subject to a right to drain sewage, right to convey water, electricity, telecommunications and computer media over part marked B and a right to convey electricity over part marked A both on DP 526449 created by Easement Instrument 8858155.4 - 6.9.2011 at 4:57 pm

The easements created by Easement Instrument 8858155.4 are subject to Section 243 (a) Resource Management Act 1991



Ref 44107-011

Diag. A

Land District: Canterbury

Title Plan  
LT 526449  
Approved on: 29/06/2018

Surveyor: Luke Daniel Keats  
Firm: Aurecon (Christchurch)

Lots 507 - 509 & 1001-1003 Being Subdivision of Lots 1000-1002 DP 461128 & Lot 1001 DP 453206

Digitally Generated Plan  
Generated on: 29/06/2018 11:46am Page 3 of 5



**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**

Historical Search Copy



  
 R.W. Muir  
 Registrar-General  
 of Land

**Identifier**                      **CB39D/277**

**Land Registration District**   **Canterbury**

**Date Issued**                      17 February 1995

**Cancelled**

**Prior References**  
CB548/186

**Estate**                      Fee Simple

**Area**                      38.1268 hectares more or less

**Legal Description**      Part Lot 1 Deposited Plan 5866

**Original Proprietors**  
John Alexander McRae

**Interests**

Subject to Section 243 (c) Resource Management Act 1991

A164074.1 Transfer creating the following easements - 20.3.1995 at 10.45 am

Type	Servient Tenement	Easement Area	Dominant Tenement	Statutory Restriction
Right to convey electric power and telephonic communications	Part Lot 1 Deposited Plan 5866 - herein	Part herein	Lot 1 Deposited Plan 68044	

The easements granted by Transfer A164074.1 is subject to Section 243(a) Resource Management Act 1991

5323734.1 Certificate pursuant to Section 224(c) Resource Management Act 1991 (affects DP 305893) - 23.8.2002 at 11:25 am

5323734.2 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 23.8.2002 at 11:25 am (affects Lot 2 DP 305893)

5323734.3 CTs issued - 23.8.2002 at 11:25 am

Legal Description	Title
Lot 1 Deposited Plan 305893	23388
Lot 2 Deposited Plan 305893	23389

CANCELLED AND DUPLICATE DESTROYED

References

Prior C/T 548/186

Transfer No.  
N/C. Order No. A159170/4

Land and Deeds 69



REGISTER

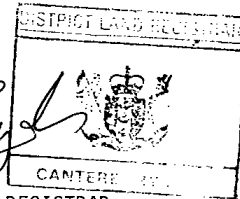
No. 39D/277

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT

This Certificate dated the 17th day of February one thousand nine hundred and ninety-five under the seal of the District Land Registrar of the Land Registration District of CANTERBURY

WITNESSETH that JOHN ALEXANDER McRAE of Christchurch, Solicitor ---

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, that is to say: All that parcel of land containing 38.1268 hectares or thereabouts being Part Lot 1 Deposited Plan 5866 ---



*[Signature]*  
ASSISTANT LAND REGISTRAR

Subject to:

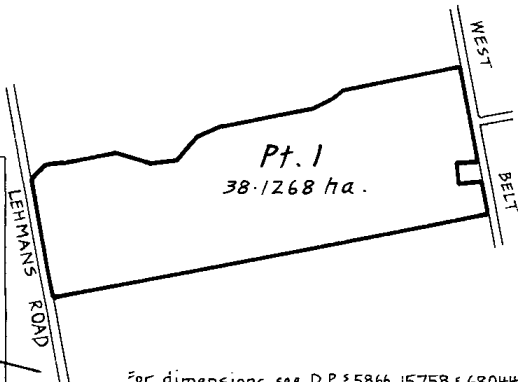
SECTION 243(c) RESOURCE MANAGEMENT ACT 1991

Transfer A164074/1 granting a right to convey electric power and telephonic communications over part herein appurtenant to Lot 1 DP 68044 - 20.3.1995 at 10.45am

~~Transfer A164074/1 to Richard Erwin Peter, Real Estate Salesman and Sandra Minna Peter, Teacher both of Rangiora 20.3.1995 at 10.45am~~  
Entered in Error

The easements granted by Transfer A164074/1 is subject to Section 243(a) Resource Management Act 1991

Waimakariri District



For dimensions see D.P.'s 5866, 15758 & 68044

Measurements are Metric

No. 39D/277

*[Handwritten marks]*



CERTIFICATE OF TITLE No. /





**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**

**Limited as to Parcels  
Historical Search Copy**



*R. W. Muir*  
Registrar-General  
of Land

**Identifier** **CB384/231** **Cancelled**

**Land Registration District** **Canterbury**

**Date Issued** 27 September 1926

**Prior References**

DI 6C/S1246 DI 8C/S1603

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**Estate** Fee Simple  
**Area** 8.3466 hectares more or less  
**Legal Description** Part Rural Section 1486 and Part Rural  
Section 1528

**Original Proprietors**

John Alexander McRae

**Interests**

5756448.1 Transfer to Lehmans Road Holdings Limited - 8.10.2003 at 9:00 am

5756448.2 Mortgage to Janetta Anne Taylor and Geoffrey Raymond Kenneth Taylor - 8.10.2003 at 9:00 am

5910697.1 CAVEAT BY GINNY VICTORIA JONES AND SHANE ANTHONY JONES - 25.2.2004 at 9:00 am  
(LIMITED EFFECT)

5974162.1 Consent Notice pursuant to Section 221 Resource Management Act 1991 - produced 21.4.2004 at 9:00 am and  
entered 10.5.2004 at 9.00 am

5974162.2 CTs issued - produced 21.4.2004 at 9:00 am and entered 10.5.2004 at 9.00 am

<b>Legal Description</b>	<b>Title</b>
Lot 1 Deposited Plan 334436	141061
Lot 2 Deposited Plan 334436	141062

CANCELLED

384/231

NEW ZEALAND.

Land Transfer (Compulsory Registration of Titles) Act, 1924.  
Reference: Deeds Index. 6<sup>th</sup> 1746  
8<sup>th</sup> 1603  
Application No. C. 3051



Register-book,  
Vol. 384, folio 231

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT.  
LIMITED AS TO PARCELS AND TO

This Certificate, dated the Twenty-seventh day of September, one thousand nine hundred and Twenty-six  
under the hand and seal of the District Land Registrar of the Land Registration District of Canterbury Witnesseth that  
FREDERICK GEORGE DICKHOFF of Rangiora Farmer

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial under written or endorsed hereon, subject also to any existing right of the Crown to take and lay off roads under the provisions of any Act of the General Assembly of New Zealand) in the land hereinafter described, as the same is delineated by the plan hereon bordered green, be the several admeasurements a little more or less, that is to say: All that parcel of land containing TWENTY ACRES TWO RODS AND TWENTY PERCHES or thereabouts situated in Block VI of the Rangiora Survey District being parts of Rural Sections 1486 and 1528 and being more particularly described in Conveyance Registered No. 116296 (184/503)



Image Quality due to Condition of Original



*Suburban plan 2156*

*F. W. Thompson*  
District Land Registrar.

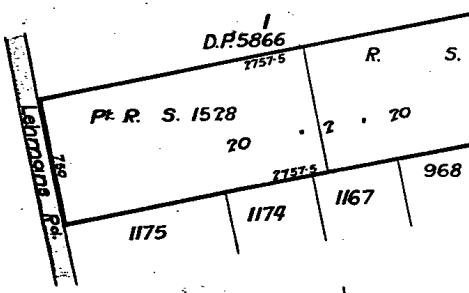
*Transfer 19213 to John Henry Dickhoff of Southbrook farmer and Catherine Dickhoff of Southbrook. Transfer entered 30 July 1921 at 2.59 pm. Registrar.*

*Transfer 19219 produced 30 July 1921 at 2.59 pm. John Henry Dickhoff and Catherine Dickhoff to the said Catherine Dickhoff. Registrar.*

*Transfer 589185 Catherine Dickhoff to Harold Walter King of Rangiora Farmer. Lodged 21.6.22 at 10.30 am. Registrar.*

*Mortgage 589186 Harold Walter King to Catherine Dickhoff. Lodged 21.6.22 at 10.31 am. Registrar.*

*Transfer 650744 to Clarence Edward Lewis of Rangiora. Lodged 26.4.1925 at 2.57 pm. Registrar.*



METRIC AREA:— 8.3466 ha

Scale: 5 Chains to an Inch

THIS REPRODUCTION (ON A REDUCED SCALE) CERTIFIED TO BE A TRUE COPY OF THE ORIGINAL REGISTER FOR THE PURPOSES OF SECTION 215A LAND TRANSFER ACT 1952.  
*A. Sumner* A.L.R.

OVER

384/231

C.T. 384/231

Transfer 923313 to William Amos  
Diedrichs of Rangiora, Farmer and  
Gwynne Diedrichs his wife -  
13/8/1973 at 2.45 p.m.

X CAVEAT A35772/1 BY HELEN GWYNNE BURTENSHAW  
- 5.2.1993 at 10.35am

for A.L.R.  
Transfer A136579/3 to John Alexander McRae  
and John Bowden Mackintosh both of  
Christchurch, Solicitors - 28.9.1994 at  
10.40am

for A.L.R.  
Transfer A159170/1 to John Alexander McRae  
of Christchurch, Solicitor - 17.2.1995 at  
10.35am

A.L.R.

CANCELLED

[Land and Deeds—4.

NEW ZEALAND

Form B.

Register-book.

Vol. 548, folio 186



Reference: Vol. 335, folio 100  
Transfer No.  
Application No.  
Order for N/C No. 355973

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT

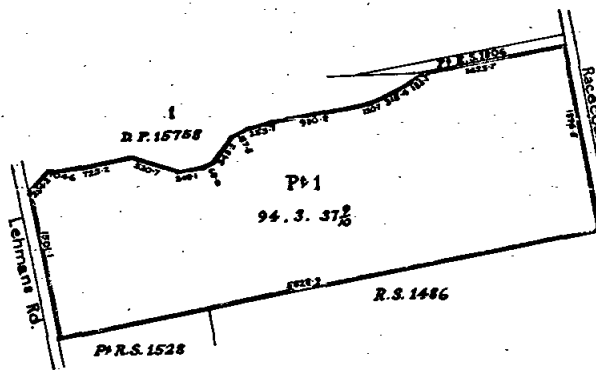
This Certificate, dated the Twelfth day of March, one thousand nine hundred and fifty-two under the hand and seal of the District Land Registrar of the Land Registration District of Canterbury Witnesseth that LINDA MARY HIGHT of Rangiora Widow

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial under written or endorsed hereon, subject also to any existing right of the Crown to take and lay off roads under the provisions of any Act of the General Assembly of New Zealand) in the land hereinafter described, as the same is delineated by the plan hereon bordered green, be the several admeasurements a little more or less, that is to say: All that parcel of land containing NINETY-FOUR ACRES THREE ROODS THIRTY-SEVEN PERCHES AND NINE-TENTHS OF A PERCH or thereabouts situated in Block VI of the Rangiora Survey District being part of Lot 1 on Deposited Plan No. 5866 Rural Section 1501 and part of Rural Sections 1528, 1806 and 10009



Lennie  
District Land Registrar.

Image Quality due to Condition of Original



METRIC AREA: 38.4398 ha

Scale: 10 chains to an inch

447471 Transfer Linda Mary Hight to Robert James Appleton & Rangiora Retire produced 11 May 1955 at 12 noon  
447472 Mortgage Robert James Appleton to Linda Mary Hight produced 1955 at 6.15 pm  
442024 Mortgage Robert James Appleton to William Angus Diederichs produced 17 July 1956 at 11.40 am  
442428 Transfer Robert James Appleton to William Angus Diederichs & Rangiora Earnest and Guyenne Diederichs his wife. Produced 26 July 1956 at 2.59 pm

Variation of the terms of Mortgage 447472 produced the 29th day of August 1961 at 11.58 am  
Variation of the terms of Mortgage 442024 produced the 17th day of August 1962 at 12.10 pm

THIS REPRODUCTION (ON A REDUCED SCALE) CERTIFIED TO BE A TRUE COPY OF THE ORIGINAL REGISTER FOR THE PURPOSES OF SECTION 215A LAND TRANSFER ACT 1952.  
A. Simpson A.L.R.

OVER

C.T. 548/186

Mortgage 923314 to George Norton Francis and George Palmer Chapman to William David Bulmer to Mary Mavis Galletly to Francis Verdon Messent and Francis Peter O'Malley and to George Edward Galletly in Shares - 13.8.1973 at 2.45 p.m.

OCT A159170/3,4 - Cancelled and CsT 39D/276-277 issued for Lot 1 DP 68044 and the balance herein respectively

No. 923315 Memorandum of Priority Making Mortgage 923314 first mortgage and Mortgage 442024 second mortgage - 13.8.1973 at 2.45 p.m.

*Boyd*  
A.L.R.

CANCELLED DUPLICATE DESTROYED

Transmission 962201 of the share of William David Blumer in Mortgage 923314 to Wilfred Lawson Laine, Juliana Elizabeth Wilson and Janice Leslie Cleland as Executors - 13.6.1974 at 2.10 p.m.

A.L.R.

Discharge of Mortgage 923314 as to the share of Wilfred Lawson Laine, Juliana Elizabeth Wilson and Janice Leslie Cleland - 8.9.1976 at 10.41 a.m.

A.L.R.

Variation of Mortgage 923314 - 8.9.1976 at 10.41 a.m.

A.L.R.

Variation of Mortgage 923314 - 13.8.1979 at 9.01 a.m.

CAVEAT A35772/1 BY HELEN GWYNNE BURTONSHAW - 5.2.1993 at 10.35am

for A.L.R.

A 136579/1

for A.L.R.

Transfer A136579/3 to John Alexander McRae and John Bowden Mackintosh, both of Christchurch, Solicitors - 28.9.1994 at 10.40am

for A.L.R.

PLAN No. 68044... LODGED 24/11/1994 AND DEPOSITED 17/2/1995

Transfer A159170/1 to John Alexander McRae of Christchurch, Solicitor - 17.2.1995 at 10.35am

A.L.R.

No. A159170/2 Certificate pursuant to Section 224 (c) Resource Management Act 1991 - 17.2.1995 at 10.35am

A.L.R.



## **APPENDIX C**

### **ECAN LISTED LAND USE REGISTER**

# Property Statement from the Listed Land Use Register

Visit [ecan.govt.nz/HAIL](http://ecan.govt.nz/HAIL) for more information or contact Customer Services at [ecan.govt.nz/contact/](http://ecan.govt.nz/contact/) and quote ENQ301316

**Date generated:** 24 November 2021  
**Land parcels:** Lot 1 DP 340848  
 Lot 508 DP 526449  
 Lot 1002 DP 526449  
 Lot 1 DP 536484  
 Lot 46 DP 477246  
 Lot 34 DP 477246  
 Lot 1001 DP 526449  
 Lot 507 DP 526449



The information presented in this map is specific to the area within a 100m radius of property you have selected. Information on properties outside the search radius may not be shown on this map, even if the property is visible.

## Sites at a glance

 Sites within enquiry area

Site number	Name	Location	HAIL activity(s)	Category
-------------	------	----------	------------------	----------

Please note that the above table represents a summary of sites and HAILS intersecting the area of enquiry only.

 Nearby sites

Site number	Name	Location	HAIL activity(s)	Category
2823	Ex North Canterbury Clay Target Club (shot fall zone3)	315 Lehmans Road, Rangiora	C2 - Gun clubs or rifle ranges; A10 - Persistent pesticide bulk storage or use;	Unverified HAIL
2824	Lehmans Road Horticultural site	311 Lehmans Road, Rangiora	A10 - Persistent pesticide bulk storage or use;	Not Investigated



170379	Rangiora Racecourse	285 Lehmans Road, Rangiora	A10 - Persistent pesticide bulk storage or use;	At or below background concentrations
172161	Mertons Road, Priors Road & Lehmans Road, Rangiora	Mertons Road, Priors Road & Lehmans Road, Rangiora	C2 - Gun clubs or rifle ranges; A10 - Persistent pesticide bulk storage or use;	Not Investigated

Please note that the above table represents a summary of sites and HAILS intersecting the area of enquiry within a 100m buffer.

## More detail about the sites

### Site 2823: Ex North Canterbury Clay Target Club (shot fall zone3) (Within 100m of enquiry area.)

Category: Unverified HAIL  
 Definition: The relevant land-use / HAIL history has not been confirmed.

Location: 315 Lehmans Road, Rangiora

Legal description(s): Lot 5 DP 83612

HAIL activity(s):	Period from	Period to	HAIL activity
	1946	1985	Gun clubs or rifle ranges, including clay target clubs that use lead munitions outdoors
	1985	1999	Persistent pesticide bulk storage or use including sports turfs, market gardens, orchards, glass houses or spray sheds

#### Notes:

5 Apr 2004 This site falls within the calculated shot fall zone of the Ex North Canterbury Clay Target Club.



#### Investigations:

**INV 430** **Coley Park - Rangiora Canterbury**  
 OPUS - Detailed Site Investigation  
 17 Sep 1999

#### Summary of investigation(s):

This site covers part of the original North Canterbury Clay Target Club which was active between 1946 and 1985. The site is now operated as the Rangiora Holiday Park.

An investigation was conducted in 1999 by Opus at the adjacent Coley Park development in order to assess the potential for ground contamination. As part of this investigation, 4 soil samples were collected from the Holiday Park site, and analysed for total recoverable lead.

3 of the 4 samples collected from this site were found to have concentrations of lead exceeding the ANZECC (1992) guideline value of 300 mg/kg. This conservative guideline value is considered appropriate, especially when considering the sites current use as a holiday park, and the number of complete exposure pathways that exist.

No surface water or groundwater samples were collected from the site.

Further work is required at the site to delineate the extent of lead contamination, so that appropriate remedial options can be determined.

There are no other activities with the potential to cause contamination currently known to exist at the site.

### Site 2824: Lehmans Road Horticultural site (Within 100m of enquiry area.)

Category: Not Investigated  
 Definition: Verified HAIL has not been investigated.

Location: 311 Lehmans Road, Rangiora

Legal description(s): Lot 6 DP 83612 (D)

HAIL activity(s):	Period from	Period to	HAIL activity
	1985	1999	Persistent pesticide bulk storage or use including sports turfs, market gardens, orchards, glass houses or spray sheds

**Notes:**

- 20 Dec 2007** A subdivision proposal plan (Connell Wagner, October 1999) produced for Coley Park Trust indicates that olives were grown on this property.
- 9 Dec 2013** During an Environment Canterbury review of clay target club shot fall zones in Canterbury, the shot fall zone distance was revised from 300 m to 200m. On this basis, this site no longer falls within the ex-North Canterbury shot fall zone, and activity record # 3108 (for clay target clubs) has been removed from the site. The site is still listed on the LLUR for its former horticultural land use; however the site name has been changed from Ex-North Canterbury Clay Target Club (Shot fall zone 4).

**Investigations:**

There are no investigations associated with this site.

**Site 170379: Rangiora Racecourse** (Within 100m of enquiry area.)

- Category:** At or below background concentrations
- Definition:** Investigation results demonstrate that all hazardous substances are at or below regional background levels.
- Location:** 285 Lehmans Road, Rangiora
- Legal description(s):** RS 10449, RS 19334

HAIL activity(s):	Period from	Period to	HAIL activity
	1961	Present	Persistent pesticide bulk storage or use including sports turfs, market gardens, orchards, glass houses or spray sheds

**Notes:**

- 10 Feb 2017** This record was created as part of the Waimakariri District Council 2016 HAIL identification project.
- 7 Jul 2017** Area defined from 1961 to Present aerial photographs. A10 - Horticultural activities, a poultry farm or sports turf were noted in aerial photographs reviewed.

**Investigations:**

- INV 225796** **Preliminary Site Investigation - Proposed Quarrying Area, Rangiora Racecourse, Lehmans Road, Rangiora**  
Pattle Delamore Partners Ltd - Preliminary Site Investigation  
14 Nov 2018
- INV 255090** **Soil Sampling Investigation - Proposed Quarrying Area, Rangiora Racecourse, Lehmans Road, Rangiora**  
PDP - Detailed Site Investigation  
27 Jan 2020

**Summary of investigation(s):**

**Site History:** The 1941 aerial photographs show a racecourse already occupying the site, and a limited area where a gridded pattern (possibly horticultural) was present. This racecourse was expanded into two concentric tracks by 1963, and the gridded activity had apparently ceased. From 1973, the area in the middle of the racetracks was divided into three paddocks, possibly used for sheep grazing. Racetracks remain at the site as at 2020.

INV225796 – Preliminary Site Investigation - Proposed Quarrying Area, Rangiora Racecourse, Lehmans Road, Rangiora – PDP, 2018.

**Objective:** Land investigated as per requirements of the National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health (MfE, 2011) for soil disturbance and change of land use.

**Summary:** Prior to the change of land use and disturbance of the site, a Preliminary Site Investigation (PSI) was required to determine if activities on the MfE Hazardous Activities and Industries List (HAIL) have occurred at the site. The report was intended to assess the implications of potential HAIL activities with respect to human health, environmental risks, and consenting requirements. The PSI noted that there was no evidence to suggest that the HAIL activities currently listed on the Listed Land Use Register (LLUR) (category A10 – persistent pesticide bulk storage or use based on former horticultural activities, a poultry farm, or sports turf) had occurred at the site. The report suggested that even if the racetracks were classified as ‘sports turfs’, these areas were outside of the proposed quarrying area.

It was concluded that the NESCS does not apply to this site with regard to the proposed quarrying activities. Subsequently, limited intrusive investigation was requested in order to support a consent application.

INV255090 – Soil Sampling Investigation – Proposed Quarrying Area, Rangiora Racecourse, Lehmans Road, Rangiora – PDP, 2020.

**Objective:** A limited soil sampling investigation was undertaken by Pattle Delamore Partners Ltd (PDP) to confirm whether any imported material was used to form the racetrack (HAIL category G5 – waste disposal to land) and whether persistent pesticides were used to maintain it (HAIL category A10 – persistent pesticide storage or use).

According to anecdotal information, the track was surfaced with soil when it was in use and no material was imported when the track was abandoned. The existing soil was left to self-grass. Five test pits were advanced along the former racetrack. Material was identified as silty sand topsoil at surface over silt or sand, followed by sandy gravel. Eleven soil samples were collected between 0.05 and 0.15 m depth, and five samples were analysed for heavy metals (arsenic, cadmium, chromium, copper, lead, nickel, and zinc), organochlorine pesticides (OCPs), and polycyclic aromatic hydrocarbon (PAHs).

**Results:** Concentrations of heavy metals, OCPs, and PAHs in soil were below the expected background concentrations and below the commercial/industrial land use Soil Contaminant Standards (SCS) defined in the National Environmental Standard for Assessing and Managing Contaminants in Soil (NESCS) (MfE, 2011).

**Conclusion:** SIT170379 on the Listed Land Use Register (LLUR) has been categorised as 'at or below background concentrations'.

**Justification:** It is noted that the limited soil sampling is not considered a full Detailed Site Investigation (DSI), nor is it an exhaustive characterisation of the site. However, a full DSI was not required, and the limited intrusive investigation has adequately shown that no soil contamination has been found at the site.

### **Site 172161: Mertons Road, Priors Road & Lehmans Road, Rangiora** (Within 100m of enquiry area.)

**Category:** Not Investigated  
**Definition:** Verified HAIL has not been investigated.

**Location:** Mertons Road, Priors Road & Lehmans Road, Rangiora  
**Legal description(s):** Lot 1 DP 68030, Lot 1 DP 83612, Lot 10 DP 83612, Lot 11 DP 83612, Lot 12 DP 83612, Lot 13 DP 83612, Lot 14 DP 83612, Lot 2 DP 83612, Lot 3 DP 83612, Lot 7 DP 83612, Lot 8 DP 83612, Lot 9 DP 83612

HAIL activity(s):	Period from	Period to	HAIL activity
	1946	1985	Gun clubs or rifle ranges, including clay target clubs that use lead munitions outdoors
	1994	1995	Persistent pesticide bulk storage or use including sports turfs, market gardens, orchards, glass houses or spray sheds

#### **Notes:**

- 10 Feb 2017** This record was created as part of the Waimakariri District Council 2016 HAIL identification project.
- 27 Jul 2017** Survey Response: Current owner had no knowledge of prior land use  
Survey Property Address: 142 Merton Road  
Survey Response File: C17C/113845
- 27 Jul 2017** Survey Response: Cuprofix used on fruit trees and olives. Historically apple orchard also.  
Survey Property Address: 75 Priors Road  
Survey Response File: C17C/112954
- 27 Jul 2017** Survey Response: Current owner purchased 2014. No knowledge of prior spray regime indicated  
Survey Property Address: 138 Merton Road  
Survey Response File: C17C/118691
- 27 Jul 2017** Survey Response: No knowledge of spray regime at former orchard (believed copper may have been used)  
Survey Property Address: 55 Priors Road  
Survey Response File: C17C/114643
- 27 Jul 2017** Survey Response: Current owner purchased in 2006. No knowledge of prior spray regime  
Survey Property Address: 140 Merton Road  
Survey Response File: C17C/112913
- 27 Jul 2017** Survey Response: Current owner purchased 2000. No knowledge of prior spray regimes  
Survey Property Address: 130 Merton Road

Survey Response File: C17C/112934

27 Jul 2017

Survey Response: Current owner purchased in 2012 - currently do not have a spray regime. No knowledge of spray regime in 1994-95

Survey Property Address: 134 Merton Road

Survey Response File: C17C/115120

21 Aug 2017

Area defined from 1994 to 1995 aerial photographs. A10 - Persistent pesticide bulk storage or use was noted in aerial photographs reviewed.



### Investigations:

There are no investigations associated with this site.



### Nearby investigations of interest

There are no investigations associated with the area of enquiry.

## Disclaimer

The enclosed information is derived from Environment Canterbury's Listed Land Use Register and is made available to you under the Local Government Official Information and Meetings Act 1987.

The information contained in this report reflects the current records held by Environment Canterbury regarding the activities undertaken on the site, its possible contamination and based on that information, the categorisation of the site. Environment Canterbury has not verified the accuracy or completeness of this information. It is released only as a copy of Environment Canterbury's records and is not intended to provide a full, complete or totally accurate assessment of the site. It is provided on the basis that Environment Canterbury makes no warranty or representation regarding the reliability, accuracy or completeness of the information provided or the level of contamination (if any) at the relevant site or that the site is suitable or otherwise for any particular purpose. Environment Canterbury accepts no responsibility for any loss, cost, damage or expense any person may incur as a result of the use, reference to or reliance on the information contained in this report.

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APPENDIX G  
MARKET ASSESSMENT

# PROPERTY ECONOMICS



**LEHMANS RD, RANGIORA  
PRIVATE PLAN CHANGE  
ECONOMIC ASSESSMENT**

Client: Doncaster Developments Ltd  
Project No: 52145  
Date: November 2021



## SCHEDULE

Code	Date	Information / Comments	Project Leader
52145.7	November 2021	Draft Report	Tim Heath / Phil Osborne

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This document has been completed, and services rendered at the request of, and for the purposes of Doncaster Developments Limited only.

Property Economics has taken every care to ensure the correctness and reliability of all the information, forecasts and opinions contained in this report. All data utilised in this report has been obtained by what Property Economics consider to be credible sources, and Property Economics has no reason to doubt its accuracy.

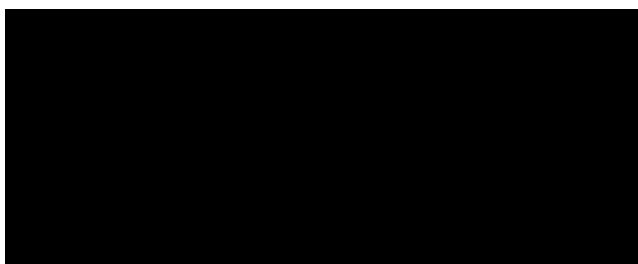
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## CONTACT DETAILS

Tim Heath





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## 1. INTRODUCTION

Property Economics have been engaged by Doncaster Developments Limited to undertake an economic assessment of a proposal to rezone approximately 7.8ha of land on Lehmans Road, Rangiora, to a zone enabling more intensive residential development at the site. The Applicant seeks to develop this land to achieve a more efficient use of the land resource and assist Rangiora meet its long term residential capacity requirements in an efficient manner.

This report assesses the residential demand/supply parameters in the context of the Waimakariri District's growth with a specific focus on Rangiora. It also reviews the relevant residential development strategies promoted by the Waimakariri District Council (WDC) in the context of Rangiora to identify the position of the proposed site for future residential development.

### 1.1. KEY RESEARCH OBJECTIVES

The core objectives of the report are to:

- Outline plan change location in the context of existing Rangiora urban area
- Identify future growth areas, their geospatial distribution and capacity as identified in the Great Christchurch Partnership report and HBA
- Evaluate population projection trends and household requirements to accommodate projected growth across the assessment areas (Waimakariri District and Rangiora) based on Statistics NZ latest estimates and projections under Medium and High Growth Scenarios.
- Determine the number of new dwellings required to accommodate projected growth, including unoccupied dwellings.



- Quantify the residential land sufficiency by assessing identified capacity against future dwelling demand in the short (3 years), medium (10 years) and long term (30 years).

## 1.2. INFORMATION SOURCES

Information and data have been obtained from a variety of sources and publications available to property economics, including:

- 2018 Census Dwelling Type – Statistics NZ
- 2018 Waimakariri District Profile – WDC
- Building Consents – Statistics NZ
- Catchment Map – Google Maps
- District Plan Changes - WDC
- District Plan ODPs/Road Hierarchy - WDC
- Greater Christchurch Housing Development Capacity Assessment July 2021 – Greater Christchurch Partnership
- Household and Population Projections – Statistics NZ
- Land Use Recovery Plan: Te Mahere Whakahaumana Tāone – CERA
- Primary Parcels Layer – LINZ
- Proposed Waimakariri District Plan – WDC
- Rangiora Town Centre Strategy Blueprint To 2030+ - WDC
- Section 32 Report- Whaitua Nohonoho/Residential Chapter – WDC
- Ward Maps - WDC
- Waimakariri 2048 District Development Strategy - WDC
- Waimakariri District Council Independent Assessment Report July 2020 – WDC
- Waimakariri Rural Residential Development Strategy - WDC



## 2. EXECUTIVE SUMMARY

The proposal relates to rezoning approximately 7.8ha of land located in the northwest Rangiora on Lehmans Road from Residential 4A to Residential 2 enabling more intensive residential development at the site.

This report aims to undertake a high-level economic assessment of the economic merits of this proposal by reviewing and estimating residential demand, capacity, and sufficiency in Rangiora and the wider Waimakariri over the next 3, 10 and 30 years. Based on the preliminary development plan, the subject land is proposed to provide around 105 allotments for residential dwellings.

Given the population and household projections of Statistics NZ, Waimakariri is projected to have around 113,000 residents and circa 43,900 households by 2048 under the High Growth Scenario.

In particular, Rangiora will experience a net increase of 14,590 residents and 6,130 households over the same timeframe from 2021 to 2048. This highlights a healthy demand for additional supply of residential development to accommodate the projected growth.

The Greater Christchurch Partnership (GCP) has recently released Greater Christchurch Housing Development Capacity Assessment (HBA) in July 2021. Based on the HBA 2021, Waimakariri urban residential capacity has a surplus of 440 dwellings in the short term (3-year timeframe). However, in the medium term, Waimakariri exhibits a shortfall of over 3,100 dwellings in order to accommodate the projected population if the extra capacity provided by Future Urban Development Areas (FUDA) is excluded.

Under these same conditions the long term shortfall is in excess of 10,700 dwellings across the District.

A further consideration is Change 1 to Chapter 6 of the CRPS, this change allowed Waimakariri to consider additional growth areas for Rangiora and Kaiapoi. In total the gross capacity of these areas has the potential to add a maximum of circa 11,400 dwellings. While this would provide for projected household growth it would result in a minimal margin for the Waimakariri and Rangiora markets. There are several other factors to consider in relation to the certainty of the FUDA provision being realised including:

- Multiple ownership
- The level of adoption through the District Plan
- Timing around release of capacity
- Provision of sufficient infrastructure capacity
- Potential submissions on individual area

In the long term, at the Waimakariri District level urban residential sufficiency is uncertain and depends on the development yield within these FUDA. There is likely to be a shortfall of around 870 dwellings at 12hh/ha by 2051. To ensure capacity sufficiency and optimise greenfield land



use in urban areas, additional dwellings provided by FUDA needs to be developed at a 15hh/ha density. If achieved, there is a capacity surplus of around 580 dwellings at 15hh/ha by 2051.

Looking at Rangiora specifically, it is estimated Rangiora requires additional 3,750 dwellings by 2051 when FUDA capacity is not considered. There is a sufficiency of 1,034-1,489 dwellings in the medium term, depending on the yield assumption on FUDA. Specifically, Rangiora is likely to have a shortfall of 715 dwellings at 12hh/ha by 2051, and a marginal surplus of 43 dwellings at 15hh/ha by 2051. This is on the basis all FUDA area come 'on stream' and are developed to that capacity within this timeframe. There is a lot of uncertainty around this occurring, specifically with infrastructure requirements and multiple land ownership constraints.

Based on these estimates, it is evident that significant uncertainties surround the future residential capacity of both Rangiora and the wider Waimakariri. These uncertainties mostly stem from the delivery of the identified FUDA (i.e., density, timing, feasibility, infrastructure, etc.).

In contrast, the proposal provides Rangiora and the broader district with a certainty over the short-medium term that extra capacity can be provided. This capacity is in an economically efficient location with the ability to 'plug into' existing infrastructure reducing marginal infrastructure costs to the community. The economic benefits of this proposal would likely outweigh the economic costs by a significant margin.

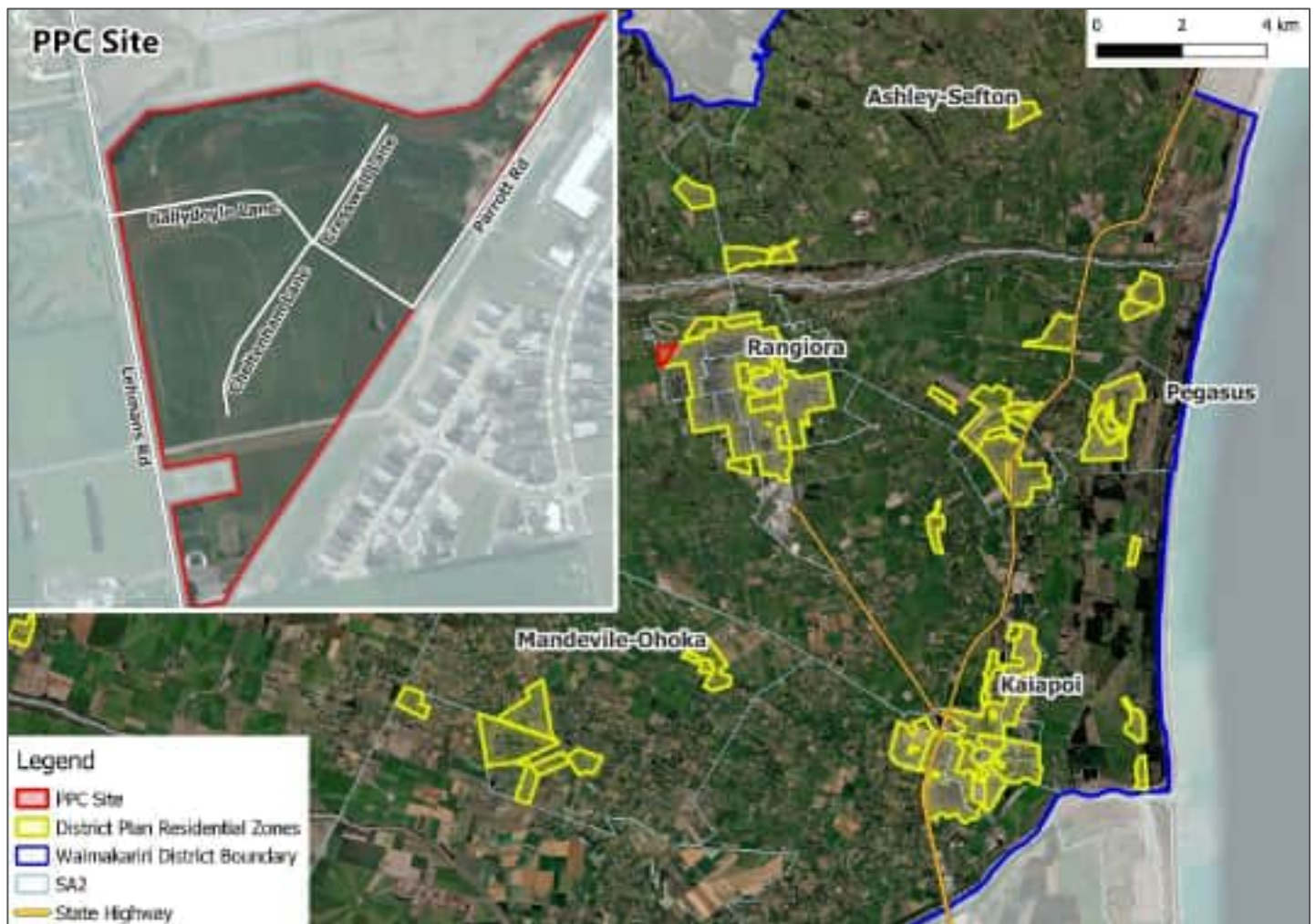
In conclusion, the assessment of this report supports the proposal to rezone the land for more intensive residential development. The future development at the proposed site is an appropriate use of the land and is more economically efficiently located than many FUDA identified areas with greater certainty around the additional capacity being delivered.

### 3. PROPOSED PLAN CHANGE

The proposed site is approximately 7.8ha of land located in the northwest corner of Rangiora and bounded to the west by Lehmans Road and rural area, to the southeast by Residential 2 zone, and to the north by the Rangiora Racecourse land.

This site is currently used for rural residential activities and is zoned as Residential 4A. This proposal seeks to rezone this land from Residential 4A to Residential 2 or a zone enabling more compact and efficient residential development at the site. Figure 1 shows the submission site of the proposal in the context of the existing WDP residential zones<sup>1</sup>.

FIGURE 1 SITE LOCATION IN CONTEXT



Source: WDC, Property Economics

<sup>1</sup> Note, this only shows some of the operative residential zones in Waimakariri.



Under the current Residential 4A provision for 'large lot' residential development, the submission site allows for approximately 15 allotments/dwellings at a capacity of one household per 5,000sqm. The preliminary capacity plan in Appendix 1 shows that the proposed residential development at the site will provide 105 dwelling units to Rangiora, ranging in size between 420sqm to 722sqm. Therefore, this proposal can be seen as an opportunity to expand the adjacent high-density residential zones and provide additional capacity of around 90 dwellings to Rangiora and the broader Waimakariri District. This will accommodate around 226 residential in Rangiora on a one household per dwelling ratio and a 2.52 household size assumption<sup>2</sup>.

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<sup>2</sup> The household size is sourced from HBA 2021 based on Statistics NZ Average Household Size (AHS) projection for Waimakariri 2021 average household size.

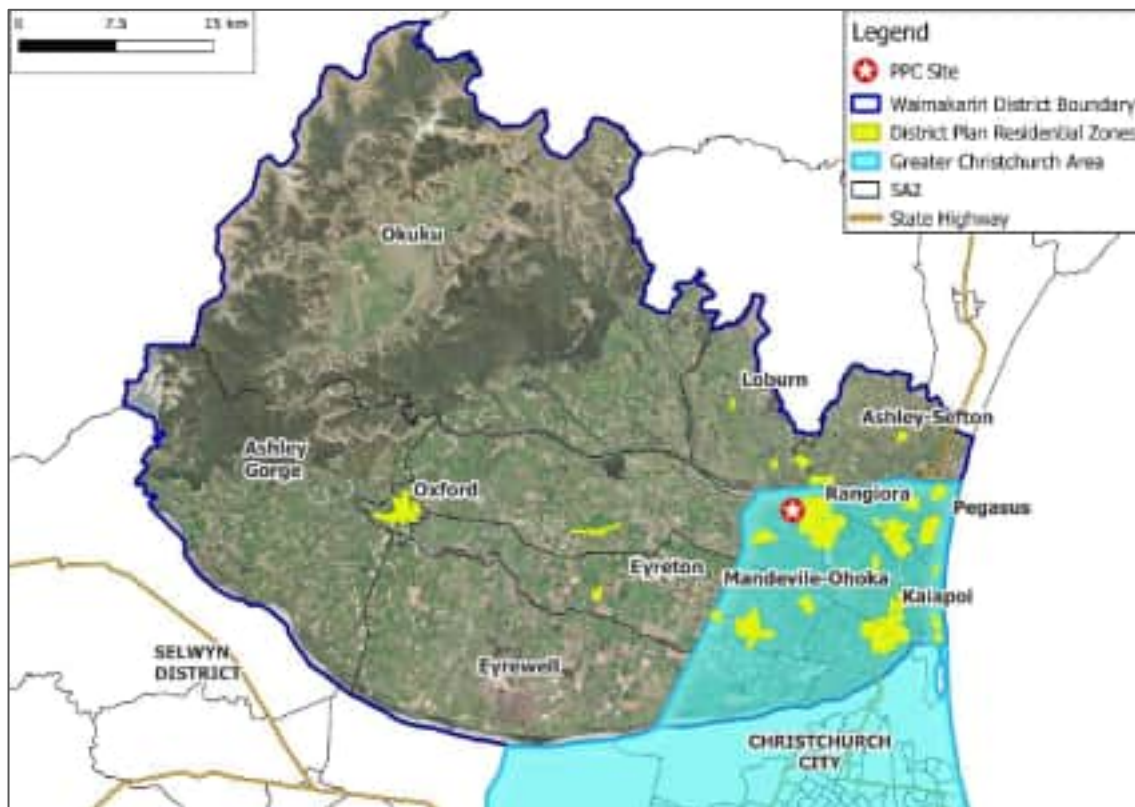


## 4. RESIDENTIAL MARKETS

To quantify the residential potential of the proposal, it is crucial to delineate the area in which the residential development of the proposal is likely to draw the majority of its purchasers. Figure 2 following illustrates the extent of the urban residential markets that are more likely to be redirected, or conversely, where residential dwellings in the proposal area are likely to compete.

As indicated in Figure 2, the Waimakariri District is the core residential catchment considered most relevant to the proposal in terms of residential development. Waimakariri covers around 225,000ha of land, bordered by the Waimakariri River in the south, the Puketearaki Range in the west, Pegasus Bay in the east and the Hurunui District boundary to the north. Most of the Waimakariri town centres are located on the southeast side of the district and are within the Greater Christchurch boundary and adjacent to Christchurch City via State Highway 1.

**FIGURE 2 IDENTIFIED CORE RESIDENTIAL CATCHMENT**



Source: Property Economics, WDC

Note, the core market (i.e., Waimakariri District) identified in Figure 2 is not intended to represent the entire market of the proposal. Some residential developments likely to locate in the proposal area will also serve the broader Greater Christchurch region.

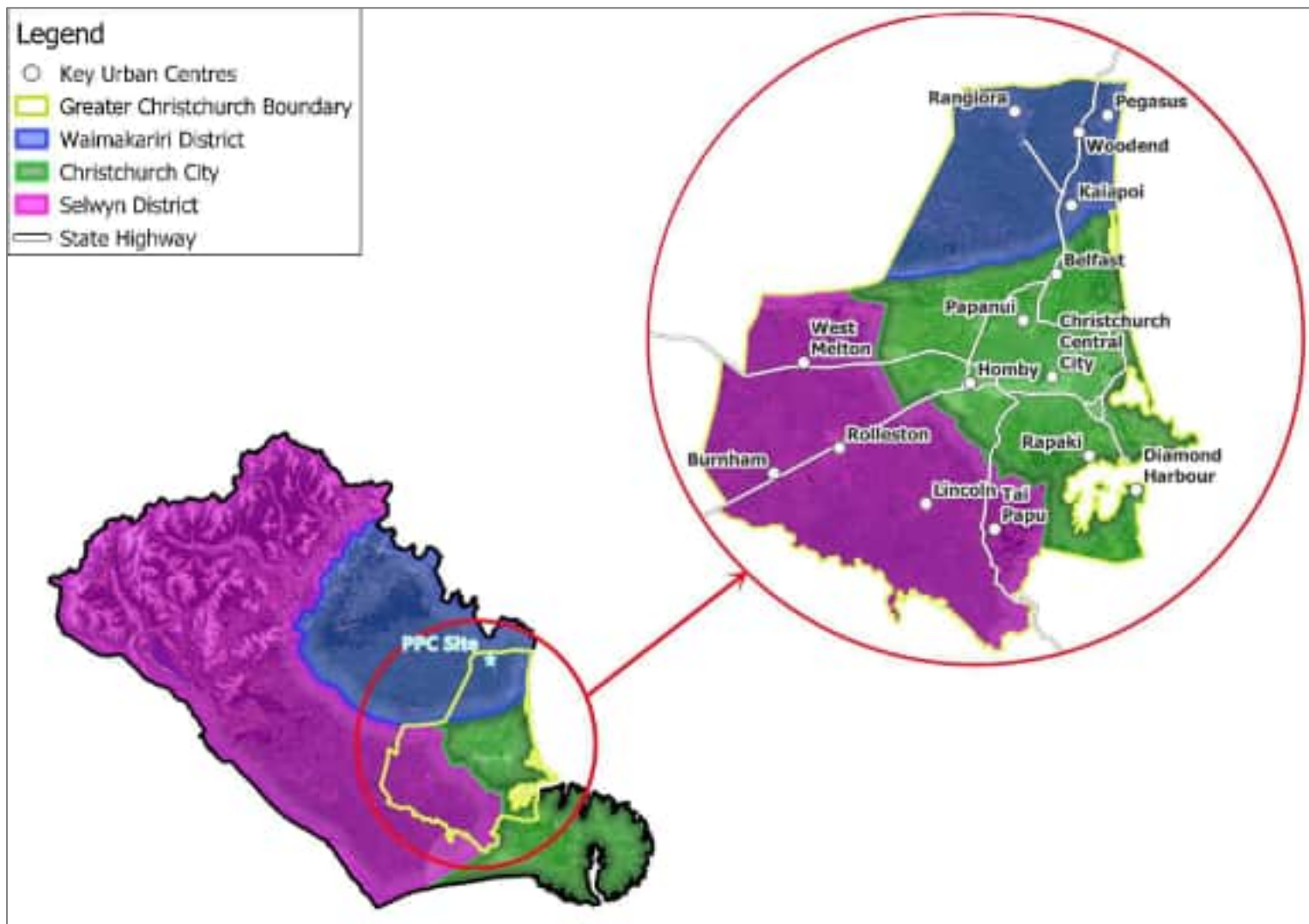




Figure 3 shows the Greater Christchurch extent that is expected to benefit from the residential developments at the proposal site. The Greater Christchurch region covers Christchurch City and the nearby areas within the Waimakariri and Selwyn Districts, from Burnham to Rangiora. Within the Waimakariri District boundary, Greater Christchurch covers the urban and most densely settled rural areas in the southeast corner of the Ashley River/Rakahuri. Specifically, the proposal site is located on the northern edge of the Greater Christchurch region.

Given the proximity to a major city (i.e., Christchurch) across the broader Canterbury region, Waimakariri is permeable to commuting and commerce between the two areas. It can be expected that the extra supply of dwellings in Waimakariri, especially within the Greater Christchurch boundary, will potentially serve the wider Greater Christchurch area.

**FIGURE 3 GREATER CHRISTCHURCH EXTENT**



Source: Property Economics, Google Map

52145.7



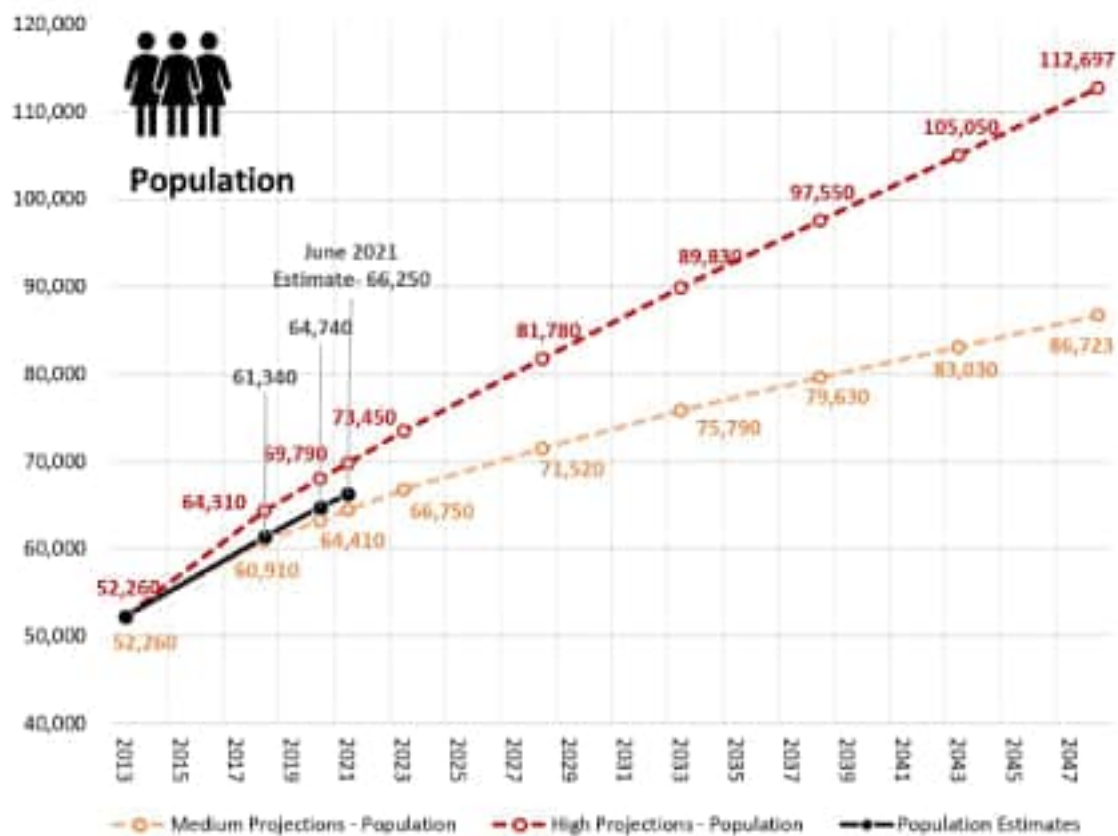


## 5. POPULATION AND HOUSEHOLD GROWTH

Dwelling demand is heavily influenced by population growth. This section assesses the population and household growth projections for Waimakariri and Rangiora based on the latest estimates and projections (June 2021) sourced from Statistics NZ. The Medium and High population growth projections are shown as best estimates of the current growth trajectory for Waimakariri.

As indicated in Figure 4, the 2021 population estimate for the Waimakariri sits between the Medium and High Growth projections, which is a trend to continue over the next 27 years. Specifically, under the High Growth scenario, the Waimakariri population will reach around 112,697 residents by 2048. This is a 70% growth (or an increase of 46,447 residents) from the 2021 base year of 66,250 residents, signalling a significant demand for dwellings at the district level. Under the Medium growth scenario, a more conservative estimate of 86,723 residents by 2048 is expected, equating to a proportional increase of 31% (or 20,473 residents) from the 2021 estimate of 66,250 residents.

**FIGURE 4 WAIMAKARIRI DISTRICT RESIDENT POPULATION GROWTH**

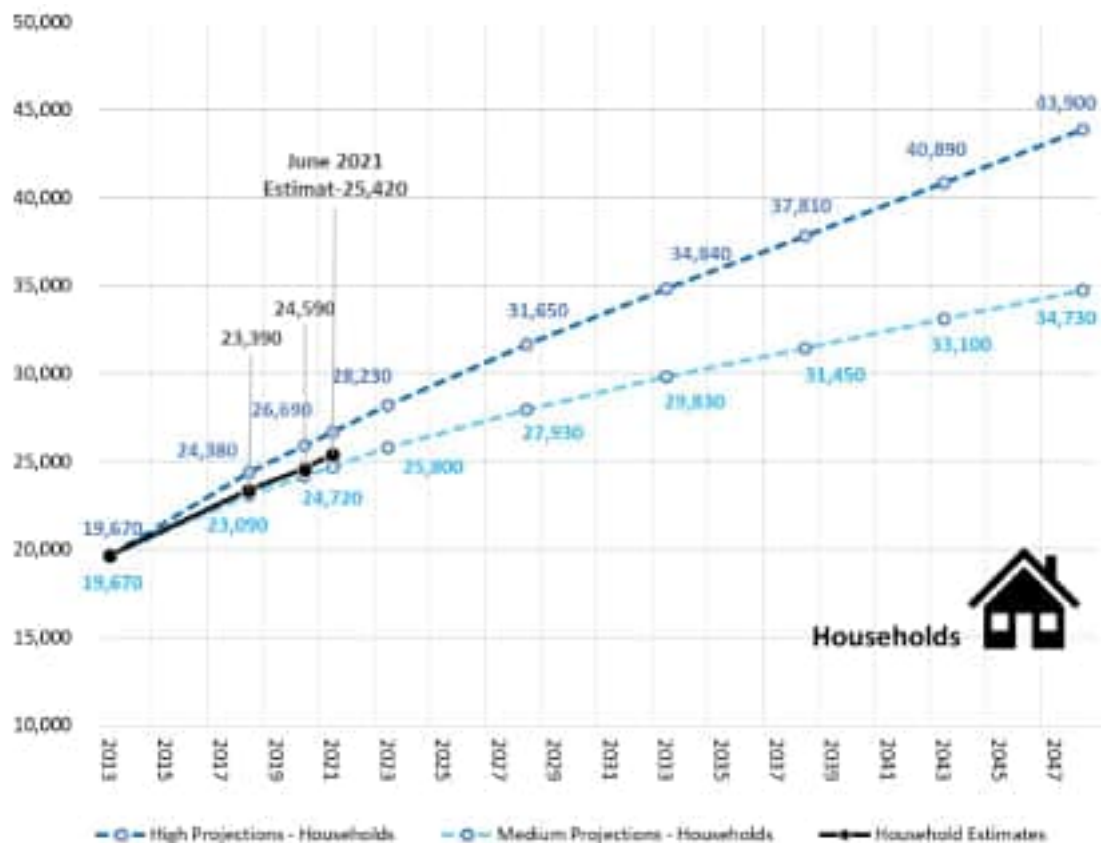


Source: Statistics NZ; Property Economics



In contrast, Figure 5 shows that the Waimakariri households will increase faster than the population. By 2048, it will have 43,900 and 34,730 households under the High and Medium Growth scenario, respectively. This represents a 73% and a 37% increase from the 2021 base year of 25,420 households. Therefore, an additional 18,480 dwellings will be required to accommodate the projected growth under the High projection over the next 27 years on a one household per dwelling basis. Note that this estimate contains both urban and rural areas demand in Waimakariri.

**FIGURE 5 WAIMAKARIRI DISTRICT RESIDENT HOUSEHOLD GROWTH**



Source: Statistics NZ; Property Economics

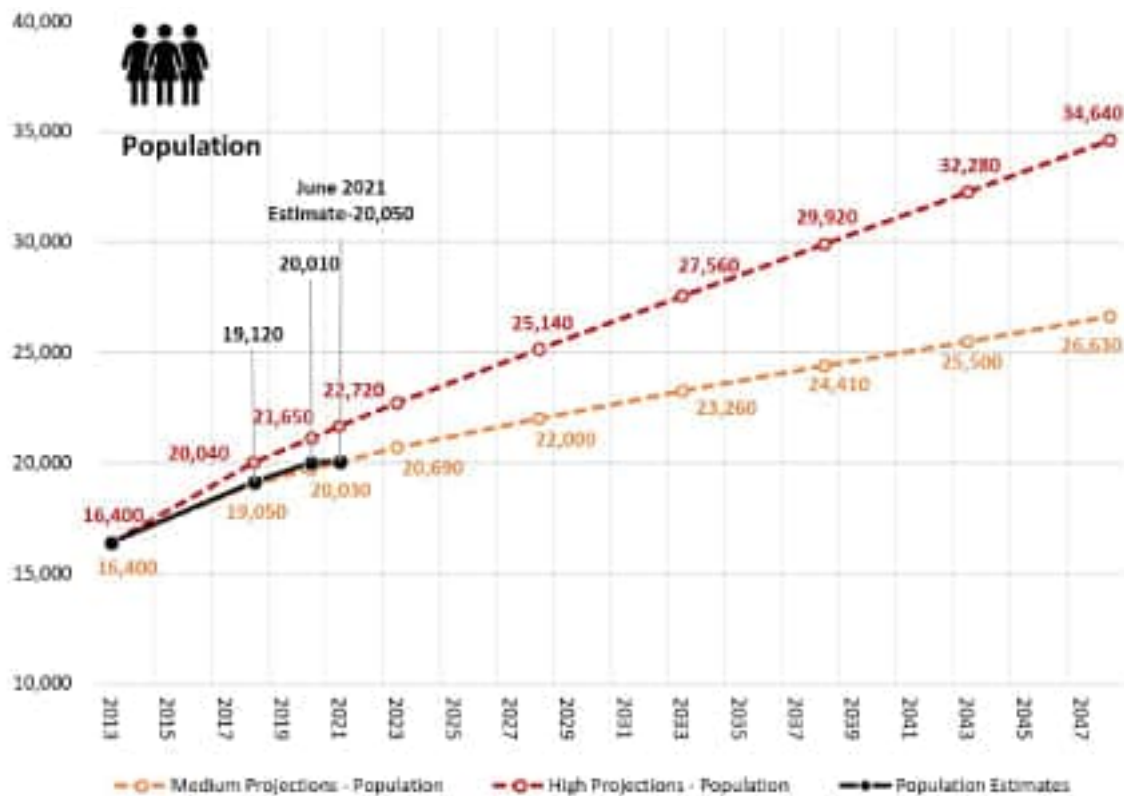
Figures 6-7 show the estimated population for the Rangiora Subdivision of the Rangiora-Ashley Ward based on the Waimakariri Local Body Election boundary. The catchment is presented in Appendix 2.

Note, even though the most recent population growth from 2020 to 2021 was marginal in Rangiora, the holistic dwelling demand across Waimakariri for the development proposed at the submission site will not be materially affected. This is evident in Figures 4-5, given the robust projected growth in the wider district.



It is estimated that there will be 34,640 residents living in Rangiora by 2048 under the High Growth scenario. This equates to a 73% increase (or a net growth of 14,590 residents) from the base year 2021. In contrast, the Medium Growth projections suggest that the Rangiora population will grow by around 33%, from 20,050 residents in 2021 to 26,630 residents by 2048.

**FIGURE 6 RANGIORA RESIDENT POPULATION GROWTH**



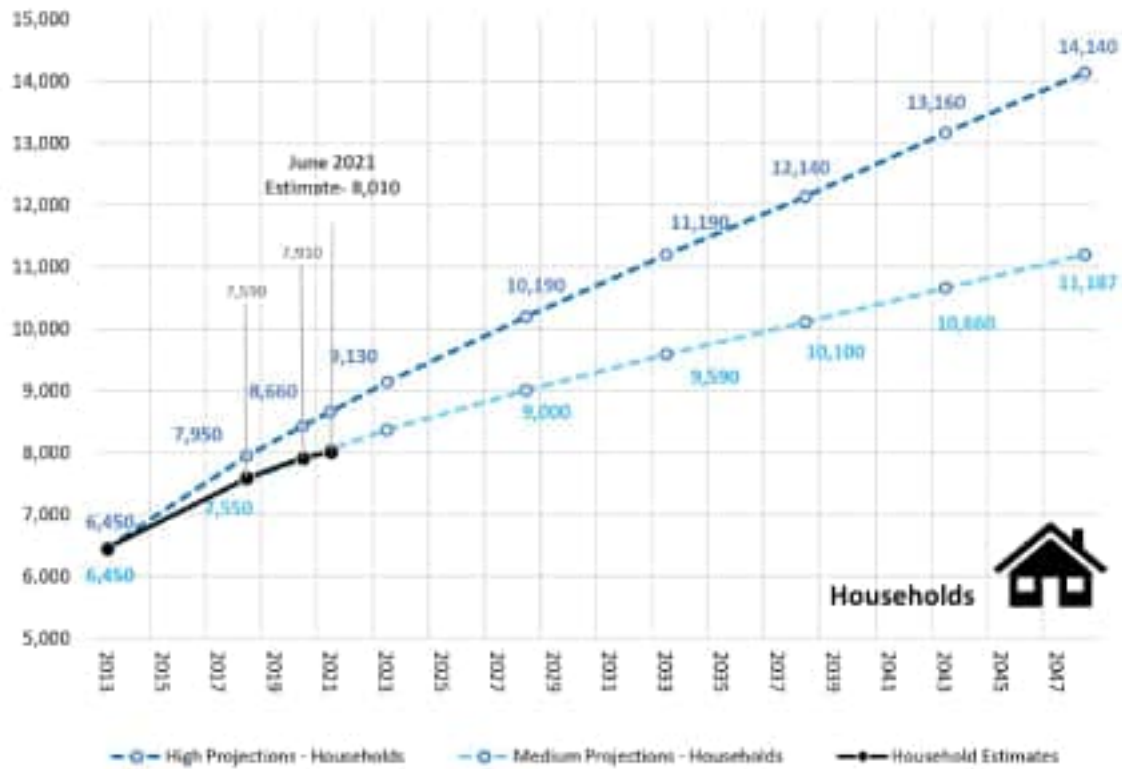
Source: Statistics NZ; Property Economics

As indicated in Figure 7, Rangiora is estimated to grow from 8,010 households in 2021 to 14,140 households in 2048 under the High projections, equating to a demand for an additional 6,130 dwellings (a 77% increase) over the next 27 years on a one household per dwelling basis. Under a more conservative Medium Growth projection, an additional 3,177 dwellings will be required out to 2048 in Rangiora, equating to a 40% increase from 8,010 households in the 2021 base year.

By comparing the projections in population and households, the number of households is expected to grow faster than the population in Rangiora and the wider district. This is primarily due to a projected fall in the person per dwelling ratio over the forecast period. As household size decreases over time, it can be expected that there will be a large future demand for more compact residential development across the district. This requires efficient use of residential zoned land to provide the maximum number of quality and affordable dwellings to accommodate the growing demand.



**FIGURE 7 RANGIORA RESIDENT HOUSEHOLD GROWTH**



Source: Statistics NZ; Property Economics

Further, given the close proximity to Christchurch city (30 minutes to Christchurch CBD by driving) and growing popularity as a place to live, the most tangible influence of Rangiora growth path moving forward is likely to be the new residential supply. Residential supply and capacity often have a marked influence on an area's market, with new supply a critical conduit to realising population growth. The supply rate correlates to the growth rate, with confined supply triggering many flow-on house supply issues and ultimately slowing growth.



## 6. DWELLING CAPACITY AND SUFFICIENCY

This section reviews and assesses the dwelling capacity and sufficiency in Rangiora and the wider Waimakariri based on *Greater Christchurch Housing Development Capacity Assessment* (hereafter, HBA 2021) released in July 2021 and Property Economics estimates.

In accordance with the HBA 2021, this section considers the potential residential capacity in the Future Urban Development Areas identified by *Our Space- Greater Christchurch Settlement Pattern Update 2019* (hereafter, Our Space 2019). These areas were proposed to deal with the medium-term dwelling shortage across the broader Greater Christchurch area. In July 2021, the Minister for the Environment has approved Proposed Change 1 to Chapter 6 of the *Canterbury Regional Policy Statement* (CRPS), which identifies several FUDA in town centres, including Rangiora. The HBA 2021 estimates FUDA capacities under two different scenarios, assuming that the dwelling in these areas will be delivered at either 12hh/ha or 15hh/ha. For instance, the '12hh/ha' assumption refers to 12 households per hectare.

### 6.1. WAIMAKARIRI URBAN RESIDENTIAL CAPACITY

Table 1 below summarises the urban residential sufficiency for Waimakariri based on the HBA 2021 estimates. Note, the Plan-Enabled, Realisable and Feasible capacities are estimated to be the same for Waimakariri over the next 30 years.

**TABLE 1 WAIMAKARIRI URBAN RESIDENTIAL SUFFICIENCY SUMMARY TABLE**

WAIMAKARIRI URBAN AREAS	SHORT TERM (2021-24)	MEDIUM TERM (2021-31)	LONG TERM (2021-2051)
<b>DWELLING DEMAND</b>			
<i>without NPS-UD Buffer</i>	1,528	4,508	11,160
<i>with NPS-UD Buffer</i>	1,833	5,410	13,059
<b>DWELLING CAPACITY</b>			
<i>without FUDA</i>	2,273	2,273	2,273
<i>with FUDA at 12hh/ha</i>	2,273	7,673	12,192
<i>with FUDA at 15hh/ha</i>	2,273	9,123	13,642
<b>DWELLING SUFFICIENCY</b>			
<i>without FUDA</i>	440	-3,137	-10,786
<i>with FUDA at 12hh/ha</i>	440	2,263	-867
<i>with FUDA at 15hh/ha</i>	440	3,713	583

Source: Greater Christchurch Partnership

As indicated in Table 1 below, Waimakariri has no urban residential capacity shortfall in the short term. The estimated capacity surplus is around 440 dwellings by 2024. However, there is a



shortfall of 3,137 dwellings in the medium term and a more substantial shortfall of 10,786 if no FUDA are developed. This estimated shortfall is largely offset by the additional capacity provided by FUDA, leading to a surplus of 2,263-3,713 dwellings in the medium term.

In the long term, the urban residential capacity of Waimakariri remains uncertain. There is a shortfall of 867 dwellings by 2051 when FUDA are developed at 12hh/ha. To ensure capacity sufficiency and optimise greenfield land use in urban areas, additional dwellings provided by FUDA needs to be developed at a density of 15hh/ha. It is predicted that there is a surplus of 583 dwellings at the 'optimal' 15hh/ha yield at the district level.

Given these estimates, Waimakariri future urban residential capacity will be largely dependent on the expected capacity of FUDA. This creates uncertainties in the district to accommodate the projected population growth, highlighting the requirement of 'back-up' residential development to secure the district's prosperity.

## 6.2. RANGIORA WARD RESIDENTIAL CAPACITY

Compared to the residential capacity and sufficiency for the entire district, Table 2 presents the estimates for Rangiora Ward specifically. It is worth mentioning that the HBA 2021 has applied an 8% assumption when estimating total dwelling demand in 3 TAs (i.e., Waimakariri, Christchurch and Selwyn), which is the assumption applied in this section.

**TABLE 2 RANGIORA RESIDENTIAL SUFFICIENCY SUMMARY TABLE**

RANGIORA WARD	2021 (Base)	2024	2031	2051
Households	8,010	8,496	9,118	11,536
Dwellings (incl. Unoccupied Dwellings)	8,707	9,235	9,911	12,539
Net Dwelling Requirement	-	528	1204	3833
Net Dwelling Requirement (with buffer)	-	<b>634</b>	<b>1,445</b>	<b>4,407</b>
Total Zoned Existing Capacity (est.)	<b>660</b>			
FUDA Capacity (12hh/ha)	-	303	1,819	3,032
FUDA Capacity (15hh/ha)	-	379	2,274	3,790
DWELLING SUFFICIENCY (without FUDA)	-	26	<b>-785</b>	<b>-3,747</b>
DWELLING SUFFICIENCY (12hh/ha)	-	329	1,034	<b>-715</b>
DWELLING SUFFICIENCY (15hh/ha)	-	405	1,489	43

Source: Property Economics

As summarised in Table 2, Rangiora has approximately 98ha of land within the operative residential zones that is vacant and available to accommodate future resident growth. The vast majority of the vacant residential land is within the Residential 2 zone and is in the ward's





southwestern edge. This gives an estimated total of around 660 zoned vacant or developable lots in Rangiora. Appendix 3 depicts the location of these zones in the context of Rangiora.

Having compared this zoned capacity to the estimated net dwelling requirement (with NPS-UD buffer) based on Statistics NZ Medium Growth projections, Rangiora is expected to have a negligible sufficiency of 26 dwellings by 2024, with FUDA estimated capacity excluded.

However, in the medium and long term, Rangiora zoned capacity cannot accommodate the growing net dwelling demand, leading to a moderate shortfall of around 785 dwellings by 2031 and a more substantial shortage of 3,747 dwellings by 2051.

As shown in Appendix 3, the identified FUDA are located to the west and east of Rangiora. These areas have total land of approximately 389ha based on spatial data. The total developable land within these areas, therefore, is around 253ha, with 35% of land excluded for infrastructure development. This adds a total additional capacity of approximately 3,032 dwellings at 12hh/ha and 3,790 dwellings at 15hh/ha to the zoned capacity in the long term.

However, these additional capacities are likely to be gradually delivered over the next 30 years, with the most residential development completed in the medium term. Accordingly, it is assumed that the realisable rate of these FUDA in Rangiora will be 10% by 2024, 60% by 2031, and 100% by 2051, cumulatively. Note, these percentages are for indicative purposes only and never be as absolute.

Based on the assumptions mentioned above, the existing zoned dwelling supply and estimated FUDA capacity together provide sufficient capacity to cover the projected dwelling demand, including the NPS-UD buffer for the 10-year time period (till 2031). In the long term, however, additional capacity will be required to meet the net dwelling demand of 4,407 dwellings by 2051 if dwellings within FUDA are developed at 12hh/ha. Suppose Rangiora's population does reach 26,630 residents by 2051 (as is projected under the Medium projection) and the 8% unoccupied dwelling assumption holds true over the next 30 years. In that case, Rangiora will need to supply for an additional 715 dwellings.

Under the high-density scenario (i.e., 15hh/ha), Rangiora dwelling capacity is sufficient for the 30 years till 2051, with 43 dwellings left for future demand. This marginal surplus is likely to be occupied quickly, signalling a dwelling shortfall in Rangiora to accommodate further population growth right after 2051.

In addition to the estimated shortfall and insignificant surplus in Rangiora dwelling capacity, it is worth considering the significant uncertainties surrounding the development progress of FUDA. For instance, these uncertainties may stem from the great front-end consent costs associated with the development. These costs may raise the developer's holding costs and therefore reduce the likelihood of development. Also, early lock-in of consent parameters reduces a developer's flexibility to react to changing market conditions, reducing the possibility of embarking on development.

According to Deloitte's *Construction Sector COVID-19 Recovery Study*, local authorities as key spenders on infrastructure have experienced additional funding challenges because of the



pandemic-led economic downturns. This may lead to temporary residential development delays within the identified FUDA.

The estimated impact of FUDA on dwelling capacity largely depends on the realisable rate assumptions. Indeed, it is estimated that Rangiora will have a dwelling shortfall since 2024 if these FUDA are only able to deliver less than 25% of their capacity in the medium term (i.e., 758 dwellings at 12hh/ha and 948 dwellings at 15hh/ha).

In contrast to the significant uncertainties associated with FUDA delivery, the proposal can provide a meaningful extra supply of around 90 dwellings to the zoned capacity and help satiate some net dwelling requirements in the ward and the wider district. Therefore, the proposal is in a good position to accommodate the projected Rangiora population growth by adding certainties to the future supply of dwellings in the ward and the wider district.



## 7. SUMMARY

The Proposal is currently zoned (rural) Residential 4A with an estimated capacity of 15 dwellings under the Operative District Plan (ODP). In contrast, a high-density residential zone such as Residential 2 would offer a more compact residential development at the site, allowing for approximately 105 dwellings to be developed to the north-western corner of Rangiora.

The core economic market of this proposal, the Waimakariri District, is projected to have a strong growth out to 2048, growing by around 70% from the 2021 base year under the High Growth scenario. This level of growth equates to 46,447 net additional residents by 2048.

Based on HBA 2021, Waimakariri urban residential capacity is anticipated to have a significant shortage of 3,137 dwellings by 2031 and a more substantial shortfall of 10,786 dwellings by 2051 when FUDA capacity is excluded. Even with the extra dwellings supplied by FUDA, the district is likely to see a shortfall of 867 dwellings at the 12hh/ha density in the long term. Therefore, the district is able to accommodate the projected growth over the next 30 years only when FUDA is developed at 15hh/ha.

As the largest town centre in Waimakariri, Rangiora is anticipated to have additional 14,590 residents and 6,130 households by 2051 under the High Growth scenario. This equates to net growth of 73% in population and 77% in households over the next 30 years. To accommodate such significant growth, an additional supply of 3,747 dwellings will be required by 2051 in Rangiora when FUDA capacity is not considered.

Considering the extra dwellings supplied by FUDA, Rangiora has a sufficiency of 1,034-1,489 dwellings in the medium term, depending on the yield assumption. In the long term, however, Rangiora is unable to accommodate the projected growth with a shortfall of 715 dwellings at 12hh/ha. Even at a higher density of 15hh/ha, Rangiora dwelling sufficiency is estimated to be marginally above the projected demand, with a negligible surplus of 43 dwellings by 2051. These 43 dwellings will be occupied quickly given the strong population growth in Waimakariri.

In contrast to the uncertainties associated with the delivery of FUDA over the next 30 years, the extra capacity of 90 dwellings (on top of the current capacity of around 15 allotments under Residential 4A zoning) contributed by the proposal will accommodate a meaningful and certain portion (approximately 226 residents) of the projected growth in a more foreseeable future. In light of this, the proposal is critically required to deal with the projected dwelling capacity insufficiency in Rangiora and the wider district and optimise the land use efficiency at the proposed site.



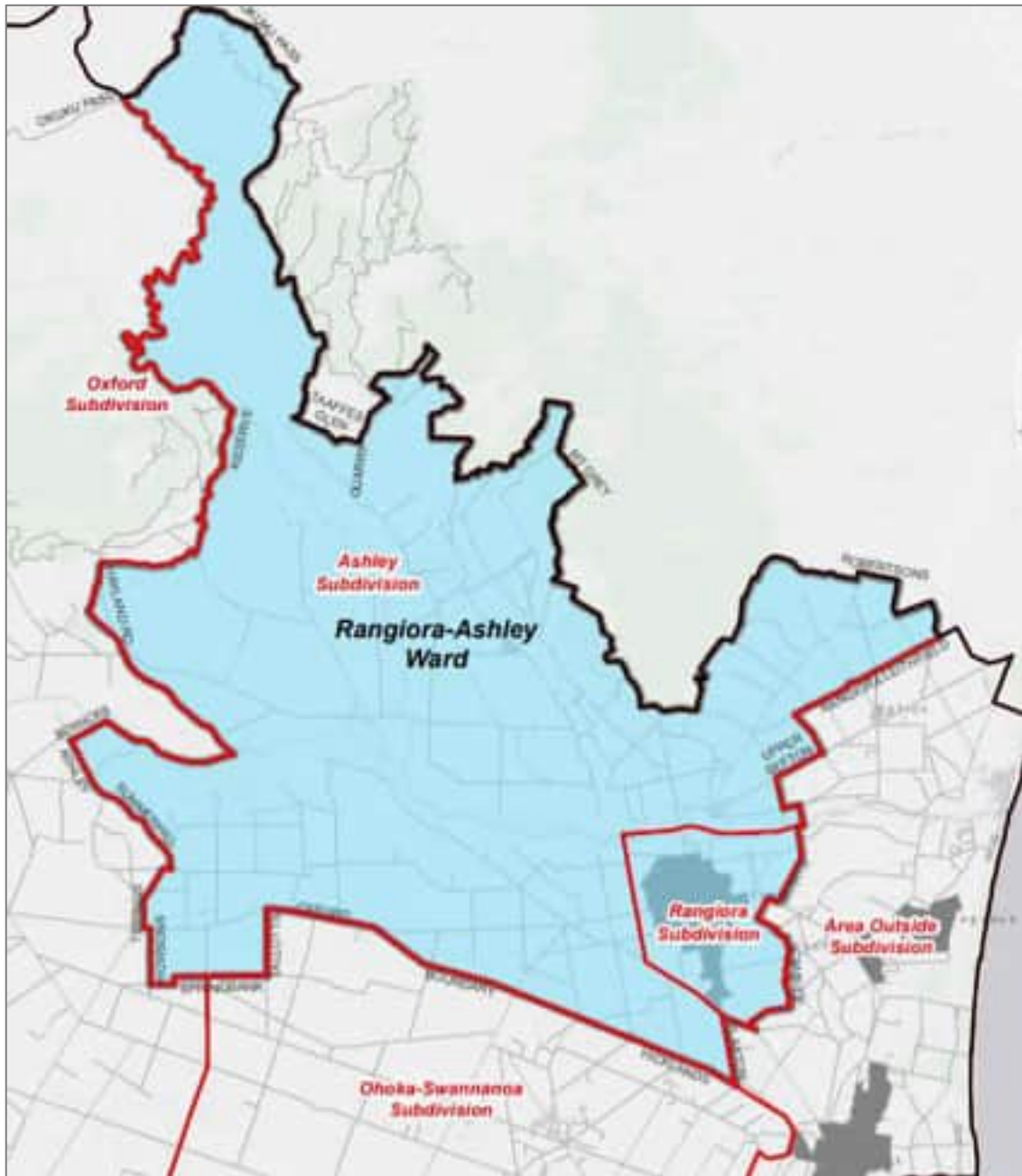
## APPENDIX 1. PRELIMINARY CAPACITY PLAN



Source: Suburban Estates



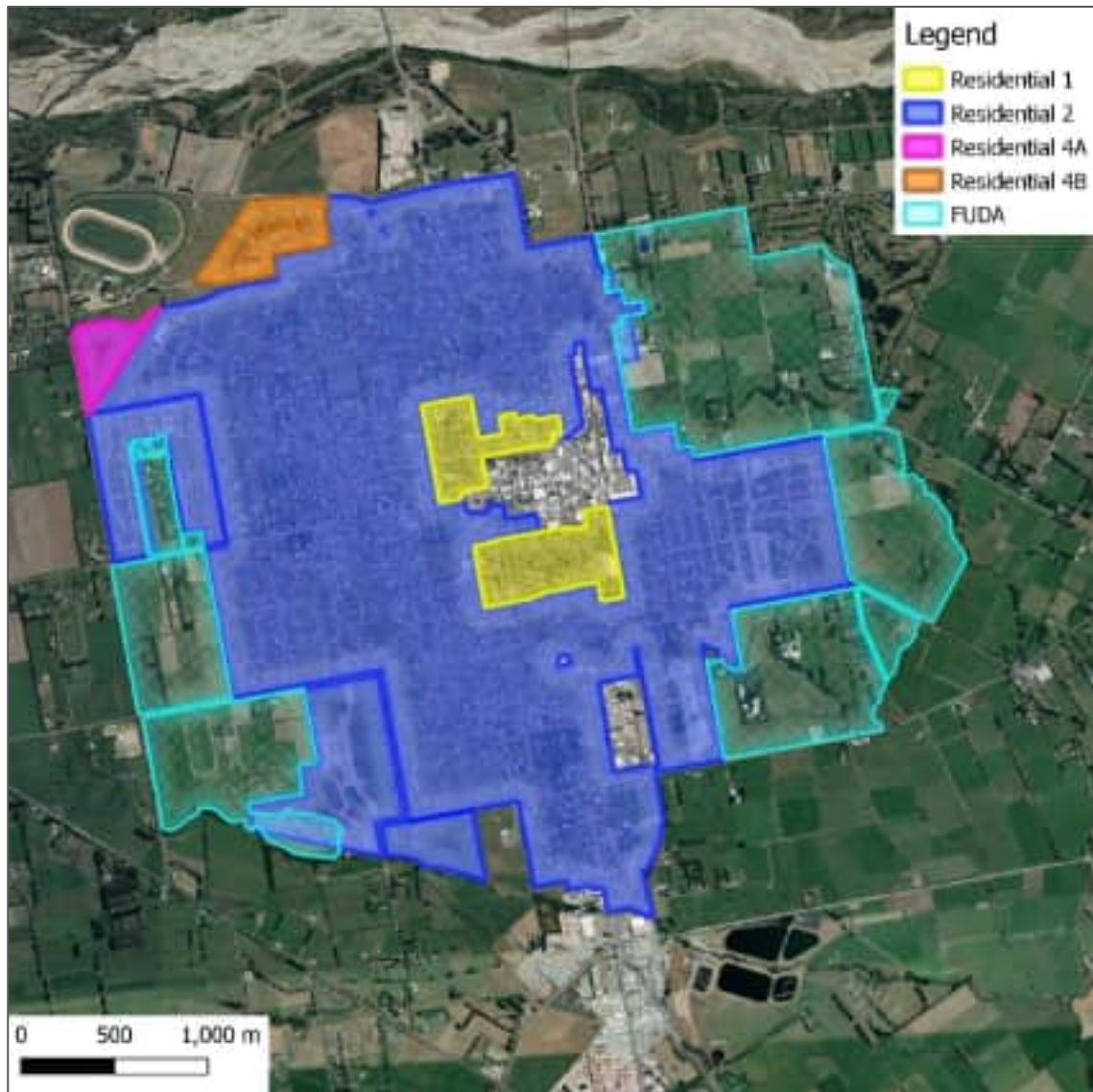
## APPENDIX 2. RANGIORA CATCHMENT



Source: WDC



### APPENDIX 3. OPERATIVE RESIDENTIAL ZONES AND FUDA



Source: WDC

APPENDIX H  
TRAFFIC REPORT

McCracken and Associates,  
Po Box 2551,  
Christchurch.

Via email: [REDACTED]

24 November 2021

Dear Kim,

**RE: RANGIORA WEST – PROPOSED RESIDENTIAL SUBDIVISION – PRELIMINARY TRANSPORT ASSESSMENT**

I write in response to your request for a preliminary transportation assessment to be undertaken of a proposal to rezone land located between Huntington Drive and Lehmans Road, Rangiora, from a rural zoning to a residential zoning. The following assessment is based on site visit undertaken on 26 July 2021, with weekday PM peak hour traffic surveys undertaken at key intersections in the vicinity of the site on 25 November 2021.

It is important to note that the following information is a preliminary assessment of transportation issues that has been prepared in support of a submission to the Waimakiriri District Plan review process. A more complete assessment could not be completed at this time owing to issues with traffic count data supplied by the Council. However, the following assessment includes assessment of the performance of what are considered to be the key nearby intersections, and this analysis, combined with site observations of weekday PM peak hour traffic flows, strongly indicates that the road network in the vicinity of the site has capacity to cater for this development.

**The Application Site**

The application site is lies to the immediate west of the established Huntington residential subdivision that is located in the northwest corner of the urban from of Rangiora. The site is bounded by Parrott Road (an unformed road) to the east and Lehmans Road to the west. Rangiora Racecourse is located to the north of the application site. The total site area is approximately 10.5 hectares. The site is presently vacant land used for pastoral purposes.

The site is located within North West Rangiora Outline Development Plan. The transmission lines also run parallel to the alignment of a possible corridor for a future heavy goods vehicle bypass. The location of the site is identified in Figure 1 (aerial image) and Figure 2 (ODP) on the following page.





Figure 1: Location of the application site, outlined in red (Image: Canterbury Maps).

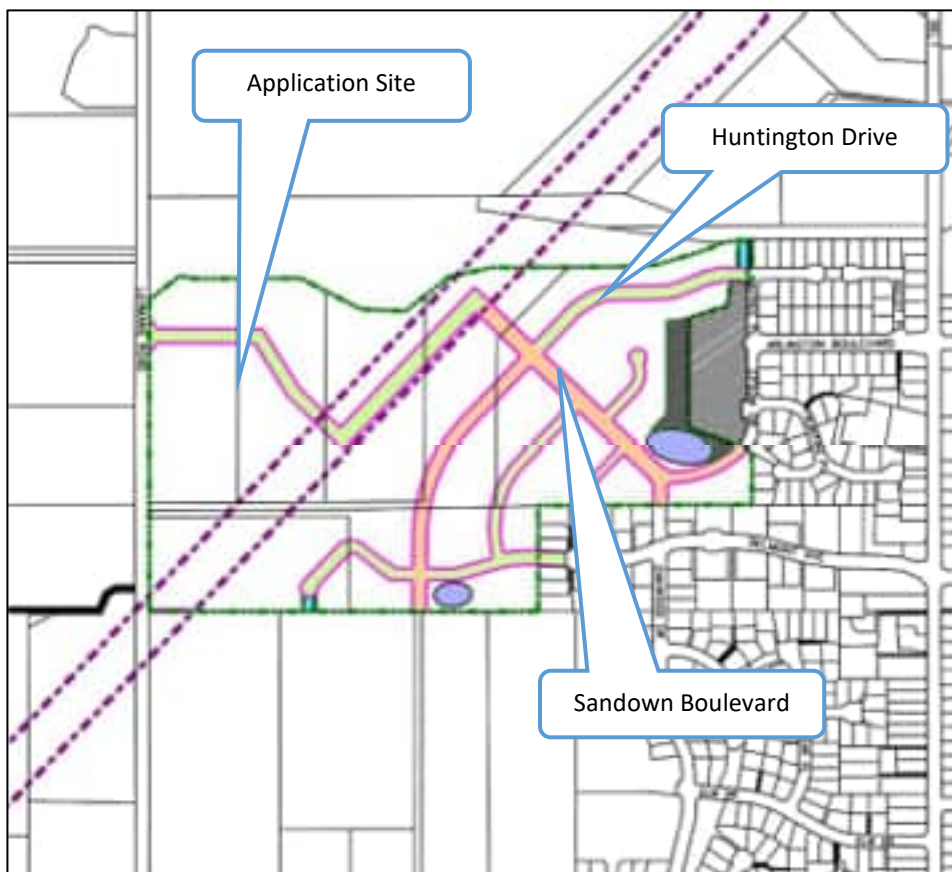


Figure 2: Location of the application site, outlined in blue (Image: North West Rangiora ODP).

## The Road Network

### Road Hierarchy

The road hierarchy in the vicinity of the application site is presented in Figure 3 below:



Figure 3: Rangiora Road Hierarchy Map (Purple roads represent Urban Collector Roads, red represents strategic roads and rest are local roads)

Figure 3 shows that the majority of roads in the vicinity of the site are classified as local roads. The exceptions to this are West Belt, Huntington Drive, Charles Upham Drive, Sandown Boulevard and Kingsbury Street which are all classified as collector roads. Oxford Road, to the south, is an arterial road.

### Traffic Volumes

Having considered the layout of the road network in the vicinity of the application site, it is considered that the most logical roads to be used by site generated traffic would be:

- a) High Street and Oxford Road, a strategic route carrying around 6,000-7,000 vehicles per day;
- b) Lehmans Road, a local road carrying around 1,600 vehicles per day;

- c) West Belt, a collector carrying around 6,500 vehicles per day north of Oxford Road, reducing to around 3,500 vehicles per day north of Seddon Street;
- d) Belmont Avenue and Sandown Boulevard which are both local roads carrying less than 1,500 vehicles per day.

As part of the preparation of this transport assessment, the weekday PM peak hour traffic volumes were recorded at the key intersections in the vicinity of the subject site; and this count data is presented in Table 1 below:

			16:00 - 16:15	16:15 - 16:30	16:30 - 16:45	16:45 - 17:00	17:00 - 17:15	17:15 - 17:30	17:30 - 17:45	17:45 - 18:00
Lahmans/Oxford	Northbound	↔	1	3	1	0	2	1	2	0
		↑	8	17	10	14	5	27	16	12
		↔	5	3	4	19	8	12	9	5
	Eastbound	↔	0	10	14	8	15	13	10	9
		→	59	38	63	61	68	60	53	59
		↔	7	1	1	1	2	0	1	1
	Southbound	↔	2	7	6	7	7	9	3	2
		↓	11	9	8	7	7	6	6	4
		↔	12	14	12	11	18	11	11	16
	Westbound	↔	2	6	7	7	8	9	4	10
←		61	70	79	59	72	76	76	67	
↔		6	7	3	4	3	6	1	4	
<b>Intersection Totals</b>			<b>174</b>	<b>185</b>	<b>208</b>	<b>200</b>	<b>212</b>	<b>232</b>	<b>192</b>	<b>189</b>
West Belt/Oxford/High	Northbound	↔	8	19	14	15	15	11	14	12
		↑	37	38	53	58	71	46	58	47
		↔	18	18	9	15	18	15	22	12
	Eastbound	↔	9	20	21	20	28	19	20	16
		→	53	52	62	50	59	68	59	55
		↔	13	12	11	9	9	13	9	6
	Southbound	↔	5	12	12	6	7	6	10	3
		↓	22	22	32	20	25	18	28	13
		↔	34	42	31	39	51	39	50	31
	Westbound	↔	5	4	3	4	1	8	1	7
←		44	69	76	51	71	76	71	68	
↔		13	6	8	8	10	6	7	5	
<b>Intersection Totals</b>			<b>259</b>	<b>312</b>	<b>332</b>	<b>296</b>	<b>365</b>	<b>323</b>	<b>347</b>	<b>275</b>
West Belt/Belmont/Kingsbury	Northbound	↔	10	10	6	9	11	8	14	8
		↑	50	28	32	34	24	42	39	32
		↔	11	6	21	9	16	14	8	15
	Eastbound	↔	2	1	2	0	4	3	2	2
		→	7	5	11	5	10	4	6	7
		↔	4	3	6	5	3	5	4	2
	Southbound	↔	1	2	3	1	6	3	6	2
		↓	32	23	29	16	33	29	31	20
		↔	0	1	3	1	1	2	1	1
	Westbound	↔	2	2	5	3	4	4	3	2
←		12	4	10	8	10	7	4	6	
↔		15	3	9	4	1	4	5	4	
<b>Intersection Totals</b>			<b>146</b>	<b>88</b>	<b>137</b>	<b>95</b>	<b>133</b>	<b>125</b>	<b>127</b>	<b>101</b>

Table 1: Recorded weekday PM peak traffic count data for Thursday 25 November 2021 in the vicinity of the application site.

The above data confirms that the peak hour within the two-hour survey period was 4:30pm to 5:30pm. The counts also revealed that the Lehmans / Oxford and West Belt / Belmont / Kingsbury intersections both operate with relatively low side road flows and a high level of service. The West Belt / Oxford / High intersection operated with much higher traffic volumes; however, the roundabout is an effective intersection control measure and queues on the approaches did not exceed 2-3 vehicles in the weekday PM peak hour. In general terms, these three key intersections have spare capacity to cater for additional traffic flow.

### Road Safety

A search of the NZTA CAS reported crash database provides the following reported crash diagrams for the key intersections in the vicinity of the application site that are likely to be used by site generated traffic. This was for the most recent 6-year period (2015-2020) and all data currently available for 2021.

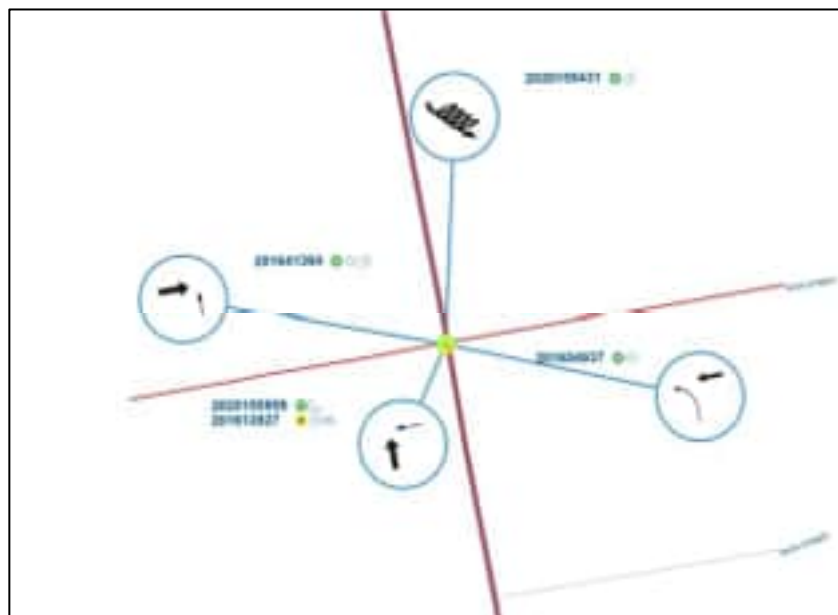


Figure 4: Reported Crashes at the High/Oxford West Belt Intersection for 2015-2021 (source = NZTA)



Figure 5: Reported Crashes at the West Belt / Belmont / Kingsbury Intersection for 2015-2021 (source = NZTA)



Figure 6: Reported Crashes at the High / Oxford / Lehmans Intersection for 2015-2021 (source = NZTA)

Given the traffic volumes recorded at the various intersections, the reported crash rates at the key intersections, and in particular the West Belt / Oxford / High intersection, is remarkably low.

## The Proposal

### General Description

An indicative layout of the proposed subdivision is shown in the masterplan provided as Figure 7 on the next page. It is understood that the proposed subdivision would yield around 110 allotments. Initial site access will be from the north-western end of Sandown Boulevard and from Lehmans Road. Potential future site access could also be from connections towards the north towards the Racecourse. It is assumed that these new road connections would be constructed to relevant District Plan design standards for local roads. Additional pedestrian access would be provided via 'green links' to Helmore Street in two locations.

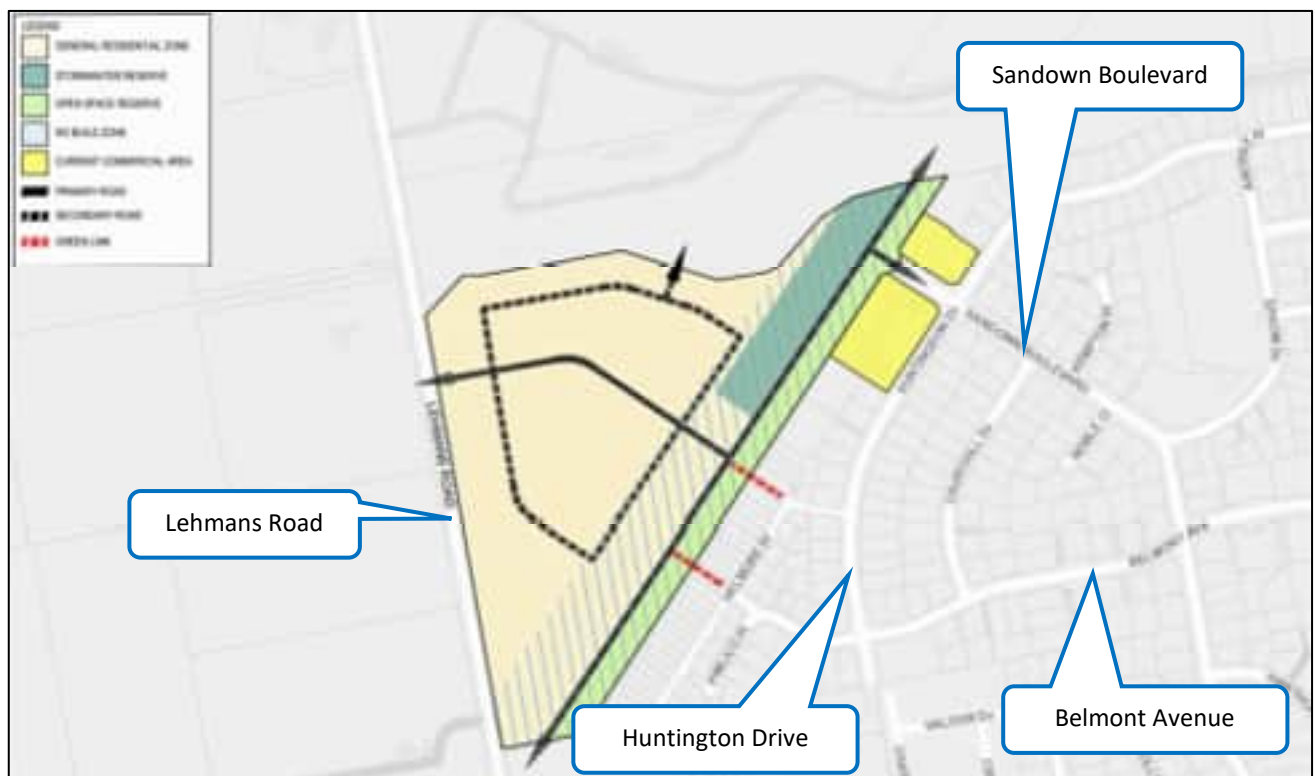


Figure 7: Indicative Subdivision Masterplan

### Estimated Traffic Generation

Traffic generation research of suburban low-density residential activity indicates that a dwelling unit located within a major metropolitan area will generate around ten trips per day. However, this research also shows that increasing separation from a major CBD reduces the generation rate owing to trip linking. For this reason, it is unlikely that the average generation per dwelling unit within the proposed Residential 2 zone would exceed 8 trips per day. That said, for the purpose of this assessment, traffic generation rates have

been adopted from data presented in Table 7.4 of NZTA Research Report 453 'Trips and Parking Related to Land Use November 2011'. These rates are:

- a) Design daily trips = 10.9 trips per unit per day, and;
- b) Design peak hour trips = 1.2 trips per unit per hour.

Based on the above rates, the 110 allotments would generate around 1,200 trips per day and around 132 trips in the weekday peak hour.

### Estimated Traffic Distribution

The Masterplan provides an indicative roading layout for the application site. It is emphasised that this layout is indicative only, however the shape of the site and the available connections onto the existing road network will mean that any future road layout within the site should be very close to that shown on the Masterplan.

The proposal for a heavy vehicle by pass will attract some site generated traffic to this route owing to its wider network connections, however this is unlikely to exceed 10-15% of site generated traffic owing to the majority of trips being likely to be made within origins and destinations within Rangiora or further south to Christchurch. Even if the bypass attracted 15% of site generated traffic this would only be a loading of some 200 trips per day which would have negligible effects on the operation of the bypass. Therefore, for the purpose of this assessment it is assumed that the connection to the by-pass is not in place. This in turns places all site generated traffic through the more sensitive existing residential areas to the south and east of the site and towards Lehmans Road and West Belt, and as such is considered to be a conservative approach.

The subject site is well connected to the wider road network. An inspection of the road layout indicates that the likely routes residents will take to access the wider road network will be as follows.

Site location	Option 1	Option 2	Option 3
To/From South or Southeast	Via Lehmans Road	Via Belmont Avenue to West Belt	Via Huntington Drive and Charles Upham Drive
To/From North	Via Belmont Street and Kingsbury Street	Via Belmont Avenue to West Belt	Via the bypass route
To/From East	Via Belmont Avenue and Kingsbury Street	Via Lehmans Road and Oxford/High	Via Huntington Drive and Charles Upham Drive
To/From West	Via Lehmans Road	n/a	n/a

Table 1: Likely Route Choices for Trips Generated by the Plan Change Site

If it is assumed that site generated traffic from the site heads 60% to or from the south or southeast, 10% to or from the north, 20% to or from the east, and 10% to or from the west, then these directional flows can be further split onto relevant links within the surrounding road network as shown in Table 2 below:

Site location	Origin / Destination	Option 1	Split	Option 2	Split	Option 3	Split
To/From South or Southeast	60%	Via Lehmans Road	25%	Via Belmont Avenue to West Belt	25%	Via Huntington Drive and Charles Upham Drive	10%
To/From North	10%	Via Belmont Street and Kingsbury Street	5%	Via Belmont Avenue to West Belt	5%	Via the bypass route	0%
To/From East	20%	Via Belmont Avenue and Kingsbury Street	10%	Via Lehmans Road and Oxford/High	5%	Via Huntington Drive and Charles Upham Drive	5%
To/From West	10%	Via Lehmans Road	10%	n/a		n/a	

Table 2: Estimated Traffic Distribution for Trips Generated by the Plan Change Site

Noting the above estimated route choice splits, and an estimated daily trip generation for the site of around 1,200 trips per day, the estimated future daily traffic volumes on the relevant road network links can be calculated as shown in Appendix A and summarised in Table 3 below:

Network Link	Existing Volume	Future Volume
Lehmans Road	1610	2090
Huntington Drive	1500	1680
Charles Upham Drive	1500	1680
Sandown Boulevard	500	1220
Belmont Avenue	1092	1332
West Belt (north of High St)	6449	6749
West Belt (north of Seddon)	3327	3627
Oxford Road (west of Lehmans)	5823	5943
Oxford Road (east of Lehmans)	6519	6579
High Street (east of West Belt)	6892	6952

Table 3: Estimated Traffic Distribution for Weekday Daily Trips Generated by the Plan Change Site

The above estimated changes in daily traffic volumes are low, and the estimated future traffic volumes on the various network links remains entirely within suitable volume envelopes given the hierarchy classification and planned function of these roads.



In terms of the more critical weekday PM peak hour traffic volumes, the same calculation methodology can be used. Again, noting the above estimated route choice splits, and an estimated peak hour trip generation for the site of around 132 trips, the estimated future PM peak hour traffic volumes on the relevant road network links can be calculated also as shown in Appendix A and summarised in Table 4 below:

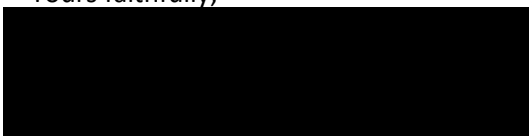
Network Link	Existing Volume	Future Volume
Lehmans Road	163	216
Huntington Drive	150	170
Charles Upham Drive	150	170
Sandown Boulevard	50	130
Belmont Avenue	107	134
West Belt (north of High St)	614	647
West Belt (north of Seddon)	352	385
Oxford Road (west of Lehmans)	551	564
Oxford Road (east of Lehmans)	587	594
High Street (east of West Belt)	596	603

Table 4: Estimated Traffic Distribution for Weekday PM Peak Hour Trips  
Generated by the Plan Change Site

None of the above estimated changes in weekday PM peak hour traffic volumes are of note, with the largest estimated increase in traffic flow being on Lehmans Road (+53 vehicles and West Belt (+33 vehicles). When these additional volumes are spread across the one-hour period, the estimated change in traffic flow will be imperceptible within ambient traffic volumes, and unlikely to have any material effect on the performance of the identified key intersections in the vicinity of the site.

I trust the above is sufficient, however if you require any further information then please do not hesitate to contact me directly on 029 963 8727 or [ray@urbisgroup.co.nz](mailto:ray@urbisgroup.co.nz).

Yours faithfully,



Ray Edwards

**Managing Director**

**URBIS TPD LIMITED**

## Appendix A – Trip Distribution Calculations

### Daily Volumes

Site location	Origin / Destination	Option 1	Split	Option 2	Split	Option 3	Split	Daily Total
To/From South or Southeast	719	Via Lehmans Road	300	Via Belmont Avenue to West Belt	300	Via Huntington Drive and Charles Upham Drive	120	
To/From North	120	Via Belmont Avenue and Kingsbury Street	60	Via Belmont Avenue to West Belt	60	Via the bypass route	0	
To/From East	240	Via Belmont Avenue and Kingsbury Street	120	Via Lehmans Road and Oxford/High	60	Via Huntington Drive and Charles Upham Drive	60	
To/From West	120	Via Lehmans Road	120	n/a	0	n/a	0	
	1199		600		420		180	1200
<b>Additional Traffic onto:</b>								<b>Future Volume</b>
	Existing Volume							
Lehmans Road	1610		420		60			2090
Huntington Drive	1500					180		1680
Charles Upham Drive	1500					180		1680
Sandown Boulevard	500		180		360	180		1220
Belmont Avenue	1092		180		60			1332
West Belt (north of High St)	6449				300			6749
West Belt (north of Seddon)	3327				300			3627
Oxford Road (west of Lehmans)	5823		120					5943
Oxford Road (east of Lehmans)	6519				60			6579
High Street (east of West Belt)	6892				60			6952

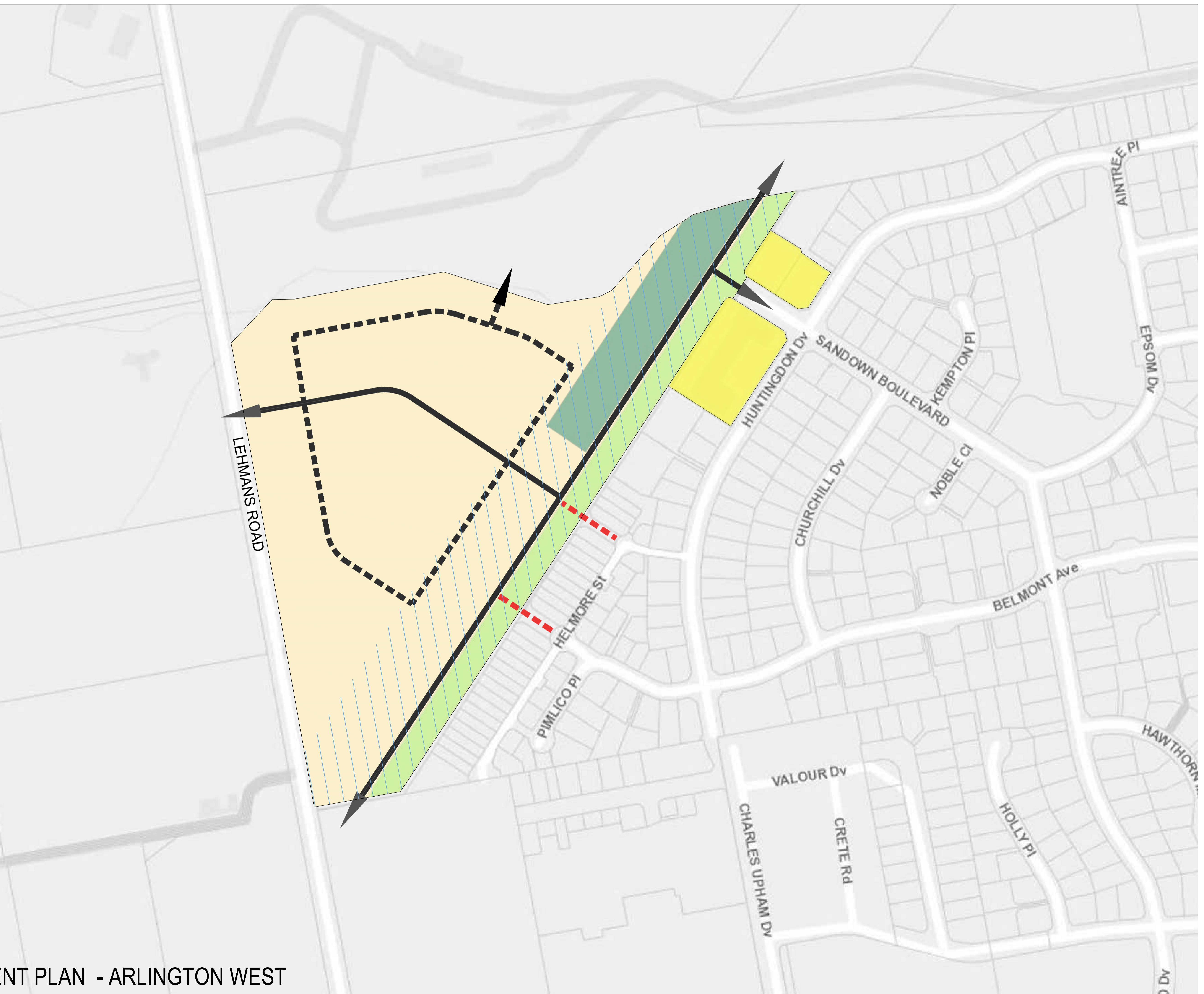
PM Peak Hour Volumes

Site location	Origin / Destination	Option 1	Split	Option 2	Split	Option 3	Split	Daily Total
To/From South or Southeast	79	Via Lehmans Road	33	Via Belmont Avenue to West Belt	33	Via Huntington Drive and Charles Upham Drive		
To/From North	13	Via Belmont Avenue and Kingsbury Street	7	Via Belmont Avenue to West Belt	7	Via the bypass route		
To/From East	26	Via Belmont Avenue and Kingsbury Street	13	Via Lehmans Road and Oxford/High	7	Via Huntington Drive and Charles Upham Drive		
To/From West	13	Via Lehmans Road	13	n/a	0	n/a		
	131		66		47			
<b>Additional Traffic onto:</b>								<b>Future Volume</b>
	Exiting Volume							
Lehmans Road	163		46		7			216
Huntington Drive	150						20	170
Charles Upham Drive	150						20	170
Sandown Boulevard	50		20		40		20	130
Belmont Avenue	107		20		7			134
West Belt (north of High St)	614				33			647
West Belt (north of Seddon)	352				33			385
Oxford Road (west of Lehmans)	551		13					564
Oxford Road (east of Lehmans)	587				7			594
High Street (east of West Belt)	596				7			603

APPENDIX I  
OUTLINE DEVELOPMENT PLAN

**LEGEND**

- GENERAL RESIDENTIAL ZONE
- STORMWATER RESERVE
- OPEN SPACE RESERVE
- NO BUILD ZONE
- CURRENT COMMERCIAL AREA
- PRIMARY ROAD
- SECONDARY ROAD
- GREEN LINK



## DEVELOPMENT PLANNING UNIT

# Submission on Variation 1: Housing Intensification

Clause 6 of Schedule 1, Resource Management Act 1991

## Submitter details

(Our preferred methods of corresponding with you are by **email** and **phone**).

Full name: Doncaster Development Ltd

Please select one of the two options below:

- I **could not** gain an advantage in trade competition through this submission (*please go to Submission details, you do not need to complete the rest of this section*)
- I **could** gain an advantage in trade competition through this submission (*please complete the rest of this section before continuing to submission details*)

Please select one of the two options below:

- I **am** directly affected by an effect of the subject matter of the submission that:
- A) Adversely affects the environment; and
  - B) Does not relate to trade competition or the effect of trade competition.
- I **am not** directly affected by an effect of the subject matter of the submission that:
- A) Adversely affects the environment; and
  - B) Does not relate to trade competition or the effect of trade competition.

## Submission details

The specific provisions (objectives, policy and rules) of the proposal that my submission relates to are as follows:  
*(please give details)*

Refer Attach A - Para 1

My submission is that: *Please indicate whether you support or oppose the specific provisions or wish to have amendments made, giving reasons (include additional pages as necessary).*

Refer Attach A - Para 2

I/we have included: 26 additional pages

I/we seek the following decision from the Waimakariri District Council: *(give precise details, use additional pages if required)*

Refer Attach A - Para 3

## Submission at the hearing

- I/we wish to speak in support of my/our submission
- I/we do not wish to speak in support of my/our submission
- If others make a similar further submission, I/we will consider presenting a joint case with them at the hearing

## Signature

*Of submitters or person authorised to sign on behalf of submitter(s)*

Signature Kim McCracken

Date 7 September 2022

**PLEASE NOTE** - A signature is not required if you submit this form electronically. By entering your name in the box above you are giving your authority for this application to proceed.

## Important information

1. The Council must receive this submission before the closing date and time for submissions.
2. Please note that submissions are public. Your name and submission will be included in papers that are available to the media and public. Your submission will only be used for the purpose of the Plan Change/Variation process.
3. Only those submitters who indicate they wish to speak at the hearing will be emailed a copy of the planning officer's report (please ensure you include an email address on this submission form).

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious
- It discloses no reasonable or relevant case
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further
- It contains offensive language
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

**Send your submission to:** Submission  
Waimakariri District Council, Private Bag 1005, Rangiora 7440

**Email to:** developmentplanning@wmk.govt.nz  
Subject line: Submission Variation 1: Housing Intensification

**Phone:** 0800 965 468 (0800WMKGOV)

**You can also deliver this submission form to one of our service centres:**

**Rangiora Service Centre:** 215 High Street, Rangiora

**Kaiapoi Service Centre:** Ruataniwha Kaiapoi Civic Centre, 176 Williams Street, Kaiapoi

**Oxford Service Centre:** 34 Main Street, Oxford

**Submissions close 5pm, Friday 9 September 2022**

**Please refer to the Council website [waimakariri.govt.nz](http://waimakariri.govt.nz) for further updates**



## Doncaster Development Ltd

# Submission on Variation 1: Housing Intensification

### Attachment A

---

The specific provisions of the proposal that my submission relates to are as follows:

1. The zoning of the subject property at North West Rangiora and related plan objectives, policies and development control standards, to enable it to be developed for housing. The submitter has lodged a submission on the Proposed District Plan, dated 24 November 2021, seeking a change of zoning to General Residential. Proposed Variation 1 will merge the residential zones into the Medium Density Residential Zone, and this submission is to ensure consistency between the zoning of the subject property and that of the adjacent developed residential areas of North West Rangiora. It also supports a more appropriate provision for medium density housing for Rangiora than that provided for by Variation 1. This submission should be regarded as supporting the submitters PDP submission and in addition to it.
2. Our submission is that the proposed Medium Density Residential Zone should apply to those parts of the Rangiora urban area that are suitable for medium density housing development, being located within walking distance or 800 metres from the town centre commercial zones, and should not apply to the balance of the residential area which is further away from the town centre. The General Residential Zone should be retained for the balance of the residential area including the submitter's land in North West Rangiora. It is further submitted that the Council should identify the parts of the Rangiora residential area to remain as General Residential Zone as subject to a "Special Qualifying Matter" under s77 I(j) of the Amendment Act. The matters that make higher density, as provided for by the MDRS or Policy 3, inappropriate in those areas are:
  - A blanket approach to medium density housing is manifestly unsuitable in a town such as Rangiora which has developed in recent decades as a generally low density suburban environment with high standards of residential amenity and urban design. Medium density housing can and should be clustered in pedestrian proximity to the town centre and public transport hubs.
  - Variation 1 as notified will fail to provide for the required objectives and policies;

#### *Objective 1*

*(a) a well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future:*

*(b) a relevant residential zone provides for a variety of housing types and sizes that respond to;*

- (i) housing needs and demand; and*
- (ii) the neighbourhood's planned urban built character, including 3-storey buildings.*

*Policy 1*

- (a) enable a variety of housing types with a mix of densities within the zone, including 3-storey attached and detached dwellings, and low-rise apartments*

*Policy 3*

- (c) encourage development to achieve attractive and safe streets and public open spaces, including by providing for passive surveillance.*

*Policy 4*

- (d) enable housing to be designed to meet the day-to-day needs of residents.*

- It is also inconsistent with the overall provisions of the Resource Management Act, and beyond the needs of the NPS-UD.
- The submitter understands that the Council has been advised that it has no choice in this matter; that MDRS standards must be applied to all urban residential zones and that special qualifying matters cannot be used to protect low density suburbs from the adverse effects of inconsistent high density housing. If that proves to be the case, and Variation 1 proceeds in its notified form, the submitter requests that its north west Rangiora property be included within the scope of Variation 1 as though it was already zoned General Residential. That is, for the purpose of this process the property be treated as through its PDP submission has been allowed in full.

3. We seek the following decision;

EITHER: That the PDP submission be allowed in full and the property be included in the General Residential zone, along with adjacent residential areas of Rangiora, if Variation 1 has been appropriately modified to enable that outcome.

OR: That the zoning of the property be changed to Medium Density Residential Zone if Variation 1 proceeds in approximately its notified form.

In order to understand the position of the land some of the matters addressed in the submission on the WDC District Plan Review seeking rezoning of the land are attached for information.

Attachments:

Attachment B	Zoning Map/Outline Development Plan
Attachment C	Infrastructure/Service Report - Aurecon
Attachment D	Infrastructure Options – Kerr and Partners

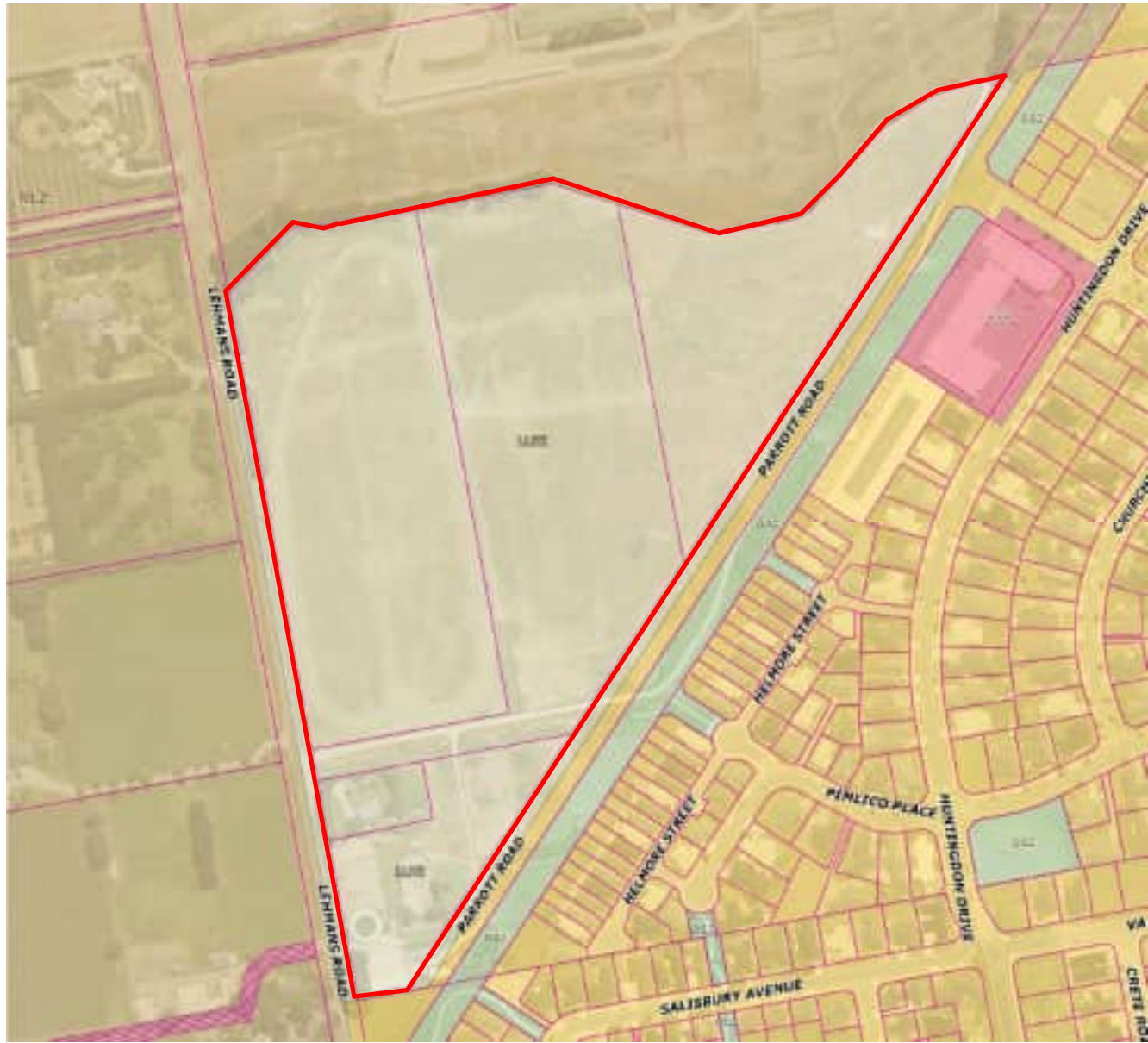
Doncaster Development Ltd

Submission on Variation 1: Housing Intensification

**ATTACHMENT B**

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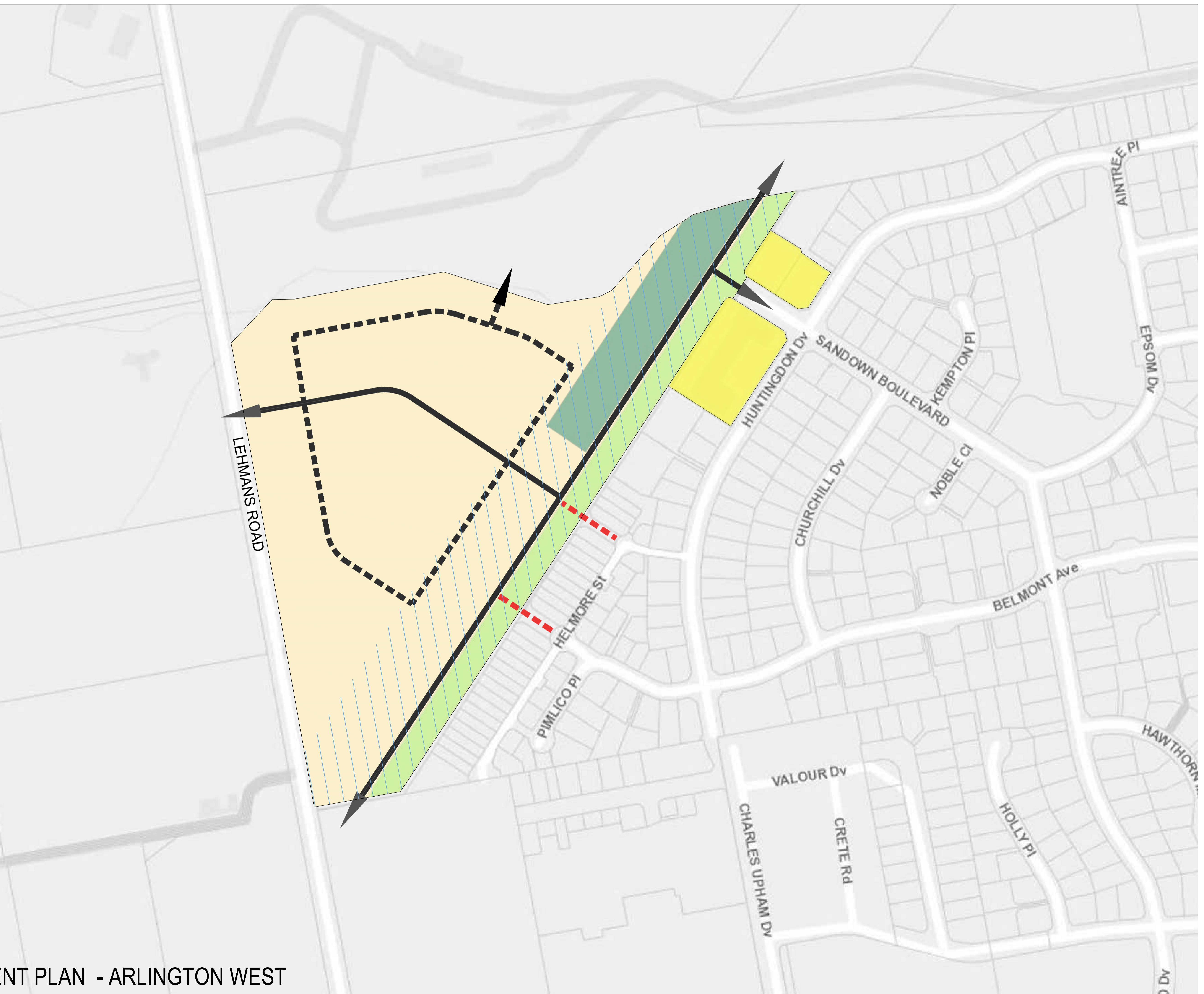
Zoning Map / Outline Development Plan



Zoning Map - Site

**LEGEND**

- GENERAL RESIDENTIAL ZONE
- STORMWATER RESERVE
- OPEN SPACE RESERVE
- NO BUILD ZONE
- CURRENT COMMERCIAL AREA
- PRIMARY ROAD
- SECONDARY ROAD
- GREEN LINK



Doncaster Development Ltd

Submission on Variation 1: Housing Intensification

**ATTACHMENT C**

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Infrastructure / Servicing Report - Aurecon

# Arlington

Infrastructure Servicing Report

**Doncaster Developments Ltd**

Reference: 520511

Revision: 0

Date 29/09/21

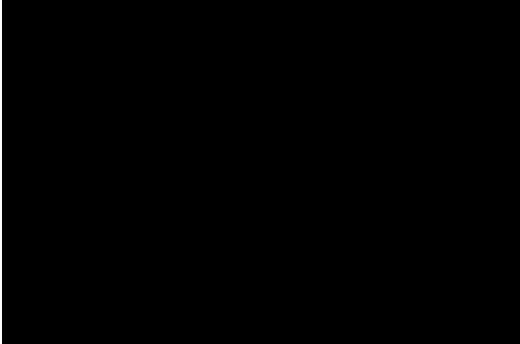
**aurecon**

*Bringing ideas  
to life*

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**Aurecon New Zealand Limited**



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<b>Client</b>		Doncaster Developments Ltd					
<b>Client contact</b>		Client Contact	<b>Client reference</b>		Reference		
<b>Rev</b>	<b>Date</b>	<b>Revision details/status</b>	<b>Author</b>	<b>Reviewer</b>	<b>Verifier (if required)</b>	<b>Approver</b>	
R1	D1	DE1	A1	C1	V1	AP1	
R2	D2	DE2	A2	C2	V2	AP2	
R3	D3	DE3	A3	C3	V3	AP3	
R4	D4	DE4	A4	C4	V4	AP4	
<b>Current revision</b>		<b>Rev</b>					

Approval			
<b>Author signature</b>		<b>Approver signature</b>	
<b>Name</b>	J Tucker	<b>Name</b>	R Smith
<b>Title</b>	Senior Civil Engineer	<b>Title</b>	Principal, Land Infrastructure



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## Appendices

**Appendix A: Indicative Servicing Plans**

**Appendix B: Geotechnical Investigations**

## Figures

Figure 1: Location of site (*source GRIP Map*)

Figure 2: Flood hazard modelling Waimakariri District Council

## Tables

Table 1: Stormwater Management Infrastructure Concept Dimensions

# 1 Introduction

## 1.1 General

Doncaster Developments Ltd is pursuing the rezoning of approximately 11.6 hectares of land located west of Rangiora. The land is currently zoned as Rural Residential (Res4a) under the Waimakariri District Council (WDC) Operative Plan but Residential (Res2) zoning is being sought to which may see development of approximately 110 residential lots.

Aurecon has been engaged to investigate the servicing matters relating to the proposed development. This report provides an assessment of the options for providing necessary servicing infrastructure to enable future development of the site. The services investigated include water supply, stormwater drainage, wastewater disposal and power/telephone services.

## 1.2 Description of the Site

### 1.2.1 General

The site is located west of Rangiora township and incorporates five separate titles of land (refer Figure 1). The current land use is predominantly pastureland and an existing residential dwelling and horse stables at the southern portion of the development (266 and 260 Lehmans Road).



Figure 1: Location of site (source GRIP Map)

### 1.2.2 Surrounding land use

The site is bounded to west by rural land and to the north by the Rangiora Racecourse. Two sets of power Transmission Lines run through the property parallel to the southeast boundary of the site, with provision for a future bypass road between the transmission lines (Parrott Road) which will potentially divert traffic from

Lehmans Road to River Road. A portion of this road will provide a connection from the proposed development to Sandown Boulevard the existing residential area east of the site. Lehmans Road is aligned in a north-south direction along the site's western boundary.

### 1.2.3 Access

The site can be currently accessed from Lehmans Road on the western boundary. It is anticipated that access to the development will be available from a new intersection off Lehmans Road and also from a new connection to Sandown Boulevard to the east via a portion of the existing paper road, Parrot Road, that would be formed as part of the development. Reserve areas which can provide pedestrian and cycle access to the site have been accommodated for through from Payne Court, Helmore Streets and Salisbury Avenue in the adjacent subdivisions.

### 1.2.4 Topography

The site is relatively flat with a grade (1 in 200) from a north to south east direction from approximately 46 mRL to approximately 44m.

### 1.2.5 Geotechnical Ground Conditions

Geotechnical investigations previously completed on the site and the residential area east of the site through to West Belt have indicated the soil profile typically consists of topsoil overlying sandy silt, overlying gravel. Based on review of a limited number of test pits excavated on and nearby the site, there are underlying gravel levels 2-4 metres Below Ground Level (BGL). The groundwater is approximately 6 meters BGL. Test pits and infiltration testing which were completed as part of the Westpark subdivision located directly to the south of the site, confirmed a measured infiltration rate of 600-720 mm /hour within the gravel layers. Infiltration testing undertaken during development of the residential areas east of the site indicated significantly higher infiltration rates where clean free draining gravels were encountered. It is anticipated that the ground conditions on the site are consistent with the neighbouring subdivisions and very well suited to a soakage-based stormwater system for the development.

Although no soil strength testing has been undertaken at the site, the limited investigations did not reveal any conditions that would prevent residential development including the presence of weak, organic, or liquefiable subsoils. However, it is recommended that site specific testing be undertaken in accordance with MBIE (2012) guidance as part of the detailed design investigations for the development and prior to building on any allotment.

### 1.2.6 Ashley River Flood Hazard

The Ashley River is located to the north of the site and flows in a west to east direction. Environment Canterbury (ECan) has undertaken flood modelling work to identify possible breakouts of the Ashley River. The modelling maps illustrates the worst-case scenario from a combination of three different modelling methods including localised flooding, flooding resulting from the Ashley River Breakout and Coastal flooding. The localised flooding relates directly to the rainfall on the ground while the Ashley Breakout flooding includes flow directly from a breach of the stop back plus the localised rainfall which would occur simultaneously. The water depths modelled represent the water depths anticipated for the 200-year Average Recurrence Interval (ARI) for each modelling method. For the Ashley Breakout flooding scenario, a 200 ARI breakout from the Ashley River was modelled in conjunction with a 20 localised rain event.

The classification for the area is Low Hazard (Figure 2) which is summarised as less than 0.3m of water depth with some water egress into sheds and structures with floor levels near or at ground level. It is proposed that any flood risks will be minimised through the construction of sections to achieve minimum the floor levels in accordance with WDC requirements and grading of finished ground to roadways to provide overland flow paths through the site. This approach has been applied successfully to surrounding development in west Rangiora as demonstrated by the flood maps which show flooding is largely confined to roadways and reserve areas of

recent developments south and east of the site. Development of this site will also provide opportunity to address minor residual areas of flood risk to existing properties adjacent the future bypass road (Parrott Road) corridor.



**Figure 2: Flood hazard modelling Waimakariri District Council**

(source Waimakariri District Natural Hazards Interactive Viewer ([arcgis.com](http://arcgis.com)))

## 2 Proposed Earthworks

The proposed works include cut to fill and cut to waste to create the roadways, and to slope the sections towards the roadways. The philosophy adopted in design of the earthworks will minimise the amount of cut and fill required to achieve the desired outcomes relating to urban form, infrastructure servicing and management of potential flood risk.

### 2.1.1 Transmission power lines

There are two existing 220kV power transmission power lines which transverse the south eastern boundary of the site. It is proposed any earthworks operations within the site will be completed in compliance with minimum clearances outlined in the New Zealand Electrical Code of Practice (NZECP 34:2001). The site will be developed with a subdivision layout that will ensure all buildings and structures will comply with minimum setback requirements and overhead lines clearance specified by Transpower. The land under and adjacent immediately the transmission lines can be utilised for compliant land use such as roading, open space and utility areas for stormwater management and conveyance of other services.

## 3 Proposed Infrastructure

### 3.1 Roothing

An internal roading network can be constructed that will be accessed from new intersections on both Lehmans Road on the western boundary of the site and the proposed bypass road (Parrott Road) on the eastern boundary. A mixture of roading hierarchy will be included to meet Councils requirements, It is anticipated that the residential sections which have a road frontage to Lehmans Road will be accessed from roads located within the subdivision, consistent with adjacent Westpark subdivision south of the site. It is also anticipated that

a portion of the proposed bypass road will be constructed to provide linkage to the development from Sandown Boulevard and that extensions to the existing footpaths from Payne Court and Helmore Street will provide pedestrian access the site and any footpaths associated with the bypass road.

### 3.2 Stormwater

The ground conditions beneath the site are well suited to a soakage based stormwater management system with relatively shallow free draining gravels. A stormwater system consisting of a combination of the following measures could be provided to service the proposed residential development:

- Stormwater from hardstand areas from individual properties including roof and driveway areas discharged to ground via individual soakpits for up to the 10% AEP storm event in accordance Building Code E2 Acceptable Solutions.
- Stormwater reticulation servicing the internal roads designed in accordance with the Waimakariri District Council (WDC) Code of Practice (CoP) and treated prior to discharge to ground in accordance with the WDC Global Stormwater Discharge Consent (CRC184601) objectives. A stormwater management area located near the eastern boundary which could include a first flush and retention/infiltration basin to provide the necessary treatment for the initial 90% storm depth (25mm) in accordance with Christchurch City Council Waterways, Wetland and Drainage Guide (CCC WWDG).
- Stormwater runoff greater than the 90% storm depth (25mm) will bypass the first flush basin and enter the stormwater detention basin and soakage infrastructure. The detention basin will be designed to accommodate the stormwater detention volume for any additional flow up to the 2% AEP post-development scenario and will be discharged entirely to ground via a rapid soakage area constructed within the basin.

Table 1 provides indicative areas required for first flush and infiltration basins based on an estimated impervious area of 55% (CCC WWDG Living Zone 2) and assuming all stormwater is conveyed to the stormwater management area. The design infiltration rates have been approximated based testing completed on the adjacent Westpark subdivision located directly south of the site. The final stormwater management system configuration and location would be confirmed following more detailed site specific investigation and design in future stages of development.

	Volume (m <sup>3</sup> )	Basin area (m <sup>2</sup> )	Area (m <sup>2</sup> ) 1:4 batter slopes
First flush basin	1569	1252	1907
Detention /Infiltration basin	4727	2397	3950

**Table 1: Stormwater Management Infrastructure Concept Dimensions**

Secondary flow paths can be provided along roadways throughout the development to intercept and direct overland flow to the proposed stormwater management area as well as to existing roadways and reserve links beyond the development. Although it is intended that the new internal roads will provide the main secondary flow paths through the development, formalising the roadside swale on Lehmans Road will allow any residual flow to be intercepted and conveyed south in a similar approach to the adjacent Westpark development.

An indicative stormwater management plan is attached at Appendix A.

### 3.3 Wastewater

A preliminary assessment of options to service residential development of the site has confirmed that it can be serviced by a gravity wastewater reticulation system extended from existing WDC infrastructure in Sandown Boulevard and/or Pimlico Place. There is the ability to convey wastewater from the whole site to Pimlico Place or up to 73% of the area to Sandown Boulevard.

Although no specific wastewater modelling has been undertaken, the existing network is expected to have sufficient capacity as there is the ability to split flows into different downstream catchments via the Sandown Boulevard – Oakwood Drive line or the Pimlico Place – Huntingdon Drive line. There have also been recent developments downstream of the site that have modified and provided additional reticulation capacity to the network.

Alternatively, if required a new pump station could be provided within the development and the flow diverted south via a new rising main along Lehmans Road to a suitable discharge point to the existing gravity network.

The final preferred configuration would need to be agreed with Council and confirmed by testing in the Rangiora Township wastewater model. However, due to the number of feasible options available, no significant constraints to servicing the site have been identified.

An indicative wastewater servicing plan is attached at Appendix A.

### **3.4 Reticulated water**

The existing residential areas to the east and directly to the south are currently serviced by Rangiora Town Water Supply. Potential points of connection to the existing reticulation exist through extensions from Pimlico Place and Sandown Boulevard through the future bypass road connection through to site.

Although no specific modelling has been undertaken for the water reticulation, extension of the existing network from Helmore Street (100mm Ø uPVC ) and Sandown Boulevard (150mm Ø uPVC) is likely to be sufficient to provide the necessary firefighting and domestic water required for the development of the site. An additional connection to Oxford Road trunk main via the Westpark reticulation or a separate line down Lehmans Road could increase the security of supply by providing a third point of connection, although it is considered unlikely that this will be required to enable development of the site. It is not anticipated that any significant upgrading to the existing reticulation or headworks will be immediately required to service the site with both potable and firefighting water supply.

An indicative water supply reticulation plan is attached at Appendix A.

### **3.5 Power and communications**

The site can be serviced with power and communication through extensions from the surrounding developments. Mainpower and Enable have been contacted to confirm the proposed development can be serviced with power and communications, respectively. A connection application for the development has been submitted and Mainpower have confirmed that network supply has been anticipated for the Plan Change area. Formal confirmation for the provision of power and communications will be supplied once received from both service providers. Further communications will also occur with Transpower in relation setback requirements to the high voltage lines located on the south eastern boundary. Preliminary subdivision and servicing design has been undertaken in accordance with the known required setback and land use restrictions.

Appendix A: Indicative Servicing Plans

DRAFT

DRAFT



Document prepared by

Aurecon New Zealand Limited



**aurecon**

*Bringing ideas  
to life*

**Aurecon offices are located in:**

Angola, Australia, Botswana, China,  
Ghana, Hong Kong, Indonesia, Kenya,  
Lesotho, Macau, Mozambique,  
Namibia, New Zealand, Nigeria,  
Philippines, Qatar, Singapore, South Africa,  
Swaziland, Tanzania, Thailand, Uganda,  
United Arab Emirates, Vietnam.

Doncaster Development Ltd  
Submission on Variation 1: Housing Intensification

**ATTACHMENT D**

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Infrastructure Options – Kerr and Partners



15 July 2022

Doncaster Developments Limited  
 c/o McCracken & Associates Limited  
 P O Box 2551, Christchurch, 8140

Dear Kim

### **DONCASTER DEVELOPMENTS: 260-282 LEHMANS ROAD AND 32 PARROTT ROAD, RANGIORA**

This letter summarises the conclusions of an assessment of the infrastructure servicing options for the above Site. The assessment is to support consideration by both the landowners and the territorial and regional authorities in future zoning of the land. This is an updated version of an earlier letter (April 22) and incorporates preliminary feedback from Council.

#### **THE SITE**

The Site is at the northwest corner of Parrot Road and Lehmans Road and bounded to the north by the Rangiora Racecourse. The site is approximately 11.6 hectares and located west of Rangiora. The street address is 260-282 Lehmans Road and 32 Parrott Road, Rangiora.



#### **CONTEXT**

The site is bounded to west by rural land and to the north by the Rangiora Racecourse. Two sets of power Transmission Lines run through the property parallel to the southeast boundary of the site adjacent to Parrott Road

Access to the site is at grade from Lehmans Road or Parrot Road, noting that the latter is a paper road and unformed. Pedestrian connections can also be formed with three locations to the east to the existing urban area.

The site is relatively flat with a grade (1 in 200) from a north to southeast direction. There are two overland flow paths across the site which pass extreme flood events and denote historic riverbeds as the plains were being formed. This undulation is typical of the whole plains, with the flow paths of shallow depth and located at the north and south extremes of the site, however in this context this is particularly important as the urban area is down gradient.

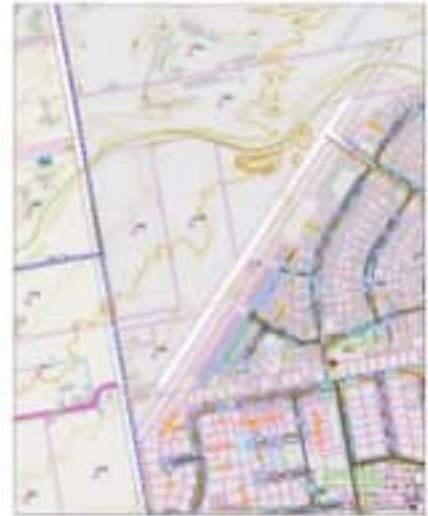
Aurecon<sup>1</sup> have undertaken site investigations on the site and inferred the soil profile typically consists of topsoil overlying sandy silt, overlying gravel. Based on review of a limited number of test pits excavated on and nearby the site, Aurecon concluded that underlying gravel is 2- 4 metres Below

<sup>1</sup> Arlington Infrastructure Services Report, Aurecon, September 2021

Ground Level (BGL) and likely to be present across the site. The groundwater is approximately 6 meters BGL.

Aurecon also report on test pits and infiltration testing which were completed as part of the Westpark subdivision located directly to the south of the site and *'confirmed a measured infiltration rate of 600-720 mm/hour within the gravel layers. Infiltration testing undertaken during development of the residential areas east of the site indicated significantly higher infiltration rates where clean free draining gravels were encountered. It is anticipated that the ground conditions on the site are consistent with the neighbouring subdivisions and very well suited to a soakage-based stormwater system for the development'*.

This aligns with Kerr and Partners knowledge of the area.



## SERVICING ASSESSMENT

### Stormwater management

#### Likely approach to management of stormwater

The ground conditions beneath the site are well suited to a soakage based stormwater management system with relatively shallow and free draining gravels. This aligns with the many previous studies undertaken in the area, mapped soil types and the systems installed in neighbouring developments. It is likely that a stormwater system with the following characteristics would be most suitable for the site:

- Stormwater from hardstand areas from individual properties discharged to ground via individual soakpits for up to the 10% AEP storm event in accordance Building Code E2 Acceptable Solutions.
- Stormwater reticulation servicing the internal roads designed in accordance with the Waimakariri District Council (WDC) Code of Practice (CoP) (ie underground pipelines and sumps to convey the 20% AEP event)
- A Stormwater Management Area (SMA) designed to hold and allow soakage of the first flush flow in accordance with the WDC Global Stormwater Discharge Consent (CRC184601). Note that this would likely be a single SMA for the whole site except for the northern extent.
- This would be designed to mimic pre-development runoff flow rates across multiple storm frequencies up to and including the 2% AEP
- Bypass of infiltration basin for detention to rapid soakage via chambers or similar devices for over-design events
- Secondary flow paths along roadways throughout the development as well as to existing roadways and reserve links will intercept and direct overland flow to the proposed SMA
- The existing major flow path immediately to the north of the site may be able to be enhanced and further protected by the development. There is a small area in the north-east of the site that may be necessary to preserve this flow path.

- Similarly, overland flows paths replicate the existing overland flows paths and convey runoff from the west of Lehman's Road towards the existing dry channels, and sufficient to avoid lots being inundated in the 0.5% AEP event.
- A total land area of 6,000-7,000m<sup>2</sup> will be required to accommodate the SMA. This is approximately 6% of the site which is the normal range of land required for stormwater management for a residential development.

### Assessment of stormwater servicing

The site is well suited for efficient and effective management of the additional stormwater runoff created by any development of the site. The system type required are well established and understood by the network manager (WDC) and Regional Council (ECan) and hence stormwater management should not form an impediment to development of the site.

### Wastewater Servicing

#### Likely approach to management of wastewater

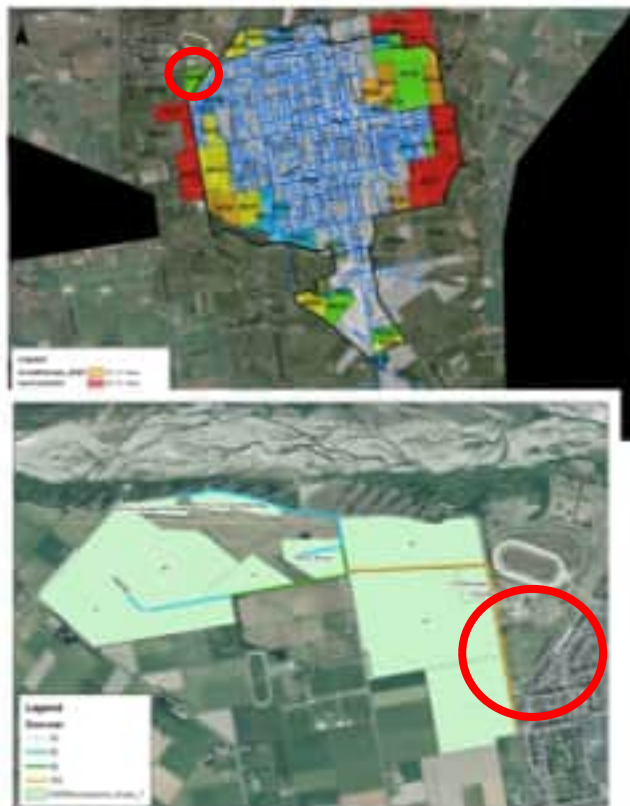
The site is adjacent to the existing Rangiora wastewater network. The gradual sloping nature of the site together with a review of the levels of the adjacent infrastructure indicate that development will be able to be served by traditional gravity wastewater reticulation draining to the east. Principal points of connection are Sandown Boulevard and Pimlico Place.

Council have undertaken several assessments on the capacity of the network. This includes the 50 year Water and Sewer Growth Forecast (WDC, 2020) (see top diagram on right) and 'North West Rangiora Water and Sewer Servicing (Nov 2021).

The latter addresses rural residential development to the north and west of the site, including the airfield and eco-holiday park. The bottom diagram on the right shows the scenario for servicing the western area and the extent of additional pipe required if it needs to bypass the Site.

Each assessment by WDC have allowed for the site to be developed however we understand from Council that the reticulation in Pimlico Place and Sandown Boulevard may have been designed for Rural Residential only upstream.

As such, preliminary calculations have been completed to understand the capacity of the downstream network to south of Oxford Road and assess the impact of additional residential connections. These calculations use the methodology set out in



the WDC Engineering Code of Practice and the findings are summarised below with further information in attachment A:

- Connecting to Salisbury Avenue
  - The network down Salisbury Ave has sufficient capacity
  - There are no downstream constraints identified
  - The majority of the site can drain by gravity to Salisbury Avenue due to the 1:100 grade across the site.
- Connecting to Sandown Boulevard
  - There is more than sufficient capacity in the network in Sandown Boulevard and streets west of Westbelt
  - WDC has advised<sup>2</sup> that a density of 15 hh/ha on the site was able to be accommodated in their hydraulic model of the system.
  - However the existing sewer in Westbelt (Sandown to Oxford) reduces in size from 225mm diameter to 150mm diameter, and is currently at or near capacity.
  - The cost to upgrade this sewer in West belt is estimated at \$560,000. A portion of this may be payable as a development contribution.
  - WDC has confirmed that this is pipeline has been programmed for renewal and advised will not be an impediment in the short term.



### Assessment of wastewater servicing

There is capacity available in the reticulation downstream for the development and simple options for either upgrading the existing network to accommodate the latter stages that cannot drain to Salisbury Avenue or pumping the discharge to enable flow to drain to Salisbury Avenue.

A suitable allowance has been made for the site in the overall network and Eastern District Sewerage Scheme and there is capacity in the network with only modest upgrades required for later stages or a small pumping station. This upgrade will also resolve an existing issue in the system where the pipe size steps down.

On this basis, it is considered that wastewater servicing should not form an impediment to developing the site for urban residential use.

<sup>2</sup> Don Young/Rob Kerr email 8 July 2022

## Water Supply Servicing

### Likely approach to management of water supply

The existing residential areas to the east and directly to the south are currently serviced by Rangiora Town Water Supply. Potential points of connection to the existing reticulation are through extensions from Pimlico Place and Sandown Boulevard as well as through the future bypass road connection through to site.

Council have undertaken several assessments on the capacity of the network. This includes the 50 year Water and Sewer Growth Forecast (WDC, 2020) and 'North West Rangiora Water and Sewer Servicing (Nov 2021).



The above diagram shows the water model used in the assessment of services for North West Rangiora in the above mentioned study. Development of the Site has been provided for in the model, and the conclusion of the study is that there is adequate capacity for the Site to be developed for urban residential use, as well as extensive Rural residential development to the north and west.

It is likely a 200mm diameter rising main will be constructed in Lehmans Road in the future, together with some pressure booster stations required to maintain level of service. A development contribution may be sought by Council towards these works.

Again, there would be material benefits (effectively cost savings) for those to the north and west in extending the Rangiora water supply network through or past the site.

### Assessment of water supply servicing

There is significant capacity available in the reticulation downstream and suitable allowance has been made in the overall network and source to accommodate development of the site. On this basis, it is considered that water supply should not form an impediment to developing the site.

## POWER AND TELECOMMUNICATIONS

Aerocon<sup>3</sup> have previously contacted utility service providers and concluded that the site can be serviced with power and communication through extensions from the surrounding developments.

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<sup>3</sup> Arlington Infrastructure Services Report, Aurecon, September 2021

## FLOOD HAZARD ASSESSMENT

### Characterising the flood risk

The Ashley River is located to the north of the site and flows in a west to east direction and the river presents a material risk of breakdown to some areas in the lower plains. Coupled with this are the risks from localised flooding from rainfall and coastal flooding from ocean sourced water inundating the dunes and flowing onto the plains.

The Council, with Environment Canterbury, has modelled water depths modelled for a range of scenarios, and the 200-year and 500-year Average Recurrence Interval (ARI) are presented here. Note that the 200 year breakout event was modelled in conjunction with a 20 year localised rain event while the 500 year breakout was modelled with the 50 year localised rain event.

The classification for the area is Low Hazard; summarised as less than 300mm water depth.

Water is confined to the two known flow paths across the site which pass from the west towards the east. The remainder of the mapped flooding is likely to be modelling 'noise' generated from the surface model or residual shallow ponding.

### Flood risk assessment

On the basis that any development of the site does not lead to a blocking or damming of the two existing overland flow paths, then the flood hazard for the Site is considered to be low.

Normal earthworks to shape the land for residential development will remove the residual ponding (if any), notwithstanding that this will have no consequential impact on property. The flow paths could be reshaped to more effectively pass the flow and mitigate impacts on the adjacent properties to the east of the unformed Parrot Road.

### Improving protection from an Ashley River breakout

WDC has advised<sup>4</sup> that they are currently engaging with Environment Canterbury about how it can improve the level of service in terms of reducing breakout risks from the Ashley and that Environment Canterbury are currently working on high level plans that will establish the framework for the river, including setting the desired level of services.



1:200 year ARI All flooding



1:500 year ARI All flooding

<sup>4</sup> Don Young/Rob Kerr email 8 July 2022



Once this has been completed, an options assessment on physical or operational options are planned to be undertaken, including considering cost estimates and funding mechanisms. The timeframe for this is uncertain.

One of the options will be construction of secondary stopbanks to return any flow that has breached the stopbank back to the river. WDC also advise that, some time ago, a map was produced by ECan staff which showed a possible alignment for a secondary stopbank being along the proposed Parrott Rd between Lehmans and River Roads. This map has no standing and has not been developed as part of a wider assessment.

WDC advise<sup>5</sup> that, if this area in question was to be rezoned for residential, then that original alignment would have significant disadvantages, both in terms of failing to protect a residential portion of the town and constraints on spaces and it could be concluded that a secondary stopbank in the sketched location would be difficult to support, however until a full assessment was carried out on all options, the matter cannot be conclusively rejected.

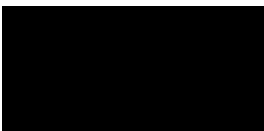
It may be possible to consider a route for a secondary stopbank that is integrated with the northern edge of the development however this has not been explored by WDC or ECan at this stage.

As such, flood risk should not form an impediment to development of the site and development of the site may offer flood hazard benefits to the township.

## CONCLUSION

Drawing on the assessment above, coupled with the information drawn from other assessments of the area, flood hazard or utility servicing should not form impediments to development of the site to any reasonable density of residential land use.

Yours sincerely

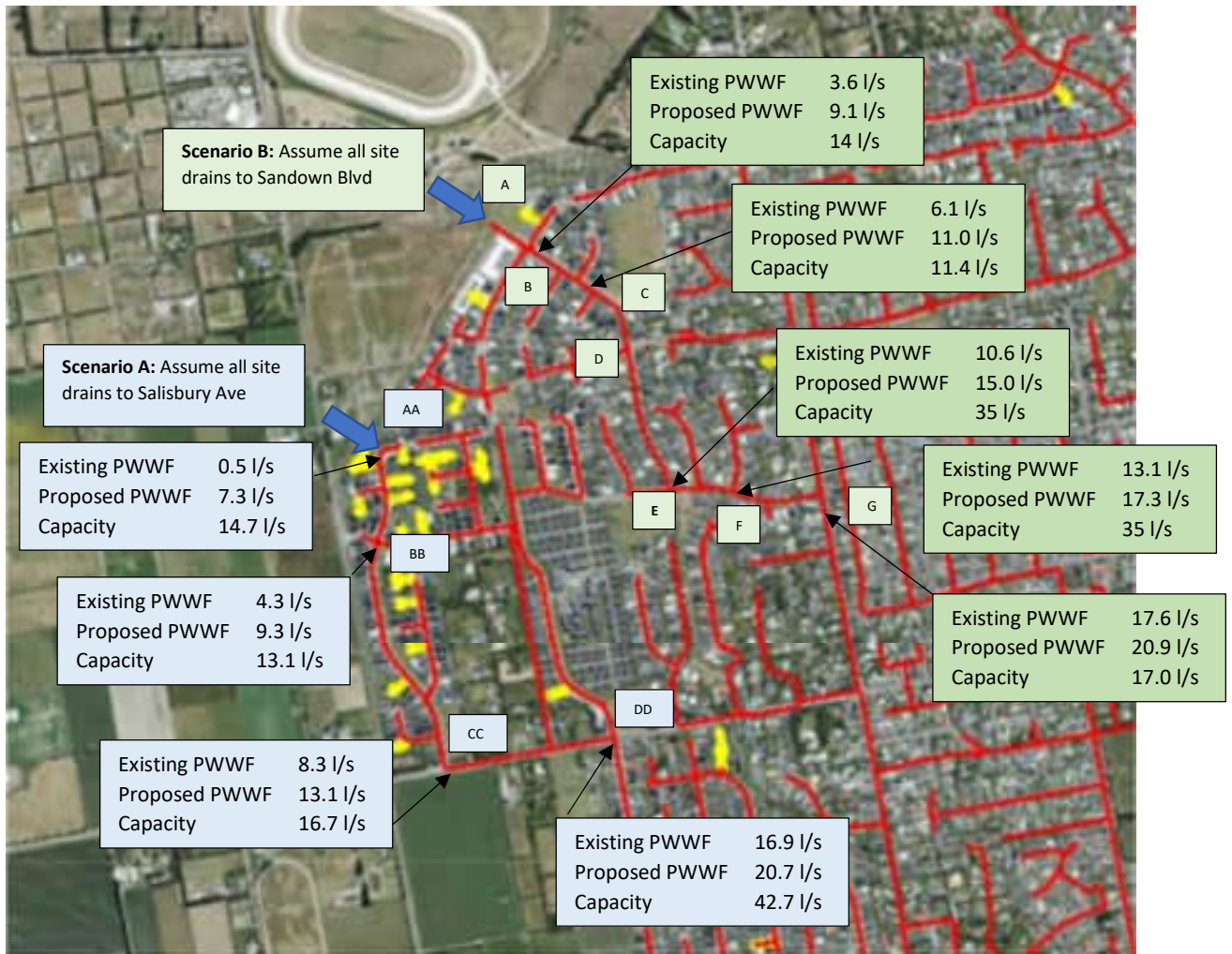


Rob Kerr  
**Director**

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<sup>5</sup> Don Young/Rob Kerr email 8 July 2022

**Attachment A: Forecast wastewater flows and downstream capacity**





1

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

Yes

Why:

It needs to be integrated with regional rail. Some routes to locations on the outskirts of Christchurch, particularly Kaiapoi, Rangiora and Rolleston could at least in part be better served by regional rail than bus routes.

Rather than focusing just on being able to move people, a transport system needs to capture the imagination of the population. It needs to be somewhat distinctive and pleasant. For the proposed mass rapid transit distinctive light rail would probably be the best option.

---

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

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

Yes

Why:

Rather than urban sprawl in the Greater Christchurch area, regional towns, such as Amberley, Darfield, and Rakaia could be strengthened and grow. Possible further regional centres that are easily accessible by regional rail north and south of Christchurch could be developed (Sandy Knolls, Chertsey, Sefton, Waipara). Better connection with South and North Canterbury may also encourage growth in those regions, rather than concentrating population growth on the Christchurch metropolitan area.

---

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:

High quality space in urban areas is crucial for liveability. At the same time it is important to provide easy access to recreation, preferably by public transport. Apart from space within the urban areas, there also needs to be access to recreational areas further afield. This could be done, for example, by supporting rail access to the Torlesse/Korowai Tussocklands Park and Arthur's Pass National Park, as well as to areas on Banks Peninsula.

---

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:

The Concept of Greenbelt would provide some green space close to Christchurch. Instead of one sprawling mass, a Greenbelt would encourage a network of settlement.

---

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):

Generally I am supportive of Priority Development Areas, but this focus comes a bit late. I work for an organisation that has substantial block of bare land zoned residential right in the centre of Papanui. Due to financial considerations (the money is running out) we will have to sell or develop this land in the next two years, starting now. We are considering a low-density development for senior citizens, because that's the best offer we have received. There is no incentive for any denser development in this area at the moment. The land will be locked away in this development for some time.

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:

These are some great opportunities. While it is great to see some emphasis on providing better for Māori reserve land development, I do not think that this is necessarily of key strategic significance for the Greater Christchurch area. The overall area to which this relates is fairly small in comparison to Greater Christchurch. It also needs to be supported by those responsible for these lands, not imposed by Greater Christchurch.

The freight network needs to be enhanced by improving railway lines, so that passenger trains can also operate on them.

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

The protection and development of the freight network is important. In particular more freight should be transported by rail. This should not impede the development of regional passenger rail, rather a restoration of formerly double-tracked lines and further measures to increase the capacity of railway lines. The railway line between Islington and Rolleston was double-tracked until the 1990s, when it was converted to single track to save on maintenance. The railway track through the city is also partially used on one track only, even though the second track is still present. This could easily be re-activated to increase capacity. Space needs to be protected for additional capacity.

#### Attached Documents

File

Regional Rail integration



What the proposed project would not do is linking Christchurch to Canterbury as a whole, both the satellite towns (such as Rangiora and Rolleston) and the communities farther afield (Amberley, Rakaia, Darfield, Rakaia, Ashburton). Public transport across Canterbury could best be served by regional rail services that integrate with the proposed rapid transit. This would give great connectivity across the region. It would allow easy commuting from further afield to many locations in Greater Christchurch. It may be comparable to the S-Bahn services present in many European regions that integrate with the denser urban services delivered by metro, U-Bahn, light rail or similar metropolitan transport. With the rail network taking on a more regional public transport function, trains would not need to run to a turn-up-and-go frequency. Rather, 30-minute frequencies would be sufficient. With more double-tracking, some passing loops in single-track sectors and an improved signalling system this would also provide sufficient capacity for freight on the rail network.

The Greater Christchurch Partnership stated that passenger rail for Canterbury is an option for the future. But for that to be effective integration has to be planned now.

Many suggestions for such rail services have been proposed. Here is one proposal.



The main Christchurch station would be north of Riccarton Road, south of the former Riccarton Station site. Over time an additional major station at Moorhouse Avenue could be built and proposals for bringing the railway from Moorhouse Avenue to the City Centre explored.

I've indicated two routes:

1. from Ashburton to Waipara with higher frequency in the Rolleston to Rangiora sector;

2. from Darfield to Lyttelton. Key interchanges between regional rail and Christchurch rapid transit would be at Hornby, Riccarton, Papanui and Chaney's. This or similar networks could provide good regional passenger rail for Canterbury.

The following steps need to be taken to make an integration between regional rail (in whatever shape) and rapid transit successful:

1. Build the proposed rapid transit Hagley Park Station close to the Riccarton Road / Mona Vale Avenue intersection with easy future passenger connection to a station along Mona Vale Avenue. An elevated station might be best practice, but expensive.
2. Continue the rapid transit route in Hornby to the railway line and build the station as close to the railway line as possible (possibly at current location of Briscoes or The Warehouse).
3. Continue the rapid transit route to north of Belfast to a park and rail facility at Chaney's where a new interchange with a future rail service could be built.
4. Purchase the block between Harewood Road, Restell Street, Winston Avenue, and Main North Road in Papanui (currently largely bare land) to develop a transit-oriented centre with passenger connection between Papanui Railway Station and the proposed rapid transit corridor.
5. Safeguard a site for a railway station parallel to Moorhouse Avenue.
6. Re-establish the link track between the northern railway line (Main North Line) and the Lyttelton Line in Addington (across what is currently Turners Cars).
7. Protect the rail corridors throughout Canterbury from encroachment.
8. Consecutively double-track as much of the line between Rolleston and Islington as easily possible. Fully reactivate double track east of Montreal Street.
9. Prepare sections on the Main North Line for double tracking.
10. Build a three-platform (or four-platform) station at Riccarton along Mona Vale Avenue.
11. Improve the signalling system in Canterbury.

These are some of the preparatory measures that could be taken for the possible future implementation of regional rail in Canterbury (with options for links to Marlborough, the West Coast and Otago). It keeps the options open and allows small steps to be taken towards a greater use of rail in Canterbury.



## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 13/07/2023

**First name:** Joe **Last name:** Davies

**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:

I support the system and the direction that the plan is taking Greater Christchurch. I would however support having some form of comment and door opening to future connections from the city region to North/Mid/South Canterbury.

This additional point could find room on page 83 within the context or direction sections; rather than in the Spatial Strategy.

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:

I have a query regarding Map 10: Environmental areas and features. I am very supportive that Brooklands Lagoon is a Protected Place, however it is not clear to me of the status of the Avon Heathcote Ihutai Estuary, or Lyttelton Harbour. They are mentioned in the opening paragraphs on page 63 but on the map the Estuaries lines seemed to have reduced opacity.

I also think Lake Ellesmere should be considered further than the "the north-eastern shores" because while it is outside of the City Region the land and water use south of Christchurch is significant to its total 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:

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

- Offer opportunities for accelerated and/or significant development;

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

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

Yes

Why (please specify the Priority Area):

Seems perfectly rational.

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

(Click the image to open it in another window)



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

Yes

Why:

Yes I do and I think it is an interesting plan. I look forward to seeing how it feeds into other plans and policies over the next few years, in seeing how the relationship of the partnership evolves, how new Govt policy and legislation affects its directions. I look forward to the review in 5 years time.

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 13/07/2023

**First name:** Brian and Anne **Last name:** Stokes

**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:

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?

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:

- 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):

Woodend/Ravenswood/Pegasus

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:

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

Refer Attachments:

Attach 1 - Submission Statement

Attach 2 - Submission on the WDC District Plan (Refer submission 211)

Attach 3 - Submission on Variation No 1 to the WDC District Plan (Refer submission 214)

Attach 4 - Our Space Consultation Nov 2018 - Woodend - Pegasus is identified as a key activity centre (Map attached)

Attach 5 - Waimakariri RR Development Strategy March 2019 (Map attached)

Attach 6 - WDC District Plan Review (identified for preferred RR development)

Attach 7 - Waimakariri 2048 District Development Strategy July 2018

Attached Documents

File
Attach 1 - Greater CHCH Spatial Plan - Submission Statement_Stokes_13 07 2023_FINAL
Attach 2 - Refer Submission 211
Attach 3 - Refer Submission 214
Attach 4 - KAC
Attach 5 - RR Strategy 2019
Attach 6 - Proposed District Plan RR Zoning

File

Attach 7 - Waimakariri 2048 Dist Dev Strategy

# Greater Christchurch Spatial Plan Submission Statement

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## Consultations:

The applicant has undertaken consultation with WDC in relation to the proposal. In addition the applicant submitted and consulted extensively on:

- The Rural-Residential Development Strategy (2010)
- Submission on the 2010 Plan
- Correspondence to the Planning Advisory Group 2013
- Submissions on the Draft Rural-Residential Development Strategy, March 2019 including detailed assessments on geotechnical, Ground Contamination and servicing requirements

## Our submission is that:

1. The Spatial Plan should include indications of long term preferred directions for urban growth beyond the existing urban areas and those other areas of approved district plan changes. This would deliver long term guidance and coordination with the future transport network shown on Map 15, and provide some flexibility for the provision for urban growth.
2. The Spatial Plan should identify land adjoining Woodend, Ravenswood, Pegasus and accelerated growth centre, as part of an interconnected triangle of towns comprising Rangiora, Kaiapoi and Woodend-Ravenswood-Pegasus, with support from the strategic transport and other strategic infrastructure as the framework for a long term vision.
3. Maps 2 and 14 of the Spatial Plan should be amended to include the subject property at Woodend Ravenswood (as shown on the attached site plan and described in the attached WDC district plan submission) as “proposed future urban growth area”. This land has been identified by the WDC as being suitable for future residential development and is subject to a submission on the Proposed WDC District Plan. It would be unfortunate if the district plan submission process is adversely affected by shortcomings in the content and vision of the Spatial Plan.
4. The lack of inclusion on Maps 2 and 14 of the Woodend Ravenswood property at north Woodend in the area shown as “existing future urban area”, leaving the site subject to the provisions related to the Green Belt area which are completely inappropriate to its location and physical characteristics as well as its existing and proposed zoning.
5. A residential future of the subject site and area has already been identified in;
  - Our Space Consultation – KAC



- WDC RR Development Strategy (March 2019)
- WDC Review – identified as a preferred RR location
- WDC – 2048 District Development Strategy

It is also the subject of a submission to the proposed review (submission number 211 & 214) seeking that the zoning should be changed to General Res. Once the zoning issue has been resolved it will be developed for residential use.

6. The land is in all respects suitable for residential use, services are available, it adjoins existing areas of housing and can be coordinated with, and integrated with, the existing Woodend/Ravenswood residential area. A copy of the district plan review submission is attached as part of this submission.

### Our submission is that:

1. The Stokes site, as shown on the site plan being part of the district plan submission, should be recognised in the GCSP as part of the Woodend/Ravenswood residential area. For the purposes of the Spatial Plan a residential development at rural-residential density is still residential in character, and by its location in this case could not be considered anything other than part of the Woodend/Ravenswood urban area.
2. Maps 2 and 14 should be amended to show the Woodend/Ravenswood site as part of the “existing urban area”, together with any other necessary amendments.

## Attach 2

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Refer Submission 211

## Attach 3

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Refer Submission 214

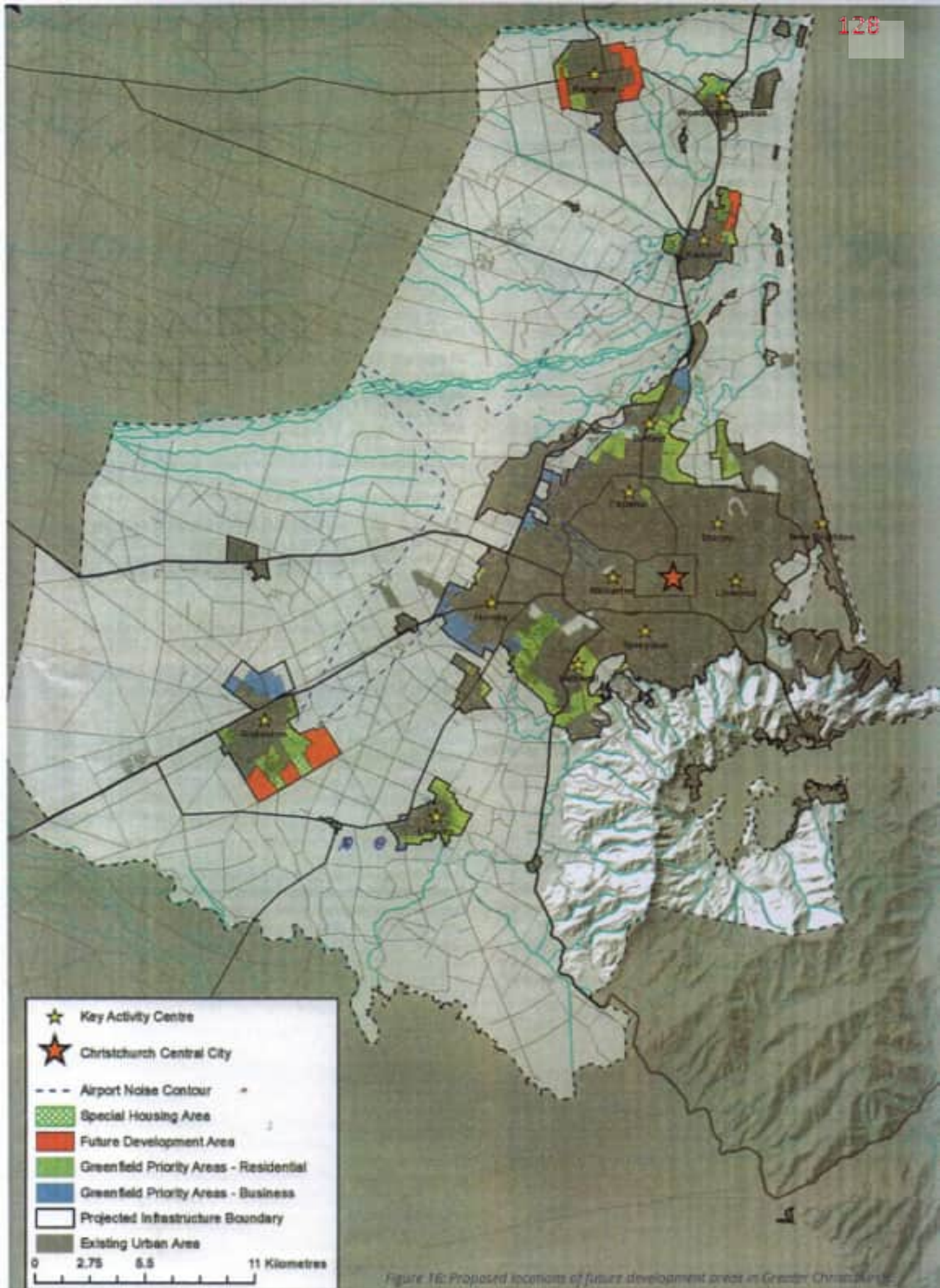


Figure 16: Proposed locations of future development prior in Greater Christchurch

those effects. It is also acknowledged that the proposed growth direction does impact land with versatile soils.

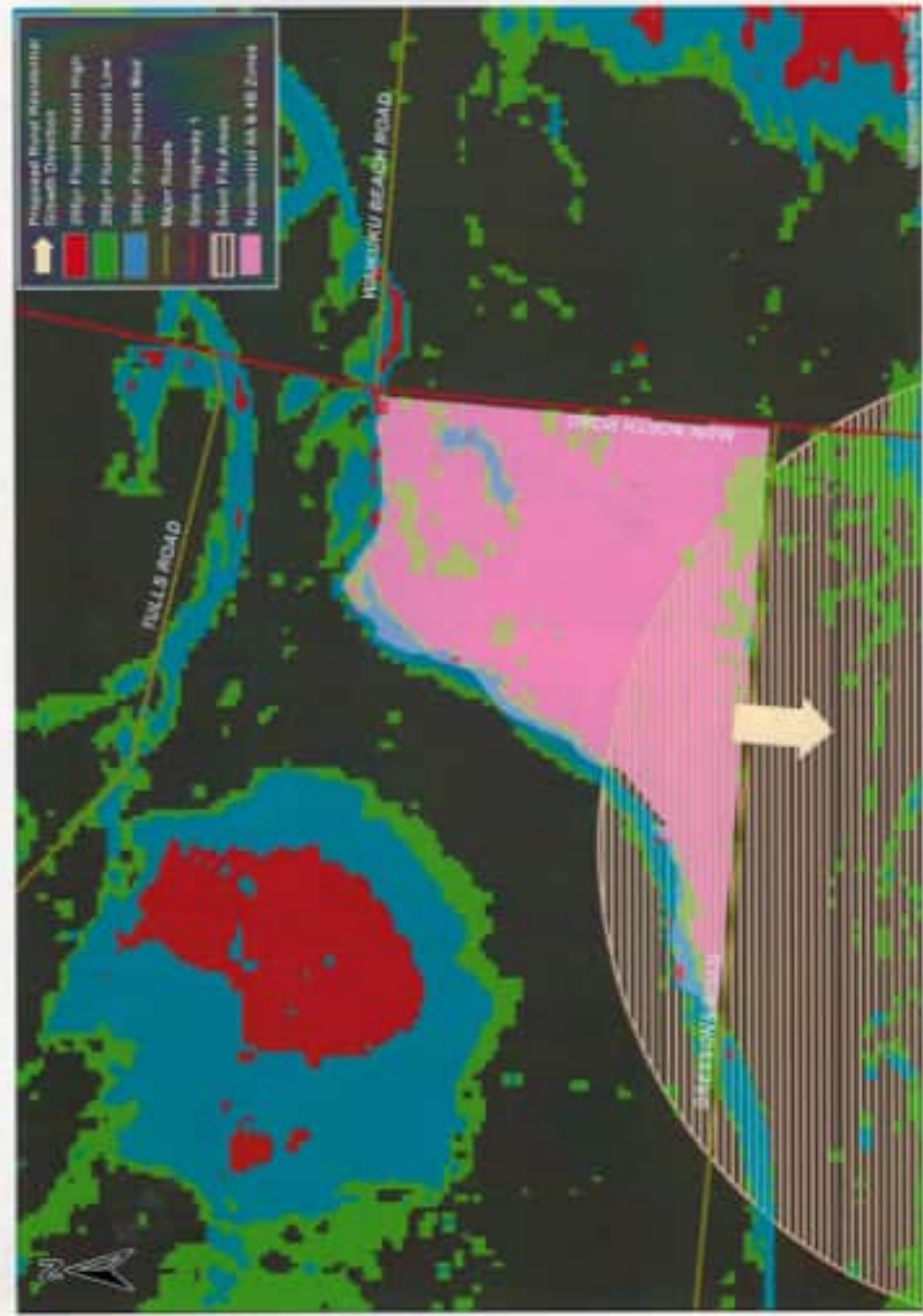


Figure 12: Gressons Road proposed rural residential growth direction



Figure 13: Gressons Road area aerial map 2017

### 5. Gressons Road

The Gressons Road Residential 4B area comprises approximately 53 hectares and 56 lots. It is located 3km north of Woodend and Pegasus, and 3km west of Waikuku Beach. The area is bounded by State Highway 1 / Main North Road to the east, Gressons Road to the south, and the Waikuku Stream to the north and west.

The area does not contain any community facilities or amenities, however, it is in close proximity to Woodend and Pegasus and their associated community facilities and social infrastructure.

The area is not currently connected to a reticulated wastewater network so wastewater disposal occurs via individual septic tanks. Similarly, the area is not connected to a reticulated water supply, which means water is sourced via individual bores. However, given the area's relatively close proximity to Woodend, Pegasus and Waikuku, connecting to these reticulated networks would be possible if there was sufficient growth to require it. The area is within a rated drainage area.

#### Strengths

**Overall, the Gressons Road area offers a number of strengths that support further rural residential development:**

- Close proximity to Woodend and Pegasus which have abundant community facilities and social infrastructure in place
- Close proximity to State Highway 1 providing

good transport connections

- Medium soil drainage to the south and east, high soil drainage to the north
- Council Localised Flood Hazard Modelling shows only some small areas of low flood hazard surrounding the existing Residential 4B area. Areas to the south and east of the existing Residential 4B area are clear from medium to high flood hazard under Environment Canterbury's Ashley River Breakout Flood Modelling.
- Outside of identified active fault lines
- Within a rated drainage area
- No high voltage transmission lines infrastructure nearby
- No nearby mapped notable plants, vegetation and habitat sites or heritage sites.

#### Constraints

**The Gressons Road area also faces a number of environmental and other constraints that need to be taken into account when considering further rural residential development:**

- Silent File Area SFO17 Pekapeka to the south
- Within a Liquefaction Susceptibility Area
- Potential for coastal hazard issues including groundwater level rise associated with sea level rise
- Potential connectivity to wastewater and

water reticulated network, however, significant costs would likely be involved in reaching current networks

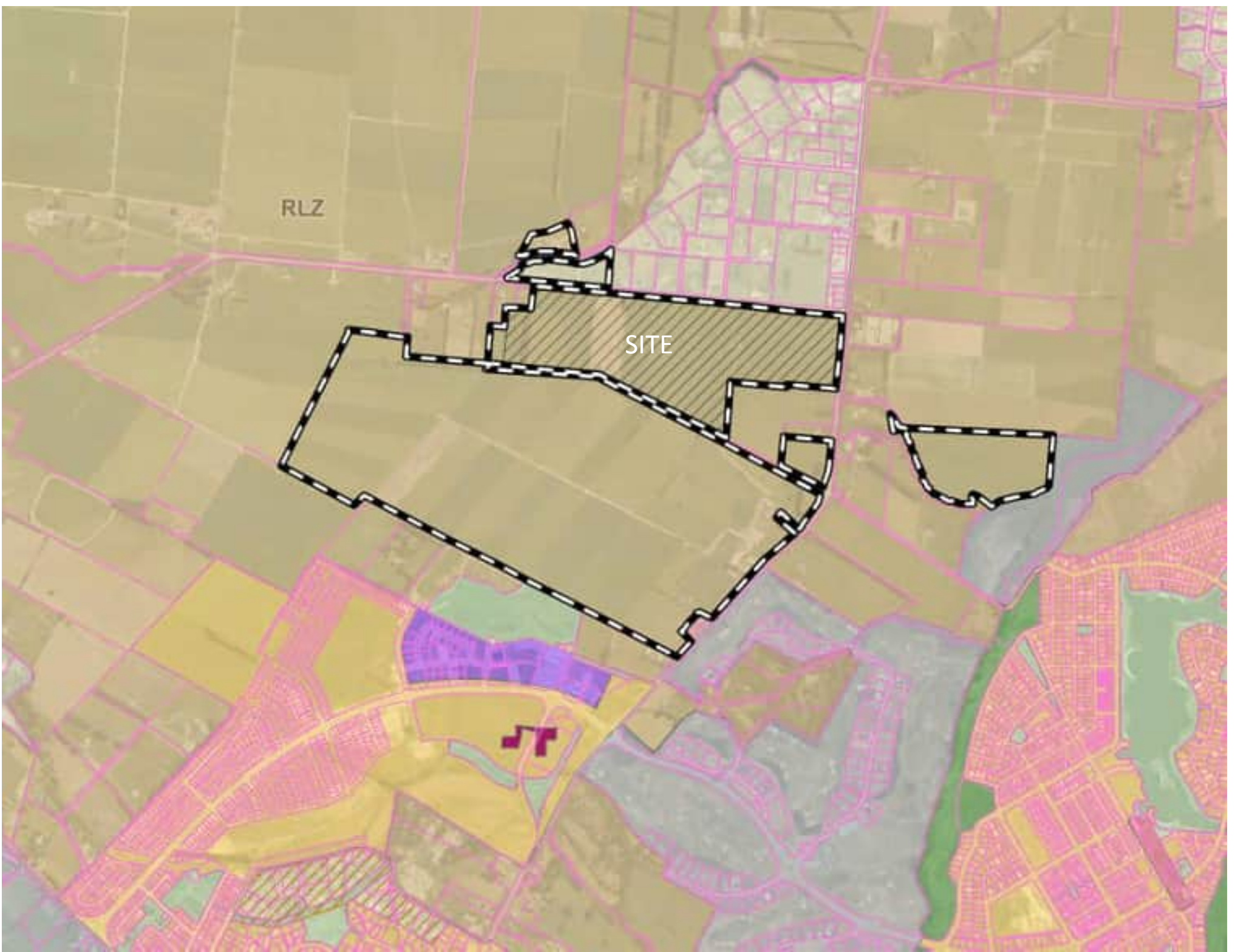
- Largely surrounded by versatile soils, except for a small portion to the northeast
- Low soil drainage to the west
- Council Localised Flood Hazard Modelling and Environment Canterbury's Ashley River Breakout Flood Modelling shows some medium to high flood hazard to the north and northwest of the existing Residential 4B area
- Expansion of the existing Rural Residential 4B area could potentially impact on the area's character given it is relatively small.

#### Proposed Growth Direction

**Taking into account these various constraints and opportunities, further rural residential growth is proposed to the south of the existing Residential 4B settlement, as shown in Figure 12.**

This area is relatively free from localised flood hazard and avoids the potential community severance associated with State Highway 1. It also allows a greater level of integration with the existing settlement via Gressons Road.

It is acknowledged the proposed growth direction is within a Silent File Area indicating the presence of significant wāhi tapu or wāhi taonga somewhere in the area. Therefore, consultation with Ngāi Tahu is particularly important in order to identify effects of the activity and to avoid, remedy or mitigate



RLZ

SITE

## WHERE ARE WE GOING (2048)?

- North Woodend development (Ravenswood) will 'join' Woodend and Pegasus to create a single town with three distinct sub-areas
- 12,116 - estimated population (2048)
- 4,846 - estimated households
- 2,786 - new households in Woodend
- 93 - estimated annual building consents for new houses (from 2017-2048)
- At least 20 hectares of additional feasible residential greenfield land by 2048 (this includes capacity in remaining stages of existing residential developments and new greenfield areas) inside and outside of the infrastructure boundary
- Future residential growth directions proposed to the north of Woodend
- Intensification opportunities to be identified
- New growth directions take into account the areas of unacceptable natural hazard risk and areas of significant environmental and cultural values
- Commercial (retail and office) land supply sufficient to meet 2048 requirements
- Key Activity Centre (KAC) proposed to be located in new commercial area in North Woodend
- 8% of retail activity in the District occurs in Woodend/Pegasus
- Woodend Pegasus Area Strategy implementation to be monitored
- New growth areas to connect into existing sewer and water networks
- Stormwater Levels of Service designed to meet increased performance requirements
- The needs for community facilities such as libraries, meeting spaces, pools, parks and sports fields of a growing Woodend/Pegasus population are met
- Completion of the Woodend Bypass
- Completion of a number of the Council's local roading projects including walking and cycling
- Strategic corridors protected
- Public transport services between Woodend/Pegasus and other key District and City destinations meet demand
- Develop an approach to confirm the future form and function of the existing town centre, noting the opportunities available in the current State Highway 1 corridor
- Existing strategic infrastructure is considered



Figure 13

### MAP KEY

- CURRENT BUSINESS ZONED AREA
- CURRENT RESIDENTIAL AREA INCLUDING ZONED APT TO BE DEVELOPED
- PROPOSED RESIDENTIAL GROWTH DIRECTION
- FUTURE SHORT EASTERN BY PASS
- INFRASTRUCTURE SUPPORTED BY PASS





1

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

Yes

Why:

Need to utilise the existing train line

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:

Only in Christchurch, Horndy & Papanui (not in towns 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:

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, should have more parks & natural areas between the towns

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):

Agree with Papanui, Central City, Riccarton, and Hornby

Disagree with Rolleston & Rangiora

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?

Yes

Why:

I think it covers all of the current population and job centres. There seems to be a lot of connections across the city and this is good. However it would be best if the "core public transport routes" had timetables of about 10 minutes at the worst. Of course this is not sustainable for all routes in a city the size of Christchurch, but these routes cover most people and most workplaces (as I said before).

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 good for people to have transport options. Currently some people can only drive to work because the public transport/active transport networks are not developed sufficiently to be able to meet their needs. I think that if public transport was competitive in time compared to cars, a lot more people would use it.

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 think using less land for housing and jobs is a good thing because that way we have more land for parks and farming.

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

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

Unsure

Why:

I don't know enough about the 'greenbelt' concept to understand it.

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):

Lots of people live in some of these areas, and lots of jobs are in another. This is a city, and people need to be able to get to

work and back without too much delay. But people also need other things, like quality housing, and often just peace. If we focus on where a majority of people live, we can get the best results for the most 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?

Yes

Why:

I like MRT

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

I think it was good to put ads on the back of buses, but how many people will go from the huihuimai website to this one? I know I only just found out about this recently, and it was from another source. There might have been lots of responses in the first survey, but I think the more that are done, the less people will answer each time.

Attached Documents

File
No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 15/07/2023

**First name:** Erin **Last name:** Spencer

**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:

In the face on a warming planet we really need to find alternative transportation for those who are able to use and access them.

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:

These impacted by noise pollution should have an option to live away from city centers.

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

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

Yes

Why:

Green spaces improve mental and physical 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:

Green spaces are important for human and animal wellbeing as well as supporting general biodiversity.

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):

It's unfortunate most of these areas are already privileged/higher income.

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:

Protecting and restoring cultural heritage sites are an absolute priority.

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

A focus on accessibility is crucial. Those with mobility challenges and parents with strollers rely on ramps and lifts to access many places.

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 15/07/2023

**First name:** Sara **Last name:** Haiti

**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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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
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No records to display.



1

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

Yes

Why:

We support the GCSP, because we want our children to grow up in as safe a climate as possible.

We acknowledge that this will require families to re-examine their expectations in terms of housing density, backyards, and transport. This is 100% worthwhile.

Improved public transport will improve air quality, and therefore the health of our children. It will also give many families a viable alternative to buying a large car (to fit our twins, triplets and more), childseats, fuel etc, on top of buggies.

We request that accessibility needs always be considered in the design of bus stops and MRT stations, as well as the design of vehicles. We recognise that there are many reasons that universal design is key, and highlight that ours is the need to handle (as a minimum) a double buggy.

---

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

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

Yes

Why:

Again, we support the GCSP, because we want our children to grow up in as safe a climate as possible.

We acknowledge that this will require families to re-examine their expectations in terms of housing density, backyards, and transport. This is 100% worthwhile.

Increased density around transport routes will help improve housing affordability for all residents, including our members. Our families often struggle financially due to the increased costs of multiples. More affordable housing and diverse typologies will help them access what they need more easily.

We request that accessibility needs always be considered in the requirements for medium- and high-density homes, as well as the design of footpaths. We recognise that there are many reasons that universal design is key, and highlight that ours is the constant need to handle (as a minimum) a double buggy.

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

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

Yes

Why:

Again, we support the GCSP, because we want our children to grow up in as safe a climate as possible.

We acknowledge that this will require families to re-examine their expectations in terms of housing density, backyards, and transport. This is 100% worthwhile.

Protection and enhancement of natural areas and greenspace will improve our families' access to open spaces, playgrounds, waterways, and tree cover. This in turn improves mental health, provides play options, and shade in an increasingly hot climate. Itthe health of our children.

We request that accessibility needs always be considered in the design walkways within and around such

areas. We recognise that there are many reasons that universal design is key, and highlight that ours is the need to handle (as a minimum) a double buggy.

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, a greenbelt is essential for biodiversity, food security, flood management, and many other reasons. We support this concept.

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):

Acceleration of development in priority areas will be necessary to kickstart wider change across the sub-region. We recognise that the sooner this happens, the better our children's chances of growing up in a safe climate.

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 covers many bases, including iwi aspirations, intergenerational investment, and community resilience. Thank you.

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

Tūwhitia te hopo, mairangatia te angitū!

Feel the fear and do it anyway!

#### Attached Documents

File
------

No records to display.



## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 15/07/2023

**First name:** Alex **Last name:** Greaves

**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:

having a strong public transport network in place before the population gets too high will allow Greater Christchurch to better cope with increased transport pressures ahead of time rather than forever playing catch up like in Auckland

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 still think there should be a mix of housing types- some apartments are good but also ensuring there are traditional houses and sections that remain affordable

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:

Looking after our natural environment is of absolute importance. It is sad that many of our areas are severely polluted and it would be great to clean those up, including those in urban areas.

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

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

Yes

Why:

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):

it will be good to plan ahead for natural disasters which might occur to minimise the impact it has

Attached Documents

File

No records to display.



1

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

Yes

Why:

This will make Christchurch and greater Christchurch a better place to live and get around

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, urban centres should also allowed to develop apartments on top of commercial, like they do overseas.

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

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

Yes

Why:

Nature is improves the wellness of everyone. which makes for happier, healthier, more productive people.

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:

Gives the people of Christchurch more ability to access nature, try have the greenbelt also have sprouts off it towards and away from Christchurch city, more like a root system, the roots can go towards the CDB allowing for easier non car access to the green belt and reducing the heat island cities create

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

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

Yes

Why (please specify the Priority Area):

yes this is a great move as it makes for a more walkable place to live, as long as it doesn't become a concrete jungle, development must also include greenspaces.

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:

This is the right step towards a better future for everyone

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

try and have green pathways from the CBD sprawling outwards, so animals are not stuck only green island in which they can't diversify.

Allow apartments to be built ontop of commercial/retail like ti's done overseas, this reduces the need for cars.

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 16/07/2023

**First name:** Alex **Last name:** Perrott

**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:

There is a focus on the current busy commuting routes to make the public transport more practical and then increasing the chances of people using it.

I think there should be some corridors heading West of Christchurch to West Melton for example as this is also an area of 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.

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

Yes

Why:

Higher density housing works if people have transport options other than cars. Or we will see more congestion and urban sprawl as seen in Auckland

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 Lincoln housing development is an example of how hard it will be to stop development on productive land. Building up in already developed areas would be beneficial.

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:

In Europe the greenbelt has been built through with urban sprawl. With these be protected presumably?

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?

Unsure

Why:

Attached Documents

File
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No records to display.



1

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

Yes

Why:

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

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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?

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:

our population is increasing, and we need to reduce our reliance on cars to make Christchurch and safer, more accessible place to live in.

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:

Public transport needs people to use it, and people only use public transport if it's reliable, frequent and nearby. All along the corridors should be high density apartment buildings with mixed usages.

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

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

Yes

Why:

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

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Yes

Why:

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

Yes

Why (please specify the Priority Area):

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(Click the image to open it in another window)





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

Yes

Why:

Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**First name:** Heather **Last name:** Woods

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

Waikura Trust

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

Trustee, represents all disabled people in Canterbury.

**Postal address:** PO Box 5201

**Suburb:** Papanui

**City:** Christchurch

**Country:** New Zealand

**Postcode:** 8542

**Daytime Phone:** 

**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?

Yes

Why:

It addresses the area of most need, where Affordable Accommodation by way of Transportable Homes Villages for older, and disabled, people must be developed, as it is the most efficient and effective way of easing this long standing issue of a lack of affordable housing. Modern transportable homes such as the Cosy Home are a very comfortable dwelling.

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 support the development of Transportable Homes Villages near transport corridors, but disagree that apartments and terraced housing are truly affordable. They will still cost \$350,000 minimum to buy, or \$450 pw minimum to rent.**

**True affordable housing is a small, comfortable, Cosy Home costing \$90,000 to \$200,000 to buy, or \$250-\$350 pw to rent. There are many companies in NZ making these popular homes now, however local authorities, especially Waimak, Selwyn, and Hurunui District Councils are very slow - to the point of being obstructive - regarding the development of Transportable Homes Villages to locate them in.**

**There are also some great examples of other places in NZ embracing the concept of TH Villages, with great success. As one said: we change lives, just not**

**the environment of 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:

It will enhance the environment, and the wellbeing of the people living in it.

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

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

Yes

Why:

It used to be a common buffer in days gone by, however local authorities failed to maintain their integrity. If you do it again it must be protected from greedy developers of high cost housing such as was evident in Halswell, Canterbury.

Land owners must consent to their land being used as a green belt, and well compensated for it by Councils. Rural Production should not be immediately beside recreational walking tracks, because in this day and age the high crime rate leads to loss of stock, plant, and security because anyone can breach a fence and steal stuff if there is just a fence.

However a fenced area of native planting which is not accessible to the public is a much more suitable barrier between farmland and recreational land.

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

No

Why (please specify the Priority Area):

Originally Kaiapoi was included as a priority area, and should remain as such.

---

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?

Yes

Why:

Especially #4. Our Trust has offered supportive, affordable, appropriate, housing to disabled and disadvantaged people for 30 years, we just need many more affordable dwellings.

All our clients would love to be part of a Transportable Homes Village, where they can enjoy being part of a community, and feel safe, warm, and comfortable.

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

The following statements found in the Draft Spatial Plan demonstrate the urgent need for Transportable Homes Villages:

#### Attached Documents

File
ProposedChange1toChapter6CRPS where can build kaiapoi120121
Exemptions-from-the-Camping-Grounds-Regulations-June-2017

# **Proposed Change 1 to Chapter 6 of the Canterbury Regional Policy Statement**


**January 2021**

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## Proposed Change 1 to Chapter 6 of the Canterbury Regional Policy Statement

### How amendments to Chapter 6 are shown

The proposed amendments to Chapter 6 of the Canterbury Regional Policy Statement are shown as follows:

- Content proposed to be changed is located within a blue dashed box 
- Proposed insertions are underlined
- Proposed deletions in ~~strike through~~

The proposed amendments to Map A can also be viewed in higher resolution on a separate map titled 'Proposed Amendment to Map A: Identification of Future Development Areas' available at [haveyoursay.ecan.govt.nz/chapter6CRPS](http://haveyoursay.ecan.govt.nz/chapter6CRPS).

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# CHAPTER 6 – RECOVERY AND REBUILDING OF GREATER CHRISTCHURCH

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## Introduction

*The insertion of this chapter into the Canterbury Regional Policy Statement (CRPS) was directed by the Minister for Canterbury Earthquake Recovery in the Land Use Recovery Plan for Greater Christchurch and under section 27 of the Canterbury Earthquake Recovery Act 2011.*

*The chapter is consistent with the Recovery Strategy for Greater Christchurch and the Christchurch Central Recovery Plan, and supports their implementation.*

*This chapter focuses on the metropolitan urban area of Greater Christchurch and towns stretching from Lincoln, Prebbleton and Rolleston in the south to Kaiapoi, Rangiora and Woodend/Pegasus in the north and the rural areas between Rangiora, Rolleston and Lincoln. The geographic extent of Greater Christchurch, for the purposes of this chapter, is shown in Map A (page 6- 27). The Ashley River/Rakahuri lies to the north, the Waimakariri River cuts through the centre, the Port Hills and Selwyn River lie to the south and Pegasus Bay and Lyttelton Harbour/Whakaraupo are to the east. It excludes the area of Banks Peninsula as indicated in Map A. In Waimakariri District, Two Chain Road is the western boundary of the sub-region and in Selwyn District the western boundary follows Highfield and Station Roads (shown on Map A). It does not extend to the coastal waters adjoining this area.*

*Chapter 6 provides a resource management framework for the recovery of Greater Christchurch, to enable and support earthquake recovery and rebuilding, including restoration and enhancement, for the area through to 2028. Recovery in Greater Christchurch is also supported by provisions in Chapter 5 – Land use and infrastructure that are notated “Entire Region”. The provisions in the remainder of the CRPS also apply.*

*The purpose of Chapter 6 is to enable recovery by providing for development in a way that achieves the purpose of the Resource Management Act 1991.*

*For discussion and provisions regarding specific resource matters (for example, energy, biodiversity and landscape), further reference should be made to other chapters in the CRPS.*

## 6.1 ISSUES

### 6.1.1 ENABLING RECOVERY, REBUILDING AND DEVELOPMENT

How to provide certainty to the community and businesses around how Greater Christchurch will accommodate expected population and household relocation and growth, housing needs and economic activity during the recovery period in an efficient and environmentally sustainable manner. This includes providing for a diverse community with a range of incomes, needs and business types.

### ***Explanation***

While the needs for Greater Christchurch in the long term are important, recovery and rebuilding in the short term are critical.

The community requires certainty around where recovery development will take place during the recovery period to enable planning for delivery of infrastructure and protection of key resources such as strategic transport networks, water supply, and other significant natural and physical resources. In particular, it is important that resources are directed to specific geographic areas, to enable efficient and effective public investment in strategic, network and social infrastructure. Without certainty and forward planning, recovery for the Central City, Key Activity Centres and neighbourhood centres will be slower, and will result in inefficient investment decisions being made by infrastructure providers and developers, and incur unnecessary additional costs for local authorities.

When making decisions around accommodating residential and business relocation and growth over the recovery period, it is recognised that there is a range of needs among the community, in terms of both residential accommodation and business provision. A spectrum of housing types needs to be available to accommodate people on different levels of income and with different requirements, including a possible temporary working population, as well as providing for diversity among the different business types that operate within Greater Christchurch, from small offices and retail through to large industrial sites. It is important that the functions of different types of business zones are protected to ensure that lower-value industrial land is not competing with potentially higher-value office and retail development.

### **6.1.2 ADVERSE EFFECTS ARISING FROM DEVELOPMENT**

Development can result in adverse effects on the environment, which if not identified and avoided, remedied or mitigated where appropriate, could result in inappropriate outcomes for the region's natural and physical resources, and reduce Greater Christchurch's resilience and ability to provide for the needs of people and communities. Poorly planned development can increase risk from natural hazards and the effects of climate change, create resource use conflicts, increase community isolation, prevent the efficient and effective delivery of infrastructure and services, reduce economic viability and result in greater overall energy consumption.

### ***Explanation***

There are a number of environmental challenges to providing for recovery, rebuilding and development in Greater Christchurch. These need to be recognised and provided for through a clear planning framework. For Greater Christchurch, the key resource management issues include:

- a. The potential for contamination of Christchurch City's drinking water as a result of inappropriate development over the unconfined aquifer to the west of the city;
- b. The negative effects of stormwater being discharged directly into waterways without land-based or wetland treatment;
- c. The potential to compromise or lose significant natural resources, character and amenity, and lost opportunities for enhancement;
- d. The potential to undermine the role and function of the Central City and Key Activity Centres, together with the investment made in these centres;

- e. Risk to people and property from natural hazards such as flooding, coastal inundation, earthquakes, rockfall, rock roll or coastal erosion;
- f. Sea-level rise and the effects of climate change;
- g. Conflicts between legitimately established activities and sensitive activities which seek to locate in proximity to these (reverse sensitivity);
- h. Efficient and effective provision for maintenance, upgrade and delivery of services and infrastructure, in particular strategic infrastructure;
- i. Minimising energy consumption;
- j. Providing for development in the right place, at the right time, to meet the needs of the community.

Within these issues lies an opportunity to plan for better outcomes and make better decisions about the resources that are used for Greater Christchurch to rebuild and recover.

A key element in successful recovery and rebuilding is the recognition of existing infrastructure and service delivery. It is important that relocation and growth during the recovery period do not compromise the efficient operation of infrastructure, particularly strategic infrastructure.

Recovery can be more effectively and efficiently achieved if it supports existing centres of activity, such as the Central City, Key Activity Centres and neighbourhood centres. Some recent urban development has not utilised the opportunities available to integrate effectively with existing urban centres.

The links between the size of a future urban footprint and the level of energy used need to be given weight. Urban growth occurred before the earthquakes across Greater Christchurch in a way that resulted in accelerated energy use, in particular where development has created a more dispersed and fragmented urban form. Smaller and consolidated urban footprints encourage the use of less energy, especially those areas where travel patterns can be reduced through optimum relationships between residential, employment, shopping, educational and recreational activities. They also provide better opportunity and choice for people in terms of transport modes.

The costs of the infrastructure necessary to sustain rebuilding and recovery are significant. There are advantages in extending existing services and encouraging a scale of growth sufficient to promote servicing economies rather than meeting the demands of dispersed development.

Costs of growth must be factored into location decisions, as unplanned growth can impact on the rural land resource, existing rural industries and rural character.

### **6.1.3 TRANSPORT EFFECTIVENESS**

Urban land use and development in inappropriate locations, or that is poorly integrated with transport networks, can adversely affect the efficient use, development and recovery of transport infrastructure and services, through:

- a. the location of residential and other sensitive activities close to strategic transport networks;
- b. high energy use associated with private car dependency and the need to travel greater distances;
- c. inefficient development and operation of strategic transport networks;
- d. less opportunities for modal choice for transport;
- e. adverse public health outcomes;
- f. reduced safety; and



- g. a failure to optimise the use of available capacity within the existing transport network.

#### ***Explanation***

An efficient and effective transport system through the period of the Greater Christchurch rebuild, and continuing on through its recovery, will deliver much greater economic returns to Canterbury. This period will be challenging, and it is acknowledged that there are likely to be reduced levels of service which new development is likely to exacerbate.

Helping ensure environmental sustainability from a transport perspective means that existing key transport hubs such as airports and ports must be safeguarded. Land use patterns need to be organised so that energy requirements are minimised and the efficient functioning of strategic transport networks is not compromised by traffic associated with local development or reverse sensitivity concerns. Reduced efficiency in the transport network will increase costs for businesses, as well as commuters. Poorly integrated development, or development in inappropriate locations, can also affect the accessibility and uptake of public transport and active modes of transport, and combined with increased air pollution can reduce the potential for improved public health.

Well-designed development that integrates with transport networks, and that makes efficient use of existing capacity, is essential to providing for business growth and access to community services, as important components of rebuilding and recovery.

#### **6.1.4 AMENITY AND URBAN DESIGN**

While the speed of recovery is important, so too is the quality of the built form. Poorly designed development can adversely affect urban amenity values, rural amenity values, historic heritage, health and safety, integration with community, educational, social and commercial facilities, and overall liveability. These matters are important for retaining population and attracting skilled workers and new business opportunities. They will affect the timing and the success of recovery.

#### ***Explanation***

Sometimes the desire to rebuild quickly competes with the desire to build well or build back better. Enabling timely and appropriate development during the recovery period in a manner that does not compromise the key values of either existing or future communities is a challenge that must be recognised at Greater Christchurch, city, district and neighbourhood levels. Rebuilding can also impact on issues of significance to Ngāi Tahu, affecting their relationship with ancestral lands, water, sites, wāhi tapu and other taonga. In particular, good urban design will contribute to vibrant and renewed centres and help support wider wellbeing objectives such as quality of life, economic vitality and crime reduction.

#### **6.1.5 RURAL RESIDENTIAL IMPACTS**

Rural residential development, if unconstrained, has the potential to change the character of rural areas and to create adverse effects on established rural, farming (including agricultural research farms) and quarrying activities through reverse sensitivity. It also can result in dispersed settlement patterns, and inefficient forms of development and provision of services.

### ***Explanation***

Many of the rural western areas of Greater Christchurch remained undamaged during the earthquakes and are also located out of the area identified as being prone to liquefaction, making them more desirable locations to live. However, rural residential development is associated with reverse sensitivity effects and can give rise to requests for the extension of urban services and exacerbates dispersed settlement patterns, leading to inefficient use of infrastructure and impacts on rural production. This can lead to pressures for future urbanisation, which is difficult to achieve in an effective manner given that the land use pattern has been established for a different purpose.

## **6.2 OBJECTIVES**

### **6.2.1 Recovery Framework**

Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that:

1. identifies priority areas for urban development within Greater Christchurch;
2. identifies Key Activity Centres which provide a focus for high quality, and, where appropriate, mixed-use development that incorporates the principles of good urban design;
3. avoids urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS;
4. protects outstanding natural features and landscapes including those within the Port Hills from inappropriate subdivision, use and development;
5. protects and enhances indigenous biodiversity and public space;
6. maintains or improves the quantity and quality of water in groundwater aquifers and surface waterbodies, and quality of ambient air;
7. maintains the character and amenity of rural areas and settlements;
8. protects people from unacceptable risk from natural hazards and the effects of sea-level rise;
9. integrates strategic and other infrastructure and services with land use development;
10. achieves development that does not adversely affect the efficient operation, use, development, appropriate upgrade, and future planning of strategic infrastructure and freight hubs;
11. optimises use of existing infrastructure; and
12. provides for development opportunities on Māori Reserves in Greater Christchurch.

#### ***The following policies implement this objective:***

Policies 6.3.1, 6.3.2, 6.3.3, 6.3.4, 6.3.5, 6.3.6, 6.3.7, 6.3.8, 6.3.9, 6.3.10, 6.3.11, 6.3.12

#### ***Principal reasons and explanation***

The purpose of this objective is to provide for an outcome where appropriate urban development is enabled within specified spatial areas around Greater Christchurch, so that resources can be focused on rebuilding, and delivering growth and recovery to those priority areas. This provides certainty to all resource users as to locations for development, enabling long-term planning and funding for strategic, network and social infrastructure (such as schooling and healthcare), and protection of Greater Christchurch's natural and physical resources.

The recognition of existing constraints in terms of natural and physical resources is a critical part of successful growth management. This objective identifies the key elements of natural and physical resources in Greater Christchurch that must be protected in order to ensure that harm to the natural environment is minimised.

**6.2.1a Targets for sufficient, feasible development capacity for housing [Inserted in accordance with sections 55(2) and 55(A) of the Resource Management Act 1991, from the National Policy Statement on Urban Development Capacity 2016]**

For the period 2018-2048, sufficient, feasible development capacity for housing is enabled in Greater Christchurch in accordance with Table 6.1.

Table 6.1 Targets for housing development capacity in Greater Christchurch, 2018-2048

	Development capacity to be enabled (number of dwellings)		
	Medium Term <sup>1</sup> (2018-2028)	Long Term <sup>2</sup> (2028-2048)	Total 30 Year Period (2018-2048)
Christchurch City	17,400	38,550	55,950
Selwyn	8,600	8,690	17,290
Waimakariri	6,300	7,060	13,360
Greater Christchurch	32,300	54,300	86,600

<sup>1</sup> NPS-UDC, Policy PA1: Development capacity must be feasible, zoned and either serviced with development infrastructure, or the funding for the development infrastructure required to service that development capacity must be identified in a Long Term Plan required under the Local Government Act 2002 (NPS-UDC, PA1).

<sup>2</sup> NPS-UDC, Policy PA1: Development capacity must be feasible, identified in relevant plans and strategies, and the development infrastructure required to service it must be identified in the relevant Infrastructure Strategy required under the Local Government Act 2002 (NPS-UDC, PA1).

***The following policies implement this objective:***  
Policies 6.3.1, 6.3.2, 6.3.3, 6.3.7, 6.3.8, 6.3.11, 6.3.12

***Principal reasons and explanation***

The National Policy Statement on Urban Development Capacity 2016 (NPS-UDC) requires local authorities that have part, or all of a high-growth urban area within their district or region to set minimum targets for development capacity for housing over the medium (next 10 years) and long term (10 to 30 years).

The targets in Table 6.1 refer to the development capacity for housing that must be enabled, rather than the amount of housing that is built in any given period. They represent the development capacity that the Christchurch City Council, Selwyn District Council and Waimakariri District Council will, over the medium term, zone and otherwise enable through their relevant planning processes and mechanisms, including district plans, structure plans and outline development plans and over the long term, identify in relevant plans and strategies.

## 6.2.2 Urban form and settlement pattern

The urban form and settlement pattern in Greater Christchurch is managed to provide sufficient land for rebuilding and recovery needs and set a foundation for future growth, with an urban form that achieves consolidation and intensification of urban areas, and avoids unplanned expansion of urban areas, by:

1. aiming to achieve the following targets for intensification as a proportion of overall growth through the period of recovery:
  - a. 35% averaged over the period between 2013 and 2016
  - b. 45% averaged over the period between 2016 to 2021
  - c. 55% averaged over the period between 2022 and 2028;
2. providing higher density living environments including mixed use developments and a greater range of housing types, particularly in and around the Central City, in and around Key Activity Centres, and larger neighbourhood centres, and in greenfield priority areas, Future Development Areas and brownfield sites;
3. reinforcing the role of the Christchurch central business district within the Greater Christchurch area as identified in the Christchurch Central Recovery Plan;
4. providing for the development of greenfield priority areas, and of land within Future Development Areas where the circumstances set out in Policy 6.3.12 are met, on the periphery of Christchurch's urban area, and surrounding towns at a rate and in locations that meet anticipated demand and enables the efficient provision and use of network infrastructure;
5. encouraging sustainable and self-sufficient growth of the towns of Rangiora, Kaiapoi, Woodend, Lincoln, Rolleston and Prebbleton and consolidation of the existing settlement of West Melton;
6. Managing rural residential development outside of existing urban and priority areas; and
7. Providing for development opportunities on Māori Reserves.

### ***The following policies implement this objective:***

Policies 6.3.1, 6.3.2, 6.3.3, 6.3.4, 6.3.5, 6.3.6, 6.3.7, 6.3.8, 6.3.9, 6.3.10, 6.3.11, 6.3.12

### ***Principal reasons and explanation***

The rebuilding and recovery of Greater Christchurch rely on appropriate locations, quantity, types, and mixes of residential and business development to provide for the needs of the community.

Consolidation of existing urban settlements is the form of development most likely to minimise the adverse effects of travel for work, education, business and recreation, minimise the costs of new infrastructure and avoid adverse effects of development on sensitive landscapes, natural features and areas of high amenity. This will enable Greater Christchurch to build back better, and support the recovery of central Christchurch. Greater intensification within Christchurch's urban area through infill (particularly in the Central City, and around Key Activity Centres, and neighbourhood centres) and brownfield redevelopment will reduce the need for further expansion of peripheral areas, and some intensification of the centres of smaller towns is also expected to meet changing needs. A significant proportion of intensification will take place in the city rather than Selwyn and Waimakariri; however, the contribution of these areas to the overall growth pattern is important. The objective sets targets for the contribution of infill and intensification as a proportion of overall

growth, and aligns with the growth management approach in the Greater Christchurch Urban Development Strategy. Where monitoring indicates that these levels are not being achieved, further policy responses may be required to increase intensification within existing urban areas.

Changing demographic patterns, including an ageing population and smaller households, are expected to increase the desirability of higher density housing. The demolition and ageing of housing stock provides an opportunity for redevelopment at higher densities and an increased range of housing types that provides not only choice for those needing to relocate, but also for future generations. Increased intensification is anticipated to occur over time as rebuild opportunities are realised, requiring appropriately located and designed greenfield development that also provides for medium density housing during the time of transition.

Following the earthquakes and the subsequent damage and red zoning of properties, a number of Māori have sought to return to and live on the Māori Reserves set aside by the Crown in the 19th century for the then present and future needs of local Ngāi Tahu. Providing for development opportunities on those reserves will enable the descendants of the original grantees to return and realise the original intent of those reserves.

### 6.2.3 Sustainability

Recovery and rebuilding is undertaken in Greater Christchurch that:

1. provides for quality living environments incorporating good urban design;
2. retains identified areas of special amenity and historic heritage value;
3. retains values of importance to Tāngata Whenua;
4. provides a range of densities and uses; and
5. is healthy, environmentally sustainable, functionally efficient, and prosperous.

***The following policies implement this objective:***

Policies 6.3.1, 6.3.2, 6.3.3, 6.3.4, 6.3.5, 6.3.6, 6.3.7, 6.3.8, 6.3.9, 6.3.11, 6.3.12

***Principal reasons and explanation***

Intensification and consolidation of residential development in Christchurch needs to protect areas of special amenity and historic heritage value, as these contribute to the area's identity and character. For Greater Christchurch particular attention should be paid to the provision of open space, maintenance and promotion of a sense of identity and character, and the availability of community and recreation facilities and appropriately located business centres, so as to ensure the maintenance and/or provision of high quality living environments.

The focus on quality living environments also necessitates giving consideration to environmental aspects that contribute to health and wellbeing, such as energy efficiency in housing and sunlight access.

### 6.2.4 Integration of transport infrastructure and land use

Prioritise the planning of transport infrastructure so that it maximises integration with the priority areas and new settlement patterns and facilitates the movement of people and goods and provision of services in Greater Christchurch, while:

1. managing network congestion;
2. reducing dependency on private motor vehicles;
3. reducing emission of contaminants to air and energy use;
4. promoting the use of active and public transport modes;
5. optimising use of existing capacity within the network; and
6. enhancing transport safety.

***The following policies implement this objective:***

Policies 6.3.1, 6.3.2, 6.3.3, 6.3.4, 6.3.5, 6.3.6, 6.3.7, 6.3.8, 6.3.9, 6.3.11, 6.3.12

***Principal reasons and explanation***

Land use patterns that are integrated with transport infrastructure minimise energy use through network optimisation, operation and maintenance, and provide for the social and economic wellbeing of the community, and people's health and safety. Land use patterns that are integrated with transport infrastructure create a network with shorter journey times for all modes. This integration enables greater travel mode choice. Recovery development that is not well integrated with transport infrastructure can result in increased car dependency, higher energy use, greater traffic volumes, and inefficient freight movement.

### **6.2.5 Key activity and other centres**

Support and maintain the existing network of centres below as the focal points for commercial, community and service activities during the recovery period:

1. The Central City
2. Key Activity Centres
3. Neighbourhood centres.

These centres will be high quality, support a diversity of business opportunities including appropriate mixed-use development, and incorporate good urban design principles.

The development and distribution of commercial activity will avoid significant adverse effects on the function and viability of these centres.

***The following policies implement this objective:***

Policies 6.3.1, 6.3.2, 6.3.4, 6.3.5, 6.3.6, 6.3.7, 6.3.8, 6.3.11, 6.3.12

***Principal reasons and explanation***

It is important to maintain the existing network of Key Activity Centres and the Central City as focal points for commercial, community and service activity during the recovery phase and to support the identified priority areas. This recognises the investment made in these places, and their preference as a location for future development as businesses shift around the city over the period of recovery. In addition, by virtue of their density, mix of activities and location on strategic transport networks, Key Activity Centres support the provision of public transport and intensification of residential activity within surrounding residential areas. This intensification will provide housing choice for those households needing to relocate, and will accommodate growth during the recovery period. Inappropriate development outside of Key Activity Centres may undermine the community's investment in these existing centres and weaken the range and viability of the services they provide.

It is important to note that the Key Activity Centres are not homogeneous, especially within Christchurch City. The extent that business and residential intensification is directed to occur across these Christchurch City centres is dependent on their scale and function.

The role of neighbourhood centres is also recognised for the service role they play to local communities and as a location for appropriate business development.

## 6.2.6 Business land development

Identify and provide for Greater Christchurch's land requirements for the recovery and growth of business activities in a manner that supports the settlement pattern brought about by Objective 6.2.2, recognising that:

1. The greenfield priority areas for business in Christchurch City provide primarily for the accommodation of new industrial activities;
2. Except where identified for brownfield redevelopment, areas used for existing industrial activities are to be used primarily for that purpose, rather than as a location for new commercial activities;
3. New commercial activities are primarily directed to the Central City, Key Activity Centres, and neighbourhood centres;
4. A range of other business activities are provided for in appropriate locations; and
5. Business development adopts appropriate urban design qualities in order to retain business, attract investment and provide for healthy working environments.

***The following policies implement this objective:***

Policies 6.3.1, 6.3.2, 6.3.3, 6.3.4, 6.3.5, 6.3.6, 6.3.8, 6.3.11, 6.3.12

***Principal reasons and explanation***

The provision of adequate land for recovery and future business activities is important for long-term economic growth and the provision of both employment and services for the sub-region's existing and future communities. Enabling appropriate new business activity close to existing and future residential development helps achieve a greater range of travel options, promote accessibility and reduce energy usage. The locations selected for industrial business land development are also key for rebuilding and the forward planning of the transportation network and associated freight hubs. While there is some capacity for the demand for further industrial business land to be met through the redevelopment of existing zoned land, particularly within Christchurch City, the greenfield priority areas for business provide for the accommodation of new, primarily industrial business activities. There may also be requirements for relocation of business activities to better land, or areas with potential for expansion where land is currently constrained.

In relation to different types of business land, it is important for recovery of the Central City, Key Activity Centres and neighbourhood centres that certain types of business are directed to certain locations. This will ensure that markets compete fairly for similar uses, rather than lower cost land being developed for higher value uses and reducing availability of land for activities such as industrial use. There will, however, be circumstances where redevelopment of brownfield industrial land is appropriate for a range of uses, without impacting on recovery of the Central City or Key Activity Centres as sought in Objective 6.2.5. Some commercial activities will have particular locational constraints and are not suitable for centres, such as yard-based retailers and car-yards, and the need to identify a place for these activities is recognised.

Achieving high quality urban design is as important in business areas as in other areas of the city, but there may be some business areas that require greater design focus depending on their role and function.

## **6.3 POLICIES**

### **6.3.1 Development within the Greater Christchurch area**

In relation to recovery and rebuilding for Greater Christchurch:

1. give effect to the urban form identified in Map A, which identifies the location and extent of urban development that will support recovery, rebuilding and planning for future growth and infrastructure delivery;
2. give effect to the urban form identified in Map A (page 6-27) by identifying the location and extent of the indicated Key Activity Centres;
3. enable development of existing urban areas and greenfield priority areas, including intensification in appropriate locations, where it supports the recovery of Greater Christchurch;
4. ensure new urban activities only occur within existing urban areas or identified greenfield priority areas as shown on Map A, unless they are otherwise expressly provided for in the CRPS;
5. provide for educational facilities in rural areas in limited circumstances where no other practicable options exist within an urban area;
6. provide for commercial film or video production activities in appropriate commercial, industrial and rural zones within the Christchurch District;
7. provide for a metropolitan recreation facility at 466-482 Yaldhurst Road; and
8. avoid development that adversely affects the function and viability of, or public investment in, the Central City and Key Activity Centres.

***This policy implements the following objectives:***

Objectives 6.2.1, 6.2.1a, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6

#### **Methods**

##### **The Regional Council:**

*Will*

1. Have regard to Policy 6.3.1 in relation to any consents relating to urban activities outside of existing urban areas or greenfield priority areas in Greater Christchurch, and consider deferral under s91 where other consents are required from another local authority, so that the effects of a proposal can be considered together.
2. Initiate any changes required to Map A of the CRPS where monitoring indicates a need for further greenfield priority areas to be included to enable the release of new greenfield land, prior to the review of the CRPS.

##### **Territorial authorities:**

*Will*



3. Provide for the rebuilding and recovery of Greater Christchurch in accordance with the Land Use Recovery Plan for Greater Christchurch, Policy 6.3.1 and Map A, by including in district plans objectives, policies and rules (if any) to give effect to the policy.
4. Investigate and implement methods in district plans for promoting development and enhancement of Key Activity Centres.

*Should*

5. Consider appropriate administrative and financial methods to enable and encourage Key Activity Centres to fulfil their function, and to promote intensification of identified urban areas and brownfield redevelopment.

**Local authorities:**

*Should*

6. Provide for sequencing, provision and funding of infrastructure that supports the pattern of settlement in Map A, including through changes to the CRPS, provisions in district plans, regional plans, the Regional Land Transport Strategy, Long Term Plans, other infrastructure plans, and any relevant strategic planning documents, whether prepared under the Local Government Act 2002, the Resource Management Act 1991 or the Land Transport Management Act 2003.

***Principal reasons and explanation***

Map A shows existing urban areas and priority areas for development for Greater Christchurch. These areas are identified as being required to provide sufficient land zoned for urban purposes to enable recovery and rebuilding through to 2028. The Policy and Map A provide a clear, co-ordinated land use and infrastructure framework for the recovery of Greater Christchurch.

To ensure that recovery resources are managed efficiently and sustainably, the provisions identify where certain types of development can take place, and where they cannot take place. The provisions also recognise that specific activities are provided for outside of urban areas elsewhere in the CRPS, such as papakāinga housing and marae under Policy 5.3.4; educational facilities where no other practicable options for locating the facility exist; commercial film or video production to support the regional economy and provide employment opportunities; and a metropolitan recreation facility at 466-482 Yaldhurst Road that serves the urban population. New residential development is provided for within Future Development Areas, where the circumstances set out in Policy 6.3.12 are met. It is anticipated that established urban activities located outside of the identified urban area will be able to continue to operate their activities, with any expansion considered on a case-by-case basis.

Within the existing urban area, Key Activity Centres are also indicated. These provide a focus for commercial activities and residential intensification. While post-earthquake business growth has increased in many of the Key Activity Centre areas, inappropriate non-centre growth has also occurred. Moving towards 2016, when the Order in Council that enables businesses to be run from residential locations expires, it will be important to refocus commercial activities to the Central City and Key Activity Centres, and where appropriate neighbourhood centres, so that the function of these centres as a focus for economic activity is reinforced.

### 6.3.2 Development form and urban design

Business development, residential development (including rural residential development) and the establishment of public space is to give effect to the principles of good urban design below, and those of the NZ Urban Design Protocol 2005, to the extent appropriate to the context:

1. Tūrangawaewae – the sense of place and belonging – recognition and incorporation of the identity of the place, the context and the core elements that comprise the Through context and site analysis, the following elements should be used to reflect the appropriateness of the development to its location: landmarks and features, historic heritage, the character and quality of the existing built and natural environment, historic and cultural markers and local stories.
2. Integration – recognition of the need for well-integrated places, infrastructure, movement routes and networks, spaces, land uses and the natural and built environment. These elements should be overlaid to provide an appropriate form and pattern of use and development.
3. Connectivity – the provision of efficient and safe high quality, barrier free, multimodal connections within a development, to surrounding areas, and to local facilities and services, with emphasis at a local level placed on walking, cycling and public transport as more sustainable forms of
4. Safety – recognition and incorporation of Crime Prevention Through Environmental Design (CPTED) principles in the layout and design of developments, networks and spaces to ensure safe, comfortable and attractive places.
5. Choice and diversity – ensuring developments provide choice and diversity in their layout, built form, land use housing type and density, to adapt to the changing needs and circumstances of the population.
6. Environmentally sustainable design – ensuring that the process of design and development minimises water and resource use, restores ecosystems, safeguards mauri and maximises passive solar gain.
7. Creativity and innovation – supporting opportunities for exemplar approaches to infrastructure and urban form to lift the benchmark in the development of new urban areas in the Christchurch region.

***This policy implements the following objectives:***

Objectives 6.2.1, 6.2.1a, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6

**Methods**

**Territorial authorities:**

*Will:*

1. Include in district plans objectives, policies and rules (if any) to give effect to Policy 6.3.2.

*Should*

2. Develop urban design guidelines to assist developers with addressing the matters set out in Policy 6.3.2.
3. Consider the principles of good urban design as reflected in the New Zealand Urban Design Protocol (2005) in urban design processes.

### ***Principal reasons and explanation***

Good urban design is critical to the rebuilding and recovery of Greater Christchurch. Urban design ranges in scale from the design and layout of the whole city, to the suburb, block, street and section design, or even to the architecture of the building and surrounding landscape. It becomes particularly important in the development of the street and block structure, at the interface between buildings/structures and spaces, and between public and private space. Urban design input can take place through the development of outline development plans, creation of development controls for zones, or at a finer-grained level through a resource consent process.

Good urban design can increase the functionality, amenity and efficiency of urban areas in Greater Christchurch. It will support the economic performance of Greater Christchurch, its attractiveness as a tourist destination, and its ability to attract and retain new or returning residents and increase the quality of life of its existing residents. In particular, addressing the matters listed will:

1. assist with reducing crime;
2. reduce travel times, fuel usage and therefore greenhouse gas emissions, and dependence on private motor vehicles;
3. provide for a high standard of physical amenities;
4. minimise adverse effects on other areas such as flooding, traffic congestion and degraded water;
5. protect important features of the natural environment;
6. provide protection of historic heritage from inappropriate development, and enhance its values;
7. improve the mental and physical wellbeing of its residents; and
8. create efficient development patterns.

It is recognised that urban design is also about a process, where ideally collaboration takes place. Local authorities need to be clear about their expectations for development, to ensure efficient management through resource consent or plan change processes. As such, the development of clear, user friendly guides, developed in consultation with the development industry and professional institutes, for different types of development are a necessary means of achieving good design outcomes that will support the rebuilding and recovery of Greater Christchurch.

### **6.3.3 Development in accordance with outline development plans**

Development in greenfield priority areas or Future Development Areas and rural residential development is to occur in accordance with the provisions set out in an outline development plan or other rules for the area. Subdivision must not proceed ahead of the incorporation of an outline development plan in a district plan. Outline development plans and associated rules will:

1. Be prepared as:
  - a. a single plan for the whole of the priority area or Future Development Area; or
  - b. where an integrated plan adopted by the territorial authority exists for the whole of the priority area or Future Development Area and the outline development plan is consistent with the integrated plan, part of that integrated plan; or
  - c. a single plan for the whole of a rural residential area; and
2. Be prepared in accordance with the matters set out in Policy 6.3.2;
3. To the extent relevant show proposed land uses including:

- a. Principal through roads, connections with surrounding road networks, relevant infrastructure services and areas for possible future development;
  - b. Land required for community facilities or schools;
  - c. Parks and other land for recreation;
  - d. Land to be used for business activities;
  - e. The distribution of different residential densities, in accordance with Policy 6.3.7;
  - f. Land required for stormwater treatment, retention and drainage paths;
  - g. Land reserved or otherwise set aside from development for environmental, historic heritage, or landscape protection or enhancement;
  - h. Land reserved or otherwise set aside from development for any other reason, and the reasons for its protection from development;
  - i. Pedestrian walkways, cycleways and public transport routes both within and adjoining the area to be developed;
4. Demonstrate how Policy 6.3.7 will be achieved for residential areas within the area that is the subject of the outline development plan, including any staging;
  5. Identify significant cultural, natural or historic heritage features and values, and show how they are to be protected and/or enhanced;
  6. Document the infrastructure required, when it will be required and how it will be funded;
  7. Set out the staging and co-ordination of subdivision and development between landowners;
  8. Demonstrate how effective provision is made for a range of transport options including public transport options and integration between transport modes, including pedestrian, cycling, public transport, freight, and private motor vehicles;
  9. Show how other potential adverse effects on and/or from nearby existing or designated strategic infrastructure (including requirements for designations, or planned infrastructure) will be avoided, remedied or appropriately mitigated;
  10. Show how other potential adverse effects on the environment, including the protection and enhancement of surface and groundwater quality, are to be avoided, remedied or mitigated;
  11. Show how the adverse effects associated with natural hazards are to be avoided, remedied or mitigated as appropriate and in accordance with Chapter 11 and any relevant guidelines; and
  12. Include any other information that is relevant to an understanding of the development and its proposed zoning.

***This policy implements the following objectives:***

Objectives 6.2.1, 6.2.1a, 6.2.2, 6.2.3, 6.2.4, 6.2.6

**Methods**

**The Regional Council:**

*Will*

1. Establish a protocol and guidelines to assist all parties involved in the preparation of outline development plans to ensure Policy 6.3.3 is efficiently and effectively applied.

**Territorial authorities:**

*Will*

2. Require an outline development plan to be developed and incorporated into district plans, prior to, or at the same time as, rezoning land for urban use in greenfield priority areas or Future Development Areas.
3. Include in district plans objectives, policies and rules (if any) to give effect to Policy 6.3.3.

*Should*

4. Ensure that financial provision is made for delivery of infrastructure to greenfield priority areas for development.

***Principal reasons and explanation***

The use of outline development plans for residential and business greenfield development is necessary for the recovery of Greater Christchurch. They will assist with the efficient use of resources when planning land uses, provide for sustainable urban development, and ensure adequate housing supply and choice to facilitate earthquake recovery. Background information provided through the process provides the necessary background evaluation work before or at the same time as the land is rezoned.

Outline development plans provide a mechanism for integrating urban development with infrastructure, making the best use of existing infrastructure, and identifying and providing for the additional infrastructure required to meet the needs of incoming residents and businesses. They also provide the mechanism for integrating new development with existing urban areas, and of achieving the type and form of development necessary to accommodate urban growth in a sustainable way. Staging may be required to allow for infrastructure upgrades, enabling parts of a development to be delivered earlier.

In addition, these plans help to provide certainty for the community, developers, network utility providers and territorial authorities, and ensure that all constraints associated with the development of an area are investigated, addressed or protected at the time of initial zoning for urban purposes. By identifying opportunities for low impact urban design and development early on in the land development process, recovery will be enabled by building new developments in a better way.

**6.3.4 Transport effectiveness**

Ensure that an efficient and effective transport network that supports business and residential recovery is restored, protected and enhanced so that it maintains and improves movement of people and goods around Greater Christchurch by:

1. avoiding development that will overload strategic freight routes;
2. providing patterns of development that optimise use of existing network capacity and ensuring that, where possible, new building projects support increased uptake of active and public transport, and provide opportunities for modal choice;
3. providing opportunities for travel demand management;
4. requiring integrated transport assessment for substantial developments; and
5. improving road user safety.

***This policy implements the following objectives:***

Objectives 6.2.1, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6

## **Methods**

### **Territorial authorities:**

#### *Will*

1. Include in district plans objectives, policies and rules (if any) to give effect to Policy 6.3.4.
2. Include objectives and policies, and may include rules in district plans to ensure that, where possible, development provides for, and supports increased uptake of active and public transport; and provides opportunities for modal choice, including walking and cycling.
3. Include trigger thresholds in district plans for development where an integrated transport assessment is required.
4. Identify strategic freight routes.

### **Local authorities:**

#### *Should*

5. Give consideration to any transport projects that may be needed to give effect to Policy 6.3.4 and include them in their Annual Plans, the Three Year Plan, Long Term Plans, the Regional Land Transport Programme or other infrastructure plans, as appropriate.
6. Provide options for travel demand management.

### ***Principal reasons and explanation***

Changing travel patterns since the earthquakes have placed significant stress on Christchurch's transport infrastructure. With pressure on to enable more land development in response to the earthquakes, there will inevitably be a tension on how to respond to transport needs with limited funds. The Councils and New Zealand Transport Agency will look to prioritise transport improvements where they provide greatest return on the investment. This means that the usually expected levels of service for future development may be lower in the interim until the transport maintenance and improvement can catch up. It is recognised that efficient and effective movement of goods within Greater Christchurch is important for the rebuild of the city and outlying townships, and also important for future wellbeing and energy efficiency.

One way to achieve this is through provision for active forms of transport, such as cycling and walking. Other forms of travel demand management may also lead to efficient transport and encourage a compact urban form. The earthquakes resulted in a significant reduction in public transport use. With new routes in place and travel patterns more settled, public transport use in Christchurch is increasing and is on track to return to pre-earthquake levels. A compact urban form and travel demand management will build upon the natural return to public transport use in Christchurch.

It is also important that Christchurch is able to protect its key transport infrastructure including the airport, rail networks, transport hubs and strategic routes from reverse sensitivity effects. These infrastructure services play a critical role in the functioning and economic wellbeing of the region.

The policy also requires development of integrated transport assessments for substantial developments. By focusing on large developments that have the potential to impact on strategic transport networks, territorial authorities will be able to fully consider all of the transport impacts

together, and developers will be able to develop better responses to contribute to an efficient transport system.

An efficient and effective transport network that meets the changed needs of people and businesses, and enables accessible, sustainable, affordable and safe travel choices, is necessary for recovery.

### **6.3.5 Integration of land use and infrastructure**

Recovery of Greater Christchurch is to be assisted by the integration of land use development with infrastructure by:

1. Identifying priority areas for development and Future Development Areas to enable reliable forward planning for infrastructure development and delivery;
2. Ensuring that the nature, timing and sequencing of new development are co-ordinated with the development, funding, implementation and operation of transport and other infrastructure in order to:
  - a. optimise the efficient and affordable provision of both the development and the infrastructure;
  - b. maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure;
  - c. protect investment in existing and planned infrastructure;
  - d. ensure that new commercial film or video production facilities are connected to reticulated water and wastewater systems; and
  - e. ensure new development does not occur until provision for appropriate infrastructure is in place;
3. Providing that the efficient and effective functioning of infrastructure, including transport corridors, is maintained, and the ability to maintain and upgrade that infrastructure is retained;
4. Only providing for new development that does not affect the efficient operation, use, development, appropriate upgrading and safety of existing strategic infrastructure, including by avoiding noise sensitive activities within the 50dBA Ldn airport noise contour for Christchurch International Airport, unless the activity is within an existing residentially zoned urban area, residential greenfield area identified for Kaiapoi, or residential greenfield priority area identified in Map A (page 6-28) and enabling commercial film or video production activities within the noise contours as a compatible use of this land; and
5. Managing the effects of land use activities on infrastructure, including avoiding activities that have the potential to limit the efficient and effective, provision, operation, maintenance or upgrade of strategic infrastructure and freight hubs.

#### ***This policy implements the following objectives:***

Objectives 6.2.1, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6

#### **Methods**

#### **Territorial authorities:**

*Will*

1. Include in district plans objectives, policies and rules (if any) to give effect to Policy 6.3.5.

2. Include objectives, policies and rules in district plans to manage reverse sensitivity effects between strategic infrastructure and subdivision, use and development, including for residential and rural-residential activities.

**Local authorities:**

*Should*

3. Give consideration to any infrastructure projects that may be needed to give effect to Policy 6.3.5 and include them in their Annual Plans, the Three Year Plan, Long Term Plans, the Regional Land Transport Programme or other infrastructure plans, as appropriate to enable the orderly and efficient development of priority areas.

***Principal reasons and explanation***

In order to achieve a co-ordinated and efficient recovery, development of urban areas must be integrated with the provision of infrastructure, including ensuring that existing strategic infrastructure can continue to operate efficiently and effectively. Access for freight movements to and from the major ports in Greater Christchurch must be maintained and enhanced, and not compromised by the location of new urban development.

Priority areas for development are generally clustered to the north, west and south-west of existing urban areas. These areas are all close to existing major infrastructure corridors which connect to the growth areas in the north and Waimakariri District, and to the south and on to Selwyn District. The growth areas have been assessed as having the best potential to accommodate residential and business growth through to 2028 whilst achieving a consolidated urban form and an efficient and orderly provision of infrastructure. It is important that timing and sequencing of development are aligned with funding and implementation of infrastructure. It is also important that new commercial film or video production facilities connect to reticulated water and wastewater systems, to avoid demand for water takes in an overallocated zone and to reduce impacts on the natural environment through discharges.

Strategic infrastructure represents an important regional and sometimes national asset that should not be compromised by urban growth and intensification. Strategic infrastructure such as Christchurch International Airport, the Lyttelton Port of Christchurch, the State Highway and strategic road networks and rail corridors is required to support Greater Christchurch's recovery through transporting such things as building materials, equipment and personnel. The locational requirements and existing investment in strategic infrastructure means that it is extremely inefficient for them to relocate, and effects of land use on their operation can significantly reduce efficiency and attractiveness as transport options. The operation of strategic infrastructure can affect the liveability of residential developments in their vicinity, despite the application of practicable mitigation measures to address effects, which in turn exerts pressure on the infrastructure to further mitigate their effects. It is better to instead select development options, including activities such as commercial film or video production which are compatible with the strategic infrastructure, where such reverse sensitivity constraints do not exist.

The only exception to the restriction against residential development within the 50dBA LdN airport noise contour is provided for at Kaiapoi.



Within Kaiapoi land within the 50dBA Ldn airport noise contour has been provided to offset the displacement of residences as a result of the 2010/2011 earthquakes. This exception is unique to Kaiapoi and also allows for a contiguous and consolidated development of Kaiapoi.

### **6.3.6 Business land**

To ensure that provision, recovery and rebuilding of business land in Greater Christchurch maximises business retention, attracts investment, and provides for healthy working environments, business activities are to be provided for in a manner which:

1. Promotes the utilisation and redevelopment of existing business land, and provides sufficient additional greenfield priority area land for business land through to 2028 as provided for in Map A;
2. Recognises demand arising from the relocation of business activities as a result of earthquake-damaged land and buildings;
3. Reinforces the role of the Central City, as the city's primary commercial centre, and that of the Key Activity Centres;
4. Recognises that new commercial activities are primarily to be directed to the Central City, Key Activity Centres and neighbourhood centres where these activities reflect and support the function and role of those centres; or in circumstances where locating out of centre, will not give rise to significant adverse distributional or urban form effects;
5. Recognises that new greenfield priority areas for business in Christchurch City are primarily for industrial activities, and that commercial use in these areas is restricted;
6. Recognises that existing business zones provide for a range of business activities depending on:
  - i. the desired amenity of the business areas and their surrounds; and
  - ii. the potential for significant distributional or urban form effects on other centres from new commercial activity.
7. Utilises existing infrastructure availability, capacity and quality;
8. Ensures reverse sensitivity effects and conflicts between incompatible activities are identified and avoided or mitigated against;
9. Ensures close proximity to labour supply, major transport hubs and passenger transport networks;
10. Encourages self-sufficiency of employment and business activities within communities across Greater Christchurch;
11. Promotes, where appropriate, development of mixed-use opportunities, within Key Activity Centres provided reverse sensitivity issues can be appropriately managed; and
12. Incorporates good urban design principles appropriate to the context of the development.

***This policy implements the following objectives:***

Objectives 6.2.1, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6

#### **Methods**

#### **Territorial Authorities:**

*Will*

1. Include in district plans objectives, policies and rules (if any) to give effect to Policy 6.3.6.

2. Identify trigger thresholds for office and retail commercial activities in industrial areas where these activities are likely to give rise to distributional effects, particularly on larger commercial centres, or result in reverse sensitivity effects.

*Should*

3. Consider appropriate administrative and financial arrangements to enable and encourage business land provision to occur.
4. Identify neighbourhood centres in district plans.

### ***Principal reasons and explanation***

The provision of adequate land for future business activities is a key requirement for successful rebuilding and recovery, and for the economic wellbeing of Greater Christchurch. There was significant damage to industrial and other business land and buildings throughout Greater Christchurch, resulting in a shift of business both from the eastern side of the city to the west, and also from the Central City out into the suburbs. Ongoing insurance issues may continue to place pressure on further demands to relocate. In addition to this, an Order in Council that enables residential land to be used for business activities will expire in 2016, creating further demand for developed business land. Through the rebuilding process, commercial development needs to focus on reinforcing the Central City and Key Activity Centres, as well as the network of neighbourhood centres, so that these areas can regenerate quickly.

Provision of new business land should be focused around existing infrastructure to minimise public costs and in particular to achieve integration with transport networks. Locating appropriate business land close to existing and future residential development helps to achieve a greater range of travel options as well as reducing energy usage. Greater self-sufficiency of employment within districts, suburbs and settlements is also desirable in terms of community development and social sustainability. It will be important that, as time passes, the use of industrial land for short-term accommodation for retail and offices is discouraged, and existing and recovering centres that cater for these uses are reinforced.

### **6.3.7 Residential location, yield and intensification**

In relation to residential development opportunities in Greater Christchurch:

1. Subject to Policy 5.3.4 and Policy 6.3.12, residential greenfield ~~priority area~~ development shall occur in accordance with Map A. ~~These areas are sufficient for both growth and residential relocation through to 2028.~~
2. Intensification in urban areas of Greater Christchurch is to be focused around the Central City, Key Activity Centres and neighbourhood centres commensurate with their scale and function, core public transport routes, mixed-use areas, and on suitable brownfield land.
3. Intensification developments and development in greenfield priority areas shall achieve at least the following residential net densities averaged over the whole of an ODP area (except where subject to an existing operative ODP with specific density provisions):
  - a. 10 household units per hectare in greenfield areas in Selwyn and Waimakariri District;
  - b. 15 household units per hectare in greenfield areas in Christchurch City;
4. Intensification development within Christchurch City to achieve an average of:

- a. 50 household units per hectare for intensification development within the Central City;
  - b. 30 household units per hectare for intensification development elsewhere.
5. Provision will be made in district plans for comprehensive development across multiple or amalgamated sites.
  6. Housing affordability is to be addressed by providing sufficient intensification and greenfield ~~priority area~~ land to meet housing demand ~~during the recovery period~~, enabling brownfield development and providing for a range of lot sizes, densities and appropriate development controls that support more intensive developments such as mixed use developments, apartments, townhouses and terraced housing.

***This policy implements the following objectives:***

Objectives 6.2.1, 6.2.1a, 6.2.2, 6.2.3, 6.2.4, 6.2.5

**Methods**

**Territorial authorities:**

*Will*

1. Include in district plans objectives, policies and rules (if any) to give effect to Policy 6.3.7.
2. Identify areas in district plans that are suitable for urban intensification, including brownfields redevelopment.
3. Include objectives, policies and rules in district plans for comprehensive development across multiple or amalgamated sites in appropriate locations.

*Should*

4. Consider incentives to encourage intensification and brownfields redevelopment.
5. In relation to Christchurch City, continue to promote medium to high density residential development, particularly within the Central City.
6. Co-ordinate the sequencing, provision and funding of infrastructure in Annual Plans, the Three Year Plan, Long Term Plans, the Regional Land Transport Programme or other infrastructure plans, as appropriate, to enable the orderly and efficient development of priority areas.

***Principal reasons and explanation***

The earthquakes have resulted in some significant short-term impacts on the housing market, pushing up demand in the short term for temporary accommodation during the recovery and rebuilding period, and relocation of residents from red-zoned areas. This short-term demand is expected to slowly return to normal growth.

Accommodating the increased demand for households can be achieved in two ways, through greenfield expansion into priority areas and Future Development Areas, and through intensification within existing urban areas. To support a sustainable urban form, this intensification is ideally located around the Central City, Key Activity Centres and neighbourhood centres consistent with their scale and function, and core public transport routes, within mixed use areas where residential activities can support business activities, and on brownfield sites. Further

work will be required to increase intensification, and work towards accommodating future growth within existing urban areas.

Certain areas in Christchurch City have been identified for more intensive residential use for many years. Other suitable areas may be identified, including the redevelopment of brownfields sites for residential or mixed-use activities. Providing for intensification in and around the Central City and Key Activity Centres will help ensure good access to commercial, community and recreational facilities and to public transport. Councils have the ability to encourage greater uptake of intensification in selected areas through investment such as the provision of land improvements to open space and the streetscape.

In order to efficiently utilise the identified priority areas and Future Development Areas to accommodate recovery and rebuild development, minimum densities are to be achieved. This will help to create a compact urban form that supports existing centres and can be served efficiently by infrastructure, including public transport. It will also help to ensure that housing supply and housing choice, including affordable housing options, meet demand and enable recovery.

### **6.3.8 Regeneration of brownfield land**

To encourage and provide for the recovery and regeneration of existing brownfield areas through new comprehensive residential, mixed-use or business developments, provided such activities will ensure the safe and efficient functioning of the transport network and will not have significant adverse distributional or urban form effects on the Central City, Key Activity Centres and neighbourhood centres, or give rise to significant reverse sensitivity effects.

#### ***This policy implements the following objectives:***

Objectives 6.2.1, 6.2.1a, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6

#### **Methods**

##### **Territorial authorities:**

*Will*

1. Include in district plans objectives, policies and rules (if any) to give effect to Policy 6.3.8.

*Should*

2. Identify in district plans brownfield sites that are appropriate for redevelopment.
3. Give consideration to appropriate administrative and financial arrangements to enable and encourage brownfield redevelopment to occur.

#### ***Principal reasons and explanation***

Brownfield redevelopment will support the efficient reuse and recovery of underutilised or abandoned land. This will support the recovery of these areas and their wider neighbourhoods by bringing higher intensity and often more appropriate activities into these locations, and enhance the amenity of the area.

Redevelopment will also help to reduce the adverse effects of travel for work, business and recreation, limit the costs of new infrastructure, and avoid the adverse effects of development on sensitive landscapes, natural features and areas of high amenity. Significant adverse effects such as reverse sensitivity, distributional or urban form impacts on the Central City, Key Activity Centres and neighbourhood centres, and impacts on the transport network, need to be avoided or mitigated.

Such regeneration projects should occur in a comprehensive manner to ensure that good urban design and amenity outcomes are achieved. Councils have the ability to encourage redevelopment in selected areas through investment such as the provision of and improvements to open space and the streetscape.

### **6.3.9 Rural residential development**

In Greater Christchurch, rural residential development further to areas already zoned in district plans as at 1st January 2013 can only be provided for by territorial authorities in accordance with an adopted rural residential development strategy prepared in accordance with the Local Government Act 2002, subject to the following:

1. In the case of Christchurch City, no further rural residential development is to be provided for within the Christchurch City Plan area;
2. The location must be outside the greenfield priority areas for development, Future Development Areas, and existing urban areas;
3. All subdivision and development must be located so that it can be economically provided with a reticulated sewer and water supply integrated with a publicly owned system, and appropriate stormwater treatment and disposal;
4. Legal and physical access is provided to a sealed road, but not directly to a road defined in the relevant district plan as a Strategic or Arterial Road, or as a State highway under the Government Roding Powers Act 1989;
5. The location and design of any proposed rural residential development shall:
  - a. avoid noise sensitive activities occurring within the 50 dBA Ldn air noise contour surrounding Christchurch International Airport so as not to compromise the future efficient operation of Christchurch International Airport or the health, well-being and amenity of people;
  - b. avoid the groundwater protection zone for Christchurch City's drinking water;
  - c. avoid land between the primary and secondary stop banks south of the Waimakariri River;
  - d. avoid land required to protect the landscape character of the Port Hills;
  - e. not compromise the operational capacity of the Burnham Military Camp, West Melton Military Training Area or Rangiora Airfield;
  - f. support existing or upgraded community infrastructure and provide for good access to emergency services;
  - g. avoid significant reverse sensitivity effects with adjacent rural activities, including quarrying and agricultural research farms, or strategic infrastructure;
  - h. avoid significant natural hazard areas including steep or unstable land;
  - i. avoid significant adverse ecological effects, and support the protection and enhancement of ecological values;
  - j. support the protection and enhancement of ancestral land, water sites, wāhi tapu and wāhi taonga of Ngāi Tahu;
  - k. where adjacent to or in close proximity to an existing urban or rural residential area, be able to be integrated into or consolidated with the existing settlement; and
  - l. avoid adverse effects on existing surface water quality.

6. An outline development plan is prepared which sets out an integrated design for subdivision and land use, and provides for the long-term maintenance of rural residential character.
7. A rural residential development area shall not be regarded as in transition to full urban development.

***This policy implements the following objectives:***

Objectives 6.2.1, 6.2.2, 6.2.3, 6.2.4

**Methods**

**The Regional Council:**

*Will*

1. Have regard to Policy 6.3.9 in relation to any consents relating to rural-residential activities in Greater Christchurch, and consider deferral under s91 where other consents are required from another local authority, so that the effects of a proposal can be considered together.

**Territorial authorities:**

*Will*

2. Include in district plans objectives, policies and rules (if any) to give effect to Policy 6.3.9.

*Should:*

3. Develop a rural residential strategy for the district to inform the extent of rural residential activity and outcomes sought for this form of development within the district.

***Principal reasons and explanation***

An important aspect of residential capacity includes the contribution of rural residential development, which is provided for in Waimakariri and Selwyn Districts where it accords with a relevant rural residential strategy. Many of the rural western areas of Greater Christchurch remained undamaged during the earthquakes and are also located out of the area identified as being prone to liquefaction, making them more desirable locations to live.

At the same time, it is also important to manage the extent of rural residential activity due to the pressure it places on infrastructure, its impact on transport efficiency, and the maintenance of rural character and rural land use for production. In the case of Christchurch City, further rural-residential activity also has the potential to constrain future urban expansion options through to 2028, or otherwise be affected by noise contours for the airport, and so it is not provided for within the area covered by the Christchurch City Plan. Rural residential development can have significant effects disproportionate to the numbers of households living within this form of development, and more than limited provision would undermine the achievement of recovery.

Rural residential development is therefore provided for to a limited extent during the recovery period in recognition of the desirability of providing a range of choice in housing types for those needing to relocate, without compromising the overall intent of consolidation in the CRPS. Policy

6.3.11 requires that the supply and update of rural residential activity will be monitored, and this will inform any future changes to the provisions, or areas provided for rural residential use.

### **6.3.10 Māori Reserves**

Recognise and provide for the relationship of local Ngāi Tahu with their ancestral lands, waters, wāhi tapu and taonga by enabling Māori Reserves within the Greater Christchurch area to be developed and used for their intended purposes for which they were originally reserved, taking into account the following matters where relevant:

- a. flooding, inundation and other natural hazards;
- b. rural amenity and outlook;
- c. compact urban form;
- d. range of housing options;
- e. provision of appropriately sized local retail/commercial centres;
- f. any outline development plan; and
- g. the range of lot sizes and densities.

#### ***This policy implements the following objectives:***

Objectives 6.2.1, 6.2.2

#### **Methods**

#### **Territorial authorities:**

##### *Will*

1. Include in district plans objectives, policies and rules (if any) in relation to Māori Reserve Land in Greater Christchurch that recognise and provide for their intended purpose, and give effect to Policies 6.3.2, 6.3.3 (except 6.3.3(1) and (4)) and 6.3.4.
2. Consult with Te Rūnanga o Ngāi Tahu and Papatipu Rūnanga to develop those plan provisions.
3. In relation to development at Māori Reserve 873, provide for development opportunities for Ngāi Tūāhuriri by the inclusion of objectives, policies, rules and an Outline Development Plan within the District Plan to give effect to Policy 6.3.10.
4. In relation to Māori Reserve 873, include objectives, policies and/or rules, within the District Plan, that place appropriate controls on the size and scale of Tuahiwi.
5. Monitor and report on, at two yearly intervals, growth within Māori Reserve 873 to determine whether amendments to district plan objectives, policies and rules are required to either limit inappropriate growth and development or facilitate further growth and development.

##### *Should*

6. Co-ordinate the sequencing, provision and funding of infrastructure in Long Term Plans, or other infrastructure plans, to enable the orderly and efficient development of Māori Reserves.

#### ***Principal reasons and explanation***

The earthquakes and the subsequent damage and red zoning of properties in Waimakariri District and Christchurch City has led to a number of Māori seeking opportunities to return to ancestral

lands, including land at Māori Reserve 873 (Tuahiwi) and Māori Reserve 875 (Rāpaki). This policy recognises the original intent of the land purchase deeds of the 19th century to provide for the present and future needs of local Ngāi Tahu landowners and their descendants.

It is important that any development of Māori Reserves is enabled in a way that meets the needs of Māori and other residents, whilst protecting natural and physical resources through maintaining and enhancing the environmental qualities and rural amenity of the area.

Māori Reserves in Greater Christchurch have not been identified as priority areas, nor as rural residential as development of this land is seen as something that will likely take a more dense form in certain areas and this could result in a more closely settled development pattern. However, it is considered important that any development is of a size and scale appropriate for the surroundings and that rural amenity and outlook is maintained. For these reasons it is considered important that an Outline Development Plan is prepared in consultation with the landowners within those reserves to guide and manage development.

### **6.3.11 Monitoring and Review**

In relation to development in Greater Christchurch:

1. The Canterbury Regional Council, in conjunction with the territorial authorities, shall undertake adequate monitoring to demonstrate ~~both~~ in the short, medium term and the long term that there is an available supply of residential and business land to meet the Objectives and Policies of this Chapter and the requirements of the National Policy Statement on Urban Development 2020.
2. The Canterbury Regional Council, in conjunction with the territorial authorities, shall undertake monitoring of the supply, uptake and impacts of rural residential land use and development.
3. Prior to initiating a review of this chapter, for the purposes of information the Canterbury Regional Council may request the organisation or agency responsible for the operation of Christchurch International Airport to undertake a remodelling of the air noise contours relating to the airport.
4. The Canterbury Regional Council, following relevant territorial authority input, shall initiate a review of the extent and location of land for development if any of the following situations occur:
  - a. a shortfall in available land is identified by monitoring under Policy 6.3.11; or
  - b. it is identified that altered circumstances have arisen or will arise either in one or more parts of Greater Christchurch, in relation to the expected availability of sub-regional infrastructure, and a reconsideration of the extent, location and timing of land for development is necessary to achieve the objectives and policies of this chapter; or
  - c. Housing and Business Development Capacity Assessments undertaken to meet the requirements of the National Policy Statement on Urban Development 2020 indicate insufficient feasible development capacity to meet demand in the short to medium term.
5. Any change resulting from a review of the extent, and location of land for development, any alteration to the Greenfield Priority Areas, or provision of new greenfield priority areas, shall commence only under the following circumstances:
  - a. infrastructure is either in place or able to be economically and efficiently provided to support the urban activity;



- b. provision is in place or can be made for safe, convenient and sustainable access to community, social and commercial facilities;
- c. the objective of urban consolidation continues to be achieved;
- d. urban land use, including industrial and commercial activities, does not increase the risk of contamination of drinking water sources, including the groundwater recharge zone for Christchurch's drinking water;
- e. urban development does not lie between the primary and secondary stopbanks south of the Waimakariri River which are designed to retain floodwaters in the event of flood breakout;
- f. the landscape character of the Port Hills is protected;
- g. sufficient rural land is retained to maintain the open space landscape character either between or surrounding the areas of urban activity within Greater Christchurch; and
- h. the operational capacity of strategic infrastructure is not compromised.

***This policy implements the following objectives:***

Objectives 6.2.1, 6.2.1a, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6

**Methods**

1. The monitoring for Policy 6.3.11 may include but is not limited to:
  - any information published by or sought from Statistics New Zealand.
  - annual surveys of business and residential land uptake, including Greenfield Priority Area development and redevelopment.
  - annual surveys of the development capacity of zoned and serviced land.
  - obtaining and analysing a range of information to assist with the understanding and prediction of future needs, including information on market behaviour and social and economic trends.
2. The monitoring for Policy 6.3.11 shall include such matters as the councils consider relevant and appropriate.
3. The Canterbury Regional Council shall prepare a comprehensive monitoring report in relation to Policy 6.3.11 at least every three years, and make it publicly available.
4. Any remodelling in terms of Policy 6.3.11(3) shall:
  - involve an assessment of projected future airport business growth and operation, and shall take into account, but not be limited to aircraft movements, flight tracks, fleet mix and runway utilisation; and
  - be accompanied by the report of an independent panel of airport noise experts who have undertaken a peer review of the inputs, assumptions and outcomes of the remodelling; and
  - shall be provided to the Canterbury Regional Council in the form of a comprehensive report along with an executive summary or summary report.
5. The Canterbury Regional Council shall make the summary report of any remodelling under Method 4 publicly available as soon as practicable after receiving it.
6. Any amended growth pattern shall be given effect through the provisions of any relevant regional plan, changes to the Regional Policy Statement, district plans, the Regional Land Transport Strategy, the Regional Land Transport Programme, Annual Plans, Three Year Plans, Long Term Plans and any relevant strategic planning process, as appropriate.
7. Territorial authorities shall make appropriate arrangements to enable the achievement of any changes resulting from a review under Policy 6.3.11.

### ***Principal reasons and explanation***

Relocation, population, household and business growth can be affected by a wide range of variables. The policy framework should be responsive to this variation in order to meet any changes in circumstances. Policy 6.3.11 is intended to ensure enough land is available and in the right locations to facilitate recovery through to 2028. Monitoring a range of statistics and trends is a key factor in this management. Anticipating the number of relocated or new households and the business activity to be accommodated, as well as the form that these are likely to take, indicates the land areas required for successful recovery.

Policy 6.3.11 also provides that the circumstances for altering the priority area provisions of this chapter are:

- a. There is determined to be insufficient land within the Priority Areas over the recovery period;
- b. Altered circumstances have arisen in relation to anticipated timing of the infrastructure required to support the development planned by this chapter;
- c. There are changes to the relocation and growth management assumptions upon which the objectives and policies of this chapter are based.

### **6.3.12 Future Development Areas**

Enable urban development in the Future Development Areas identified on Map A, in the following circumstances:

1. It is demonstrated, through monitoring of housing and business development capacity and sufficiency carried out collaboratively by the Greater Christchurch Partnership, that there is a need to provide further feasible development capacity through the zoning of additional land in a district plan to address a shortfall in the sufficiency of feasible residential development capacity to meet the medium term targets set out in Table 6.1, Objective 6.2.1a; and
2. The development would promote the efficient use of urban land and support the pattern of settlement and principles for future urban growth set out in Objectives 6.2.1 and 6.2.2 and related policies including by:
  - a. Providing opportunities for higher density living environments, including appropriate mixed use development, and housing choices that meet the needs of people and communities for a range of dwelling types; and
  - b. Supporting the efficient provision and use of network infrastructure; and
3. The timing and sequencing of development is appropriately aligned with the provision of infrastructure, in accordance with Objective 6.2.4 and Policies 6.3.4 and 6.3.5; and
4. The development would occur in accordance with an outline development plan and the requirements of Policy 6.3.3; and
5. The circumstances set out in Policy 6.3.11(5) are met; and
6. The effects of natural hazards are avoided or appropriately mitigated in accordance with the objectives and policies set out in Chapter 11.

***This policy implements the following objectives:***

***Objectives 6.2.1, 6.2.1a, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6***

## **Methods**

### **Territorial authorities:**

#### Will

1. Include in district plans objectives, policies and rules (if any) to give effect to Policy 6.3.12.

### **Local authorities:**

#### Will

1. Undertake an evaluation of the appropriateness of existing minimum densities specified in the Regional Policy Statement and whether any changes to minimum densities are likely to be desirable and achievable across the Future Development Areas.
2. Undertake regular monitoring of housing and business development capacity and sufficiency and core urban development indicators in accordance with Policy 6.3.11 and the requirements of the National Policy Statement on Urban Development 2020.

#### Should

3. Co-ordinate the sequencing, provision and funding of infrastructure in Long Term Plans, or other infrastructure plans, to enable the orderly and efficient development of Future Development Areas.

### **Principal reasons and explanation**

In 2019 the Christchurch City Council, Selwyn District Council, Waimakariri District Council and Canterbury Regional Council adopted Our Space 2018-2048: Greater Christchurch Settlement Pattern Update Whakahāngai O Te Hōrapa Nohoanga (Our Space), as a joint future development strategy for Greater Christchurch. Our Space describes how future growth will be provided for in Greater Christchurch over the next 30 years to 2048 and how the targets for housing development capacity as set out in Objective 6.2.1a will be met.

The National Policy Statement on Urban Development 2020 (NPS-UD) requires the Greater Christchurch councils (being the Christchurch City Council, Selwyn District Council, Waimakariri District Council and the Canterbury Regional Council) to ensure that there is sufficient development capacity to meet expected demand for housing and business land across Greater Christchurch. Collectively, the district plans for Christchurch City, Selwyn District and Waimakariri District already provide for a substantial amount of development capacity in Greater Christchurch, both within greenfield priority areas and through redevelopment opportunities in existing urban areas. The Future Development Areas are important in providing certainty that additional residential development capacity is available to accommodate population and household growth over the medium and long term.

Policy 6.3.12 provides for the re-zoning of land within the Future Development Areas, through district planning processes, in response to projected shortfalls in feasible residential development capacity over the medium term. Addressing longer term needs will be further considered as part of a comprehensive review of the Canterbury Regional Policy Statement scheduled to commence in 2021.

It is anticipated that, as required by the NPS-UD, the Greater Christchurch councils will collaboratively prepare a joint housing and business development capacity assessment at least every three years and monitor market indicators on a frequent basis. This will ensure an up to date base of information is available and enable spatial planning decisions to be responsive to changing population and household projections as well as changes in market conditions and other relevant factors. The housing and business development capacity assessments will provide a clear evidence base for understanding the amount of feasible development capacity that has been enabled and what additional capacity is required.

Both Selwyn District Council and Waimakariri District Council are investigating, through their district plan reviews, the extent to which any development capacity shortfalls can be met through promoting higher densities in greenfield locations. In addition, the Greater Christchurch Partnership is working collaboratively to review the appropriateness of existing minimum densities specified in the CRPS to inform district planning and the review of the CRPS.

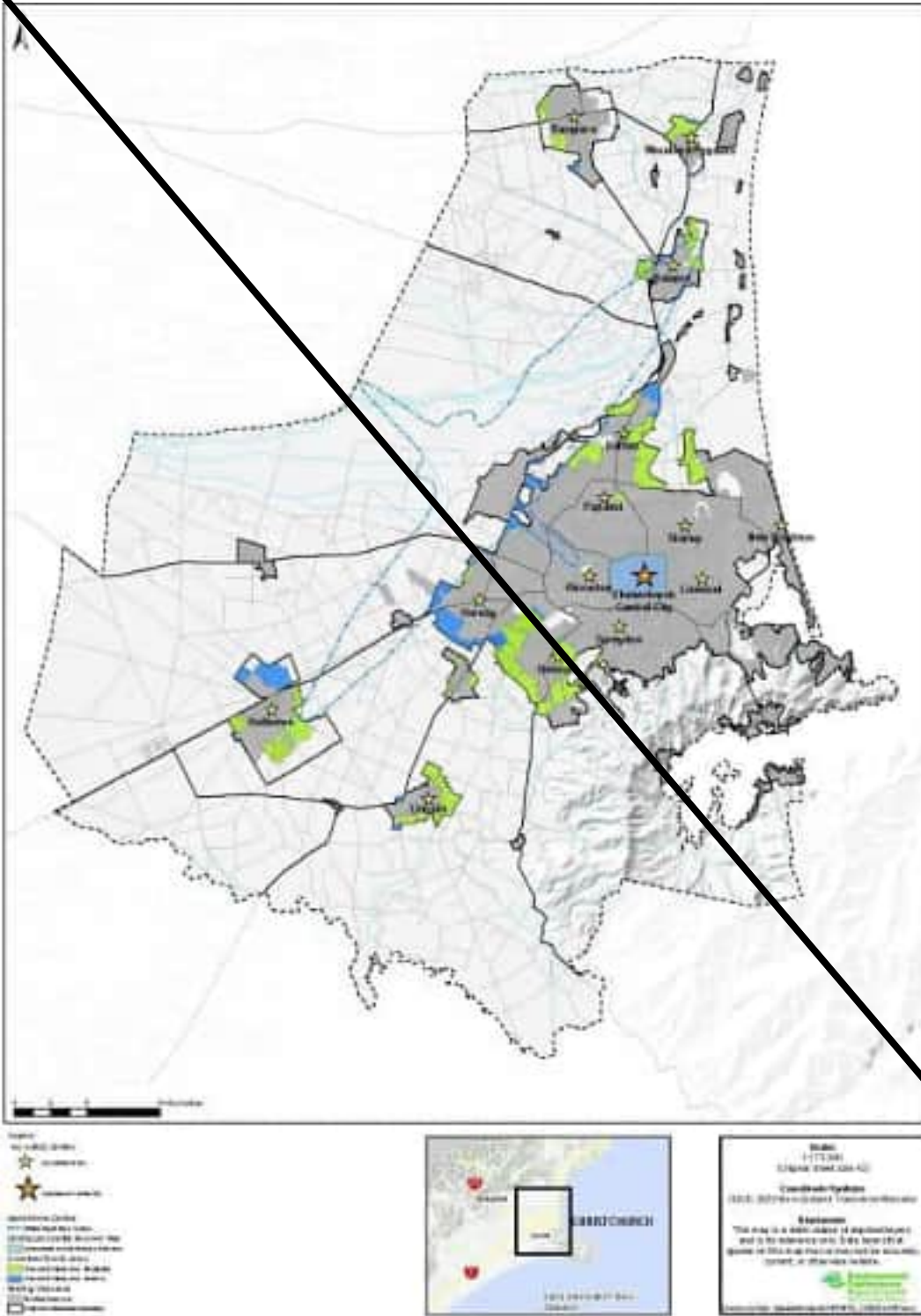
It is essential that development takes place in a coordinated way and the staging and timing of future development is managed to ensure transport and other infrastructure planning is integrated with the provision of additional housing. More detailed planning to determine the specific staging of development within the Future Development Areas will be required before land is re-zoned through district planning processes. Outline development planning is one of the main methods set out in the Regional Policy Statement to ensure the required detailed planning is undertaken within identified growth areas.

## **6.4 ANTICIPATED ENVIRONMENTAL RESULTS**

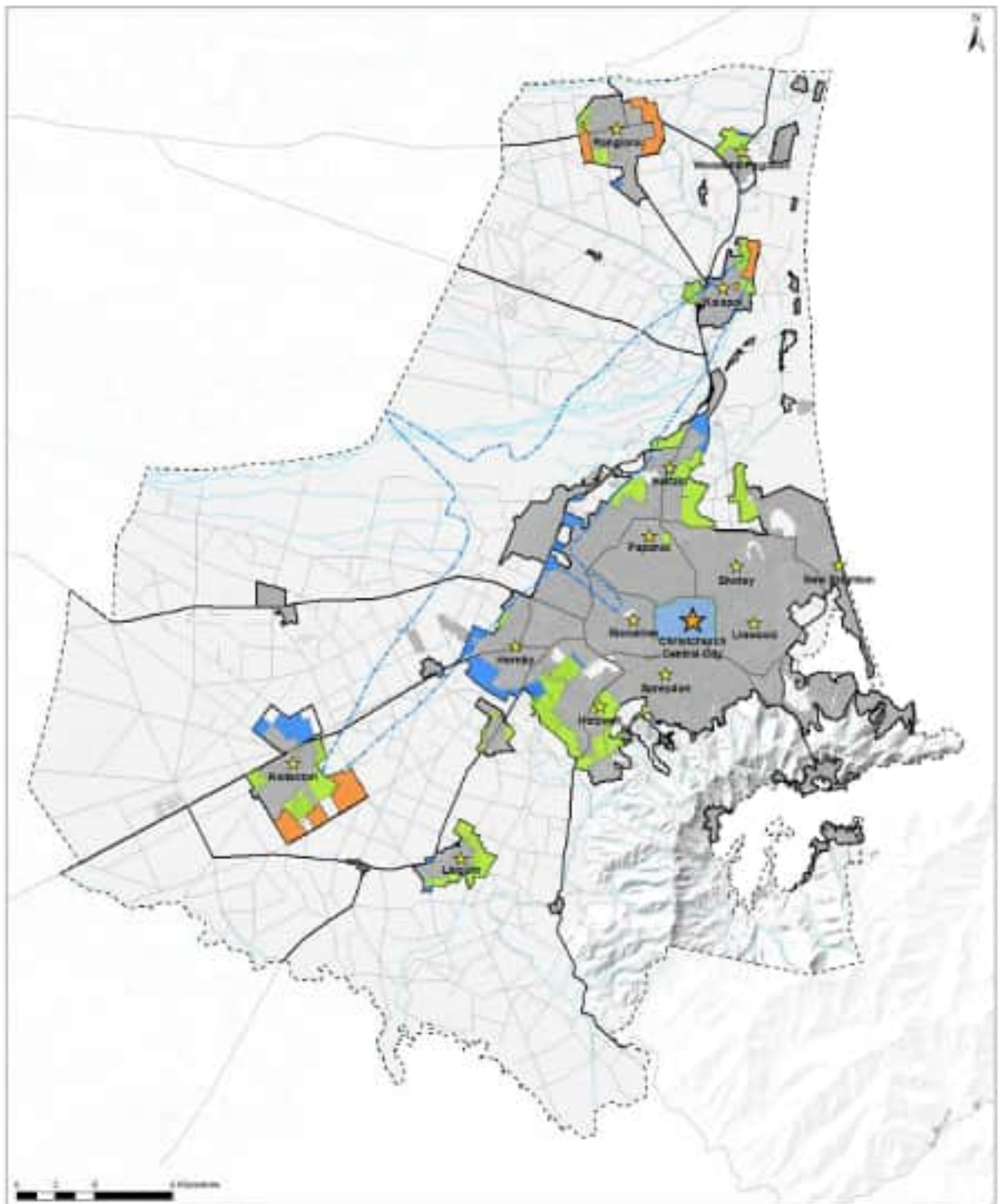
1. Recovery and rebuilding is enabled within Greater Christchurch.
2. Priority areas, Future Development Areas and existing urban areas identified provide the location for all new urban development.
3. Significant natural resources are protected from inappropriate development.
4. People are protected from unacceptable risk from natural hazards.
5. Infrastructure, and urban and rural development, are developed in an integrated manner.
6. The use of existing infrastructure is optimised.
7. Development opportunities are provided for on Māori Reserves.
8. Growth is provided for through both greenfield and brownfield development opportunities.
9. Higher density living environments are provided.
10. Greenfield development is provided for at a rate that meets demand and enables the efficient provision and use of infrastructure.
11. Growth of rural towns within Greater Christchurch is sustainable and encourages self-sufficiency.
12. Rural residential development is appropriately managed.
13. Development incorporates good urban design.
14. Areas of special amenity, heritage value, or importance to Ngāi Tahu are retained.
15. Residential development contains a range of densities.

16. Transport infrastructure appropriately manages network congestion, dependency of private vehicles is reduced, emissions and energy use from vehicles is reduced, and transport safety is enhanced.
17. The function and role of the Central City, the Key Activity and neighbourhood centres is maintained.
18. Sufficient business land is provided for, and different types of business activity take place in appropriate locations, adopting appropriate urban design qualities.
19. Development opportunities for a metropolitan recreation facility at 466-482 Yaldhurst Road are provided for.
20. Commercial film or video production activities are enabled to support the regional economy and provide employment opportunities.
21. Sufficient opportunities for development are provided to meet the housing and business needs of people and communities – both current and future.

Map A – Greenfield Priority Areas (viewable in more detail at [www.ecan.govt.nz](http://www.ecan.govt.nz))



Map A - Greenfield Priority Areas (viewable in more detail at [www.ecan.govt.nz](http://www.ecan.govt.nz))



- Legend**
- Key Activity Centres
  - Regional Centres
  - Christchurch Central City
  - Regional Water Districts**
  - Waikato River Water District
  - Canterbury Coastal Recovery Plan
  - Canterbury Coastal Recovery Plan Area
  - Greenfield Priority Areas**
  - Greenfield Priority Areas - Available
  - Inland Fringe Areas - Business
  - Coastal Fringe Areas**
  - Existing Urban Area
  - Projected Urban Area (2025)
  - Projected Urban Area (2050)
  - Projected Urban Area (2050) - Non-Residential
  - Future Development Areas
  - Urban Development Areas



**Scale**  
1:175,000  
(Original sheet size A3)

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Environment Canterbury  
www.ecan.govt.nz

## DEFINITIONS FOR GREATER CHRISTCHURCH

DEFINITIONS FOR GREATER CHRISTCHURCH	
Area plan	see definition of structure plan.
Brownfield	means abandoned or underutilised business land, or land no longer required by a requiring authority for a designated purpose.
Business or business activities	means land or activities that include commercial and industrial and any ancillary activity.
Central City	means the area covered by the Christchurch Central Recovery Plan.
Commercial activities	means retail, office and other commercial service activities but does not include industrial activities.
Commercial film or video production	means activities and buildings associated with the creation of a film or video product where undertaken by a professional production company but excludes any residential activity. It excludes filming by news organisations, students or private individuals.
<u>Development capacity</u>	<u>has the same meaning as Development capacity as defined in the National Policy Statement on Urban Development 2020.</u>
District development strategy	see definition of structure plan.
<u>Educational facilities</u>	<u>means facilities used for primary, secondary or tertiary education.</u>
<u>Feasible</u>	<u>has the same meaning as Feasible as defined in the National Policy Statement on Urban Development 2020.</u>
<u>Future Development Areas</u>	<u>means an area identified on Map A as a Future Development Area.</u>
Electricity transmission network	means the national grid as defined in the National Policy Statement on Electricity Transmission 2008.
Greater Christchurch	means the area shown on Map A.
Greenfield Priority Areas	means an area identified on Map A for greenfield development.
Greenfield development	means subdivision, use and/or development of land identified on Map A as a Greenfield Priority Area.
Historic heritage	has the same meaning as in s2 of the Resource Management Act, and includes historic cultural and historic heritage landscapes.
<u>Housing and business development capacity assessment</u>	<u>means the assessment required by subpart 5 of Part 3 of the National Policy Statement on Urban Development 2020.</u>
Industrial	means the manufacturing, assembly, packaging, wholesaling or storage of products or the processing of raw materials and other ancillary activities.
Intensification	means an increase in the residential household yield within existing urban areas.
Key Activity Centres	Key existing and proposed commercial centres identified as focal points for employment, community activities, and the transport network; and which are suitable for more intensive mixed-use development. The following centres shown on Map A are the existing KACs within Greater Christchurch:



	<ul style="list-style-type: none"> <li>• Papanui</li> <li>• Shirley</li> <li>• Linwood</li> <li>• New Brighton</li> <li>• Belfast</li> <li>• Riccarton</li> <li>• Halswell</li> <li>• Spreydon</li> <li>• Hornby</li> <li>• Kaiapoi</li> <li>• Rangiora</li> <li>• Woodend / Pegasus</li> <li>• Lincoln</li> <li>• Rolleston</li> </ul>
<u>Long term</u>	<u>means between 10 and 30 years.</u>
<u>Medium term</u>	<u>means between three and 10 years.</u>
Metropolitan recreation facility	<p>Means a single or multi-purpose recreation facility, whether indoor or outdoor, used for the purposes of participating in or viewing sports and active recreation and which is of a size, function and character typical of those located in urban areas and/or serving the urban population. Such a facility may include:</p> <ul style="list-style-type: none"> <li>• large scale indoor sports and recreation facilities;</li> <li>• multiple outdoor playing fields and courts;</li> <li>• stadia;</li> <li>• athletics complexes;</li> <li>• aquatic facilities; and</li> <li>• ancillary facilities such as club rooms, spectator seating, and lighting with associated support structures</li> </ul>
Net density	<p>is the number of lots or household units per hectare (whichever is the greater). The area (ha) includes land for:</p> <ul style="list-style-type: none"> <li>• Residential purposes, including all open space and on-site parking associated with residential development;</li> <li>• Local roads and roading corridors, including pedestrian and cycle ways, but excluding State Highways and major arterial roads;</li> <li>• Local (neighbourhood) reserves.</li> </ul> <p>The area (ha) excludes land that is:</p> <ul style="list-style-type: none"> <li>• Stormwater retention and treatment areas;</li> <li>• Geotechnically constrained (such as land subject to subsidence or inundation);</li> </ul>

	<ul style="list-style-type: none"> <li>• Set aside to protect significant ecological, cultural, historic heritage or landscape values;</li> <li>• Set aside for esplanade reserves or access strips that form part of a larger regional or sub-regional reserve network;</li> <li>• For local community services and retail facilities, or for schools, hospitals or other district, regional or sub-regional facilities.</li> </ul>
Noise sensitive activities	<p>means</p> <ul style="list-style-type: none"> <li>• Residential activities other than those in conjunction with rural activities that comply with the rules in the relevant district plan as at 23 August 2008;</li> <li>• Education activities including pre-school places or premises, but not including flight training, trade training or other industry related training facilities located within the Special Purpose (Airport) Zone in the Christchurch District Plan;</li> <li>• Travellers' accommodation except that which is designed, constructed and operated to a standard that mitigates the effects of noise on occupants;</li> <li>• Hospitals, healthcare facilities and any elderly persons housing or complex.</li> </ul> <p>But does not include:</p> <ul style="list-style-type: none"> <li>• <u>Commercial film or video production activity.</u></li> </ul>
Outline development plan	<p>means a plan prepared for the development of a Greenfield Priority Area, <u>Future Development Area</u>, or Rural Residential Development in the manner outlined in Policy 6.3.9. It shall include maps, plans, and other descriptive and illustrative material as necessary to convey the information referred to in Policy 6.3.9.</p>
Rural activities	<p>means activities of a size, function, intensity or character typical of those in rural areas and includes:</p> <ul style="list-style-type: none"> <li>• Rural land use activities such as agriculture, aquaculture, horticulture and forestry.</li> <li>• Businesses that support rural land use activities.</li> <li>• Large – footprint parks, reserves, conservation parks and recreation facilities.</li> <li>• Residential activity on lots of 4 ha or more.</li> <li>• Quarrying and associated activities.</li> <li>• Strategic infrastructure outside of the existing urban area and priority areas for development.</li> </ul>
Rural residential activities	<p>means residential units outside the identified Greenfield Priority Areas and <u>Future Development Areas</u> at an average density of between 1 and 2 households per hectare.</p>
Rural residential strategy	<p>means a strategy or plan developed for the purpose of identifying a territorial authority's approach to management of rural residential</p>

	development in its district, using the special consultative procedure under the Local Government Act 2002.
Strategic infrastructure	<p>means those necessary facilities, services and installations which are of greater than local importance, and can include infrastructure that is nationally significant. The following are examples of strategic infrastructure:</p> <ul style="list-style-type: none"> <li>• Strategic transport networks</li> <li>• Christchurch International Airport</li> <li>• Rangiora Airfield</li> <li>• Port of Lyttelton</li> <li>• Bulk fuel supply infrastructure including terminals, wharf lines and pipelines</li> <li>• Defence facilities including Burnham Military Camp and West Melton Military Training Area</li> <li>• Strategic telecommunications facilities</li> <li>• The electricity transmission network</li> <li>• Other strategic network utilities</li> </ul>
Strategic transport networks	means transport networks and operations of national or regional significance. These include the strategic road network including State Highway and major arterial roads as defined in district plans and the rail network, along with the region's core public passenger transport operations and significant regional transport hubs such as Christchurch International Airport and the Port of Lyttelton.
Structure plan; or area plan; or district development strategy	means a comprehensive development plan for a whole or part of a territorial authority administrative area that has been adopted by the territorial authority, under the Local Government Act 2002, which clearly shows the relationship between a proposed land use pattern and all infrastructure requirements.
Sufficient	<u>has the same meaning as described in clauses 3.2 and 3.3 of subpart 1, Part 3 of the National Policy Statement on Urban Development 2020.</u>
Urban activities	<p>means activities of a size, function, intensity or character typical of those in urban areas and includes:</p> <ul style="list-style-type: none"> <li>• Residential units (except rural residential activities) at a density of more than one household unit per 4 ha of site area;</li> <li>• Business activities, except those that fall within the definition of rural activities;</li> <li>• Sports fields and recreation facilities that service the urban population (but excluding activities that require a rural location);</li> <li>• Any other land use that is to be located within the existing urban area or new Greenfield Priority Area <u>or Future Development Area.</u></li> </ul>
Urban form effects	means an effect on urban form and structure, including anticipated location and networks of activities, facilities and infrastructure.

Urban intensification plan	<p>means a plan prepared for the redevelopment of an area that has been selected by a territorial authority for specific Council initiatives to promote intensification. As a minimum such plans shall identify:</p> <ul style="list-style-type: none"> <li>The development capacity of the area proposed for intensification.</li> <li>The capacity of the existing infrastructure and proposed new infrastructure.</li> <li>The effect on areas with historic heritage values and special amenity.</li> <li>Opportunities for giving effect to Policy 6.3.2.</li> <li>How the residential density targets contained in Policy 6.3.7 will be met.</li> </ul> <p>A range of transport options, including pedestrian, cycling, passenger transport, motor vehicles.</p>
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Who's  
putting local  
issues on  
the national  
agenda?

**We are.  
LGNZ.**

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# Exemptions from the Camping- Grounds Regulations

Guidance material for territorial authorities  
about using regulation 14(1) of the  
Camping-Grounds Regulations 1985

Prepared for Local Government New Zealand  
by Simpson Grierson

June 2017

## Disclaimer

This document has been prepared for use by New Zealand territorial authorities only; it is not intended to be relied on by other organisations or members of the public. The guidance provides general information only, and does not constitute legal advice and should not be treated as such. Territorial authorities may wish to obtain their own legal advice, as they see fit.

## Foreword

Local Government New Zealand (**LGNZ**) commissioned this guidance material from Simpson Grierson after members raised issues about the Camping-Grounds Regulations 1985 (**Regulations**). Some members were concerned that the Regulations may impose practical barriers to private land owners providing low-cost camping grounds, which could alleviate the pressures on some public spaces arising from high numbers of freedom campers.

There is, however, provision in the Regulations for exemptions to be given from many of the requirements applying to camping grounds and operators. Specifically, regulation 14(1) enables territorial authorities to grant exemptions from the Regulations where satisfied that compliance with the Regulations creates undue hardship for the operator.

This guidance material examines the exemption power in regulation 14(1), and provides practical suggestions for territorial authorities about its use. The first section provides some general information about the Regulations. The second and third sections deal with the application process and the grant of a certificate of exemption. The fourth section sets out some examples of possible uses of exemptions. Templates forms, which territorial authorities can develop for their own use, are attached as appendices.

LGNZ and Simpson Grierson wish to acknowledge the assistance provided by the New Zealand Motor Caravan Association, a preferred partner of LGNZ, in helping fund this guidance material.

Malcolm Alexander  
Chief Executive  
Local Government New Zealand

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## Camping-Grounds Regulations and exemption powers

The Camping-Grounds Regulations 1985 (**Regulations**) are the legislative mechanism that regulates camping grounds. This section provides an overview of the Regulations and discusses the circumstances in which they apply. It also canvasses the three exemption powers in regulation 14, focusing on the power in regulation 14(1). Finally, it outlines the explanatory commentary on the Regulations, available through the Ministry of Health.

### A quick overview of the Camping-Grounds Regulations

The Regulations impose numerous requirements on camping grounds and those who operate them. These requirements include the need to have camp plans and mark sites,<sup>1</sup> keep records,<sup>2</sup> and provide lighting and toilet, ablution, kitchen, and laundry facilities.<sup>3</sup> There are also obligations to keep camping grounds clean and facilities in good repair,<sup>4</sup> to dispose of waste,<sup>5</sup> and to safeguard against fire.<sup>6</sup>

Territorial authorities are tasked with enforcing the Regulations in their own districts, and with ensuring regular inspections are made of all camping grounds.<sup>7</sup>

The Regulations were made under section 120B of the Health Act 1956, signalling that their overall purpose is to promote and protect public health. There have been no significant amendments to the Regulations in the more than 30 years that they have been in operation.

### Regulations apply only where campers pay, and not to freedom camping

The Regulations apply only to camping grounds for which payment of some form of fee or reward is required in order to camp. The camping ground must be available to at least two camping parties (meaning a single group of campers in a residential backyard are not caught by the Regulations).

The requirement for campers to pay derives from section 120B(1) of the Health Act 1956, which permits regulations to provide for "the registration, licensing, and control of camping grounds carried on for fee or reward, and of persons carrying on camping grounds for such purpose", and also from the definition of "camping ground" in the Regulations:<sup>8</sup>

*"camping ground means any area of land used, or designed or intended to be used, for rent, hire, donation, or otherwise for reward, for the purposes of placing or erecting on the land temporary living places for occupation, by 2 or more families or parties (whether consisting of 1 or more persons), living independently of each other, whether or not such families or parties enjoy the use in common of entrances, water supplies, cookhouses, sanitary fixtures, or other premises and equipment"*

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1 Regulations 4 and 5, Camping-Grounds Regulations 1985.  
 2 Regulation 10, Camping-Grounds Regulations 1985.  
 3 Regulations 8 and 9 and Schedule, Camping-Grounds Regulations 1985.  
 4 Regulation 9(1)(c) and (e), Camping-Grounds Regulations 1985.  
 5 Regulation 9(1)(d), Camping-Grounds Regulations 1985.  
 6 Regulation 9(1)(f), Camping-Grounds Regulations 1985.  
 7 Regulation 15, Camping-Grounds Regulations 1985.  
 8 Regulation 2, Camping-Grounds Regulations 1985.

Freedom camping areas are not caught by the Regulations, given that no payment is made by campers for the use of an area in which to freedom camp. The definition of "freedom camp" in section 5 of the Freedom Camping Act 2011 specifically excludes camping "at a camping ground",<sup>9</sup> and defines a "camping ground" as one that is subject to a current certificate of registration under the Regulations and "any site at which a fee is payable for camping at the site".<sup>10</sup>

A new model for freedom camping is currently being promoted to some territorial authorities. It involves allowing freedom campers to camp in areas at no charge, but charging campers for any additional services and facilities (such as hot showers or kitchen facilities) that they might wish to use.<sup>11</sup> Provided the only fees being charged are for optional services and facilities and there is no fee payable for camping at the site, such a model may not be caught by the Regulations. Whether the Regulations apply will depend on all of the particular facts of the situation, and territorial authorities may wish to seek legal advice about particular camping proposals.

### **The three exemption powers in regulation 14**

Regulation 14 sets out territorial authorities' various powers to grant exemptions:

#### ***14 Certificates of exemption***

- (1) Where a local authority is satisfied that undue hardship would be caused by the application of regulation 3 to any camping ground, it may grant the operator a certificate of exemption from such requirements of that regulation as it specifies in that certificate.*
- (2) Where a local authority is satisfied that undue hardship would be caused by the application of regulation 13 to any relocatable home, it may grant the owner a certificate of exemption from such requirements of that regulation as it specifies in that certificate.*
- (3) A local authority may grant the operator of a remote camp site a certificate of exemption from such requirements of these regulations as it specifies in that certificate.*

This guidance material is focused on the exemption power in regulation 14(1). This power allows a territorial authority to grant exemptions to camping ground operators from any requirements in the Regulations where the territorial authority is satisfied that the need to comply with such requirements would cause undue hardship to the operator.

This interpretation of regulation 14(1) is not necessarily immediately apparent from the text in regulation 14(1). It relies on reading regulation 3(2) (regulation 3 is referred to in regulation 14(1)) as an obligation on operators to comply with all requirements in the Regulations. The interpretation is consistent with the clear purpose of regulation 14(1), which is to give relief to operators where undue hardship exists.

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<sup>9</sup> Section 5(1), Freedom Camping Act 2011.

<sup>10</sup> Section 5(3), Freedom Camping Act 2011.

<sup>11</sup> See: <http://www.stuff.co.nz/travel/news/90250056/kiwicamp-concept-aims-to-solve-freedom-camping-problem>

The drafting of regulation 14(1) leaves some scope for uncertainty and there is not a definitive position from the courts about the interpretation of this provision.

The exemption power in regulation 14(2) enables a territorial authority to exempt an owner of a relocatable home from the requirement in regulation 13, which provides that relocatable homes should comply with the Building Code.<sup>12</sup> As with a regulation 14(1), an exemption can be granted only where undue hardship exists.

Undue hardship is not a requirement for an exemption under regulation 14(3). This exemption power permits exemptions for "remote camp sites". These are defined as being any camping ground in a national park, State forest, State forest park, or public reserve, or on Crown land.<sup>13</sup> Regulation 14(3) is typically used to enable Department of Conservation camp sites with limited (or even no) facilities.

### **Exemptions do not relieve operators from complying with other legislation**

The effect of a regulation 14(1) exemption is simply to waive compliance with certain requirements in the Regulations; it does not relieve the operator from needing to comply with any other relevant legislation. For instance, even if granted an exemption under the Regulations, a camping ground operator must still comply with any applicable resource consent and building consent.

### **Government's explanatory commentary on Regulations**

The Government produced guidance material on the Regulations when they were first made back in 1985. The 'Explanatory Commentary: The Camping Ground Regulations 1985' was issued in October 1985 by the then Department of Health, which was the agency responsible for the Regulations at that time. The explanatory commentary is currently available through the Ministry of Health's Online Catalogue (at: <http://www.moh.govt.nz/notebook/nbbooks.nsf/0/A119269A39D0832BCC256F4C006DBC9D?OpenDocument>).

The explanatory commentary includes a detailed discussion of the exemption powers in regulation 14. It suggests that regulation 14 gives territorial authorities considerable flexibility to decide what developments should occur in their districts and what standards should apply to them.

In particular, the explanatory commentary notes that submissions on the Regulations showed that different types of camp sites had developed prior to 1985, which did not comply with the full requirements of the Regulations. It suggests that the exemptions can be used to permit these different types of campsites to continue to operate "without undue restriction but with adequate control by the local authority". One type of site mentioned in the explanatory commentary is "Limited Service Camping Areas". These are described as camping grounds that cater only for self-contained vehicles and caravans, usually for a limited period of two or three days, and for which limited services are provided (usually sewage disposal, water supply and refuse disposal).

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12 The Building Code is contained in the Schedule to the Building Regulations 1992.

13 See definition of "remote camp site" in regulation 2, Camping-Grounds Regulations 1985.

### **Territorial authorities' policies or guidance on exemptions**

If they wish, territorial authorities could choose to develop written documentation about the Regulations and, in particular, their use of the regulation 14(1) exemption power. Documentation could potentially take the form of internal guidelines for use by staff, or guidelines for applicants, or might even extend to a written policy that the community is consulted on. Given the wide discretion conferred on territorial authorities under regulation 14(1), such documents could provide clarity about the likely use of the power. They could help achieve consistency in the way the power is used and better ensure fair treatment of applicants.

While guidance materials are permitted, administrative law still requires a territorial authority to consider each application against the statutory requirements on a case-by-case basis. Guidelines or a policy should not set out rigid pre-determined outcomes for different types of application; to do so could unreasonably fetter the wide discretion given to territorial authorities under regulation 14(1). For instance, such guidance material could note that the territorial authority remains obliged to consider each application against the statutory requirements on a case-by-case basis.

## Applications for exemption

The Camping-Grounds Regulations 1985 (**Regulations**) are entirely silent on how to apply for an exemption. Territorial authorities, therefore, have considerable discretion in developing their own application forms and processes. This section discusses the matters that should be addressed in applications, and territorial authorities' ability to charge fees for such applications.

### Overview of matters to include in applications for exemption

An application for exemption should include the following information:

- identity of the applicant;
- details of a person whom the Council can contact about the application;
- the name of the camping ground and its location;
- which regulations or parts of the Schedule the applicant wishes to be exempted from;
- for each of those regulations and parts, whether the applicant is seeking a full or partial exemption and, if partial, for which requirements in the regulation or part the exemption is sought;
- an explanation of the undue hardship caused to the applicant by compliance with the requirements from which exemption is sought, and any supporting evidence; and
- given exemptions have the potential to compromise public health, an explanation of what measures the applicant proposes to take to help (eg the applicant could suggest that the camping ground will accept only campers using fully self-contained vehicles, meaning public health will be maintained as campers will provide their own ablution, sanitary, kitchen and laundry facilities).

Each of these points are discussed in more detail below.

### Need to correctly identify applicant

The applicant must be the person who is or will be the operator of the camping ground concerned (this is because regulation 14(1) refers to being able to grant "the operator" a certificate of exemption).

The term "operator" is defined in regulation 2 as "the person to whom a certificate of registration has been granted under regulation 3 in respect of the camping ground, or who is responsible for the daily management of the camping ground".

If a certificate of registration already exists, it should be straight-forward to identify the operator.

If there is no certificate of registration at the time the exemption is applied for (eg the application for exemption concerns a new camping ground, not yet registered), then the territorial authority should ensure either that the applicant is applying for registration at the same time and intends to also be the holder of the certificate of registration or that the applicant will be the person responsible for the daily management of the camping ground.

An operator could be an individual or an entity, such as a company. A company could qualify as a "person" who is responsible for daily management at a camping ground, by engaging employees to carry out these tasks on its behalf.<sup>14</sup>

Another reason to correctly identify the applicant is because, once issued, a certificate of exemption cannot be transferred to another party.<sup>15</sup>

### **Applicant should provide details for contact person**

The applicant should nominate an individual who the territorial authority can contact about the application. The contact person could be the applicant (where the applicant is an individual), but does not have to be. Minimum contact details are likely to be a telephone number, email address, and postal address.

### **Applicant must clearly identify camping ground**

The applicant should identify the camping ground to which the exemptions will apply. It is important that this is done unambiguously because an exemption will apply to that camping ground alone and cannot be transferred if the camping ground moves.

Ideally, a camping ground area will be identified with reference to its name and location. Locations can be described using the legal description for the property (ie its street address), or if that is not available, with reference to the relevant computer freehold register (eg Lots 1 on DP 456789 described in CFR 123456). If the camping ground will constitute only part of a property, then the applicant should also provide a marked map showing the particular part of the property that will be used for the camping ground.

The territorial authority will almost certainly need to have a clear understanding of the particular area that is to be used for camping in order to properly assess what compliance with the Regulations would require so as to work out if an exemption is warranted and if proposed conditions are appropriate. For example, there are particular size requirements for camp sites under regulation 6 (eg must be 8 metres wide), and location requirements for water supply,<sup>16</sup> ablution and sanitary fixtures,<sup>17</sup> and refuse disposal,<sup>18</sup> which mean the territorial authority will likely want to know the exact size and location of the camping ground to effectively assess the application.

### **Requirements that applicant can be exempted from**

It is open to a territorial authority to grant an exemption under regulation 14(1) from any requirement in the Regulations that applies to a camping ground operator or to camping grounds themselves. However, not every regulation in the Regulations contains requirements for operators and camping grounds.

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14 Section 29 of the Interpretation Act 1999 provides that "person includes a corporation sole, a body corporate, and an unincorporated body".

15 See regulation 14(4), Camping-Grounds Regulations 1985.

16 Clause 3, Part 2 of the Schedule, Camping-Grounds Regulations 1985.

17 Clause 4, Part 3 of the Schedule, Camping-Grounds Regulations 1985.

18 Clause 1, Part 4 of the Schedule, Camping-Grounds Regulations 1985.

The regulations for which an exemption could potentially be given are those set out in the following table:

Regulation	Summary of requirements
Regulation 3*	Need to register a camping ground
Regulation 4	Need to prepare and maintain a camp plan showing matters in regulation 4(1)(a) to (f), and to lodge two copies of the camp plan with the territorial authority
Regulation 5	Need to mark camp sites and boundaries, and number camp sites
Regulation 6	Need to ensure camp sites comply with size and location requirements in regulation 6(1) and (2), and obtain written permission from territorial authority before placing a building or structure of a camp site
Regulation 7**	Need to ensure any cabins comply with the size requirements in regulation 7
Regulation 8	Need to provide lighting infrastructure as per regulation 8(1) and keep it on during the hours of darkness in the occupied areas of the camping ground
Regulation 9(1)(c)	Need to maintain camping ground in a clean and sanitary condition
Regulation 9(1)(d)	Need to empty rubbish receptacles and dispose of refuse in a sanitary manner
Regulation 9(1)(e)	Need to keep ablution, kitchen, laundry, and toilet facilities clean and in good repair
Regulation 9(1)(f)	Need to provide safeguards against fire and means of escape in case of fire
Regulation 10	Need to create and maintain records addressing the matters in regulation 10(1)(a) to (e), and make them available to a territorial authority inspector
Regulation 11***	Need to ensure any relocatable homes meet the site requirements set out in regulation 11
Regulation 12***	Need to provide all-weather access from camping-ground entrance to any relocatable homes
Part 1 of the Schedule (regulation 9(1)(a))	Need to maintain any buildings in the camping ground in good repair
Part 2 of the Schedule (regulation 9(1)(a))	Need to supply water in accordance with part 2 of the Schedule
Part 3 of the Schedule (regulation 9(1)(a))	Need to provide ablution and sanitary fixtures in accordance with part 3 of the Schedule



Part 4 of the Schedule (regulation 9(1)(a))	Need to provide refuse containers in accordance with part 4 of the Schedule
Part 5 of the Schedule (regulation 9(1)(a))	Need to provide cooking places in accordance with part 5 of the Schedule
Part 6 of the Schedule (regulation 9(1)(a))	Need to provide laundry facilities in accordance with part 6 of the Schedule
Part 7 of the Schedule (regulation 9(1)(a))	Need to provide a drainage system in accordance with part 7 of the Schedule

\*A full exemption from regulation 3 would potential make any monitoring of or enforcement against the camping ground problematic. A full exemption will be appropriate in only the most exceptional circumstances.

\*\*An exemption from regulation 7 will be relevant only if an applicant intends to provide cabins in the camping ground. The term "cabin" is not defined in the Regulations, but is generally understood to mean a permanent building (whether stand-alone or as part of a group) that is provided by the operator and can be hired and used by campers in place of other camping ground accommodation, such as a tent or campervan.

\*\*\*Similarly, exemptions from regulations 11 and 12 will be relevant only if an applicant intends to allow relocatable homes in the camping ground. The term "relocatable home" is defined in regulation 2 as being "a structure comprising a group of rooms occupied or intended to be occupied either permanently or temporarily as the living quarters of a single housekeeping unit (whether consisting of 1 or more persons), which is completely self-contained in respect of domestic equipment and facilities and which is designed to be relocatable and is located in a camping ground". The definition goes on to state that a tent is not a "relocatable home". Although not expressly addressed in the definition, a cabin will generally not be a "relocatable home" as it is not "designed to be relocatable". Also, a campervan or caravan will not usually be a "relocatable home" as it will not contain "a group of rooms".

### **Applicant to identify whether full or partial exemptions**

The onus should be on the applicant to identify which regulations or parts of the Schedule exemptions are being sought for, and whether those exemptions are full or partial.

An applicant could seek full exemption from all requirements in a regulation or part. For example, a full exemption might be given from the requirement to provide lighting in regulation 8, meaning the operator would not need to provide any lighting in the camping ground at all.

Alternatively, an applicant could seek just partial exemption from a regulation, meaning the exemption would apply to some of the requirements in the regulation, but not others. For example, a partial exemption could be given from the obligation to keep records in regulation 10, exempting an operator only from the particular requirement to include camp site numbers in those records (regulation 10(1)(b)), but not from any other aspects of regulation 10.

A partial exemption does not enable a territorial authority to impose alternative measures to address a requirement; it merely permits a territorial authority to waive just some of the requirements within a regulation. For example, clause 2 in Part 5 of the Schedule requires an operator to ensure each cooking place in the camping ground be provided with adequate hot water. A territorial could give a partial exemption in relation to clause 2, requiring an operator to provide cooking places, but exempting them from the requirement to provide hot water. A partial exemption would not enable the territorial authority to require that cooking places be provided instead with, say, cold water; this would amount to a modification of clause 2, not an exemption. Such a measure is better addressed through imposing conditions on the exemption (discussed further under 'Imposing conditions' in the next section).

### **Applicant must demonstrate undue hardship**

Regulation 14(1) makes clear that an exemption can be granted only where the territorial authority is satisfied that complying with requirements in the Regulations will cause "undue hardship" to the camping ground operator. This will be a key issue to be addressed in any application for exemption.

The term "undue hardship" is used in a number of New Zealand enactments,<sup>19</sup> and has been the subject of judicial consideration.<sup>20</sup> In general, there is a reluctance by the courts to provide a definitive meaning of the term, no doubt because it is intended to be flexible and adaptable, so as to address a wide variety of circumstances.<sup>21</sup>

That said, a useful explanation of the term is some sort of disadvantage or hardship that is excessive or unwarranted in the circumstances.<sup>22</sup>

In practice, the onus will be on the applicant for an exemption to demonstrate that hardship exists by explaining and providing details of that hardship and, where appropriate, providing evidence to support the claims made. It will be a judgement call for the territorial authority as to whether such hardship is excessive or unwarranted in the circumstances.

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19 There are at least 46 New Zealand Acts and Regulations that use the term "undue hardship".

20 See David Hay (ed.), *Words and Phrases Legally Defined*, (4th ed, Lexis Nexis, London, 2007), at pages 1078-1080, and Greenburg, *Stroud's Judicial Dictionary of Words and Phrases*, (9th ed, Sweet & Maxwell, London, 2016), at page 2680.

21 See *Lower Hutt City v New Zealand Municipalities Co-operative Insurance Co Ltd* [1965] NZLR 24, 28 (Supreme Court, Wellington, Tompkins J).

22 Peter Spiller, *New Zealand Law Dictionary*, (8th ed, Lexis Nexis, Wellington, 2015), at page 313. We have referred also to the definitions of "undue" and "hardship" in the *Shorter Oxford English Dictionary* (6th ed, Oxford University Press, Oxford, 2007), at pages 1206 and 3431.

## Territorial authority to balance undue hardship against public health

Public health is an important consideration that territorial authorities will need to take into account when deciding whether to grant an exemption. This is because public health is the main purpose of the Health Act 1956, under which the Regulations are made. Section 23 of the Health Act states that every territorial authority has a duty "to improve, promote, and protect public health within its district."

In practice, territorial authorities will need to balance potential non-compliance due to undue hardship against public health interests. For example, while undue hardship on its face might justify a full exemption from all requirements in the Regulations, this might produce a situation that creates a serious public health risk. In these circumstances, a territorial authority would be justified in declining to grant a full exemption.

It would be prudent for any territorial authority granting an exemption to satisfy itself that there will be an adequate level of protection for public health in the camping-ground concerned, even though there will be less than full compliance with the Regulations. For example, if a camping-ground is exempted from needing to have ablution facilities, but takes only self-contained vehicles that carry equivalent on-board facilities, there is likely to be adequate protection of public health.

To assist territorial authorities in this assessment, it would be helpful for applicants to advise in the application what measures they would be willing to take to help ensure that adequate levels of public health are maintained even though an exemption may be granted. The sort of measures identified by an applicant may well form the basis of conditions that could be imposed in the event that an exemption is granted.

## Template for exemption application form

**Appendix A** is a template application form based on the requirements discussed in this section. It is designed to be used for applications for new exemptions or renewal<sup>23</sup> of existing exemptions. Territorial authorities may wish to develop this template for their own use.

## Territorial authorities may charge fees for exemption applications

Territorial authorities can impose a fee for an exemption application. This derives from section 150(1)(b) of the Local Government Act 2002 (**LGA 02**), which states that a territorial authority "may prescribe fees or charges payable for a certificate, authority, approval, permit, or consent from, or inspection by, the local authority in respect of a matter provided for ... under any ... enactment, if the relevant provision does not authorise the local authority to charge a fee or provide that the certificate, authority, approval, permit, consent, or inspection is to be given or made free of charge". The Regulations provide for a territorial authority to grant a certificate of exemption.<sup>24</sup> They do not expressly authorise a fee to be charged for an application for this certificate, but nor do they require the application process to be provided free of charge, meaning section 150(1)(b) applies.

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23 Renewal is permitted under regulation 14(4) in the Camping-Grounds Regulations 1985. It is discussed further under 'Renewing certificates of exemption' in the next section.

24 See regulation 14(4), Camping-Grounds Regulations 1985.

Before setting a fee for a certificate of exemption, a territorial authority is obliged to consult in a manner that gives effect to the consultation requirements in section 82 of the LGA 02.<sup>25</sup> In addition, the fee must be set at a level whereby the territorial authority does no more than recover the reasonable costs incurred by the territorial authority for considering and determining an application for a certificate of exemption.<sup>26</sup>

A somewhat different legislative regime operates for fees to register as a camping ground operator under regulation 3 of the Regulations. There is specific authorisation to charge a fee for applying for a certificate of registration,<sup>27</sup> so section 150 of the LGA 02 does not apply. (The regime also covers fees for issuing, renewing, and noting certificates of registration.<sup>28</sup>)

The mechanism for setting application fees for certificates of registration is “by resolution”.<sup>29</sup> In practice, this will require the fee to be set through a resolution of the full council or a committee of council. It will be a matter of judgement for the territorial authority concerned about whether or not to consult before setting the fee and, if so, how.<sup>30</sup> A fee for registration should be set on a cost-recovery basis.<sup>31</sup>

It would be open to a territorial authority to choose to charge a slightly lower fee for a combined application for registration and exemption, if the territorial authority's actual costs are in fact less when the two application processes are combined. This could be done by setting a separate combined fee or, alternatively, by waiving a portion of one of the applications fee. If a territorial authority wished to set a combined fee, it would be prudent to comply with the process requirements for both types of application fee (ie consult in accordance with section 82 of the LGA 02, set the fee by resolution, and ensure the fee does no more than recover the reasonable costs incurred by the territorial authority for considering and determining both applications).

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25 Any such consultation process will need to comply with both sections 82 and 82A of the Local Government Act 2002. The obligation to consult derives from section 150(3) of the Local Government Act 2002.

26 See section 150(4) of the Local Government Act 2002.

27 Regulations 4 and 7 of the Health (Registration of Premises) Regulations 1966 provide for a fee to be payable on application for a certificate of registration. The Health (Registration of Premises) Regulation 1966 apply to camping grounds due to regulation 3(1) of the Camping-Grounds Regulation 1985.

28 See regulations 5(1) and (4), 6, and 7 of the Health (Registration of Premises) Regulations 1966, which apply to camping grounds due to regulation 3(1) of the Camping-Grounds Regulation 1985.

29 See regulation 7 in the Health (Registration of Premises) Regulations 1966, which apply to camping grounds due to regulation 3(1) of the Camping-Grounds Regulation 1985.

30 See sections 78 and 79 of the Local Government Act 2002.

31 See the Auditor-General's *Good practice guide: Charging fees for public sector goods and services*, available at: <http://oag.govt.nz/2008/charging-fees/docs/charging-fees.pdf>.

## Granting exemptions

The Camping-Grounds Regulations 1985 (**Regulations**) contain little guidance about the process for assessing and granting exemptions. This section discusses some practical issues for the assessment stage, such as timeframes and seeking further information from applicants. It goes on to outline a territorial authority's decision-making options for an application, and discusses when consultation might be appropriate. It sets out the matters to be included in a certificate of exemption, and discusses the renewal and revocation of these certificates.

### **Territorial authority should set a timeframe for processing applications**

The Regulations do not set a timeframe in which territorial authorities must process an application for exemption. In the absence of such a statutory requirement, a territorial authority has some discretion in working out what is an appropriate timeframe, subject to the administrative law requirements to act fairly and reasonably.

Practically, it would be sensible for a territorial authority to set a timeframe for processing exemption applications, which it should endeavour to comply with in all cases. What is a reasonable period will largely depend on how much work is involved in assessing the application, the particular territorial authority's resources, and whether decisions on exemptions are dealt with by full Council, a committee, a community board, or a staff member.

The territorial authority might also want to decide that, in the event it needs further information from the applicant, its timeframe should be suspended while it waits on that information.

The territorial authority should ensure that information about its timeframe is made readily available to all applicants, such as by putting it on the territorial authority's website page dealing with exemption applications and including it on the territorial authority's exemption application form itself.

If, for any reason, the territorial authority is not able to meet its self-imposed timeframe, it should keep the applicant informed of the situation.

### **Territorial authority can seek further information from applicant**

As with timeframes, the Regulations are silent on whether a territorial authority can seek further information from an applicant. As mentioned above, in the absence of specific statutory guidance, a territorial authority will simply be obliged to act fairly and reasonably.

Accordingly, if a territorial authority considers that it needs further information to be able to properly and effectively assess an application for exemption, it can of course ask the applicant for that information.

While a territorial authority can ask for information, it cannot necessarily force an applicant to provide it. Applicants should, however, be incentivised to provide information as it will no doubt increase the likelihood of the territorial authority granting the exemption sought.

## **Territorial authority's decision-making options and possible consultation**

There are three options for a territorial authority once it has completed assessing an application for exemption. It can:

- grant the exemption exactly as requested;
- refuse to grant an exemption; or
- offer to grant an exemption that is different to what was requested or which imposes conditions not clearly sought by the applicant.

As mentioned above, a territorial authority will be obliged to act fairly and reasonably in its handling of exemption applications, including its decision on which of the above options is the most appropriate in any case.

In some situations (most likely the second and third options above), fairness might require a territorial authority to consult with the applicant before making a final decision. Whether such consultation is needed and how it is carried out will no doubt depend on the particular circumstances, the proposed decision, and the personalities involved.

Depending on the circumstances, consultation might be as simple as having a phone call or meeting with an applicant to discuss the situation. For instance, a territorial authority might simply want to check with an applicant whether proposed conditions are feasible.

At the other end of the spectrum, consultation might actually amount to providing a draft certificate of exemption (with notations, if appropriate), or reasons for refusal, and seeking formal written comment from the applicant.

Obviously consultation would be entirely unnecessary if a territorial authority wanted to grant an exemption exactly as sought (ie the first option above).

## **Matters to cover off in certificates of exemption**

A certificate of exemption should include the following information:

- name of the holder of the exemption;
- name of the camping ground and its location (preferably identified through reference to legal description or computer freehold register and, where appropriate, through a marked map);
- a list of the exemptions granted; and
- the conditions imposed.

In terms of the first two bullet points, correctly identifying the holder and camping ground is important as a certificate of exemption cannot be transferred to a succeeding operator or be applied to another camping ground area.

As for the third bullet point, it is also important to clearly define the scope of any exemption granted, most especially when it is a partial exemption of a regulation or part in the Schedule.

The final bullet point, concerning conditions, is discussed in more detail below.

## Imposing conditions

Regulation 14(4) contains two standard conditions for all exemptions: a certificate of exemption is not transferable, and an exemption will be valid for however long the territorial authority specifies in the certificate.

Although regulation 14(4) states that an exemption cannot be transferred, it would be helpful to include a statement to this effect on every certificate of exemption to help ensure operators are aware of this important condition.

Clearly, a certificate of exemption must specifically address its period of validity. It would be prudent for territorial authorities to impose a limited duration for an exemption, eg five or 10 years, rather than allowing an exemption to apply indefinitely, so as to give the territorial authority the opportunity to revisit whether the exemption remains appropriate.

A territorial authority may wish to impose additional conditions when granting an exemption. Although regulation 14 does not specifically provide for additional conditions, it can be argued that the ability to grant conditions is a necessary corollary of the exemption power.

To be robust, a territorial authority should include a condition on a certificate of registration<sup>32</sup> that the operator must comply with, and ensure the camping ground complies with, any certificate of exemption granted under regulation 14(1) of the Regulations and any conditions imposed on that certificate of exemption. In this way, a territorial authority can tie compliance with an exemption to the operator's registration, and the regime in regulation 9 of the Health (Registration of Premises) Regulations 1966, which provides for revocation of registration in the event of conditions being breached.

It is not possible to provide a list of all possible conditions that could be imposed where an exemption is granted: conditions will need to be shaped to the particular circumstances. However, some examples of conditions are discussed in the final section, 'Examples of exemptions'.

## Template for certificate of exemption

**Appendix B** is a template certificate of exemption based on the requirements discussed in this section. Territorial authorities may wish to develop this template for their own use.

## Renewing certificates of exemption

Regulation 14(4) states that a certificate of exemption may be renewed from time to time. The obvious time for an operator to seek renewal of a certificate of exemption will be shortly before it is due to expire (the date of expiry being whatever date the territorial authority has stated on the certificate itself).

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<sup>32</sup> Conditions are clearly permitted on a certificate of registration granted under regulation 3 of the Regulations. Regulations 5(3) and 8(2)(f) in the Health (Registration of Premises) Regulations 1966, which apply by virtue of regulation 3(1) of the Regulations, permit conditions on registration.

In practice, an application for renewal should be treated as a type of application for exemption. However, rather than repeating information already provided to the territorial authority to obtain the existing certificate of certificate, the operator could simply confirm that it seeks an exemption on exactly the same terms and confirm there have not been any material changes since the exemption was first granted. If there have been material changes (eg changes in operator's financial circumstances that affect the "undue hardship" assessment), then the application should disclose those and provide fresh answers to the questions in the form in light of those changes.

A territorial authority might choose to set a separate fee for a renewal or could perhaps simply waive part of the usual application fee if a renewal application is straight-forward.

### **Limited ability to alter or revoke certificates of exemption**

Once a territorial authority has granted a certificate of exemption, it cannot generally alter or amend the certificate, at least not without the operator's consent.

Similarly, there is no clear power enabling a territorial authority to revoke a certificate at will. It might, however, be reasonable for a territorial authority to revoke a certificate in the event that the operator materially breaches the terms of the exemptions. A power to this effect could be included as a condition in the certificate itself. For instance, a condition could provide that the Council may revoke the certificate if the operator were to breach any of the other conditions.

Any such power would need to be exercised fairly and reasonably. In practice, this could mean a territorial authority might need to consider other options like educating or warning an operator before proceeding to revoke. What is appropriate will depend on the particular circumstances and a territorial authority's own enforcement policy or practice.

It might be appropriate to follow a process akin to that set out in regulation 9 of the Health (Registration of Premises) Regulations 1966, which applies in the event conditions on a certificate of registration are breached.<sup>33</sup> In simple terms, regulation 9 requires the territorial authority to give notice to the operator of the breach and to allow the operator the opportunity to rectify it, and if matters cannot be resolved, then the territorial authority must consult with operator on a proposal to revoke registration.

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33 If the territorial authority has included a condition in the certificate of registration requiring compliance with a certificate of exemption, it may be that the territorial authority will look to revoke both the certificate of registration and certificate of exemption. If so, it would be necessary to follow the regulation 9 process in relation to the certificate of registration, making it sensible to extend the process to cover both the registration and exemption.



## Examples of exemptions

There is little guidance in regulation 14(1) in the Camping-Grounds Regulations 1985 (**Regulations**) about the situations in which exemptions should be allowed, other than the need for "undue hardship" to exist. Territorial authorities have a wide discretion in determining when to allow exemptions. This section discusses some examples of possible exemptions.

### **Example A: Operator of existing full-service camping ground needs more time to upgrade particular facilities**

In this example, an existing operator might be generally operating in full compliance with the Regulations, but then find out that there are serious issues with one of the three shower blocks in the camping ground, which will be expensive to fix.<sup>34</sup> The operator wants to close the shower block immediately due to health and safety concerns, but expects that the cost and time involved with building a new shower block mean that it will not be ready for approximately 2 years.

The camping ground is already almost fully booked for at least the next summer season, and the operator does not want to cancel these bookings. The operator has sourced some temporary unisex showers for the summer season, but they will not meet the particular requirements in the Regulations about numbers of showers for male and female, and having them located within a certain proximity of camp sites.

The operator could apply for a partial exemption from part 3 of the Schedule in the Regulations, insofar as it relates to shower facilities. In order to satisfy the territorial authority that "undue hardship" exists, the operator would need to provide some financial information about the cost of building a new shower block and the cost of having to cancel bookings.

Having been satisfied that undue hardship exists and that public health will not be unduly compromised, the territorial authority could issue a certificate of exemption for the following:

- partial exemption from part 3, Schedule, Regulation 9(1)(a) – exempt from clauses 1 to 4, but only insofar as they concern showers.

In this case, it would be appropriate for the territorial authority to provide that the certificate of exemption will expire on a date in just over two years' time.

In addition to the other standard conditions<sup>35</sup> (eg exemption non-transferrable and certificate can be revoked in event of breach), the exemption should be subject to the following conditions:

- The operator must provide at least [*X number*] temporary unisex showers for the period [*dates for summer seasons*].
- The operator must apply for a building consent to construct a new shower block to replace shower block [*A*] by [*X date, eg six months into two year exemption period*].

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34 The exemption power in regulation 14(1) has previously been used to allow an existing operator additional time to upgrade facilities to meet the standard required under the Regulations. See: [http://www.nzherald.co.nz/hawkes-bay-today/news/article.cfm?c\\_id=1503462&objectid=11132954](http://www.nzherald.co.nz/hawkes-bay-today/news/article.cfm?c_id=1503462&objectid=11132954) This article concerned Tararua District Council's decision to grant an operator an exemption for five years from certain aspects of the Regulations. It did so on the basis that immediate compliance would cause hardship to the operator, and the operator was expected to upgrade the existing facilities during this time so as to achieve full compliance with the Regulations.

35 Suggested wording for standard conditions is set out in the certificate of exemption template in Appendix B.

- The operator must ensure that existing shower blocks [B] and [C] continue to be available to all campers.

Depending on the circumstances, a territorial authority might identify some additional conditions that are appropriate.

**Example B: Private land owner wants to operate a camping ground with limited facilities for campers using self-contained vehicles**

In this example, a private land owner such as a farmer or someone else living rurally, might want to run a relatively small camping ground operation on a permanent or seasonal basis, secondary to their main business or income. The operator is happy to restrict campers to only those using fully self-contained vehicles, and would not be interested in providing cabins or other buildings, or allowing relocatable homes in the camping ground. Given all this, the operator would find full compliance with the Regulations to be disproportionately expensive and onerous.

In this situation, the operator might apply for an exemption under regulation 14(1) from many of the requirements in the Regulations. He or she would need to demonstrate (to establish “undue hardship”) that the likely income from such an operation would never justify the cost of providing full facilities as required under the Regulations.

The particular exemptions that the operator might seek could be:

- full exemption from regulations 4, 5, 6, 8, 9(1)(d), and 9(1)(e), and from the parts 2, 3, 4, 5, 6, and 7 of the Schedule; and
- partial exemption from regulation 10 – exempt from regulation 10(1)(b) only.

In this scenario, regulations 7, 11 and 12, and part 1 of the Schedule, would not ever apply to the proposed camping ground given the operator’s lack of desire to provide cabins, buildings, or to allow relocatable homes, meaning exemptions for these provisions are unnecessary.

With such wide-ranging exemptions, there would be only a few requirements in the Regulations that would apply. These would be the requirement to be registered (regulation 3), the requirement to maintain the camping ground in a clean and sanitary condition (regulation 9(1)(c)), and the requirement that the camping ground be provided with safeguards against fire, and means of escape in case of fire, to the territorial authority’s satisfaction (regulation 9(1)(f)). In addition, the requirements in regulation 10 not included in the partial exemption would apply, meaning the operator would need to keep limited records of campers.

Before granting such an application, the territorial authority would need to satisfy itself that the operator was indeed suffering undue hardship, and that public health would be sufficiently protected by limiting use of the camping ground to only campers with self-contained vehicles. As part of this, it would be sensible for the territorial authority to satisfy itself that appropriate facilities for emptying vehicles’ wastewater and sewage tanks, and filling their clean water tanks, and disposing of rubbish, are sufficiently close to the proposed camping ground. Presuming the territorial authority were satisfied of these matters, it could grant the exemption sought, but subject to numerous conditions.

Conditions that might be appropriate for such an exemption, additional to the standard conditions,<sup>36</sup> could include:

- The camping ground must not contain cabins or relocatable homes.
- The camping ground can be operated only in the months of December to April (inclusive). *[use if camping ground is to operate on a seasonal basis]*
- Campers must not stay in the camping ground for longer than *[X number, eg five]* days at any one time.
- Total occupancy of the camping ground must not exceed *[X number, eg 50]* people at any one time.
- Campers must not bring guests into the camping ground.
- Campers must at all times use, or be part of a group using, a self-contained vehicle certified to NZS 5465:2001 (or any standard that replaces NZS 5465:2001).
- Where more than one camper is using a self-contained vehicle, the total number of campers using that vehicle must not exceed the maximum number of occupants stipulated on the vehicle's self-containment warrant and certificate.
- Campers may use a tent alongside a self-contained vehicle, but only to the extent that the total number of campers using the vehicle and tent does not exceed the maximum number of occupants stipulated on the vehicle's self-containment warrant and certificate.
- Campers using a self-contained vehicle must remove the vehicle (temporarily) from the camping ground at least once every three days in order to empty the vehicle's wastewater and sewage tanks, and to dispose of rubbish, in approved facilities, and the operator must provide information to campers about approved facilities available in the district.
- Campers must keep their vehicles and tents (if any) at least 3 metres distant from any other campers' vehicles or tents.
- Campers must provide their own safe source of light, eg flashlights, camp lanterns.

Depending on the circumstances, a territorial authority might identify some additional conditions that are appropriate.

**Example C: Private land owner wants to operate a camping ground with limited facilities for campers using tents**

In this example, a private land owner wishes to operate a “glamping” business. The offering to customers will be a luxury tenting experience, in a remote and beautiful location. The camping ground operator expects to provide guests with the following:

- an already erected tent, fitted out to a high standard with a bed and linen, lounging area, and space to store luggage;
- a supply of fresh drinking water, which will be provided through water filter equipment and refreshed every two days;

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<sup>36</sup> Suggested wording for standard conditions is set out in the certificate of exemption template in Appendix B.

- a flushable portable toilet and hot-water shower (powered by gas), under cover in a separate and smaller tent, connected to tank water;
- outdoor cooking facilities, consisting of a bbq and hob gas cooker, including all cooking utensils, cutlery and crockery, and an outdoor table and chairs;
- outdoor washing up area for washing hands and doing the dishes, connected to tank water (supplied cold, but a kettle is also available to heat this water as the guest wishes);
- flashlights and lanterns for within the tent and using the facilities; and
- a rubbish bin that is emptied every second day.

The idea is that each tent, with its accompanying tent containing the toilet and shower, will be in an area that is entirely separate to and private from any other guests. Guests will have exclusive use of the tent and facilities they hire. The idea is to enable guests to get away from it all, but in style. The business will operate for only 6 months of the year, during the warmer seasons.

The operator does not intend to provide laundry facilities. Guests will be supplied regularly with clean bed linen, all towels needed for ablutions, and tea towels for washing dishes. The operator will offer a service of taking guests' laundry to a laundromat, but at a charge.

Sewage will be professionally collected and safely disposed of. Similarly the tank of water (used for showering, washing hands, and cleaning dishes) will be regularly filled, and the wastewater collected and safely disposed of.

The operator does not intend for any of its glamping tents to be relocatable homes (as defined in the Regulations) or cabins.

In this situation, the operator might apply for the following exemptions:

- full exemption from regulation 8 and Parts 6 of the Schedule (concerning lighting and laundry facilities); and
- a number of partial exemptions:
  - regulation 5 – exempt from the need to mark camp site boundaries;
  - regulation 6 – exempt from regulation 6(1)(d), which requires all weather access to each camp site;
  - regulation 9(1)(d) – exempt from requirement to empty rubbish receptacles at least once every 24 hours;
  - Part 2 of the Schedule – exempt from need to supply hot water to laundry facilities (in clause 2);
  - Part 5 of the Schedule – exempt from need in clause 2 to provide hot water, sinks and benches; and
  - Part 7 of the Schedule – exempt from the need to provide a drainage system for storm water.

There is no need to seek an exemption in relation to ablution and sanitary fixtures, as clause 6 in Part 3 of the Schedule states that sanitary fixtures in temporary living places that are for the exclusive use of occupants are not to be counted for the purpose of the Schedule.

Before granting such an application, the territorial authority would of course need to satisfy itself that the exemptions were warranted due to the operator suffering undue hardship, and that public health would be sufficiently protected by the measures proposed by the operator. Public health standard would depend, in part, on the particular location and landscape of the proposed camping ground.

Conditions that might be appropriate for such an exemption, additional to the standard conditions,<sup>37</sup> could include:

- The camping ground must not contain cabins or relocatable homes.
- The camping ground can be operated only in the months of November to April (inclusive).
- The operator must provide safe access (pedestrian and/or vehicle) to each camp site at all times that the camping site is in use.
- Campers must use only tents supplied by the operator.
- The number of campers using each camp site must not exceed the number of beds available in the camp site, and in any event, must not exceed four persons.
- The operator must empty the rubbish bin for a camp site every second day while the site is in use.
- The operator must regularly supply campers with bed linen, all towels needed for ablutions, and tea towels.
- The operator must supply each camping site with adequate flashlights and lanterns.
- The operator must, at least every two days, supply each camper with a minimum of 2 litres of potable water per day.
- The operator must supply each camping site with a kettle and a gas hob, which must be used outside.

Depending on the circumstances, a territorial authority might identify some additional conditions that are appropriate.

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<sup>37</sup> Suggested wording for standard conditions is set out in the certificate of exemption template in Appendix B.

## Appendix A: Application for exemption template

## APPLICATION FOR EXEMPTION FROM REQUIREMENTS IN THE CAMPING-GROUNDS REGULATIONS 1985

(Made under regulation 14(1) of the Camping-Grounds Regulations 1985)

### 1. Type of application

*Tick the box to indicate which type of application you are making.*

new exemption

*You must answer all questions in full and complete the declaration.*

renewal of existing exemption

*You must answer questions 1 to 3 in full and complete the declaration. In answering any of the other questions, you can state "no change" where information remains the same as for your existing exemption, or answer the question more fully.*

### 2. Applicant's name

*State the full legal name of the applicant. If a certificate of registration has already been granted (or is being sought alongside this application), the applicant must be the same as the holder of the certificate of registration. If no certificate of registration has been granted, then the applicant must be the person who is responsible for the daily management of the camping ground. An applicant can be an individual or an entity such as a company.*

### 3. Contact person

*State the name and contact details for the individual who the Council can contact about this application. This can be the applicant, or some other person. Please include the individual's full name, a phone number, email address, and postal address.*

**4. Name and location of camping ground**

*State the name of the camping ground and its location. Location can be described using a street address or by reference to computer freehold register (eg Lot 1 on DP 456789 described in CFR 123456). If the camping ground area is only part of a larger property, tick the box below and attach a map of the area that shows which part of the property is to be used as a camping ground.*

map attached, showing area to be used as a camping ground

**5. Exemptions sought**

*All regulations and parts of the Schedule in the Camping-Grounds Regulations 1985 for which exemptions can potentially be sought, and a brief summary of the relevant requirements in those regulations and parts, are set out below. For each regulation and part, tick the box that applies to you. If you are seeking a partial exemption, state which requirement(s) in the regulation or part you are seeking an exemption from. You may wish to refer to the Regulations, which are available on [www.legislation.govt.nz](http://www.legislation.govt.nz)*

<p><b>Regulation 3</b> Need to register a camping ground</p>	<p><input type="checkbox"/> no exemption <input type="checkbox"/> full exemption <input type="checkbox"/> partial exemption, being:</p>
<p><b>Regulation 4</b> Need to prepare and maintain a camp plan showing matters in regulation 4(1)(a) to (f), and to lodge two copies of the camp plan with the Council</p>	<p><input type="checkbox"/> no exemption <input type="checkbox"/> full exemption <input type="checkbox"/> partial exemption, being:</p>
<p><b>Regulation 5</b> Need to mark camp sites and boundaries, and number camp sites</p>	<p><input type="checkbox"/> no exemption <input type="checkbox"/> full exemption <input type="checkbox"/> partial exemption, being:</p>
<p><b>Regulation 6</b> Need to ensure camp sites comply with size and location requirements in regulation 6(1) and (2), and obtain written permission from territorial authority before placing a building or structure of a camp site</p>	<p><input type="checkbox"/> no exemption <input type="checkbox"/> full exemption <input type="checkbox"/> partial exemption, being:</p>



<p><b>Regulation 7</b> Need to ensure any cabins comply with the size requirements in regulation 7</p>	<p><input type="checkbox"/> no exemption / not applicable <input type="checkbox"/> full exemption <input type="checkbox"/> partial exemption, being:</p>
<p><b>Regulation 8</b> Need to provide lighting infrastructure as per regulation 8(1) and keep it on during the hours of darkness in the occupied areas of the camping ground</p>	<p><input type="checkbox"/> no exemption <input type="checkbox"/> full exemption <input type="checkbox"/> partial exemption, being:</p>
<p><b>Regulation 9(1)(c)</b> Need to maintain camping ground in a clean and sanitary condition</p>	<p><input type="checkbox"/> no exemption <input type="checkbox"/> full exemption <input type="checkbox"/> partial exemption, being:</p>
<p><b>Regulation 9(1)(d)</b> Need to empty rubbish receptacles and dispose of refuse in a sanitary manner</p>	<p><input type="checkbox"/> no exemption <input type="checkbox"/> full exemption <input type="checkbox"/> partial exemption, being:</p>
<p><b>Regulation 9(1)(e)</b> Need to keep ablution, kitchen, laundry, and toilet facilities clean and in good repair</p>	<p><input type="checkbox"/> no exemption <input type="checkbox"/> full exemption <input type="checkbox"/> partial exemption, being:</p>
<p><b>Regulation 9(1)(f)</b> Need to provide safeguards against fire and means of escape in case of fire</p>	<p><input type="checkbox"/> no exemption <input type="checkbox"/> full exemption <input type="checkbox"/> partial exemption, being:</p>
<p><b>Regulation 10</b> Need to create and maintain records addressing the matters in regulation 10(1)(a) to (e), and make them available to a territorial authority inspector</p>	<p><input type="checkbox"/> no exemption <input type="checkbox"/> full exemption <input type="checkbox"/> partial exemption, being:</p>

<p><b>Regulation 11</b>          Need to ensure any relocatable homes meet the site requirements set out in regulation 11</p>	<p><input type="checkbox"/> no exemption / not applicable  <input type="checkbox"/> full exemption  <input type="checkbox"/> partial exemption, being:</p>
<p><b>Regulation 12</b>          Need to provide all-weather access from camping-ground entrance to any relocatable homes</p>	<p><input type="checkbox"/> no exemption / not applicable  <input type="checkbox"/> full exemption  <input type="checkbox"/> partial exemption, being:</p>
<p><b>Part 1 of the Schedule</b>          Need to maintain any buildings in the camping ground in good repair</p>	<p><input type="checkbox"/> no exemption / not applicable  <input type="checkbox"/> full exemption  <input type="checkbox"/> partial exemption, being:</p>
<p><b>Part 2 of the Schedule</b>          Need to supply water in accordance with part 2 of the Schedule</p>	<p><input type="checkbox"/> no exemption  <input type="checkbox"/> full exemption  <input type="checkbox"/> partial exemption, being:</p>
<p><b>Part 3 of the Schedule</b>          Need to provide ablution and sanitary fixtures in accordance with part 3 of the Schedule</p>	<p><input type="checkbox"/> no exemption  <input type="checkbox"/> full exemption  <input type="checkbox"/> partial exemption, being:</p>
<p><b>Part 4 of the Schedule</b>          Need to provide refuse containers in accordance with part 4 of the Schedule</p>	<p><input type="checkbox"/> no exemption  <input type="checkbox"/> full exemption  <input type="checkbox"/> partial exemption, being:</p>
<p><b>Part 5 of the Schedule</b>          Need to provide cooking places in accordance with part 5 of the Schedule</p>	<p><input type="checkbox"/> no exemption  <input type="checkbox"/> full exemption  <input type="checkbox"/> partial exemption, being:</p>

<p><b>Part 6 of the Schedule</b>          Need to provide laundry facilities in accordance with part 6 of the Schedule</p>	<input type="checkbox"/> no exemption <input type="checkbox"/> full exemption <input type="checkbox"/> partial exemption, being:
<p><b>Part 7 of the Schedule</b>          Need to provide a drainage system in accordance with part 7 of the Schedule</p>	<input type="checkbox"/> no exemption <input type="checkbox"/> full exemption <input type="checkbox"/> partial exemption, being:

**6. Undue hardship**  
*The Council can grant an exemption only if satisfied that compliance with the Camping-Grounds Regulations 1985 will cause "undue hardship" to the camping ground operator. Explain how compliance with specific Regulations from which exemption is sought will cause hardship in this case. Tick the box below if you are attaching additional pages and/or supporting evidence.*

additional pages/supporting evidence attached

**7. Public health considerations**

*Exemptions have the potential to compromise public health. State what measures (if any) you propose to take to help (eg if public health could be compromised by a full exemption from the need to provide sanitary and ablution facilities, indicate that you are willing to accept a condition on the exemption that the camping ground will accept only campers using fully self-contained vehicles). This is your opportunity to propose appropriate conditions on the exemption sought. Tick the box below if you are attaching additional pages.*

additional pages attached

**Applicant's declaration**

*This section is to be completed by the applicant. Read the statement below, then sign and state the date. If the applicant is an entity, ensure the person signing has authority to do so.*

I declare that the information provided in this form is accurate and complete, and that I will advise the Council in the event I become aware of any further or new information that is material to this application:

\_\_\_\_\_  
Applicant/on behalf of applicant

Date: \_\_\_\_\_

**Application fee must be paid:** *[insert information about level of fee and when/how it is to be paid]*. The Council will not start its assessment of an application until it has received payment of the fee in full.

**Timeframe for Council's assessment:** the Council aims to assess each application for exemption within 20 working days of receiving the completed form and the application fee having been paid in full. The timeframe will be suspended if the Council seeks further information from the applicant, while it waits on the applicant's response. If for any reason the Council cannot meet the timeframe, it will inform the applicant.

**Personal information:** personal information provided in this form and during the course of assessing this application will be used by the Council for the purpose of assessing this application and carrying out the Council's duties under the Camping-Grounds Regulations 1985, and may be shared with the Council's contractors or agents for these purposes. If you do not provide the information requested, the Council may refuse to grant the exemption sought. The Council will keep a record of this application and its decision. If an exemption is granted, the Council will also record relevant information in its register of camping grounds (held under regulation 8 of the Health (Registration of Premises) Regulation 1966), which can be inspected by any employee of the Director-General of Health, Medical Officer of Health, Health Protection Officer, or an officer who has functions under an enactment administered by the Ministry of Health. You have the right to access and seek correction of your personal information and, for this purpose, you can contact: *[insert contact details]*

**Appendix B: Certificate of exemption template**

## CERTIFICATE OF EXEMPTION

(Granted under regulation 14(1) of the Camping-Ground Regulations 1985)

**Operator:** *[insert name of camping ground operator]*

**Camping ground:** *[insert name of camping ground, and its location with reference to legal description or computer freehold register. If appropriate, refer to and attach a map with the area marked. For example:*

*John's Holiday Camp, 55 Park Lane, Hightown*

*Jane's Holiday Camp, Lot 1 on DP 456789 described in CFR 123456, see marked area on attached map]*

**Exemptions:**

*[list exemptions that are being granted, for example:*

- *full exemption from regulation 8*
- *partial exemption from regulation 10 – exempt from regulation 10(1)(b) only*
- *partial exemption from Part 5, Schedule, Regulation 9(1)(a) – exempt from requirement to provide adequate hot water under clause 2 in Part 5]*

**Exemptions are subject to the conditions listed over the page.**

**Issued by:**

\_\_\_\_\_ *[insert name of officer with delegated authority]*

*[insert officer's position / title]*

**Date of issue:** *[insert date]*

**Conditions:**

- The operator must comply with, and ensure the camping ground complies with, the Camping-Grounds Regulations 1985, and with any conditions imposed on a certificate of registration granted under regulation 3, except to the extent that non-compliance is permitted under this exemption.
- This certificate of exemption shall expire on *[insert date]*.
- This certificate of exemption cannot be transferred from the operator to any succeeding operator.
- This certificate of exemption applies only to the named camping ground and cannot be transferred to any other camping ground or area.
- *[insert any other conditions, see final section in guidance material, 'Examples of exemptions', for examples]*
- The Council may revoke this certificate of exemption if the operator breaches any of the above conditions.



[REDACTED]

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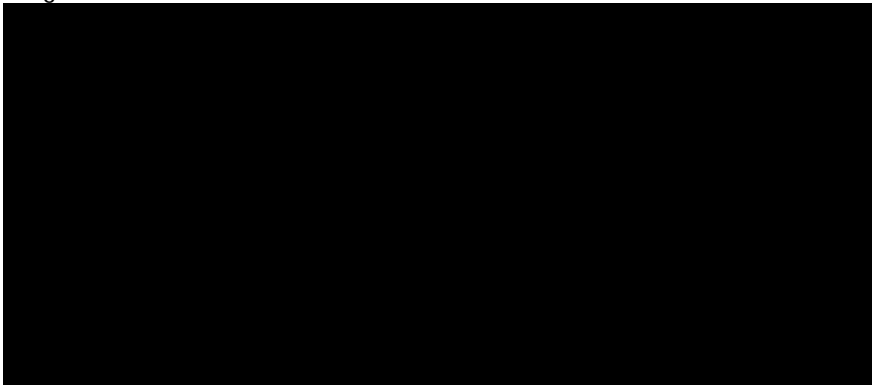
From: [REDACTED]  
Sent: Friday, 4 August 2023 10:09 am  
To: [REDACTED]  
Subject: Greater Christchurch Spatial Plan  
Attachments: Submission #139 - for Waikura Trust - Woods Heather - Greater Christchurch Spatial Plan (1).PDF; Submission #139 - for Waikura Trust - Woods Heather - Exemptions-from-the-Camping-Grounds-Regulations-June-2017.PDF; Submission #139 - for Waikura Trust - Woods Heather - ProposedChange1toChapter6CRPS where can build kaiapoi120121 (1).PDF

Kia ora


Thank you for your recent submission on the Greater Christchurch Spatial Plan. We appreciate you taking the time to share your views.


Your submission included two attached files. I have attached a copy of your submission and the attached files for reference. Could you let me know if there was anything else you wished to provide linking the attachments to your submission?

Ngā mihi



 Civic Offices, 53 Hereford Street, Christchurch 8013

 PO Box 73016, Christchurch 8154

 [ccc.govt.nz](http://ccc.govt.nz)

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**Christchurch**  
City Council 

[REDACTED]

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From: [REDACTED]  
Sent: Friday, 4 August 2023 8:38 pm  
To: Harlow, Cathy  
Subject: Re: Greater Christchurch Spatial Plan

Hi Cathy,  
I am confident that the people reviewing the submissions will be able to refer to the attachments to further their knowledge of the issues raised.

Thanks

Heather

On Fri, Aug 4, 2023 at 10:08 AM [REDACTED]

Kia ora


Thank you for your recent submission on the Greater Christchurch Spatial Plan. We appreciate you taking the time to share your views.

Your submission included two attached files. I have attached a copy of your submission and the attached files for reference. Could you let me know if there was anything else you wished to provide linking the attachments to your submission?

Ngā mihi

Cathy

[REDACTED]

 PO Box 73016, Christchurch 8154

 [ccc.govt.nz](http://ccc.govt.nz)

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This electronic email and any files transmitted with it are intended solely for the use of the individual or entity to whom they are addressed.

The views expressed in this message are those of the individual sender and may not necessarily reflect the views of the Christchurch City Council.

If you are not the correct recipient of this email please advise the sender and delete the email.





1

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

Yes

Why:

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

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

Yes

Why:

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

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

Yes

Why:

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

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

Yes

Why:

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

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

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

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

Yes

Why (please specify the Priority Area):

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

(Click the image to open it in another window)





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

Yes

Why:

#### Attached Documents

File
------

No records to display.



1

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

Yes

Why:

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:

Densification and more public transport usage is great for the planet!

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

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

Yes

Why:

Green spaces are the best!

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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(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:

While it may be nice if there was some more focus on the east, the proposed route seems like a great start to more reliable and connected public transport, considering that it goes along areas that tend to experience a lot of congestion due to being main routes to leisure, work, education, etc.

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 the sustainability of the environment and our population, we need to start moving away from car dependency. It is not fair to assume that everybody will have equal access to private vehicles, whether it be due to disability or finances, and developments around urban centres and transport corridors will ensure that accessibility to both necessities and leisure activities (e.g. malls, work, education) is achieved. For instance, while waiting at the bus stop with my partner, we met this old lady who seemed very distressed with the inaccessibility of public transport: due to age-related health reasons she could no longer drive, and expressed frustration of missing the bus and having to wait another 30 minutes just so she could be dropped at a bus stop 10 minutes away to go shopping, as she also had mobility issues. Likewise, my partner's grandmother constantly expresses extreme sadness over her "loss of freedom" after losing her license. Situations like these, or similar, are ones that should not exist. Ensuring that we concentrate housing along accessible routes, whether by walk or public transit, is an important step towards equal access, including other reasons such as decreased expenses towards travel for those who may not have the money.

On a side note, this may also increase foot traffic for businesses: if it is easier to access stores for people who cannot drive, or reduces the time, cost or effort spent driving, it will incentivise people to shop 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?

Yes

Why:

I do not have much to say on the aspect of the environmental side of things in terms of pollution etc. as I am not too educated on it, although from the little I do know, it seems like a good idea to nurture the environment rather than encouraging infrastructure that would destroy it, for reasons related to Te Tiriti (?) but also relating to air pollution.

However, one thing I would like to reason is the mental health side of things: I am currently a student in Dunedin. Currently diagnosed with a mental illness, I notice a massive difference in my mental state between when I am outside in the Dunedin city centre, which is incredibly grey and dull even on a sunny day, compared to when I am in some areas in the Christchurch city centre, e.g. Riverside market with the flowers or by the Avon river with all the greenery. With a society filled with stress, the last thing we need is outdoor areas with no aspects of 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?

Yes

Why:

I am uneducated on this topic. But by the sounds of it (the protection of nature, rural production and recreation) it sounds like something I could support.

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?

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?

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:

Yes yes yes! Yes please! I have been annoying my friends and family with the idea of trams and heavier rail in Christchurch for the last decade. Having sold off our trams so long ago was an unfortunate lack of foresight, and I think bringing back rail would be a godsend for our city. Having various public transport options gives people more freedom to get to where they need to go, and quicker. Light rail also makes commuting less reliant on traffic conditions compared to buses; although bus lanes can alleviate some of the effect of traffic, they also use valuable space in our most well-traveled areas of the city that could alternatively be used for light rail or pedestrian and biking paths.

I also love the idea of having traditional rail lines for transport out to suburban towns like Lincoln or Rangiora. My Mom and her partner, as an example, live out in Prebbleton. I don't own a car currently (by choice), commuting primarily via e-bike, walking and bussing, so going out to see them can be difficult as the distance is just long enough to be awkward for biking, and the buses are quite infrequent out that way. A rail line that cuts through Prebbleton would be amazing under these circumstances for making visiting easier.

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

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

Yes

Why:

I agree. Urban density is intrinsically more efficient for infrastructure and transport than spread out, car-centric commuting suburbs, and concentrating our housing development within pre-existing transport corridors and urban centres will allow people in Christchurch to achieve greater living outcomes in terms of community (as they can live closer to more people, and more people means more communities and events to engage with), work-life balance (easier commuting between work and home), and efficiencies in reducing their carbon footprint and costs of living. Some of the recent townhouse developments within the CBD have been nice to see, but building more apartment style housing would be the next great step in building up our urban centres, particularly if they can be seen less as a luxury inner-city living option and more as an affordable alternative to the classic one-story four-bedroom house in the outer suburbs.

Adding to this, I would also like to see more medium-density housing projects like the courtyard style apartments seen in cities like Barcelona, which I think are wonderful buildings for building local building communities and engagement within larger neighbourhoods.

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

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

Yes

Why:

Absolutely. I think the idea of urban sprawl, where we build our cities as homogenous and ever-expanding circles of concrete and low-density living spaces, is completely at odds with how we can live optimally. Christchurch is the Garden City because of Hagley Park, but realistically if we want to keep that title in the 21st century, we should stop seeing nature as something separate from us, kept in its well maintained box in the middle of the city (though a wonderful and relaxing box), and well and truly embody a garden city, with denser, efficient and communal living spaces bordering spaces like the proposed Greenbelt and enriching our ability to engage 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?

Yes

Why:

I absolutely do. There's no rule that a city must exist as a contiguous, solid block of urban buildings. Having the Greenbelt as a buffer would allow for our local wildlife to thrive, provide expansive areas for people to engage with nature, and ensure that we focus on developing our existing urban areas rather than continually expanding our footprint into the reserves.

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:

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?

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Why:

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Why:

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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
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No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 18/07/2023

**First name:** Mick **Last name:** Stephenson

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

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

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

### Feedback

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

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

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



1

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

Yes

Why:

Christchurch is perfectly suited to a light rail network and should never have discontinued the tram service

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

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

Yes

Why:

It's more efficient for everyone

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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(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
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No records to display.



1

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

Why:

See attached document.

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:

Yes, but not necessarily only the existing ones. See attached document.

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

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

Why:

Yes, a green belt is essential - as is a fire-resistant belt! See attached document.

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?

Why (please specify the Priority Area):

There could well be need for others also - See attached document.

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:

See attached document.

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

See attached document.

Attached Documents

File
Thoughts on Greater Christchurch



Please click on the link below to view the document

[http://makeasubmissionadmin.ccc.govt.nz/Manage/Docs/PID\\_296/296\\_17166\\_LAB0A9\\_.docx](http://makeasubmissionadmin.ccc.govt.nz/Manage/Docs/PID_296/296_17166_LAB0A9_.docx)



1

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

No

Why:

I was invited to the discussion group at canterbury university re the rapid transit system. The ideas of the promoters are NOT what has ended up in the spatial plan.

It is based on directing all movement into and out of the central city. the route is actually a route to nowhere dependant on the one assumption. Listening to the utter nonsense at the discussion group by people who were simple pipe dreamers and lack of reality , or any knowledge of transport systems, costs and scheduling. It was meant to be a discussion however it appears fait accompli in the spatial plan.

The group leaders were promoting 1 million people living in christchurch city boundaries in 50-60 years living in high rise clusters around transit route with residents being within biking distance and walking distance to a station. And on top of that the rapid transport line to nowhere will have movements every 5 minutes. Quite frankly the people who have come up with this rubbish live in fantasyland. These are the same people who promote the fantasy of the 15 minute city where everyone can walk, bike or scooter to shopping centres and employment. Where they are looking after our health through forcing such activity and of course getting all the cars of the roads. Bollocks

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

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

No

Why:

This is also delusional dreamed up by people with degrees, no actual experience and promoting ideas from overseas to sell the idea to try to prove they are smart.

i will agree that in many cities overseas with hugely higher populations that intensive population will reside in high rise etc building near transport stops and hubs. However such rapid transport systems are developed around a network of arterial routes making comprehensive delivery to destinations. the simple twin track hornby to belfast route will have limited demand and lead to a limited intensification simply because the great powers expect the intensification in the areas to start immediately whereas this rapid transit is at least 30 years in the future.

This section talks about greater choice of housing including more affordable options such as apartments and terraced housing. Wonderful. Affordable housing. Nothing about who will inhabit such affordable housing. A 30 square metre apartment will be affordable? Will a 90 square metre be affordable? How many people will cram into these low cost apartments. Will occupation be limited so we dont see a family of 5 in a small apartment as with a multitude of other countries.

so the powers that be determine where the high density development areas will be based around urban centres and the transport corridors and suddenly the affordable housing problem is solved as developers will rush in, buy up the land and build these wonderful multi story rat traps and people will rush in and buy them and live happily ever after Walking to the shopping centre, biking to work and the whole neighbourhood loving each other and meeting in the new green space down the road where the kids will play happily and in harmony ever day after they walk to and from school. utopia. I am not arguing about intensification per se . such development will meet a demand market but forcing people into these developments through lack of choice is wrong.

Affordable housing is a fantasy and these high rise rabbit warrens of 30 metres may well still be unaffordable. where intensification is going to be permitted the cost of the house on the section to be developed will be double, triple, quadruple what it was prior to being determined for intensification.

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:

Here we go again. In an ideal world. The world of the dreamers.

Naturally everyone supports maintenance and enhancement of the natural environment within urban areas. but looking at this section it a subterfuge and the authors should be told to lay out their full plan in simple language.

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 is a blatant attempt to replace the existing noise contours around the airport. This protection over the years was first productive land, then it became the green belt, then it became 50dbn contour as much of the land had become small holdings. Now we are talking of a green belt as a buffer between urban and rural areas.

This greenbelt is proposed for a range of different uses and activities . 1. protection of nature....we all want to protect nature except rabbits, wild cats, stoats etc

2. rural production. Ecan has determined all the highly productive land to stop housing development. Unfortunately for ECAN much of the highly productive land had been subdivided into small holdings which in no way can be commercially productive. Then other highly productive land cant be fully utilised because water right costs make it non commercial.

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

In the spatial plan there is reference to protecting assets such as the airport from encroachment of housing developments. But this brings up a very serious and possibly expensive arising problem.

The current airport protection from housing encroachment is currently the 50dbn contour. This is under review by ECAN who will determine where the new Outer Control Boundary (OCB) will be. For over 18 months they have had this under consideration and instigated a \$500,000 plus international panel to determine the position of the 50,55 and 65 dbn contours in conjunction with CIAL experts. Total cost would be estimated at over \$2million. ECAN has comparison of other comparable airports around the world. ECAN knows where the highly productive land lies. At this moment ECAN have all input data to determine a new OCB. ECAN also knows where they intend the new OCB contour will be. However their RPS is not due until later 2024 when they will disclose the new contours. The simple fact is that Christchurch city needs land and the only safe, non flooding land is into the existing restrictive contours. It is known that the new OCB will be the minimum of NZ6805 1992 which is 55 dbn OCB and may well have a soft fringe to 57 OCB. There is no justification to keep it over the greater christchurch partnership at 50 OCB.

Herin lies the quandary. Waimak, Selwyn and CCC have their district plans being confirmed before ECAN publishes their RPS end 2024 yet they know what their determination re the OCB (55 - 57) will be. In the meantime the other councils approve their district plans with the old 50 dbn OCB reaffirmed. absolutely insane

This process is simply wrong and expensive for many party's into the future. it is bureaucratic non co-ordination incompetence and shows a lack of compatibility between our controlling entities.

Here is what should be happening. there should be a working group of GCP and ECAN should inform them where the OCB will fall in their RPS. If its going to remain at 50dbn, then so be it. If its going to 55 or 57 dbn OCB the other councils can include in their district plans, if they want, or keep it at 50 in their areas.

#### Attached Documents

File
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No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 19/07/2023  
**First name:** Jane **Last name:** Higgins

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

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

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

## Feedback

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

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

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



1

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

Yes

Why:

It's essential that we move towards a transport system that does not rely so heavily on car travel. We will need a really affordable, easily accessible, reliable public transport system to make this work. I would also like to see the accelerated development of safe, well designed, separated cycleways across the city in keeping with this move towards getting the population moving in a climate friendly way.

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:

Clearly it makes sense that housing should be developed around infrastructure that people can easily access. I very much support the 15 minute city concept and would like to see this across the whole city. Working on these urban centres and transport corridors is an excellent way forward.

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 essential. I'm concerned that I'm not seeing this in the intensification that is currently happening. There are a lot of impermeable surfaces being put down where once there were gardens. This has serious implications for biodiversity (cutting the number and richness of the corridors across the city) and for flood mitigation. Chch is built on a swamp - we need to recognise this, to embrace it and to let the water go where it needs to go. Streams and wetlands need to be restored. And for people living in the newly intensified housing it is so important that they have ready access to nature, not just in parks, but right outside their doors, on the street. I would love to see much more development of streetscapes that include trees, shrubs, walkways and other plantings.

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 totally support this. Sprawl is terrible for the environment in so many ways: loss of land for food production and carbon sinks (such as wetlands), increased transport pollution, loss of biodiversity, loss of access for city dwellers to the natural world.

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):

This makes sense but I hope that accelerated development does not mean cutting corners or putting up poor quality housing.  
This needs to be done with very careful design work otherwise we are looking at the slums of the future.

#### Attached Documents

File
No records to display.



## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 19/07/2023

**First name:** David **Last name:** Lawry

**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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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?

Yes

Why:

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No

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):

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

The airport air noise contour specifically the 50 dBA Ldn contour provided to Christchurch International Airport (CIAL) by its owner Christchurch City council (CCC) is unique. It provides a significant competitive advantage to CIAL.

CIAL earns more from property management and development than its aviation business.

CIAL is losing very significant aviation air movements especially to Auckland Airport and international airports. Especially on the Queenstown routes. CCC have been provided with the evidence. CIAL has recently raised in excess of \$300 million on the NZFX bond market. It has announced that it intends to build a new airport at Tarras and continues to buy land at Tarras presumably with the approval of the CCC CEO. Information obtained indicates that CIAL still has insufficient land to build a wide bodied capable runway. A major international runway building company has indicated that the runway alone at Tarras would cost in the order of 1 Billion \$NZ. The question therefore is how is this new airport to be funded and what will the impact of that huge debt raising be on the rate payers of Christchurch. The clear intention is to pull travellers away from Christchurch

CCC has allowed CIAL to very significantly reduce the annual dividend in the order of \$30 million a year down to around \$5 million. How long are the rate payers going to incur this income loss while CIAL seeks to move to Tarras?

The air noise contours act to provide CIAL noise complaint risk protection assessed at the maximum capacity of the runways which has recently been assessed by ECAN at 220,000 air movements an increase from the previous 176,000 agreed capacity. Yet CIAL have less than 70,000 air movements per year and as stated is losing market share. There is no prospect at all of the capacity ever being reached.

One elephant in the room is that the entire matter of noise complaint risk could be removed by land owners contracting out of making noise complaints. An objective assessment of this option has never been independently undertaken.

Why does CCC continue to support an extreme residential land use avoidance regime when the alleged risk from noise complaints, that it is alleged could result in a curfew is simply dishonest. There is no such risk CCC noise control offices do not even investigate airport related noise complaints, delegating them back to its company.

This competitive advantage has had the effect of pushing residential development away from Christchurch with a very significant ongoing rating opportunity cost loss.

All for a company that intends to move its operation to Tarras. There are very significant resource consent risks, simply astronomical costs which will guarantee that as the rate payers will gain no benefit from CIAL and indeed that CCC could well be financially at risk. While it is alleged that funding is already ensured the question should be asked is it from China. Additionally the instigator of the entire Tarras plan CIAL's previous CEO has left the company.

Turning back from the facts to the special plan. If the air noise contours specifically the 50 dBA Ldn air noise contour is not removed then the adverse impact on CCC's ability to provide the needed growth is put at significant risk. Literally thousands of hectares are impacted. If the land impacted by sea rise, climate related flooding, and liquefaction risk are removed from current land allegedly available for residential development then it quickly becomes apparent that there is indeed a lack of land earmarked for the needed growth.

The problems remains that conflict of interest agendas are adversary impacting on this process.

ECAN are currently overseeing a re-evaluation the air noise contours, the validity of the 50 dBA Ldn air noise contour will then be tested.

CIAL have driven a huge amount of litigation around air noise contours and other advantages. Regardless of legal structures used by CCC to try and remove itself from conflicts their " no surprises requirement " of the Holdings Corporation and recent need to address a number of ethical issues makes it very clear that the responsibility and power to address the conflicts of interest and competitive advantages being enjoyed by CIAL sits with the CCC CEO.

The question is will that CEO support the removal of the 50 dBA Ldn air noise contour in the ECAN process or be complicit in its retention.

#### Attached Documents

File
No records to display.



1

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

Yes

Why:

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

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

Yes

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Yes

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

Partially

Why (please specify the Priority Area):

Development in Rangiora and Rolleston should lower priority than in the other identified PDAs. This is because many residents in those areas would still need to commute to Christchurch proper and will likely do so by car for the foreseeable future, thus contributing to emissions.

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:

The intended balance between preservation vs development of Māori Land is not entirely clear in this strategy. Also, it would be important that infrastructure investment in such areas is provided on an even footing with other land types, e.g. through development contributions, etc.

#### Attached Documents

File
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No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 19/07/2023

**First name:** David **Last name:** Daish

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

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

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

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







1

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

Yes

Why:

We must reduce reliance on personal vehicles as fast as possible. Currently it is extremely difficult to rely on public transport, and bicycle transport is only viable if you live close to where you 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?

Yes

Why:

The closer we are to solid public transport, the more pleasant life is.

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 must focus on planting natives, and planting blocks large enough to support life, not just fitting things into margins and corners. We've got to develop a green corridor out of the Port Hills. We could turn the Port Hills into a predator free zone with sufficient support, but local predator free organisations need more help and visibility.

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 large, uninterrupted blocks of native vegetation. The Red Zone is a great place to put that, in addition to a 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:

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

Yes

Why (please specify the Priority Area):

Sounds good. Please, focus on state owned housing. I don't want to live under a landlord's thumb for the rest of my life. I'm sick of it.

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?

Regarding transport, we should leave the option open for sea based passenger transport. It's a low energy way of moving people that I believe will come into its own in the coming century, especially in New Zealand, which is suited so well for it.

Attached Documents

File

No records to display.



1

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

Yes

Why:

This new line provides Christchurch with a better form of tram use since the use of trams we have currently is for tourism purposes. Having this would give more people access to public transport and reduce car use overall around Christchurch.

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

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

Yes

Why:

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

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

Yes

Why:

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

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

Yes

Why:

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

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

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

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

Yes

Why (please specify the Priority Area):

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

(Click the image to open it in another window)





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

Yes

Why:

Attached Documents

File
No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 19/07/2023

**First name:** Hamish **Last name:** Cuthbert

**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:

There should be an eastern development node.

The current layout of development nodes has the central city as the eastern most node - a misnomer.

A development node in the eastern of the city would:

1 assist with affordable transportation and housing for the existing community in the east,

2 should have lower infrastructure connection costs given proximity to the CBD and existing Chch services.

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 should be an eastern development node.

The current layout of development nodes has the central city as the eastern most node - a misnomer.

A development node in the eastern of the city would:

1 assist with affordable transportation and housing for the existing community in the east,

2 should have lower infrastructure connection costs given proximity to the CBD and existing Chch services.

The implication that eastern Chch will simply be avoided for development and will be prepared for sacrifice to climate change is not accepted and is not supported by robust analysis.

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 treatment of Eastern Chch requires reconsideration.

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 is no need for extra. There is a need to just improve what is already 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:

Absolutely not. Concentrating housing developments have taken place internationally and failed abysmally. It increases mental illness and crime. To recommend this is short-sighted and ignorant.

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 is not needed. People are responsible and enjoy living and moving out into the country. This increases productivity, health and wellbeing which are part of the sustainable goals. There is already wonderful green spaces for relaxation and recreation, more is not needed. Focusing growth around urban centres is an anathema to sustainability.

Our waterways are healthy if the chlorine is taken out. To put chlorine and ultimately fluoride in the water is both unhealthy, undemocratic and unsustainable.

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:

For sustainability to be real, this involves a blend of urban and rural without a need for 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?

No

Why (please specify the Priority Area):

Rolleston town centre and surrounds do not need anything of the above. The resilience is already a factor and 'climate change' is a myth perpetrated by those who in power who are using it to manipulate the public. One does not make major decisions based on myths...climate change being a strategy to persistantly remove the rights of the public, restrict freedom and movement, establish more taxes. This is very disappointing to realise that this council and other councils are taken in by this.

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

(Click the image to open it in another window)



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

No

Why:

There is nothing sustainable about targeted intensification of urban and town centres. The above plan appears poorly thought out, and lacking in integrity and critical thinking.

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

It's been appallingly designed. It is unsustainable and lacking in integrity.

Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** Henry **Last name:** McKay

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

CVI Projects 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?

Unsure

Why:

Please refer to our attached submission for our points we have comment on regarding the GCSP.

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:

Please refer to our attached submission for our points we have comment on regarding the GCSP.

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:

Please refer to our attached submission for our points we have comment on regarding the GCSP.

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:

Please refer to our attached submission for our points we have comment on regarding the GCSP.

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

Partially

Why (please specify the Priority Area):

Please refer to our attached submission for our points we have comment on regarding the GCSP.

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:

Please refer to our attached submission for our points we have comment on regarding the GCSP.

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

Please refer to our attached submission for our points we have comment on regarding the GCSP.

Attached Documents

File

GCSP Submission



20th July 2023

Our reference: 511185

Dear Sir/Ms

## Submission on the Greater Christchurch Spatial Plan

### 1.1. Introduction

Eliot Sinclair and Partners Limited are acting on behalf of CVI Projects Limited 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

- The submitter's site is located at the following addresses with the corresponding legal descriptions.
  - 518 Rangiora Woodend Road (Fee Simple, 1/1, Part Rural Section 1054)
  - 4 Golf Links Road (Fee Simple, 1/1, Lot 2 Deposited Plan 16884)
- Initial investigations that have been carried out on the submitter's site in relation to their submission against the Waimakariri District Plan are a preliminary site investigation (PSI), traffic assessment, urban design report, geotechnical assessment and infrastructure servicing report.
- The submitter's site meets the definition of the National Policy Statement of Urban Development (NPS-UD) of a well-functioning urban environment.
- It is important to consider that enabling the submitter's sites 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. Matters that require a submission

#### 1.3.1. **Map A as referenced through the draft document of the GCSP has limitations in providing sufficient capacity for projected population growth.**

Comment (1) Map A of the Canterbury Regional Policy Statement (CRPS) has not been assessed in respect of the actual area of land that can be utilised for residential development.

Comment (2) Our Space 2018-2048 clearly identifies the need for further assessment of those growth areas within Map A. There is a potential that where the growth areas are not suitable, that Council would not be able to meet the requirements of the housing development capacity requirements under the NPS-UD.

Comment (3) The development areas in the Future Development Strategy (being the Waimakariri 2048 District Development Strategy) are shown as arrows. Map A identifies specific parcels of land. In comparing the two, the arrows are generally in the locations of future development areas shown in Map A but extend further east for Rangiora.

Comment (4) Flexibility for Selwyn and Waimakariri District Councils to consider rezoning land outside the Projected Infrastructure Boundary to meet medium term housing demands as part of their district planning processes, where a sufficiency shortfall is identified through a housing development capacity assessment is required.

Comment (5) The creation of a "Significance Criteria" that recognises that not all land that is rezoned will be developed in a timely manner. Enable scope for active development of land that will enhance competition and lessen the incentive for "land banking".

#### 1.3.2. **Page 69 of the GCSP shows estimated household demand of 13,250 homes over 30 years from 2022 – 2052. Feasible capacity over the same period is estimated at 14,450 homes, a surplus of 1,200.**

Comment (1) The report titled 'Population and Housing Demographics – Rangiora, April 2021 by Ian Mitchell, Director of Livingstone and Associates Ltd' which is on the Waimakariri District Council (WDC) website estimates household demand at 14,700 homes from 2018 – 2048. Adding a 15% margin which brings us to 16,905. This is higher than the GCSP estimates.

Comment (2) Because of the above we would challenge the GCSP figures as there seems to be a discrepancy on the housing demand estimates within the Waimakariri District.

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

Comment (1) There is no specific identification in Map A of areas that are subject to hazards and that are not suitable for development.

Comment (2) It is suggested that a significance criterion is developed. Providing greater flexibility and accuracy around development capability.

**1.3.4. Opportunity 1: Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places**

Comment (1) Significant consideration of Iwi values was implemented in the Christchurch district plan review and similar considerations have been brought in through the reviews of the Selwyn and Waimakariri district plans.

Comment (2) The submitters are not opposed to the focus of this consideration.

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

Comment (1) Acknowledgement of the risks through natural hazards and climate change that the adaptive process required will create greater need on greenfield and infilled development within the greater Christchurch area.

Comment (2) The submitters are not opposed to the focus of this consideration.

**1.3.6. Opportunity 3: Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people.**

Comment (1) The applicant meets the requirements of this consideration and are not opposing the focus of this consideration. They are not opposed to the expansion of green belt around urban areas. It is however considered that appropriate developed greenfield areas with outlined development plans do provide green areas and space of immediate benefit to the residents of those areas.

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

Comment (1) The submitters consider that the unaffordability of housing is one of the most significant issues New Zealand are currently facing.

Comment (2) There are a number of different measures of what is considered as affordable housing. Linking affordability to the average wage of New Zealanders at or less than six times the average wage.

Comment (3) It is considered that council needs to provide more than sufficient development capacity and encourage competition within the sector. Re-zoning of land on its own does not mean that it will come to the market in a timely and affordable manner.

**1.3.8. Opportunity 5: Provide space for businesses and the economy to prosper in a low carbon future.**

Comment (1) The submitters are not opposed to the focus of this consideration as they are not directly related or impacted by this consideration.

Comment (2) The Greater Christchurch councils should be lobbying central government to provide adequate funding for roading infrastructure.



**1.3.9. 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.**

Comment (1) The submitters are not opposed to the focus of this consideration as they are not directly related or impacted by this consideration.

Comment (2) The Greater Christchurch councils should be lobbying central government to provide adequate funding for roading infrastructure.

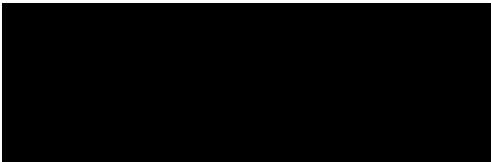
**1.4. General comments**

1.4.1. Submitters are generally in support of higher density living but acknowledge that there are difficulties that have been identified by FENZ in building closer and more densely. Council, if possible, needs to recognise these limitations and plan appropriately.

1.4.2. Park and ride options as an interim option while mass rapid transport is development within the next decade is an appropriate interim measure.

1.4.3. A 2022 Global Cost of Poverty Report, released by Compare the Market, shows New Zealand housing is less affordable than 32 countries, including the UK, Australia and Canada. New Zealand is currently the 6<sup>th</sup> least affordable of the 32 countries.

Yours sincerely



Holly Luzak  
Resource Management Planner  
BSc (Geography) Assoc.NZPI



## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** David H **Last name:** Ivory

**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 synergy of developing a rapid reliable and frequent public transit system with increasing density is self evident. Without a transit system additional density will result in higher numbers of cars on existing roads exacerbating congestion, pollution, carbon emissions and reducing safety for pedestrians. With higher density though there is less need for private vehicle use, and the transit system will be supported by higher usage.

This hardly needs to be pointed out - though perhaps it is not self-evident to those who do not wish to see.

#### **It's not new - Rebuilding and Reinstating**

The general routes are good - the focus on the Papanui Road and Riccarton Road corridors reinforce existing development patterns and enable higher density where there is existing capacity. This is hardly surprising given that up until the 1950s these were tram routes. Effectively this is a reinstatement of the infrastructure that built out these urban areas originally.

The extensions to Hornby and Belfast are logical - however there is less ability for densification along the Main North Road route and there is some duplication of the heavy rail line in this direction. The Hornby extension is more sensible given that connection of the Hornby town centre, light industrial areas, and potential denser neighbourhoods to the Central City.

The tram routes generally support a future development of intra-regional rail too and I support the first step of the high frequency bus route.

#### **Light Rail / Priority Trams - not bus ways**

However one issue I have is that the turn up and go portions should be light rail - or more properly priority tram routes. By building hard infrastructure there is a stronger commitment for the mode shift to public transit and there is a greater likelihood for developers to similarly commit to higher density developments.

Priority Trams are more comfortable, faster, and less likely to cause congestion than a busway - witness the problems that Auckland is facing with inner city congestion and the inability for the busway to transition to a higher capacity light rail route. Trams and rail in general has a higher appeal, and does not seem like a poor substitute for driving. More people would take comfortable trams than buses... the declining share of public transit with the move from trams to buses is evidence of this.

Christchurch should commit to hard infrastructure instead of repeating the errors of the 1950's with a reliance on 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?

Yes

Why:

There are multiple benefits in developing urban centres densifying along transit corridors. Creating urban environments that encourage active modes, walkable neighbourhoods, and less use of cars means a more interesting and lively city. People are healthier and wealthier because they move more, and spent less on car costs. Agglomeration effects emerge where success breeds success for urban centres and this accrues to those districts with the highest number of visitors, residents, and pedestrians. The Oxford Terrace pedestrian zone is evidence of this.

### **Walkable Cities**

As the population ages there will be a need for more support for the elderly, but when it is possible to live within walking distance of most amenities then aging populations can live car-free, healthy, in supportive environments. It is also true that busier places are safer places, eyes on the street.

The downside of denser urban areas is that while relative rates of crime go down, individual crime figures increase - this can be counter-intuitive to some who therefore believe inner cities are dangerous. But such areas are much more easily policed so crime is easier to counter.

There really is no alternative to densification and supporting this process with high quality frequent turn up and go public transit - and it should be light rail or priority trams.

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 very curmudgeonly to disagree with such a statement. Densification does not mean a reduction in the amenity afforded by the natural environment. However it does mean that responsibility is increasingly transferred from the private realm to public spaces. Councils must step up the quality of their support for public environments.

### **In Dense Areas ban side yards**

Good residential and neighbour commercial density should face the street and not to side yards - the planning of recession planes should be scrapped along the densest areas with a focus on requiring light and sight lines to the street, and to rear courtyards. Such rear spaces can be planted with trees, gardens, and vegetable patches - the focus on recession planes and side yards is not appropriate. District plans should be revised so that truly dense European style streetscapes can develop with pocket gardens and not concreted side-yards driveways devoid of nature. There can be building set backs for new high density to allow for some trees along frontages, but the great European cities have a focus on public street trees, public parks, and high quality street furniture and paving.

As to more generally, by focussing population growth along corridors and urban centres less pressure is placed on existing parks, and the red zone open spaces. A green belt around the city that has useful amenity to residence is also sensible.

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:

Compare a city like Christchurch with Hong Kong. Development on Hong Kong Island is along a narrow corridor of often reclaimed land. This band is threaded with a very few main roads, and an underground rail line. Density is taken to extremes and yet the island urban areas remain very liveable. What is less widely known is that outside this strip of dense humanity is a large green interior to the island that is filled with forest, walkways, parks, wildlife, and streams. This green area was forced on the city by the rugged mountainous terrain and the need to create water catchments for drinking water. But there is no reason why such green space could not be created in Christchurch given the will to resist greenfield development.

### **Red - Green Zone**

In many ways that is what the (ironically named) red zone is - a green space forced on the city by circumstance. Although I do not advocate for

a huge restrictive green belt, there are obvious areas where such provision will naturally arise. Banks Peninsula, The Estuary, The Red Zone, fertile garden areas to the north, around the airport noise restriction, and the existing buffer between Christchurch and Selwyn where there is fertile lands. These should be preserved.

The river corridors should be enhanced and developed - and I support more tree planting, and the widening of flood basins to prevent and hold flood waters. More investigation should be carried out to identify other areas where managed retreat makes sense. Brighton for instance should perhaps be considered more for its natural ability to protect Christchurch from sea level rise than as a development area.

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

Yes

Why (please specify the Priority Area):

It is sensible to reinforce and support existing trends rather than to try to swim uphill - so this is an obvious response. As nodes along the transit corridors development here is self supporting of both densification and transit development. If Transit Oriented Development is to occur anywhere it is in those existing locations that have already proved capable of attracting investment.

I would go further however.

### **Change the Rating System**

In these areas the rate system should be changed from current development value to future development potential. This means that a single storey house, or single story retail space would be rated as if there was a 6 storey development on the land.

6 storey developments are enabled by the proposed spatial plan, and so by rating the land at development potential the higher land value is captured in order to pay for transit systems and development.

### **Phase it in**

However this should be phased in over a 10-15 year period. So in the first years there is little change from the current system, but as time goes on there is an increasing incentive to redevelop to pay for the higher rates level.

There should also be a carrot - if in the first 10 years a development occurs there should be a waiver of developer contributions, and the increase in rates should continue on a faster schedule but still not be as high as the full development potential until a period of 5 years has passed.

### **Land Value Capture**

This incentivises redevelopment, rewards earlier projects, but ultimately means that the increase in land value generated by the public expenditure on public transit is captured. The structure of any funding bonds can take into account the increase in revenue that the higher property rates will bring.

So often there is public expenditure, but private profit. This would rebalance the equation and be fair, while being firm and straightforward.

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:

Generally the elements are correct. However it is not helpful to present them in the order shown.

The presentation appears to show priority - and yet the business-as-usual approach is revealed with the relegation of sustainable transport choices placed last.

This is shortsighted to put it mildly. Without a sustainable transport system none of the other elements matter in the least. If we can not reduce our reliance on badly conceived, expensive, polluting, environmentally damaging, and downright dangerous roading systems then none of the other elements matter.

Your priority is wrong. I agree with the general concept - but if people can not get to their homes and places of work in a sustainable manner then what is the point of protecting the environment or preserving the rights of Maori?

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

This issues I have are more in the details of how the plan is achieved, and the priorities. The general concept is sound.

There need to be more focussed incentives - rewards and costs - for redevelopment so that the plan is achieved. That there are so many parking lots in the central city shows that incentives are broken. That the largest buildings in the central city are car parking structures is ridiculous. That so much prime inner city land is taken up by car sales yards is mind boggling.

It is all very well to have a plan but unless there is the will to build it out it will remain just that - a plan. A whole reworking of the way that land value capture is managed in Christchurch needs to be developed, and if laws need to change then central government should work with councils to help implement them.

It is not illiberal to require that land owners pay for the cost of externalities, pay for the privilege of enjoying the benefit of public expenditure on public transit and other infrastructure. It is only fairness.

There have been many plans in the past - the fear is that this will be watered down, or drawn out over such a long period of time that the benefits do not arrive soon enough.

One of the most diabolical notions is that along the public transit corridors land will have to be purchased to enable the tram route to be constructed. This land cost will be applied to the public transit system - the cry will be that we're building a gold plated expensive system... that the transit system will be blamed for disruption to businesses.

NO.

Along the proposed routes there is ample space for two tram tracks, plus two lanes of traffic. There is no need for land purchases.

The requirement comes from the fear that CAR PARKS will be lost - that we need a lane of car parks, a driving lane, two lanes of tram, a driving lane, a lane of car parks.

NO.

The tram does not need the land purchase, the driving lanes have no need of land purchases - so put apply the cost where it truly lies - CAR PARKS. the headline should read ***\$100 million dollars to be spent on unmetered car parks because some retailer fears people will not drive to their shop.***

The stupidity of this is self-evident. Land Value Capture means benefiting from land value increases - not spending it on land that is wasted with no return in revenue. No wonder the AMETI Bus Way in Auckland is so expensive. Christchurch needs to learn this lesson. These roads had trams in the past - no need for land purchases.

### **Step wise to the goal**

Make the entire route a clearway. keep two lanes for driving, two lanes for trams - at peak hours give the trams priority - off peak cars can share the tram lanes, and cars can park in the clearway. Once it becomes clear that there is no hit to retailers bottom line - just the reverse with all the tram passengers - then priority can revert to full time to trams, and the clearway made permanent.

#### Attached Documents

File
No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** Nika **Last name:** Klok

**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 would appreciate resources being put towards having reliable buses to Rolleston, as I have been stuck at the interchange late at night on multiple occasions. I don't think building a more streamlined transport system is a good solution for our community. New Zealanders like to travel and replacing cars with this transport system would limit our ability to do that. Also, national travel is important for supporting our economy especially in the hospitality sector.

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 in New Zealand enjoy living here because there is a more rural lifestyle while being close to modern conveniences. Building apartments and other multi-level buildings will disrupt that landscape and cover all the lovely views. I also think that living in small spaces is disruptive to mental health which is something that we are trying to focus on in our communities.

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 don't think this is an effective way to protect our green spaces. The population density is currently at a place where everyone should be off-setting their own carbon emissions and having more people living on one property would make that more difficult. We already have many local reserves and natural spaces that need to be looked after. I think the need to protect the heritage houses and other history is more important than building more limited green spaces that we may not have the manpower to maintain.

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 this would work very well because it would cause people in rural spaces to have to travel even further to buy supplies and groceries which increases their carbon emissions.

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):

I think this partnership would mostly include larger commercial building companies and we already don't have enough support for smaller businesses. I also think that areas like rolleston already have too many commercial areas set up for new businesses. There are not enough people living there to support those businesses, so they tend to close very soon after opening and I think this is bad for the mental health of business owners.

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

(Click the image to open it in another window)



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

Partially

Why:

I think the focuses and initiatives are all very important but that the proposed plan doesn't resolve them in any considerable way.

Attached Documents

File
No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 20/07/2023

**First name:** Taiki **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

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 think the current transport system is not utilized much because it is not well-staffed and I don't think building a new one is a good solution.

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:

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

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

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

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

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:** 20/07/2023

**First name:** Okirano **Last name:** Tilaia

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

GC2050 Facilitator - 5 students from  
Christchurch Girls High School

**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:

(Refer to Map attached) We support the public transport plan; and we looked at what route we as young people would like to see. There are multiple reasons why we chose these routes; they cover the most popular places in Christchurch, will provide suitable transport for all ages. We have chosen 3 different tracks/routes to help provide transport for everyone. Other comments about the system; important to have more than one train; some going further than others and good for elders who don't want to drive.

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:

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

Partially

Why (please specify the Priority Area):

(Refer to Map attached - places and areas are highlighted) We have also identifies areas that are important to us as young people. We have chosen all areas important to us as young people. We have picked areas for sports and trainings. We have also picked good spaces for social reaction.

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:

Top opportunities for us are, **1**(Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places), **3**(Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people), and **4**(Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs); the ones that still a priority but not the most important to us are **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), **5**(Provide space for businesses and the economy to prosper in a low carbon future), then **2**(Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change).

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

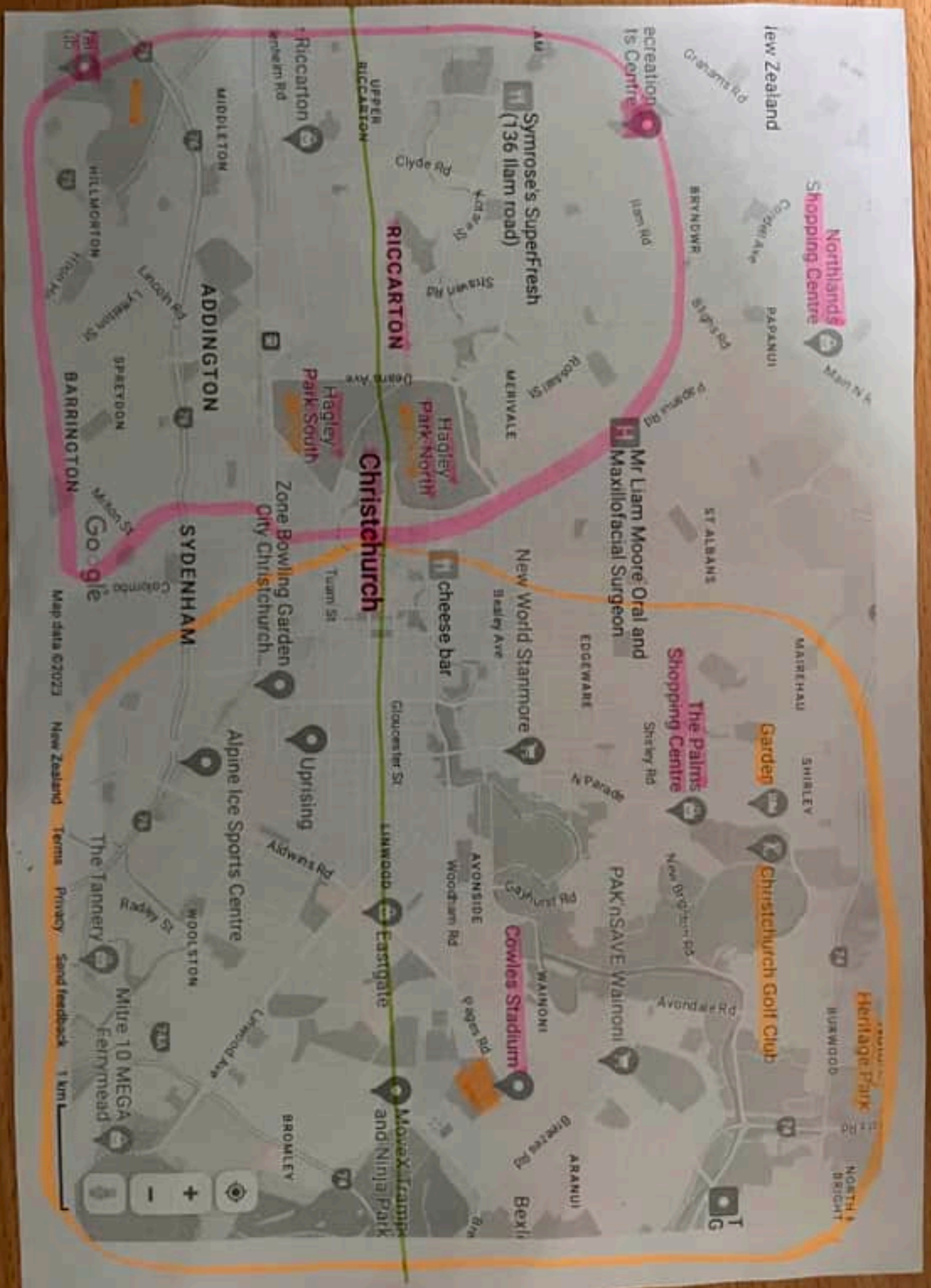
Note: From Christchurch Girls' High School, there are 6 separate group submissions which will be submitted separately through this online portal.

#### Attached Documents

File

CGHS Group 1





Northlands Shopping Centre

Leew Zealand

Symrose's Super-fresh (136 Ilam road)

Mr Liam Moore Oral and Maxillofacial Surgeon

Christchurch

The Palms Shopping Centre

Christchurch Golf Club

Cowles Stadium

Heritage Park

NORTH & BRIGHT

Map data ©2023

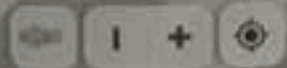
New Zealand

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1 km



## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** Okirano **Last name:** Tilaia

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

GC2050 Facilitator - 5 students from  
Christchurch Girls' High School

**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:

(Refer to Map attached) We like the idea of the improved public transport system. We highlighted on a map a route that we would prefer as young people; (Orange route) Goes to more places and more houses, (Pink route) Because it's going to the main places people go to, (Green route) Green goes on main roads around the centre of Christchurch.

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:

(Important Green-spaces to us) Hagley Park: Because lots of people our age play sports there like soccer, netball, rugby and lots more. Also the botanic gardens are in Hagley and it has been around for a while and it would be a shame if it wasn't there anymore. Riccarton Bush: Because it's a great place to walk your pets and hang with your mates. Mono Vale: Girls High students walk through every day to get to and from school. Members of public go through to look at the beautiful 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?

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?

Partially

Why (please specify the Priority Area):

(Refer to Map - areas circled in blue pen) We circled all the malls, supermarkets, sports places and the airport; key areas that are important to us as young 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?

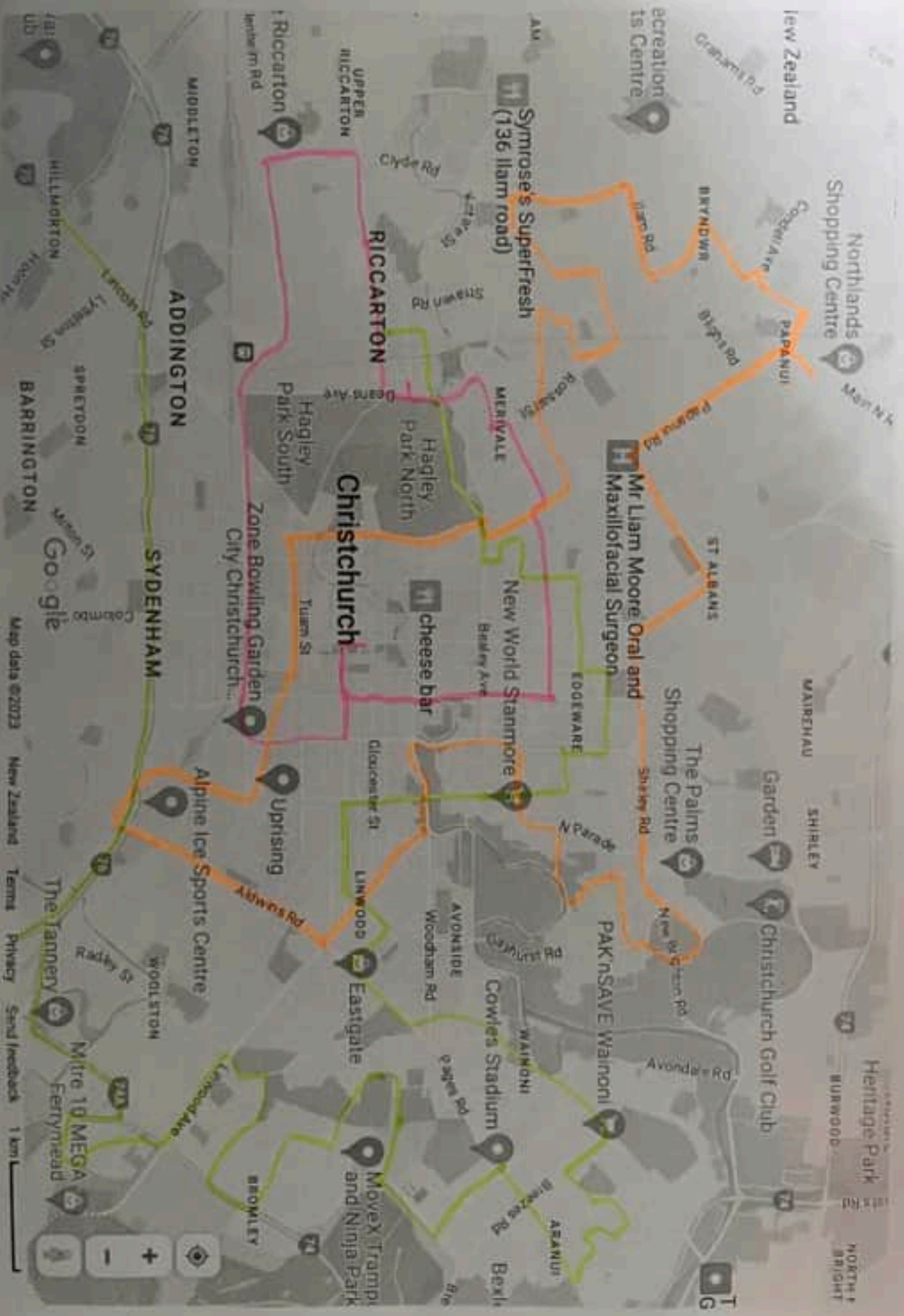
Yes

Why:

Top 3 opportunities for us were 4 (*Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs*), 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*), and 3 (*Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people*); (4) because its where people live, (6) because people need to be able to get to places, (3) mature, don't want to die from climate change.

Attached Documents

File
CGHS Group 2



# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 20/07/2023

**First name:** Okirano **Last name:** Tilaia

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

GC2050 Facilitator - 5 Students from Christchurch Girls' High School

**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:

(Refer to Map attached) We like the idea of the improved public transport system; we also created our own preferred route for this system. We chose a route which connected many of the high schools because many high school students bus to school. Our route goes past lots of popular public areas because the community visits those places frequently. Our route goes through many high demand areas; high schools, and malls because we want these areas to be easily accessible by people who may struggle to get there. The transit system should have an apple pay sort of thing where you can hop on the train with a tap since everyone has their phones on them.

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:

(Important Green-spaces to us) Red zone, Nga puna wai, Hagley – make sure we can see some green, not all concrete. These areas are important because they are good to exercise at.

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):

Hagley (has lots of sports turfs/courts & nice park), Town (many shops, lots of tourist attractions, and recreation areas), Riccarton & Northlands (major malls & close to schools and houses), Nga puna wai (sports centre). These areas are important to us because we go to the malls frequently and most of high school students don't have a license or a car.

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

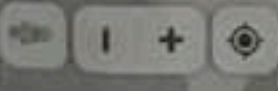
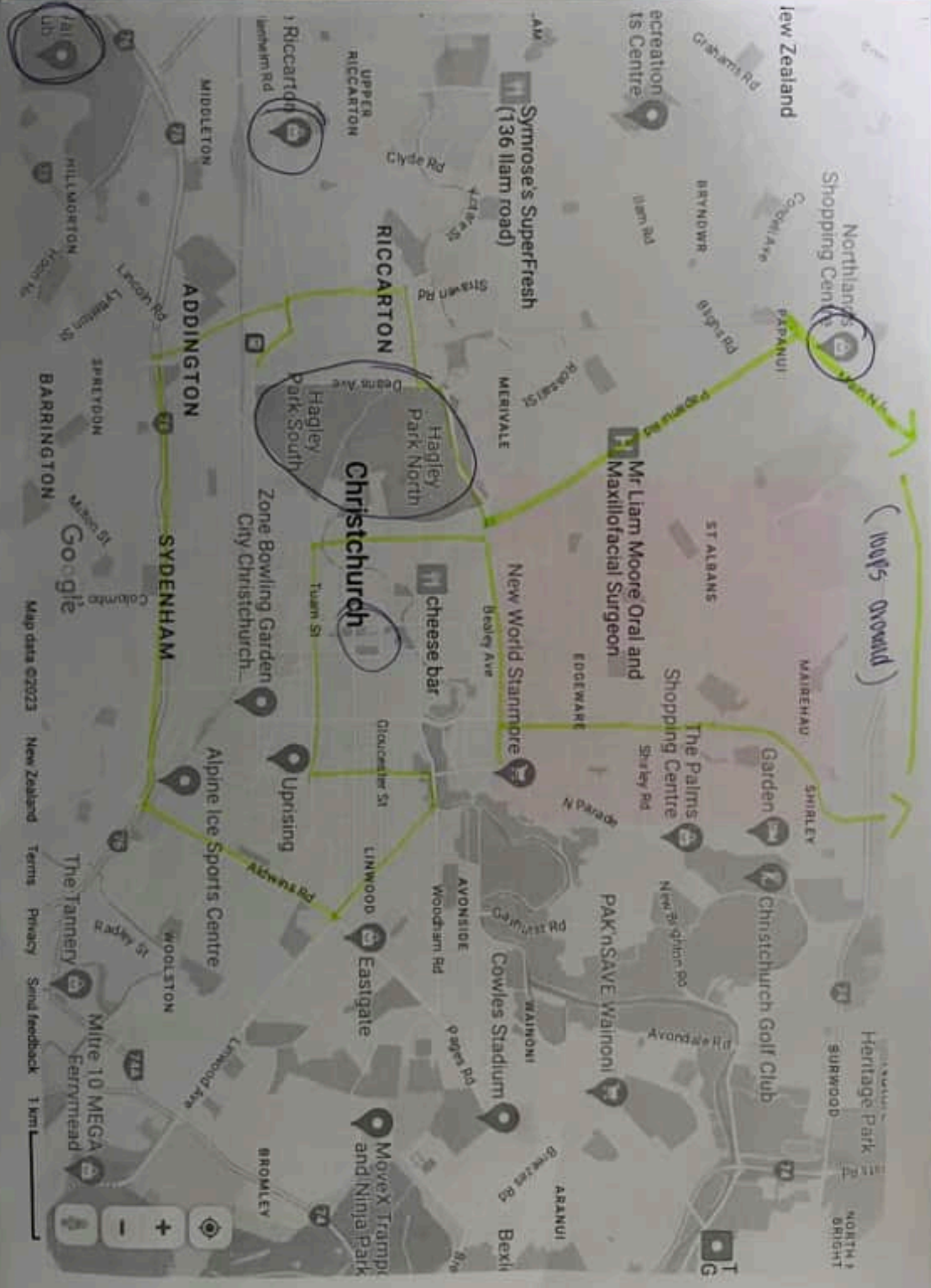
Why:

Priorities Spectrum (1 – Most Important to 6 – Priority but not as important); 3 (*Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people*), 1 (*Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places*), 4 (*Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs*), 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*), 2 (*Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change*), 5 (*Provide space for businesses and the economy to prosper in a low carbon future*); noting that all the opportunities are important. Based on our age we aren't focused on business but that will probably change in a few years.

Attached Documents

File
CGHS Group 3





# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 20/07/2023

**First name:** Okirano **Last name:** Tilaia

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

GC2050 Facilitator - 5 students from Christchurch Girls' High School

**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:

(Refer to Map attached) We think that the use of transport is very important for the progression and growth of Christchurch city. We also outlined a route we think will suit majority of Christchurch by visiting malls and recreation centres. We went near malls so it will be easier to access supermarkets and necessities that people need. We chose this route because there are some popular and important parts of Christchurch also some main roads often get blocked. It goes into town, and suburbs around town.

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:

(Refer to Map attached - areas are highlighted in yellow) We think these places are important because they are places we go often and where we think people our age go. We highlighted malls because it's a main hangout spot.

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:

For the future it is incredibly important to reserve the environmental places in Christchurch such as parks, Hagley, community parks, botanical gardens Mona Vale etc.

Environmental Places (Important to us); Hagley Park, Botanical Gardens, Mona Vale, Adventure Park, Community Parks/Playground, Dog Parks, Forests.

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?

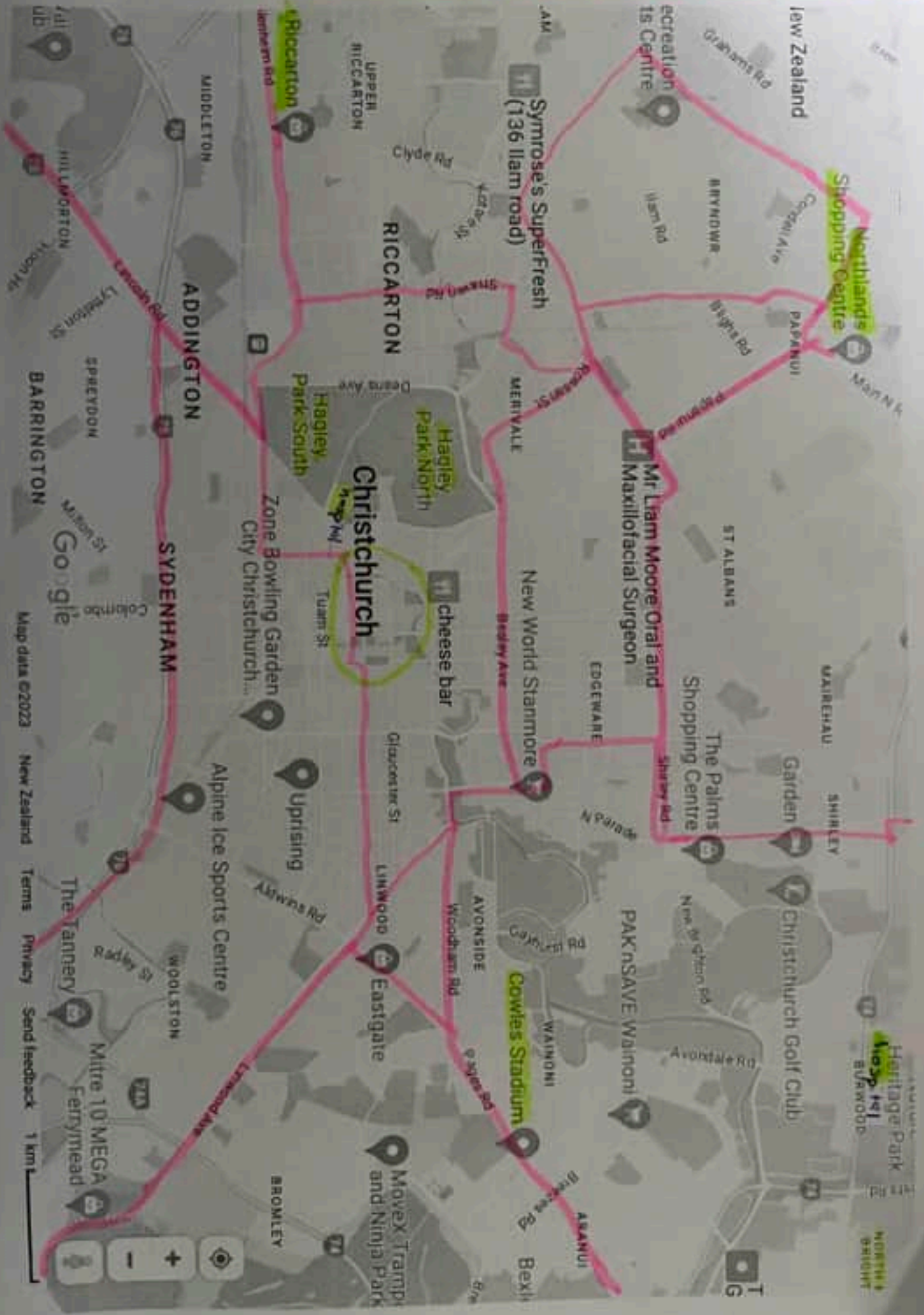
Yes

Why:

We think that all the opportunities/priorities are important and valid, in our opinion the most important to us is the number 1 (*Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people’s physical and spiritual connection to these places*) & 4 (*Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs*). This is because we believe it is most important for the future. Strongly support the opportunities and ideas discussed.

Attached Documents

File
CGHS Group 4



## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** Okirano **Last name:** Tilaia

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

GC2050 Facilitator - 5 students for Christchurch Girls' High School

**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:

(Refer to Map attached) We support the idea of the improved public transport system. They should go past the malls as that is a popular area. They go by all the main areas. They all go to the city centre because that is in the middle of most places. Hagley park is a priority as it's a major sports field. Supermarkets so it is easy to get there as everyone goes to them.

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:

(Green-spaces discussion) The wetlands also shouldn't be built on. The red zone shouldn't be built on. More playgrounds should be built throughout Hagley Park; put playgrounds in Hagley Park but not cutting down trees or harming the environment.

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

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

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

Partially

Why (please specify the Priority Area):

Malls are a place where lots of young people go to meet up with their friends. Margaret Mahy playground should stay. A big mall should be developed.

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:

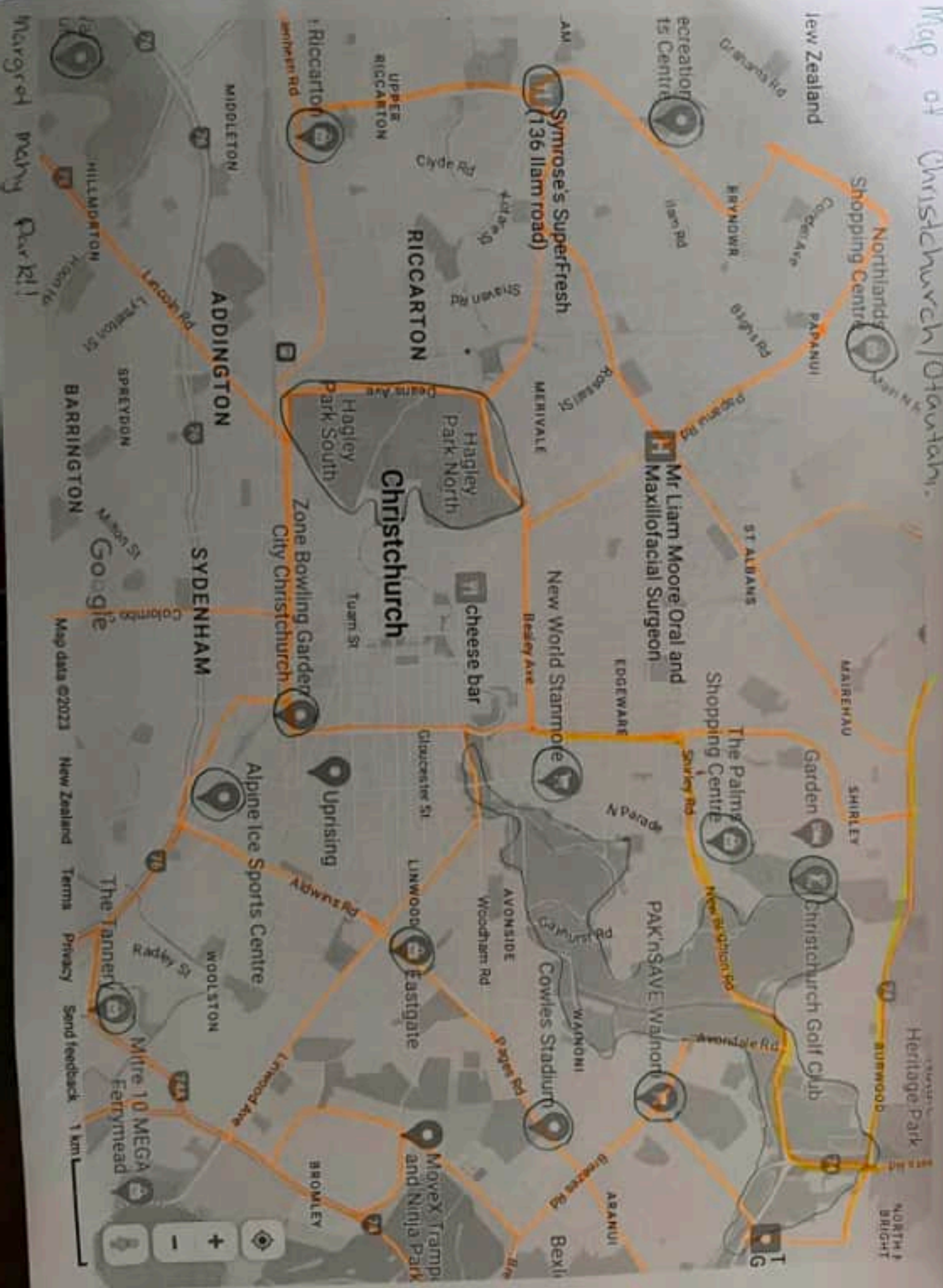
1 (Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places) & 4 (Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs) are the most important to us; 2 (Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change) & 3 (Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people) are also important to us after 1 (Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places) & 4 (Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs). Number 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) is important but not as significant to us. 5 (Provide space for businesses and the economy to prosper in a low carbon future) is the least important to us but we still care about it.

Attached Documents

File
CGHS Group 5



Map of Christchurch / Ōtautahi.



Margaret Mary Park



1

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

Yes

Why:

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

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

Yes

Why:

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

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

Yes

Why:

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

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

Yes

Why:

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

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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?

I think we need to be committing to these urban native forests and plantings to improve local native biodiversity, as well as the wellbeing and resilience of our communities. As a relatively new resident here this has been the hardest part of living here - I absolutely love Christchurch, but feel displaced without beautiful native forest to visit locally! A lot of other young people I know feel the same way.

#### Attached Documents

File
No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** Okirano **Last name:** Tilaia

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

GC2050 Facilitator - 5 students from  
Christchurch Girls' High School

**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:

We support the idea of the improved public transport system proposed. Highlighting a route from Lincoln to Rangiora; in Christchurch zone (charge \$1 for ride) and then out of zone (charge \$2 [Lincoln/Rangiora]). We also highlighted in yellow areas that we would love the route to go by as young people (refer to map 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?

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:

(Green-spaces discussion) Hagley Park because of the sports we play. People walk, run, walk their dogs and bike in Hagley nearly every day so we do need Hagley as one of our priorities. Botanical Gardens, Margaret Mahy Park, and the malls. Playgrounds such as Margaret Mahy benefits young people because we can have spaces to hang out.

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

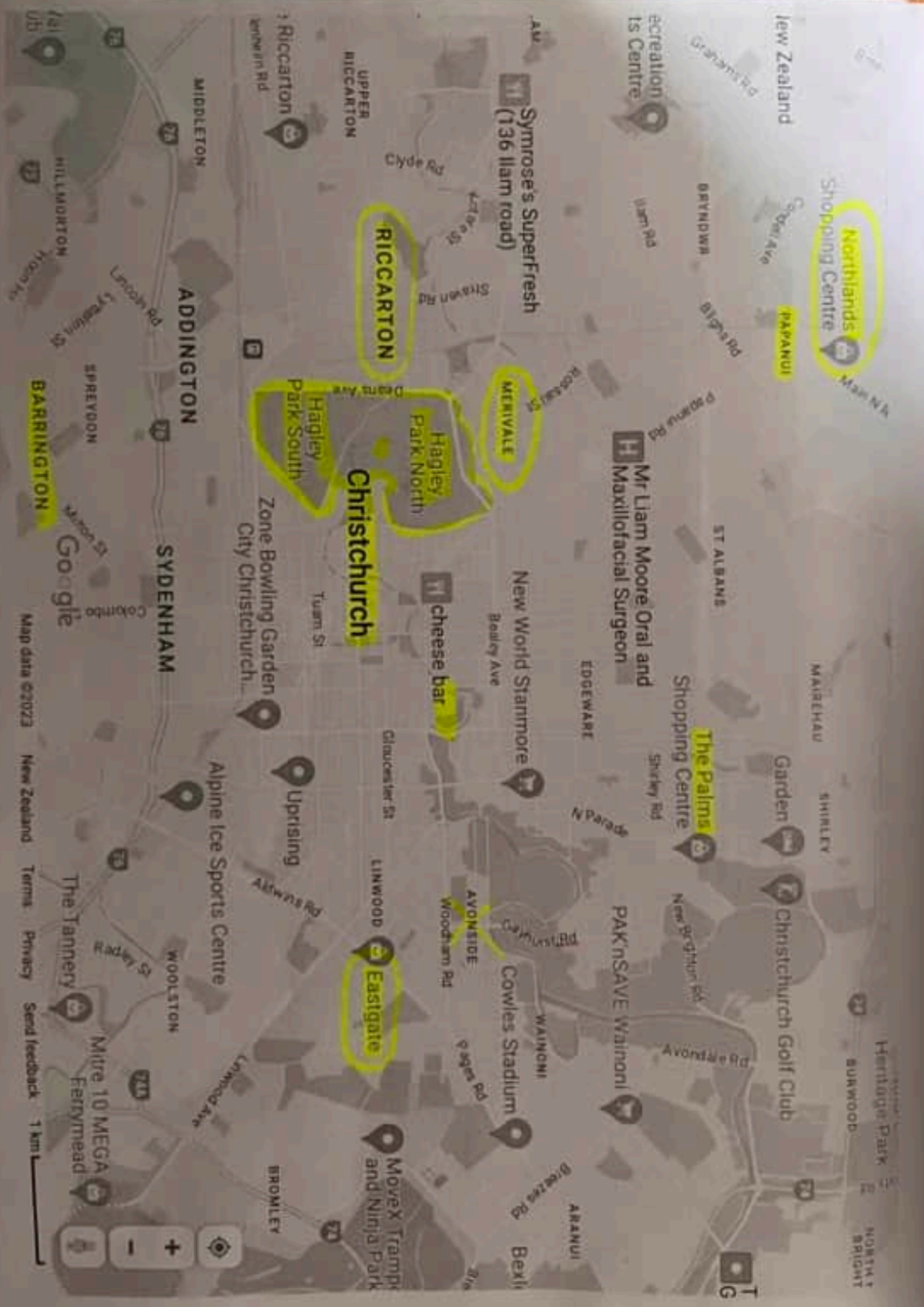
Why:

Priorities Spectrum (1 – Most Important to 6 – Priority but not as important); 1 (*Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places*) because we need to protect the land that has been stolen, 4 (*Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs*) although it's early to think about housing but getting prepared to move out of house is difficult with the inflation, 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*) feeling safe while commuting is so important for young teens of Christchurch, 2 (*Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change*) most young people feel unsafe in certain places so reducing risks would be important, 3 (*Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people*) having respect for the ancestors of Te Ao land is important to protect and nourish, being diverse for all cultures, 5 (*Provide space for businesses and the economy to prosper in a low carbon future*) this is a lot less important for young taurira to be worried about just yet, but it's still an important thing to be concerned about.

#### Attached Documents

File

CGHS Group 6







1

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

Unsure

Why:

The map is a bit confusing to comprehend, but I do agree that where there is higher density living, there needs to be really good public transport so that residents have access to traveling to places. Especially because generally in NZ people tend to have their own cars and use that as their main way of transportation. Therefore if we want to avoid traffic congestion and the need to have lots of carparks, it is vital that the public transport in these areas of high density is reliable and frequent.

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

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

Yes

Why:

Yes I do agree that it should be focused around urban centres because that would mean that the people that live there live in close proximity to town where the things they require (such as food shops, education, and work) are close by. If future development was instead focused away from the main urban centres, it would make it extremely difficult for the people living there to access the things they require in order to live a healthy lifestyle.

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 believe that the natural environment is crucial in order to sustain a healthy community. I love the idea of the green corridors, however I believe that more greenery and native natural environment such as urban forests need to be more in the central city. I live in Ilam and it is very difficult to be in nature since I generally have to travel to the Port Hills or the beach, however that takes about 50 minutes via bus. Having more urban forests such as Riccarton Bush would be extremely beneficial in terms of physical and mental health for the community.

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

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

Yes

Why:

Yes, cities around NZ have great green corridors such as the one in Palmerston North. It means that people can quickly access native bush without having to travel very far - it is just outside their back door. Palmerston North have green corridors in all of their new subdivisions which I think Christchurch needs in both their new and old subdivisions - I know I would have a much better mental wellbeing if I had access to native green corridors around the city - would also make it much more enjoyable if cycle ways were built right next to these green corridors.

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

(Click the image to open it in another window)



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

Yes

Why:

Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** Okirano **Last name:** Tilaia

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

GC2050 Facilitator - 4 students from Rolleston High School

**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:

In some areas in our city and some towns outside of the city, transport is a big problem because people are missing buses and local transport and being late to work school and other places. In some places transport can't be reached due to car and other thing. I think we should have more transport system to provide people a chance to get to places they need to go to. Key areas for the transport to pass by include Riccarton Mall (main area for youth to hang) and centre city (riverside, bus exchange etc), Attached are two maps - there is a yellow highlighted route and an orange one (for the central city); these are our ideal routes for the public transport system. The areas circled in green are important and key to us.

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

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

Yes

Why:

Urban Centres areas we identified that are already developed but are significant areas that youth hang out in are the central city and around Riccarton. Riverside, Little High, the shops around central Christchurch are recently developed but see lots of youth using the area. Riccarton Mall has a lot of youth, but the area could use some development. Hornby and New Brighton/East Christchurch have a large population of youth but not a lot of areas to cater for them. Upgraded and updated malls, parks, water areas could be beneficial for youth in these areas.

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

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

Yes

Why:

(Green-spaces Discussion) Avon River, Hagley Park, but there aren't as many natural areas in central city. Christchurch is an area where natural areas surround it (beach, mountains, Port Hill) rather than there being lots in the city. Areas like the lake by the airport, the beach are popular areas for the youth to hangout and areas that should be preserved/developed. We agree that more parks or green areas should be accessible in the central city. We think that besides the Avon river running past Riverside market and the Margaret Mahy Park, more nature can be implemented into the popular spots like Riccarton Mall, and the streets surrounding the mall as a major example. Perhaps prioritising a percentage of the city being filled with trees as a necessity when the city continues to be urbanised.

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

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

Yes

Why:

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

Partially

Why (please specify the Priority Area):

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

(Click the image to open it in another window)



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

Yes

Why:

We found it is difficult to value the priorities as these opportunities are intertwined and support each other. Opportunity number 3 (*Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people*) feels like a general priority that encompasses all the issues talked about in the other opportunities. We liked prioritising the environment and climate as we agreed that we can't plan for the future if there is no future. Opportunity number 3 (*Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people*) covers enhancing/protecting the environment, biculturalism, connectivity/accessibility to areas for people. The second opportunity (*Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change*) is also important.

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

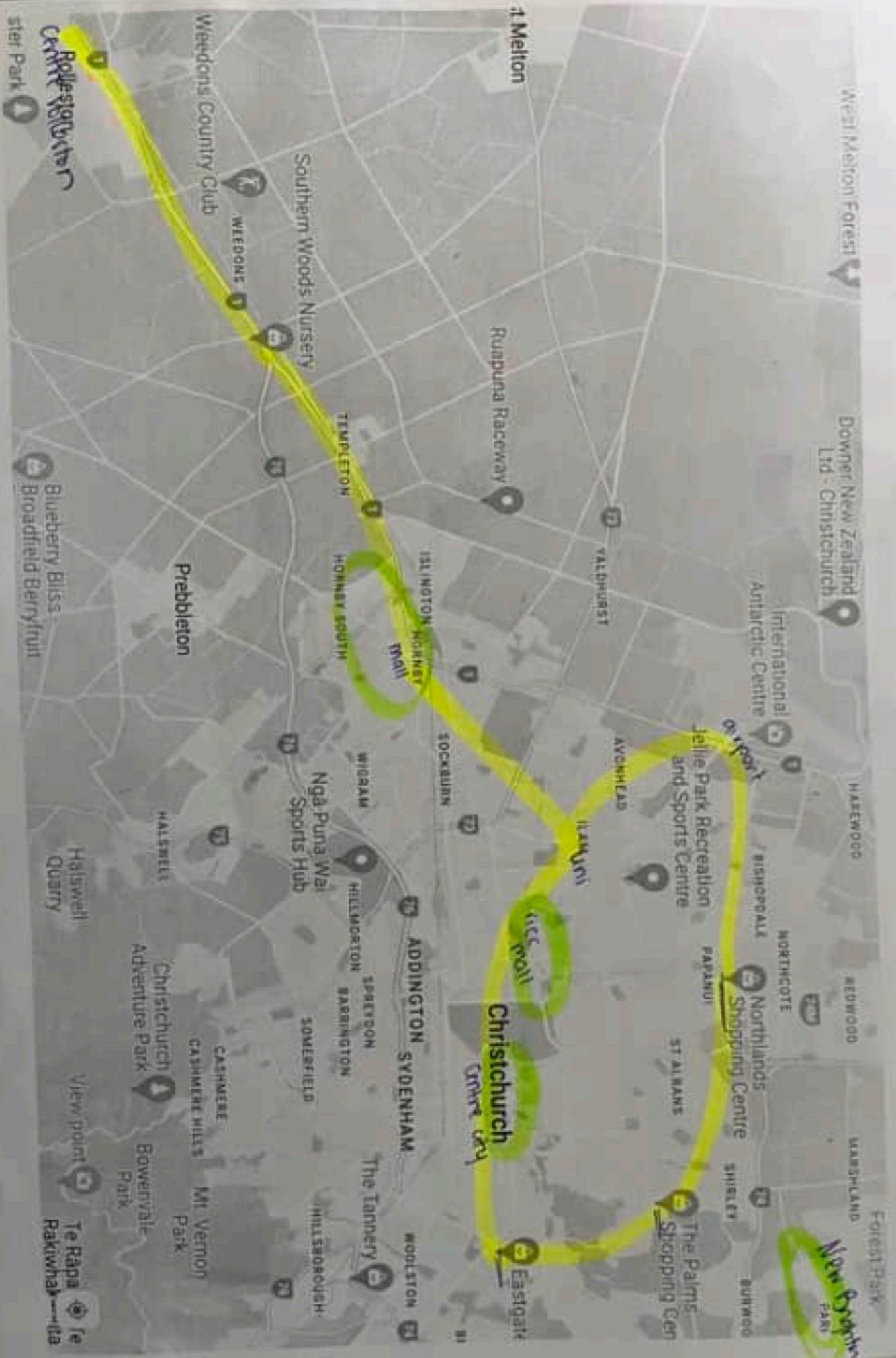
Note: From Rolleston High School, there are 4 separate group submissions which will be submitted separately through this online portal. Also that the group was a mix of genders (the online submission option can only choose one gender) as well as a mix of ethnicities.

#### Attached Documents

File

Rolleston Group 1





West Melton Forest

Downer New Zealand Ltd - Christchurch

HAREWOOD

REDWOOD

WASHLAND

Forest Park  
New Brighton Park

at Melton

ster Park

Rolleston

Weedons Country Club

Southern Woods Nursery

Ruapuna Raceway

TEMPLETON

HORNSEY SOUTH

ILLAM

Prebbleton

Blueberry Bliss  
Broadfield Berryfruit

WIRARUA

Nga Puna Wai Sports Hub

HALSWELL

Halswell Quarry

ADDINGTON

SYDENHAM

Christchurch

Christchurch Adventure Park

CASHMERE  
CASHMERE HILLS

BOWENVALE PARK

Mt Vernon Park

The Tinnery

HILLSBOROUGH

WOOLSTON

EASTGATE

View point

Te Rapa  
Rakiwha







1

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

Yes

Why:

(Refer to Map) Highlighted in orange on the map; his route is important because these are our hangout hotspots. We like to experience different places other than the typical mall. Areas that we highlighted as important for the MPTS were Hornby, Jellie Park, Papanui, St Albans, The Palms, Eastgate, Sydenham, Rolleston. We support the improved public transport system in general.

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:

(Refer to Map) These specific places are we can hang out and have fun in nature. The places that we chose are where we are most active and still manage to have fun. Places highlighted include Prebbleton, Halswell, Christchurch Adventure Park, Cashmere hills, Bowenvale Park, Mt Venon Park, Forest Park, and West Melton Forest.

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

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

Yes

Why:

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

Partially

Why (please specify the Priority Area):

Priority Development Areas: These places are important to us because that's where we associate ourselves with. In these places we attend church go shopping, train, and do many more activities. (Highlighted in yellow on the map – Melton, Rolleston, Lincoln Church, Woolsten, Avonhead, Riccarton, and Linwood).

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 chose the second opportunity because we believe that reducing and managing the risks is one of the first things that should be taken care of. Order of opportunities from most important to least important: 2 (*Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change*), 4 (*Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs*), 3 (*Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people*), 5 (*Provide space for businesses and the economy to prosper in a low carbon future*), 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*), 1 (*Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places*).

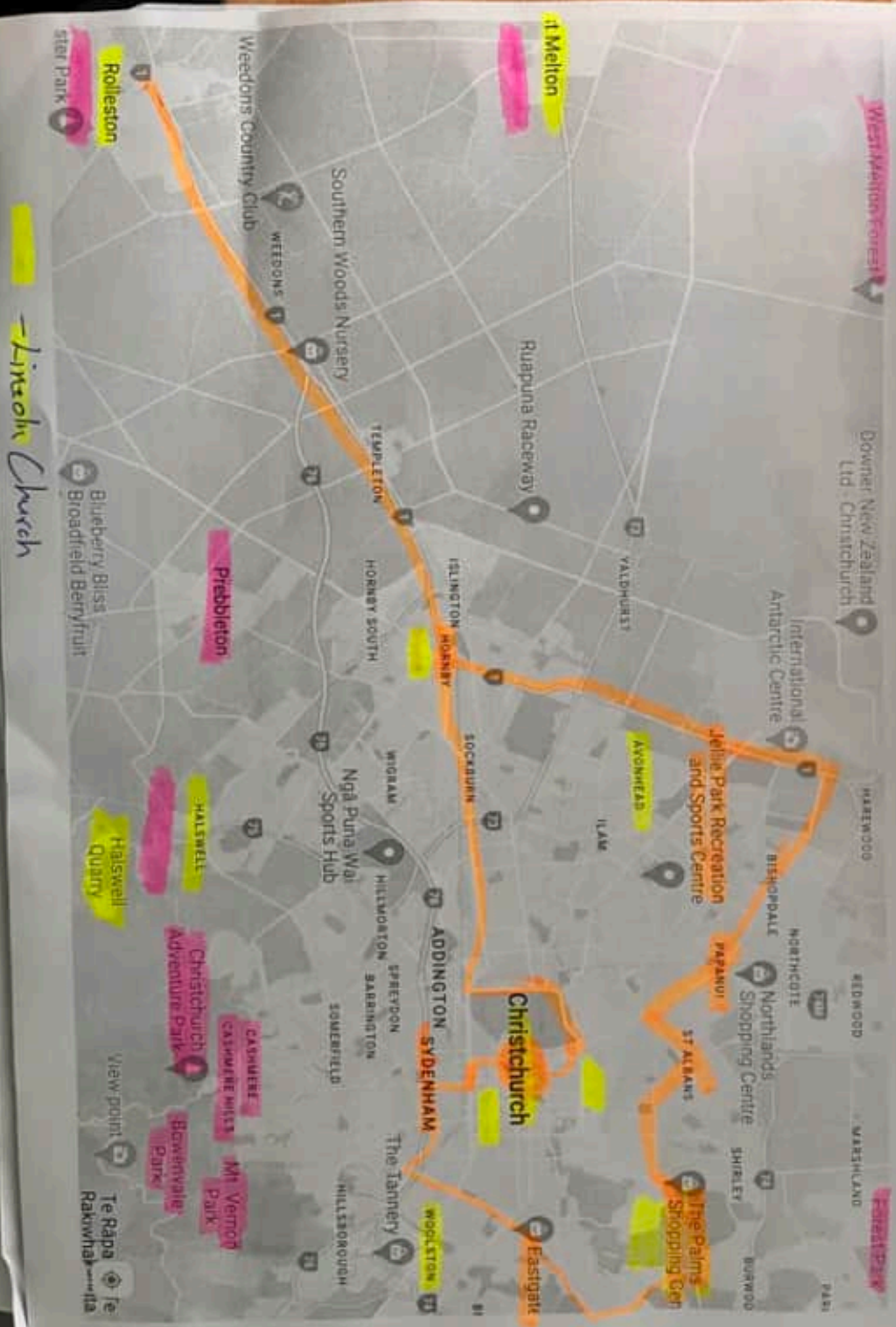
1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

Note: From Rolleston High School, there are 4 separate group submissions which will be submitted separately through this online portal. Also that the group was a mix of genders (the online submission option can only choose one gender) as well as a mix of ethnicities.

#### Attached Documents

File

Rolleston Group 3



-Linzehn Church

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** Paul **Last name:** Hill

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

osokind

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

osokind

**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:

I do not want to live in a community that looks and feels like a ghetto. Having lived in England and experienced this style of living it is something that no person would choose to do if they were given the try free option of open living and freedom that we grew up with and value so much.

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 what any community would aspire to be or have. experience shows the denser we live, the more people in a defined area the less each person knows or cares about their neighbour.

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:

from my reading of this spatial plan, my discussions with friends and the wider community this all seems to be a predetermined agenda that is being rolled out globally. Today, we have poisonous substances added to our drinking water under the pretense of sanitization, we have traffic calming measures to inconvenience traffic flow, create extra noise and disrupt living in a city. I like living in region that already has abundance of natural environments. This spatial plan seems to be based on projected population growth of a few years ago. Today we have a death rate the is at least 10% above the yearly average and infertility problems in our adults that when combined suggest there will be population decline not growth.

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:

Your description of a buffer zone is vague but beautiful. IT could equally be bad and detrimental to open and free living. It could be a Boarder that protects and area and restricts movement.

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):

this seems to deliver on initiatives happening globally and are based on population growth. New Zealand Like Australia, America, the UK and most other western countries is in population decline. The premise that the world is over populated is false and there is actually significant land here in NZ to accommodate more people with out building ghetto cities like we see happening around the world. a global population of 8.05 billion, would fill the land area of NZ and provide every man or woman 33 square meters of land each. There is no need for such urgency and creation of mechanisms to confiscate land for international corporations to build ghetto cities. my research into climate change suggests that the information that the council is using is not correct. Analysis of water levels, temperatures and historical events suggest that we are actually trending similar to how we have always been and if anything we are cooling more thea warming.

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:

Your plan sounds wonderful i=on first read but it is so light in detail and facts that what gets delivered could, and I suggest would be a terrible place to live. Much of this plan contains leading questions and vague statements and does not understand or reflect what has happened in the past with similar initiatives around the world. all such cities end up as ghettos that increase loneliness, crime, poor mental health.

The disabled become prisoners in their towers or in the gutter, families get separated by suburbs, services denied or not available when and where needed, etc.

Humans are not animals that want to be caged into a city. It will suit some for a while, but not everyone in the long term.

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

Many people in Christchurch know about the Resilient Cities agenda, the Rothchild and World Economic Forum agenda to design and create 15 minute cities. We see it in Oxford and Birmingham in the UK, and other cities. The amount of digital surveillance required to manages such infrastructure can then easily be used to monitor every man, woman and child. The majority of any city is made up of good honest people and this journey to a "Greater Christchurch" proposed and being facilitated is truly the opposite of what any free person would want.

#### Attached Documents

File
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No records to display.



## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** Harriet **Last name:** Riley

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

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

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

### Feedback

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

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

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



1

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

Yes

Why:

I love the green belt idea, like Wellington where I previously lived for 12 years. The green belt also provided an amazing opportunity to have wildlife connected so closely to the city centre and the native birds were amazing. During lockdowns the green belt provide an amazing respite in nature for many people on their daily walks and I could see this being of benefit in Christchurch too.

A green belt would free us from the urban sprawl that has locked Christchurch into high-emissions car dependency over the past few decades. I can't believe how reliant everyone here is on their cars when I lived very easily in Wellington for many years without a car at all. A green belt would also help with regulating urban temperatures during heatwaves, and absorbing flooding.

I also support public transport to Lyttelton, because it would provide the community there with options for low-carbon transport options into the city.

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

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

Yes

Why:

Absolutely!

We need denser housing to prevent urban sprawl and to reduce our transport pollution. Denser housing is one of the most cost-effective ways of reducing emissions, because it reduces the amount of roading/concrete/infrastructure that needs to be laid down to service sparsely populated suburbs, and reduces the transport emissions of everyone that lives in the area. It means more foot traffic, greater community connection and less reliance on cars!

Densely populated urban centres are crucial, and it is something I absolutely want to see more of in Christchurch and look forward to seeing 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?

Yes

Why:

Yes absolutely, I think it's a bloody great idea and has my full support behind it.

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

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

Yes

Why:

Absolutely, couldn't agree more, there are so many benefits of doing this. If anything I'd like to see the green belt tighter and closer to the current city centre and developed areas. It feels like we already have a lot of gaps and spaces in our city and I'd like to see a bit of pressure created to fill them in and closing the gaps efficiently to create the density that we need for a thriving city centre.

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):

I'm not sure, I don't know enough about these or what it might 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?

Yes

Why:

I strongly support the focus on protecting heritage areas and areas of significance for tangata whenua.

I'd like to see more focus on sustainable transport options and disincentivizing private car use for short journeys so we can actively work to reduce the city's emissions.

Attached Documents

File

File

No records to display.

## Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 20/07/2023

**First name:** Christine **Last name:** Hetherington

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

Summerset Group Holdings 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.

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

## Attached Documents

File
C16081E_FINAL_LODGED_Submission_Draft_Greater_Chch_Spatial_Plan 20230720

## SUBMISSION ON DRAFT GREATER CHRISTCHURCH SPATIAL PLAN

**TO:** Whakawhanake Kāinga Komiti (**Urban Growth Partnership for Greater Christchurch**)

**SUBMITTER:** Summerset Group Holdings Limited ("**Summerset**")

**SUBMISSION ON:** Draft Greater Christchurch Spatial Plan ("**DGCSP**")

### Summary

1. Summerset is one of New Zealand's leading and fastest growing retirement village operators, with more than 7,400 residents living in our village communities. Summerset offers a range of independent living options and care, meaning that as the residents' needs change, they have support and options within the village. Summerset has 39 villages which are either completed or in development and a further 11 greenfield sites, spanning from Whangārei to Dunedin, and employs over 2,400 staff members across its various sites.
2. Summerset welcomes the opportunity to submit on the DGCSP, which proposes changes to the vision for how and where the greater Christchurch area is to grow over the next 30 years and beyond, to achieve the best outcomes for the region. Summerset is actively involved in land development (including resource consent and private plan change processes) across the Greater Christchurch area in relation to the development of high quality, comprehensive care retirement villages, which provide a range of living options for the elderly. Summerset currently operates 4 villages within the Greater Christchurch area (Prebbleton, Avonhead, Wigram and Cavendish) with an additional village consented and currently under construction (Rangiora). Summerset is also actively considering other potential site options. The average site size for these villages is approximately 6 hectares however more recent site purchases have been trending up and new sites are closer to 10 hectares in size.
3. In its current form, the DGCSP:
  - (a) does not fully recognise or properly provide for retirement living options (in greenfield, brownfield and intensification scenarios);
  - (b) applies overly blunt principles as 'opportunities' in a manner which is inconsistent with the provisions of current legislation and policy documents;
  - (c) places too much reliance on intensification anticipated to be enabled through Plan Change 14 ("**PC14**") to the Christchurch District Plan, and other plan changes currently under consideration by Waimakariri and Selwyn District Councils, to provide for that capacity, despite these still being in their infancy. The outcomes of

these process are yet to be determined and are not aimed at the full range of housing choices that the community needs; and

- (d) does not provide for well-functioning urban environments by failing to adequately consider the significant opportunities that greenfield development can provide for master planned, well-integrated development that requires larger land areas than are available within the existing urban framework.

### **Key Statutory Requirements**

4. The draft Spatial Plan has been prepared under the Urban Growth Agenda, a central government programme to improve co ordination between central government, local government and mana whenua in high growth urban areas. Relevant national direction includes the National Policy Statement on Urban Development, Government Policy Statement on Housing and Urban Development, Government Policy Statement on Land Transport, the Emissions Reduction Plan, and other national policy statements relating to highly productive land and freshwater management.
5. The draft Spatial Plan satisfies the requirement of a future development strategy (FDS) under the National Policy Statement on Urban Development.
6. The NPS-UD sets out a prescriptive criterion of sources of information that must be considered in informing any FDS. This includes:
  - (a) the most recent applicable Housing and Business Development Capacity Assessment ("**HBA**");
  - (b) consideration of different spatial scenarios for achieving the purposes of the FDS;
  - (c) relevant long-term plans;
  - (d) infrastructure strategies or any other relevant plan or strategy;
  - (e) the feedback received from this consultation;
  - (f) every National Policy Statement; and
  - (g) any other relevant national policy required or issued under legislation.<sup>1</sup>
7. Once an FDS is prepared, the Council will be required to have regard to it when preparing or changing RMA planning documents.<sup>2</sup> On that basis it has the potential to significantly influence RMA decision making processes.

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<sup>1</sup> NPS-UD, clause 3.14.

<sup>2</sup> NPS-UD, clause 3.17.

8. The Plan set outs how well functioning urban environments will be achieved, and how sufficient housing and business development capacity will be provided to meet expected demand over the next 30 years. Summerset has a particular interest in the aspects of the Plan relating to well – functioning urban environments – in particular those which:

- *Have or enable a variety of homes that meet the needs, in terms of type, price and location of different households; and*
- *Have good accessibility for all people between housing, jobs, community services, natural spaces and open spaces, including by way of public or active transport; and*
- *Support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and*
- *Support reductions in greenhouse gas emissions; and*
- *Are resilient to the likely current and future effects of climate change. (p23)*

#### **Providing for Sufficient Development Capacity**

9. As mentioned above, the DGCSP is required to set out how the Council intends to provide at least sufficient development capacity (as required under the NPS-UD) over the next 30 years. In order to be considered as *sufficient* development capacity, under the NPS-UD, development capacity must be plan enabled, infrastructure ready, feasible and reasonably expected to be realised (or for business land, suitable to meet the demands of different business sectors) and meet the expected demand plus the appropriate competitiveness margin.<sup>3</sup>

10. The DGCSP estimates that if Greater Christchurch was to grow at the rate seen over the last 15 years, then it could reach a population of 700,000 within the next 25 to 30 years, and one million within the next 60 years, doubling the size of today's population (p26).

11. The document states that '*meeting the projected demand for housing over the next 30 years is not a major issue for Greater Christchurch. This is particularly with additional greenfield areas being recently rezoned through private plan changes, and further intensification enabled across the city region as required by the National Policy Statement on Urban Development and Resource Management (Enabling Housing Supply and Other Matters) Amendment Act. In addition to these recent rezonings, greenfield areas are also being considered through rezoning submissions on the Selwyn and Waimakariri District Plan Review processes – the outcomes of which are yet to be determined*'.

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<sup>3</sup> NPS-UD, clause 3.2(2) and 3.3(2).



12. Longer term shortfalls are stated to be met by exploring the feasibility of intensification and the 'unlocking' of identified priority areas. Summerset considers that the DGCSP:

- (i) Fails to adequately consider and provide for the needs and housing demand of elderly persons and an ageing population;
- (ii) Places an overwhelming reliance on meeting stated demand capacity through intensification (particularly that in close proximity to identified centres and public transportation corridors), including that proposed to be rezoned through plan changes currently being processed by Selwyn, Waimakariri and Christchurch City Councils (the outcomes of which have not yet been determined);

Summerset considers that sufficient consideration has not been given to enabling for the future development of greenfield sites in the circumstances where these are necessary to meet the growth and choice needs of the community; and

- (iii) Fails to address the demand for specific types of development capacity to meet the range of different housing choices needed, including specific provision for retirement villages in greenfield areas.

#### **Provision for Greenfield Development**

13. The DGCSP provides for greenfield development to the extent that '*housing capacity must achieve and not undermine other directions and principles. To achieve this, successful future greenfield development needs to:*

- i. Be well connected with employment, services and leisure through public and active transport networks; and*
- ii. Be integrated with existing urban areas; and*
- iii. Meet a need identified by the latest Housing and Business Development Capacity Assessment; and*
- iv. Be at the right scale, density and location to minimise impact on highly productive land and existing permitted or consented primary production activities (p72).*

14. Summerset supports the continued recognition of the need for greenfield development. However, clause iv, combined with the identified areas to 'protect, avoid and enhance' in Part 1 of the Plan, effectively limits land use activities requiring larger areas of land and restricts large swathes of the Greater Christchurch area from further development.

15. Map 2 of the Strategy provides a visual presentation of the strategy for the 30+ years scenario (ie 1 million people). This, combined with Map 5 (areas to protect and avoid) visually depicts limitations on the areas available for greenfield development should the Plan be adopted.
16. Summerset acknowledges the need to 'protect, avoid and enhance' areas in accordance with existing statutory requirements. However, it considers that the manner in which these 'instruments' are proposed to be applied are blunt and do not recognise the nuances of the various values/ features. On face value these effectively 'lock up' areas from development without acknowledging the provisions of current legislation which provide for and enable appropriate development within these areas in certain circumstances. The result of this is evident in Map 5 which is a graphic representation of the cumulative layering of these constraints. This covers large swathes of the Greater Christchurch Area.
17. Summerset considers that 'blunt' instruments have been utilised in relation to matters such as:

- Direction 2.1 (057): *Focus and incentivise growth in areas free from significant risks from natural hazards*. The Plan distinguishes between areas subject to natural hazard risks (map 7) and areas subject to negotiable natural hazard risks (Map 8).

Summerset is supportive of the approach to generally avoid areas of high natural hazard risk and the distinction between these and areas of 'negotiable natural hazard risk'. There are a range of existing incentives on landowners and developers to ensure that any future development occurs in a way that appropriately manages such risks.

In developing its approach to managing development in areas subject to hazards, the Council must consider other incentives on developers to build high-quality developments that address, manage, and mitigate hazards, for example, more stringent building standards needing to be met for obtaining building consent, or insurance. Further work on a consistent, national approach to managing development in hazard risk areas, and managed retreat, is also expected to occur through the new Climate Change Adaptation Act.

- The protection of strategic infrastructure. Strategic infrastructure identified on Map 9 includes land within the 50 and 55 dBA 'noise control zones', special purpose infrastructure zones, port operations and port influence, local and national grid power lines, and State Highway and road corridors.

Text associated with Map 9 refers to the 'avoidance' of urban development 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'. Current legislation does not provide for the outright 'protection' of strategic infrastructure nor direct urban development to 'avoid' such areas. Summerset considers that this is an overly generic way of approaching this matter and does not reflect the ability to mitigate the effects of development through mechanisms such as noise insulation and careful site planning.

Further, the reference to 'potential for upgrades' of such infrastructure provides no certainty as to the associated implications of this 'opportunity'. Summerset reserves the right to comment on such matters, including any revisions of the air noise contours identified in the DGCSP.

Summerset considers that a high-level assessment of strategic infrastructure within the region, and its associated requirements in the short, medium and long term, should be undertaken and made available to the public prior to the Greater Christchurch Spatial Plan becoming operative. This would provide the public with an opportunity to have visibility over this matter and enable a more informed assessment of the potential implications of such.

- Direction 3.1: '*avoid development in areas with significant natural values*' (p61). Map 10 identifies a number of environment areas and features. This mapping appears to include includes all water bodies (Including stormwater basins), protected places, landscape and features, open space zones and significant landscapes (which includes areas of ecological significance and significant rural landscapes). It is stated that 'it is important that any possible encroachment of development on these areas is avoided or involves early engagement and agreement with mana whenua'.

Summerset does not consider that this approach is consistent with the provisions of existing national policy direction. For example

- Part II of the RMA makes provision for the protection of outstanding natural features and landscapes from inappropriate subdivision use, and development' (Section 6(b)).
- The NPS – FW refers to the 'significant values of outstanding water bodies are protected' (Policy 8)
- Section 3.24 of the NPS- FW provides that regional councils must include rules in a plan such that the loss of river extent and values is avoided unless the Council is satisfied that (i) there is a functional need for an activity in that location; and (ii) the effects of the activity are managed by applying the effects management hierarchy, and

- The NES – FW (2022) provides for vegetation clearance and earthworks or land disturbance within or within a 10m setback from a natural inland wetland as a restricted discretionary activity if it is for the purpose of urban development (Clause 45C (1) and (2));
- Direction 3.4: *'protect highly productive land for food production'* (p61). Policy 5 of the NPS- HL states that the 'urban zoning of highly productive land is avoided, except as provided for in this National Policy Statement'. Similarly, Policy 8 states that 'highly productive land is protected from inappropriate subdivision, use and development'.

Summerset is concerned that proposed direction 3.4 of the DGCSP, in conjunction with the 'exploration' of a green belt around urban areas (3.5, p61), will significantly restrict any land development outside the current urban area boundaries.

- Direction 3.2 *'prioritise the health and wellbeing of water bodies'*. Summerset has a concern that the stated protection of the groundwater protection zone is again a blunt statement which does not acknowledge mechanisms/instruments available to prevent contamination of groundwater.

18. Summerset generally supports the acknowledgement that '*... the intensification focus needs to be combined with continuing to provide for some greenfield areas in appropriate locations*' (p70), however Summerset considers that this wording should be strengthened to refer to the provision of 'sufficient' greenfield areas. Further, Summerset considers that more detailed consideration should be given to the identification of additional priority areas specifically to provide for the necessary range of housing typologies, and as based on the points raised in this submission.

19. Significant benefits can be provided from greenfield development, including:

- opportunities for integrated, master-planned developments that better utilise land for open space and community areas, active transport modes, and other engineering; and
- provision of a greater variety of housing choices to meet the needs of the communities. For example, the housing needs of the elderly, those with disabilities, and young families are each going to be very different.

### **Demand for Specific Types of Development Capacity – Diverse and Affordable Housing**

20. Summerset broadly supports the intention of the DGCSP to enable diverse and affordable housing within the Greater Christchurch area 'in locations that support thriving neighbourhoods that provide for people's day- to – day needs' (Opportunity 4).

21. Summerset's primary concern with this aspect of the DGCSP is that the demand for aged persons housing has not been sufficiently recognised, assessed nor addressed in the Plan.
22. The Greater Christchurch Housing Development Capacity Assessment (March 2023<sup>4</sup>) makes limited reference to retirement villages. An analysis of plan enabled theoretical and expected capacity for Christchurch City notes that '*Retirement villages are permitted activities throughout the Residential Suburban Zone and could also increase the total theoretical capacity, however more detailed analysis work is required to understand and identify future potential retirement village locations and significance on capacity. Therefore, retirement villages are currently excluded from the capacity assessment density calculation*' (p47). Notes on meetings with developers in Selwyn District contained in this document make reference to feedback received that there is a growing demand for retirement [f]or lifestyle villages, which presents housing choice and a general trend observed of wanting to live closer to family since 2019 (p16).
23. Further, the commercial feasible capacity information contained does not assess the feasibility of retirement care, government (Kainga Ora), community providers and private builds (p76). Summerset considers that the modelling and associated demand capacity for retirement living options within the Greater Christchurch area has not been fully considered. Additionally, any assessment should distinguish between *comprehensive care* retirement villages and *lifestyle* villages. Comprehensive care retirement villages provide residential aged care on site (the provision of which in New Zealand is currently at a crisis point). These are required to be developed at a sufficient scale [in terms of both resident numbers and site areas] to be viable, which is not readily achievable in many brownfield areas.
24. The DGCSP does not sufficiently recognise the nuances associated with aged care (in particular retirement village living). Figure 10 clearly identifies a projected increase in persons aged 65 and over in the period 2018 – 2073. However, the associated commentary refers to an aging population only in the context of intensification: '*Greater intensification around centres and along public transport routes will help provide a range of dwelling types to meet the changing demand profile in Greater Christchurch, particularly from an aging population. This includes providing for the projected higher demand for smaller, more affordable units*' (p70). The stated move towards medium and higher density housing needs to consider the way in which retirement villages fit into the spectrum of housing choices available and the need for substantial land areas to develop comprehensive care retirement villages.
25. The housing typologies by density outlined in Figure 11 do not recognise the nuances of the requirements of comprehensive care retirement villages, which typically require large sites with a low-density appearance (but with a higher population density). Further, the typologies

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This is the most recent applicable HBDCA included as a background document for the DGCSP.

do not recognise the health and transportation needs and mobility restrictions of residents of these villages.



26. Summerset is concerned that the DGCSP has inadequately considered the needs of elderly persons or the type of housing demand that elderly persons have, and therefore has not adequately provided for housing that will meet their needs in the future. The DGCSP does not explicitly indicate that these housing typologies have different land requirements and locational attributes from other more 'typical' residential housing or even lifestyle retirement villages. Forcing retirement villages to align with other housing typologies will not enable such activities.

### Infrastructure Funding Constraints

27. Under the NPS-UD, development capacity is considered infrastructure ready if:
- in relation to the short term, there is adequate existing development infrastructure to support the development of land;
  - in relation to the medium term, there is adequate existing development infrastructure available to support the development of land or funding for that adequate development infrastructure has been identified in the long-term plan; and

- (c) in relation to the long term, funding for adequate development infrastructure has been identified in the long-term plan, or the development infrastructure to support the development capacity is identified in the Council's infrastructure strategy.
28. Summerset acknowledges that infrastructure investment is a complex challenge that requires a good understanding of development needs in the short, medium and long term. However, while often new greenfield developments have higher infrastructure costs upfront in the short term, which are then paid for over time through development contributions, it can provide more significant and cost-effective benefits over the longer term.
29. In many cases, brownfield development can be subject to the same, or more significant infrastructure constraints. Many brownfield areas are already over-capacity, which may impact their feasibility for future upgrades (and therefore, tying into the development capacity of an area), and these should all be factors that urge Council to exercise more nuanced decision-making in relation to infrastructure investment. The end result of such an approach of favouring infill development (as proposed under the DGCSP), may again lead to perverse outcomes from an infrastructure perspective, whereby old assets are attempted to be upgraded solely to try and keep up with capacity only to be at the mercy of what is an aging asset. A balanced and nuanced approach better serves growing cities.
30. The DGCSP does prioritise some areas for development over the life of the Plan, primarily the priority areas identified in Map 4. The timing of this is stated 'to be determined'. Summerset considers that this lack of certainty provides a hinderance to the identification of potential development options within the Greater Christchurch area.

### **Plan Review**

31. The DGCSP is intended to be reviewed every 5 years. Summerset supports such a review, however, considers that this should also be tied into a review of the relevant District and Regional planning documents (whatever the future form of these may be); and that the timing of the review and updating of the joint work programme should, at a minimum, coincide with such. The DGCSP should also be explicitly integrated with the Long Term Plans for the three Councils (to enable infrastructure provision) and with any Council based planning on infrastructure and open space provision.

### **Relief Sought**

32. Summerset seeks that the DGCSP:
- (a) recognises and makes adequate provision for the needs of, and lifestyle options sought by, an aged and ageing population;
- (b) provides for a nuanced and effects-based approach to:

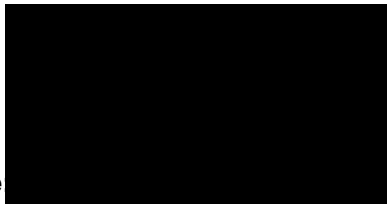
- (i) identified 'areas to protect, avoid and enhance';
- (ii) infrastructure constraints; and
- (iii) other development constraints noted in the DGCSP;

which enables development in a manner consistent with existing legislative and policy requirements;

- (c) provides for the recognition of additional greenfield priority growth areas to ensure adequate provision is made for varying demands and needs of all aspects of the population, including comprehensive care requirements for aged persons;
- (d) otherwise ensures that appropriate greenfield development capacity is enabled, particularly for master planned comprehensive care retirement villages that cater for the housing needs of an aged and ageing population.

33. Summerset would be open to engaging further with the Greater Christchurch Partnership on the matters raised in this submission. Given the status of this Plan in influencing the future strategic direction of development in the Greater Christchurch area, Summerset considers that public hearings on this Plan should be held. Summerset would like the opportunity to present evidence at any such hearings.

**Signature**



**Oliver Boyd**, National Development Manager

For, and on behalf of, Summerset Group Holdings Limited

**Dated:** 20 July 2023



## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** Tuan **Last name:** Truong

**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 prefer a loop for Mass Transit Network. It means replacing Belfast station with one station at Airport

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

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

Yes

Why:

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

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

Yes

Why:

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

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

Yes

Why:

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

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

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

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

Yes

Why (please specify the Priority Area):

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

(Click the image to open it in another window)





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

Yes

Why:

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 20/07/2023

**First name:** Maurice **Last name:** Dale

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

Ara Poutama Aotearoa Department of Corrections

**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
Ara Poutama Submission on Greater Christchurch Spatial Plan




**ARA POUTAMA AOTEAROA THE DEPARTMENT OF CORRECTIONS:  
SUBMISSION ON THE DRAFT GREATER  
CHRISTCHURCH SPATIAL PLAN**

**To:** Greater Christchurch Spatial Plan Consultation  
Greater Christchurch Partnership  
P O Box 73014  
Christchurch 8154

Email: [huihuimai@greaterchristchurch.org.nz](mailto:huihuimai@greaterchristchurch.org.nz)

**From:** Ara Poutama Aotearoa the Department of Corrections  
Private Box 1206  
Wellington 6140

Attention: Andrea Millar – Manager, Resource Management and Land Management  


Ara Poutama Aotearoa the Department of Corrections (**Ara Poutama**) appreciates the opportunity to submit on the Draft Greater Christchurch Spatial Plan (**Spatial Plan**).

Ara Poutama's submission is provided in the **attached** document.

Ara Poutama welcomes the opportunity to discuss the matters raised further with the partnership.

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**Andrea Millar – Manager, Resource Management and Land Management**

For and on behalf of Ara Poutama Aotearoa, the Department of Corrections

Dated this 20<sup>th</sup> day of July 2023

## Introduction: Ara Poutama's Role

Ara Poutama is responsible under the Corrections Act 2004 for enforcing sentences and orders of the criminal court and the New Zealand parole board. In meeting this responsibility, Ara Poutama establishes and operates custodial and non-custodial corrections facilities, monitors people in the care of the Ara Poutama serving their sentences in the community, and provides residential accommodation to assist people with their rehabilitation, transition and reintegration back into the community.

Within Greater Christchurch, Ara Poutama operates existing custodial and non-custodial community corrections assets and residential accommodation facilities.

## Custodial Corrections Sites

### Background

Custodial corrections facilities include prisons and detentions facilities and may also include non-custodial transitional accommodation (i.e. on a custodial facility site) for people with high and complex needs, who have completed a prison sentence and are being supported and prepared for reintegration and transition back into the community. Non-custodial rehabilitation activities and programmes may also occur on-site.

Three prison facilities are located within Greater Christchurch:

- Christchurch Mens Prison and Christchurch Womens Prison located on a shared 805ha site at 555 West Coast Road, Templeton, and designated for prison purposes in the Christchurch District Plan.
- Rolleston Prison located on a 63ha site at Runners Road, Rolleston, and designated for prison purposes in the Operative and Proposed Selwyn District Plans.

### Feedback

The Spatial Plan includes the following key direction relevant to the provision of strategic infrastructure:

- *Direction 5.3 provision of strategic infrastructure that is resilient, efficient, and meets the needs of a modern society and economy.*

Ara Poutama considers the three prisons are *strategic infrastructure*<sup>1</sup> and deliver critical social and cultural services and benefits for people and communities. Ara Poutama therefore requests that the prisons should be specifically recognised as strategic infrastructure in the Spatial Plan, including identification of the prisons on Map 9.

Ara Poutama considers it is important that the continued operation, upgrading, and expansion of the prisons is provided for and that they are protected from potentially incompatible land uses establishing around them. Ara Poutama does not support any intensive residential development or heavy industrial development near the prison sites as this could pose a security risk to their operation, and generate effects (noise, odour etc) that would not support the health and wellbeing, and rehabilitation of people in Ara Poutama's care. Ara Poutama therefore requests that direction 5.3 be amended to read as follows, and the prisons be identified on Map 5 as areas to protect and avoid:

*Direction 5.3 provision of strategic infrastructure that is resilient, efficient, and meets the needs of a modern society and economy and is protected from incompatible activities.*

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<sup>1</sup> As per the definition of strategic infrastructure in the Canterbury Regional Policy Statement.

The spatial strategy depicted on Map 2 and described in the Spatial Plan mostly indicates that no new future development areas are proposed in and around the existing prison sites, which is supported by Ara Poutama. New or expanded industrial areas are however indicated to the northwest of Rolleston near Rolleston prison. Development of this area for heavy industrial activities and resulting increased heavy vehicle traffic using State Highway 1 and Walkers Road past the prison could lead to increased nuisance effects (e.g. noise, odour) that would be detrimental to the health and wellbeing of the people in Ara Poutama's care.

Ara Poutama's preference is that further industrial development is not located in this area and considers this would best support the achievement of direction 5.3 of the Spatial Plan above. However, if this area is proposed for future development, Ara Poutama requests that the Greater Christchurch Partnership agencies engage with Ara Poutama as part of all its future planning processes to ensure its operational needs are suitably provided for.

## Non-Custodial Community Corrections Sites

### Background

Non-custodial community corrections sites include service centres and community work facilities and are essential social infrastructure. There are more than 100 non-custodial community corrections sites nationwide, which monitor and support people managed by Ara Poutama in the community<sup>2</sup>. Non-custodial services and their associated infrastructure play a valuable role in reducing reoffending. Community work helps offenders learn vital skills and to give back to their community, and in return the community benefits from improved amenities. Ara Poutama considers that its services enable people and communities to provide for their social and cultural well-being and for their health and safety, and therefore those activities and services contribute to the sustainable management purpose of the Resource Management Act 1991 (RMA).

The service centres provide for probation, rehabilitation and reintegration services. Offenders report to probation officers as required by the courts or as conditions of parole. Ara Poutama's staff use service centres to undertake assessments and compile reports for the courts, police and probation officers. Service centres may also be used as administrative bases for staff involved in community-based activities or used as a place for therapeutic services (e.g. psychological assessments and rehabilitation programmes). The overall activity is effectively one of an office where the generic activities involved are meetings and workshop type sessions, activities which are common in other office environments.

In addition to these service centres, Ara Poutama operates community work facilities. Community work is a sentence where offenders are required to undertake unpaid work for non-profit organisations and community projects. Offenders will report to a community work facility where they subsequently travel to their community work project under the supervision of a Community Work Supervisor. The community work facilities can be large sites with yard-based activities and large equipment and/or vehicle storage. Service centres and community work facilities may also be co-located on the same site.

Community corrections sites support offenders living in that community. Ara Poutama therefore looks to locate its sites in areas accessible to offenders, and near other supporting government agencies. Commonly, sites are therefore located in commercial or business areas, but may also be located in industrial areas, where large lots and accessibility suit the yard-based nature of some community work operations. As community corrections facilities are not sensitive to the effects of an industrial environment (e.g. noise, high traffic movements, etc), they are not prone to reverse sensitivity.

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<sup>2</sup> Approximately three-quarters of people managed by Ara Poutama are in the community. As at 30 June 2021, there were approximately 29,000 people serving just under 35,000 sentences and orders in the community.

Ara Poutama operates the following non-custodial community corrections sites within Greater Christchurch:

- Rangiora Community Corrections, 81 Ivory Street, Rangiora.
- Winston Avenue Community Corrections, 16 Winston Avenue, Papanui.
- Rāwhiti Community Corrections, 296 Breezes Road, Aranui.
- Ensors Road Community Corrections, 111 Ensors Road, Waltham.
- Annex Road Community Corrections, 209 Annex Road, Middleton.

## Feedback

The Spatial Plan includes the following key directions relevant to the provision of non-custodial corrections activities:

- *Direction 4.5 Deliver thriving neighbourhoods with quality developments and supporting community infrastructure.*
- *Direction 5.2 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.*

The Spatial Plan further recognises that it is important to have neighbourhood meeting places, and community facilities and services, that support the needs of individuals and whanau, and which keep up with growth and adapt to the particular needs of each community.

Ara Poutama is supportive of the directions of the Spatial Plan to provide for supporting community infrastructure, including within the centres network. Ara Poutama however considers that explicit recognition should be provided in the Spatial Plan of the importance of providing for community social infrastructure and services such as health, education, and community corrections activities which are also important to deliver strong, healthy, and vibrant communities. Intensification and population growth in urban areas creates more demand for these types of facilities. Specifically with the higher population, the proportion of those people needing community corrections services will correspondingly increase.

Ara Poutama therefore requests that direction 4.5 therefore should be amended to read as follows:

- *Direction 4.5 Deliver thriving neighbourhoods with quality developments and supporting community and social infrastructure and services.*

These outcomes need to also be considered when preparing other planning documents. That is, providing permitted activity status for the establishment, use and upgrading of community corrections activities in commercial and industrial zones (subject to appropriate development standards).

## Residential Activities

### Background

Ara Poutama operates residential housing in the community throughout New Zealand, providing support for some people in its care to assist with their transition and/or integration in the community. There is a range of rehabilitation, reintegration and support provided in these houses, depending on the needs of the residents. Housing and associated support services may be for people following their release from prison or may be used to accommodate those on bail or community-based sentences (such as home detention).

This residential accommodation provides necessary facilities, such as sleeping, cooking, bathing and toilet facilities, which encompass a typical household living scenario; and a typical residential dwelling is utilised for such purposes. People living in this residential environment are not detained on-site and are free to



come and go out into the community, the same as anyone else living in the community, except that some people may be electronically monitored.

Staff are present on-site in various capacities; in some instances staff are present on-site to provide support or supervision on a 24 hour a day, seven day a week basis, but do not reside there. In other instances, supervisory staff will provide support on a part-time basis. A range of rehabilitation, reintegration and support services may also be provided on-site.

In summary, Ara Poutama is responsible for a range of residential activities with associated reintegration or rehabilitation support services, much in the same way as the wider health and mental health sector.

## Feedback

The Spatial Plan includes the following key directions relevant to the provision of housing:

- *Opportunity 4: Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs.*
- *Direction 4.4 Provide housing choice and affordability.*

The Spatial Plan further recognises that the provision of social and affordable housing will become an increasingly critical issue, housing should meet the needs of the population at all stages of life, and housing need in Greater Christchurch will be further addressed through the development of a joint social and affordable housing action plan.

Ara Poutama is supportive of the directions of the Spatial Plan to enable diverse housing choices that provide for people's day to day needs at all stages of life. Ara Poutama however considers that aside from providing a range of housing densities, typologies, and social and affordable housing, the Spatial Plan should recognise the full range of residential activities that are undertaken including those with associated rehabilitation, reintegration and support services (provided by Ara Poutama and other housing providers).

Ara Poutama therefore requests that direction 4.4 therefore should be amended to read as follows:

- *Direction 4.4 Provide diverse housing options, choice and affordability to meet the needs of the community.*

Furthermore, Ara Poutama considers that the scope of the joint social and affordable housing action should capture a broad range of residential activities, including those provided by Ara Poutama.

These outcomes need to also be considered when preparing other planning documents. That is, providing permitted activity status for a range of residential activities (including those with associated rehabilitation, reintegration and support services) to be undertaken in residential zones, and also in commercial and rural zones (subject to appropriate development standards).

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** Mike **Last name:** Patchett

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

Water and Wildlife Habitat Trust

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

Chair

**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:

For social equity, reducing greenhouse gases

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:

Social efficiency, encourages use of public transport.

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

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

Yes

Why:

Critical to our quality of life, sense of place and social harmony. Need healthy waterways and catchments for wildlife of open space recreation .

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

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

Yes

Why:

provides open space for recreation and nature conservation and sequestration of greenhouse gases.

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):

Most effective use of limited resources. social equity, environmental sustainability

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:

Need to add in enhancing the ecological health and biodiversity of our waterbodies.

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** Anne **Last name:** Scott

**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:

If it is well designed, and integrates seamlessly with other modes including cycling, walking and other forms of active transport. You should be able to put your bike on the MRT to use at destination. Stops need to be close to where people want to go. The Sydney MRT stops are too far apart and too far from key destinations, mainly because they have chosen light rail which is less flexible. Speed is not everything if it sacrifices usability and accessibility.

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:

Cities work best as a series of villages that meet the unique needs of those that live in the area. Christchurch city center should also have priority for development and the living and cultural centre of greater Christchurch

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

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

Yes

Why:

Large areas of Christchurch are, or will likely be, unable to be built on going forward. Too much development and investment is happening in areas that are likely to flood or have good agricultural soils. Further earthquakes and sea level and water table rise is inevitable. There are also significant health benefits in living in close proximity to the natural environment. Management of the natural environment should include protecting our seas as well as our waterways.

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:

And a Bluebelt around our ocean coastlines, including marine reserves and careful placement of offshore wind farms. It is increasingly clear that a healthy marine environment is essential to reducing the impacts of climate change.

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?

Partially

Why (please specify the Priority Area):

While I see the need for Rolleston and Rangiora development, the first priority should be Papanui, Central City, Riccarton and Hornby. Getting the MRT up and running is a critical incentive to high density development. High density needs to be done well. There is a huge difference between high density in central Paris and wastelands of the tower blocks of East London

While these areas are a priority the rest of Christchurch requires continued ongoing development. The Northwest of the City has been neglected ever since the earthquakes.

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 good vision.

Attached Documents

File
No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** Molly **Last name:** Laurence

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

Selwyn Youth Council

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

Co- Chair (Selwyn Youth Council) 15 Members

**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)

100,000 - 1 MILLION PEOPLE







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?

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?

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:

- 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?

Yes

Why:

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** Scott **Last name:** Kilkelly

**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.

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



1

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

Yes

Why:

I am a resident of Shirley and i think its great that Shirley is noted as key point in this public transportation system. Not only this, this is also a great link for the greater Christchurch/Selwyn/Waimak area.

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:

Forward planning allows Christchurch to be best set up for the future. Housing is very important to me and without great planning the supply of houses could fall when comepared to population growth.

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 love beautiful greenery and I want Christchurch to truly live up to its name of the "Garden City".

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

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

Yes

Why:

It will be great.

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):

Papanui

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 will be great

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

N/A

Attached Documents

File

No records to display.



1

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

Yes

Why:

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:

encourages use of public transport, will help with cost of living for many people - especially for younger people who want to live in the more urban areas and dont have families

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?

Unsure

Why:

concept sounds alright but afraid it may hinder future infrastructure and bottleneck roading as development will inevitably continue in areas like Rangiora, Kaiwai, Rolleston, Lincoln, Halswell and others.

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

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

Yes

Why (please specify the Priority Area):

Yes agreed, the more urban areas discussed need to pushed to be developed as medium to high density to future proof.

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:

especially the 5th point. Christchurch really needs to angle itself as a city for companies to have head offices or a South Island office as Auckland and Wellington continue to become more and more expensive both for businesses and their staff.

#### Attached Documents

File
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No records to display.



## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** Bruce **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.

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)

TOURISM - MILLION PEOPLE





1

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

No

Why:

waste of 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:

This model doesn't work anywhere in the world.

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

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

No

Why:

We have to return to large sections with vegetable gardens and fruit trees etc.

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

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

No

Why:

we need our own back yard not additional parks.

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 is not how to raise families, we need space.

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 leads to more unnecessary legislations.

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** Peter **Last name:** Galbraith

**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:

Big fan of the Green Belt. I have friends in Wellington and Dunedin, and they have similar zones there.

We need to stop the urban sprawl over our green spaces and food-growing land, and that locks us into driving our polluting vehicles to work and back every day. It will also help combat the urban heat issue, which we are going to struggle with going forward with global heating, as evidenced by what is happening in the Northern Hemisphere currently.

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:

We need to stop the urban sprawl over our green spaces and food-growing land, and that locks us into driving our polluting vehicles to work and back every day. It will also help combat the urban heat issue, which we are going to struggle with going forward with global heating, as evidenced by what is happening in the Northern Hemisphere currently.

Denser cities also are cheaper, as infrastructure is spread between more 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?

Yes

Why:

We can't survive without nature - let's protect the nature we haven't destroyed already!

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:

Christchurch is sprawled enough, and we have plenty of opportunity to build more houses within the existing border with increased density.

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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):

Rangiora and Rolleston should have better public transport, and not allowed to sprawl as Christchurch has done. Unsure why Addington hasn't been included.

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

(Click the image to open it in another window)



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

Yes

Why:

Support Mass Rapid Transport, and increased improvement of public transport.

Support the continued rollout of active transport infrastructure. The 30% increase in cycling shows this is working.

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 proposal to improve the public transport system is crucial, and whole heartedly supported. To aspire to be a 21st carbon neutral city, Chch must invest in effective, efficient and regular multi modal transport options. This includes a vastly improved mass rapid transit system, adopting modern technologies such as light rail. As well as the current propsoal, this should be extended to effectively knit together the outer laying 'ex-urban" areas of Chch in the Selwyn and Waimakariri districts, so that those communities can easily access the city and its post quake enhanced amenities effectively without recourse to private transport.

Relatedly, and in part addressing the question below, controls should be placed around and between exisiting settlement areas to focus development and prevent greenfields sprawl and the consumption of fertile and productive land, and the increase in infrastructure cost, expenditure and carbon emmisions such sprawl produces. A return, for example, to the concept of the Town Belt would be a worthwhile concept to pursue in this regard. An effective mass transit system connecting Canterbury settlements would ensure the coheives and connectedness of the province with its centre.

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

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

Yes

Why:

This is the approach pretty much every mature European city, as well as those in other jurisdictions, have adopted. It allows for the concentration of amenities within easy (ie, non private car) access of locals, while equally enabling effective commuter access via mass rapid transport, to key city locations. Beyond this tho, it opens up these centres to evolue into their own local and organic communties. One of the things that sadly distinguishes Chch from other global cities is our relative lack of 'villages-within-city' compared to, say, Melbourne, Sydney or even Wellington. Concentrating housing developing in and around urban centres and transport hubs/corrdiors, will enable this development. This wil encourage the organic growth of the '15 minute city' concept, eqvuialent to (for example, Chatswood in Sydney). Community growth and cohesion in turn have a range of positive social and environmental benefits, including reduction in crime and other uncivil behaviours, reduced isolation, reduced vehicle emissions etc...

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

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

Yes

Why:

Absolutely. As noted above, this submission encourages the reestablishment of the Green Belt or equivalent to protect what remains of the Chch natural environment as it extends into the Selwyn, Banks Peninsula and Waimakariri envornments. This should, however, look inward to ensure the protection of traditional market garden areas within the city, which have been important food production areas and support local and extended communities both via standard distribution networks such as supermarkets, but also asymetrical ones like farmers markets, farm gate sales and similar (Marshlands Road is a good example of the vanishing access to local producers that has ocured over the last 10-15 years as that area has become developed).

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

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

Yes

Why:

This is such a sensible and logical concept. Ideally, the green belt concept should be put in place so as to restrict the sprawl and growth of exisiting satellite towns such as Lincoln. It does not make sense that townships at that distance are allowed to have subdivisions and developments that encourage traffici congestion, duplication of infrastrcure, rating loss and similar. These types of developments externalise their costs. Pegasus Town is a classic example, which should never have been allowed without the developement actively contributing the logistics costs that support it - for example, it should have been



supported only with integrated commuter and goods rail connections at a minimum. Setting green belts tightly around existing townships, and connecting these townships with the city with effective and efficient rail (heavy, light and potentially trams) should be the priority.

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):

Only if these areas are connected with appropriate mass rapid transport. On this basis, Lyttelton should be added to the list of priority development areas as well, and supported by a mass rapid transit connection to the city

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

(Click the image to open it in another window)



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

Yes

Why:

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

This Plan can only be effective and successful with a mass rapid transit system that supports not just Chch, but also the broader district and its satellite towns to the north and south.

File

No records to display.



1

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

No

Why:

There is not enough demand in North Canterbury for these services. They will cost too much, and be too little utilised to be justifiable.

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:

Long term, maybe. Medium to short term, no. The only way house prices drop is if we start to build them at a far more rapid rate that what we are seeing currently. Ergo we cannot afford to limit future development and investment to urban centres and transport corridors.

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

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

No

Why:

Same answer as above: Long term, maybe. Medium to short term, no. The only way house prices drop is if we start to build them at a far more rapid rate that what we are seeing currently. Ergo we cannot afford to limit future development and investment to urban centres and transport corridors.

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:

In theory, yes. But again, given our lack of housing compared to population growth; it will have to be around the satellite towns rather than Christchurch alone.

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 sounds nice. The reality is that we need market signals for where to build very intensively; not centrally planned decisions. So ultimately a lot of fluff that will waste money, and achieve little.

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:

All of this will just continue to drive New Zealanders into poverty.

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

It's very slanted to certain political values. I don't think it is practical at all; and, if implemented, will be looked back on by future generations as a well meaning, but counterproductive waste of time and money.

Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 21/07/2023

**First name:** Jack **Last name:** Rush

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

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

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

### Feedback

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

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

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



1

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

Yes

Why:

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

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

Yes

Why:

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

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

Yes

Why:

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

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

Yes

Why:

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

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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
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No records to display.



## Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 21/07/2023

**First name:** Terri **Last name:** Winder

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

Hill Street 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.

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

## Attached Documents

File
Hill Street Limited-Submission on Draft Greater Christchurch Spatial Plan-FINAL

## SUBMISSION ON DRAFT GREATER CHRISTCHURCH SPATIAL PLAN

To: Greater Christchurch Spatial Plan Consultation

Greater Christchurch Partnership

PO Box 73014

Christchurch 8154

Via email: [huihuimai@greaterchristchurch.org.nz](mailto:huihuimai@greaterchristchurch.org.nz)

Name of Submitter: Hill Street Limited (**HSL**)

### Purpose of Submission

1. This is a submission on the Draft Greater Christchurch Spatial Plan (**the Spatial Plan**).
2. HSL could not gain an advantage in trade competition through this submission.
3. HSL will not be directly affected by an effect of the subject matter of the submission that:
  - a. adversely affects the environment; and
  - b. does not relate to the trade competition of the effects of trade competition.
4. HSL wishes to be heard in relation to this submission.
5. HSL is also willing to consider presenting a joint case with any submitters that make a similar submission.

### Submission

6. This submission has been prepared following the Greater Christchurch Partnership's notification of the Spatial Plan.
7. The submission primarily focuses on the red area in Figure 1. However, the blue area in Figure 1 is also included in this submission as, together, the red and blue areas form a logical western edge of Rolleston. Therefore, this submission concerns the land parcels detailed within Table 1 with their location indicated in Figure 1. Herein, these land parcels will be referred to as the **submission site**.

*Table 1 Details of submission site land parcels*

Ref	Address	Legal Description	Record of Title	Owners	Land Area
A	Edwards Road	Lot 3 Deposited Plan 72132	CB41D/427	Edward Lionel Brook and Daphne Jane Edith Brook	10ha
B	Edwards Road	Lot 1 Deposited Plan 20007 and Lot 1 Deposited Plan 74061	CB42D/366	Edward Lionel Brook and Daphne Jane Edith Brook	16.0417ha
C	984 Selwyn Road	Lot 2 Deposited Plan 491231 and Lot 2 Deposited Plan 74801	711352	Helen Elva Gayle Blanchard and John Stephen Blanchard	23.591ha

D	Edwards Road	Res 1045	-	-	1.334ha
E	1002 Selwyn Road	Lot 1 Deposited Plan 26197	CB33A/417	Jacob Grant Edward Saunders	4.1303ha
F	986 Selwyn Road	Lot 1 Deposited Plan 491231	711351	Angela Maree Crocker and Jonathan James Crocker	1.955ha
G	966 Selwyn Road	Lot 1 Deposited Plan 74801	CB43A/891	David Mark Boyd and Erith Lucia Boyd	10.208ha
H	Brookside Road	Lot 1 Deposited Plan 82068	CB47B/859	White Gold Limited	44.0055ha
I	243 Dunns Crossing Road	Lot 3-4 Deposited Plan 20007	CB772/69	Brookside Road Residential Limited	46.3188ha
J	152 Edwards Road	Lot 1 Deposited Plan 72132	CB41D/425	Karen Diane McIlraith and Paul Andrew McIlraith	9.4494ha
K	152 Edwards Road	Lot 2 Deposited Plan 72132	CB41D/426	Karen Diane McIlraith and Paul Andrew McIlraith	10.001ha
L	0 Dunns Crossing Road	Part Rural Section 31354, Part Rural Section 31356 and Part Section 4 Reserve 1342	CB24F/1018	Rolleston West Residential Limited	72.6916ha
M	423 Selwyn Road	Rural Section 25807	CB8B/345	Alison Jeanette Smith and Derek Paul David Tyson	20.2343ha
N	155 Burnham School Road	Lot 1 Deposited Plan 326361	107201	Karen Elizabeth Ponsonby and Leo Patrick Ponsonby	20ha
O	362 Brookside Road	Lot 1 Deposited Plan 301414	6060	Jane Elizabeth Darling and Alexander David Tucker	4ha
P	348 Brookside Road	Lot 2 Deposited Plan 399793	398104	Timothy Tien-Lou Wang and Victor Tien-Yi Wang	20ha
Q	111 Burnham School Road	Lot 1 Deposited Plan 399793	398103	Alison Louisa Pugh and Andrew Robert Pugh	5.884ha
R	324 Brookside Road	Lot 1 Deposited Plan 64748	CB35D/1147	Charlaine McConachy	4ha
S	304 Brookside Road	Lot 1 Deposited Plan 492215	715356	Ivan George Robertson and Dorothy Caroline Robertson	15.587ha
T	Brookside Road	Lot 2 Deposited Plan 492215	715357	Orion New Zealand Limited	5,995m <sup>2</sup>
U	65-75 Burnham School Road	-	-	-	-
U	299-325 Dunns Crossing Road	-	-	-	-
U	272-286 Brookside Road	-	-	-	-
V	385 Burnham School Road	Section 2 Survey Office Plan 480906	686982	White Gold Limited	87.5312ha
W	327 Dunns Crossing Road	Section 1 Survey Office Plan 480906	686983	Her Majesty the Queen	4.5ha



Figure 1 Location of land parcels subject to this submission within red and blue boundaries (Modified from Canterbury Maps)

8. The submission site is mostly zoned Outer Plains under the Operative Selwyn District Plan (**the Plan**). Except, under the Plan, the land parcels with the reference U are zoned Living 2 and the land parcels with the references L, V, and W are zoned Living 3. The submission site is not subject to any overlays relating to natural hazards, or significant or natural outstanding landscapes or features under the Plan. Figure 2 depicts the zoning of the submission site under the Plan.

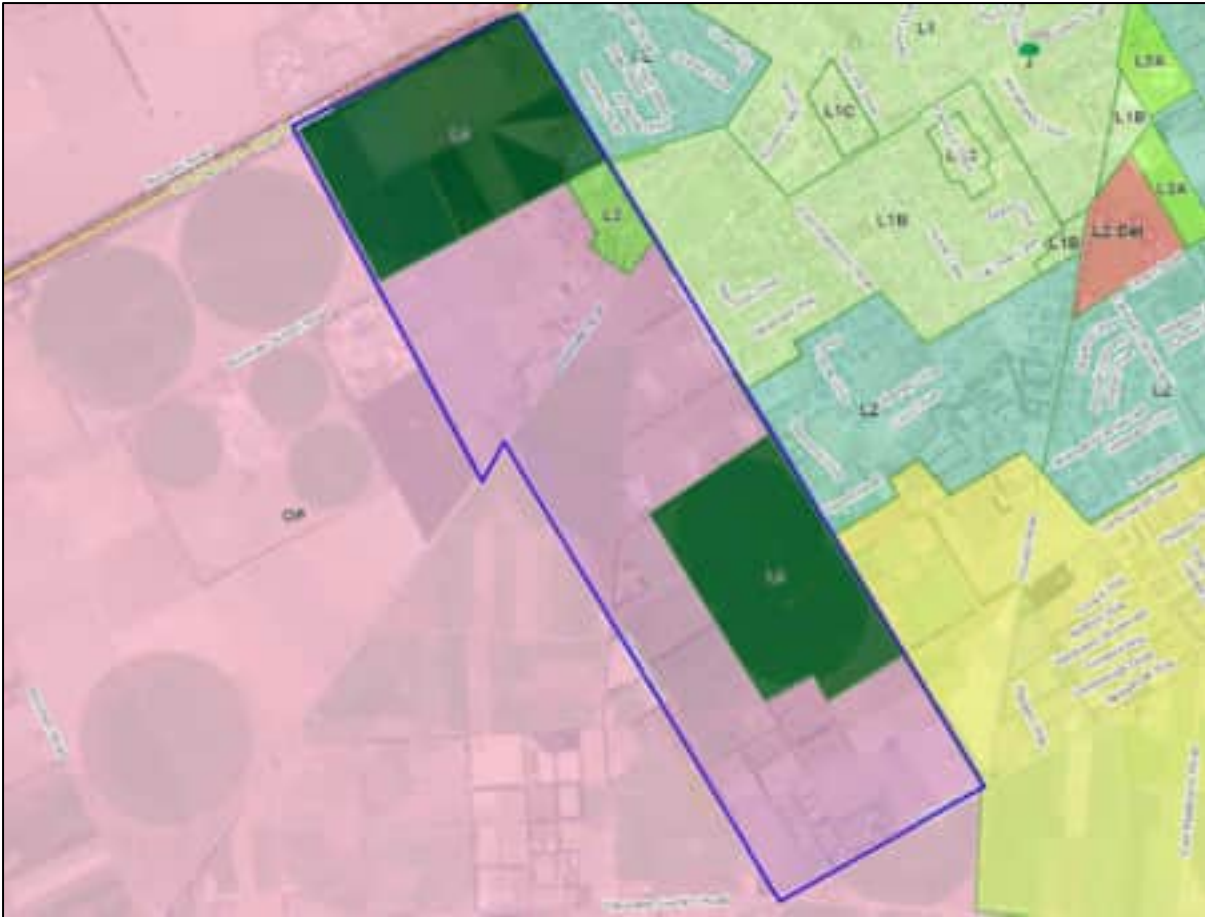


Figure 2 The Plan zoning with the submission site in red boundaries (Modified from the Plan GIS)

9. The submission site is mostly zoned General Rural under the Proposed Selwyn District Plan (**the Proposed Plan**) and Variation 1 to the Proposed Plan (**Var 1**). Except, under the Proposed Plan and Var 1, the land parcels with the reference L, U, V, and W are zoned Large Lot Residential. The submission site is subject to the overlays under the Proposed Plan and Var 1 listed below. Figure 3 depicts the zoning of the submission site under the Proposed Plan and Var 1.
  - a. Plains Flood Management Overlay
  - b. Liquefaction Damage Unlikely Overlay
  - c. EIB Management Overlay: EIB Canterbury Plains Area
  - d. Rural density: East Plains/ Te Waihora ki Waimakariri
10. Under the Proposed Plan and Var 1, the submission site is not identified as being within a natural hazard overlay (except for the Plains Flood Management), nor part of a significant or natural outstanding landscape or feature.



Figure 3 the Proposed Plan and Var 1 zoning with the submission site in red boundaries (Modified from the Proposed Plan GIS)

11. The submission site is not identified as being of cultural significance (including wāhi tapu) under the Plan, the Proposed Plan, or Var 1.
12. The Manaaki Whenua (Landcare Research) Baseline Highly Productive Land GIS does not identify the submission site as being highly productive land, rather it is classified as LUC Class 4 as indicated in Figure 4.

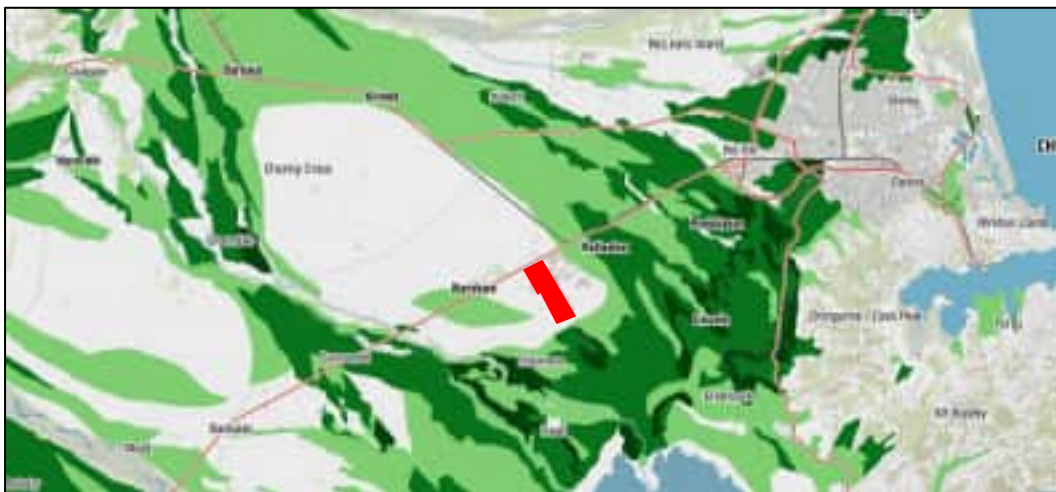


Figure 4 Land Use Capability of some Canterbury areas with the submission site within the red boundaries and Rolleston indicated (Modified from Manaaki Whenua)

13. The submission site is located on the western side of Rolleston as indicated in Figure 5.



Figure 5 Location of submission site (red and blue boundaries) within the wider Rolleston context (Modified from Canterbury Maps)

14. The Selwyn District Council Plan Change Request GIS indicates that there are four private plan changes being actively pursued for the western side of Rolleston, namely PC70, PC73, PC81, and PC82, as indicated in Figure 6. These plan changes are discussed further below.

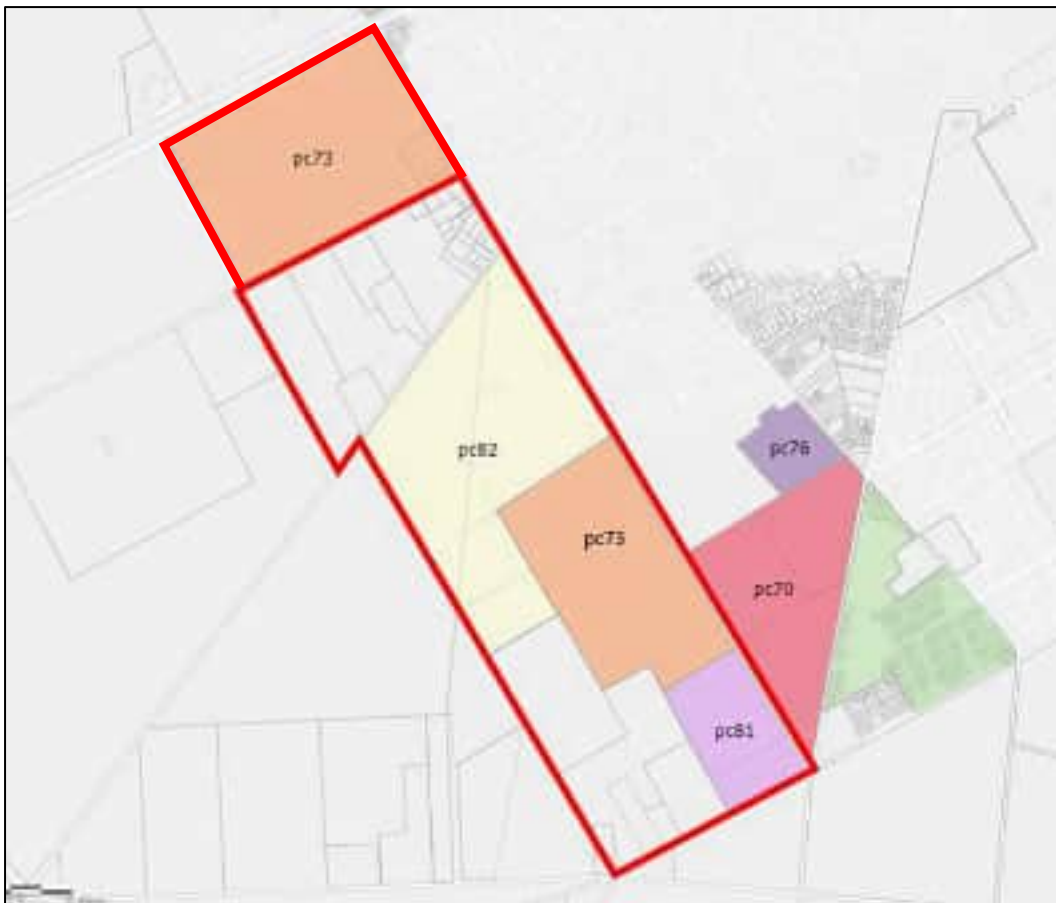


Figure 6 Plan change requests within proximity to the submission site (red boundaries) indicated (Modified from Selwyn District Council GIS)

15. The land parcel subject to PC70 is that with the reference L. Site L is located within a growth area as identified by Map A of the Canterbury Regional Policy Statement (CRPS) and, therefore, anticipated to be urbanised within the next 10 years.
16. It is understood that PC73, PC81, and PC82 are subject to Environment Court appeals. The ODPs for these three plan changes provide road and pedestrian / cycle links into the land parcels referenced A to G, thereby fostering connectivity.
17. HSL is generally supportive of the Spatial Plan in respect to:
  - a. Rolleston town centre and surrounds being a priority development area;
  - b. fostering growth around significant urban centres, major towns, and locally important urban centres and towns (including Rolleston) by providing sufficient land for residential use in a well-connected urban and town centre network that is integrated with transport links to accommodate the project population;
  - c. focus growth in areas free from significant natural hazards;
  - d. building resilience to climate change and natural hazards;
  - e. avoiding development over wāhi tapu;
  - f. avoiding development in areas with significant natural values; and
  - g. protecting highly productive land for food production.
18. With respect to points a and b, the Spatial Plan focuses growth within Rolleston specifically along the core public transport route weaving through the existing urban area, as well as a future urban development area / development area subject to an operative private plan change, located to the east of Dunns Crossing Road. The submission site is located to the west of Dunns Crossing Road.
19. Focusing growth mostly along core public transport routes will encourage high densification as intended by the Spatial Plan. However, this approach may face challenges in sufficiently and efficiently providing residential land to accommodate the projected population within the next 30 to 60 years. For example, the availability of these properties would be subject to the landowners selling to developers, or these properties being acquired by Central or Local Government, with both approaches potentially being a drawn-out process spanning generations. Additionally, this approach seems contrary to providing for housing choice and affordability.
20. The Spatial Plan acknowledges that “additional greenfield development may be required for the longer term and to provide for a population towards one million”.<sup>1</sup> However, the Spatial Plan fails to identify any greenfield areas within Rolleston to also accommodate the growth, rather it intends for greenfield development to be assessed through other statutory processes.<sup>2</sup> This approach seems contrary in:
  - a. ensuring sufficient development capacity is provided or planned for to meet demand;

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<sup>1</sup> Draft Greater Christchurch Spatial Plan, pg 72

<sup>2</sup> Ibid



- b. setting a desired urban form;
  - c. delivering thriving neighbourhoods with quality developments;
  - d. enabling safe, attractive, and connected opportunities for walking, cycling and other travel methods; and
  - e. satisfying the requirements of the NPS-UD including Objective 1.<sup>3</sup>
21. Rather, leaving greenfield development to be addressed through other statutory processes would highly likely result in a haphazard, disconnected urban form. Importantly, development in Rolleston has occurred relatively recently, resulting in a highly fragmented property market adjoining the town centre.
  22. As acknowledged by the Spatial Plan, “greenfield areas will continue to be part of accommodating more people and provide for a range of lifestyle choices valued by our communities”.<sup>4</sup> In light of this, allocating greenfield areas within Rolleston would be a quicker and more cost effective approach in providing residential land to accommodate the anticipated growth and projected population over the next 30 to 60 years when compared to the current strategy of brownfield development. Additionally, it would ensure that the greenfield areas are well connected to recreational, commercial, and transport infrastructure, and integrated with the nearby existing urban area.
  23. The submission site is ideally located to accommodate the growth due to it being adjacent to the existing urban areas and future urban development area / development area subject to an operative private plan change.
  24. Additionally, the submission site could easily connect to the existing transport network, and is between 3.3km to 5.9km from nearby bus stops, some of which are facilitated by a park-and-ride system. If additional bus services, or even light rail, were added to facilitate mass transport from Rolleston to Christchurch City or other urban and town centres, then the submission site would be well placed given the existing public transport and rail infrastructure in the township.
  25. The inclusion of the submission site within the growth area of Rolleston would contribute to, and foster, a well-functioning urban environment given the existing development of the township and infrastructure including recreational and commercial spaces and transport methods.
  26. The submission site would provide a defensible long-term urban edge to the western side of Rolleston. HSL controls some of the submission site and has the capability to facilitate its development for residential purposes. Whilst HSL does not control the land parcels D, E, and G to W of the submission site, these properties are included to create a logical urban edge along State Highway 1, Burnham School Road, Dunns Crossing Road, Selwyn Road, and Edwards Road.
  27. With respect to points c and d, as noted above, with the exception of the Plains Flood Management Overlay, the submission site is not subject to any natural hazards. Importantly,

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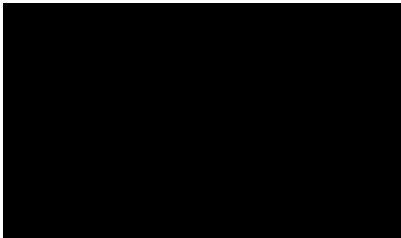
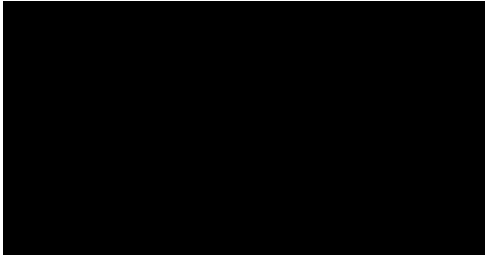
<sup>3</sup> Objective 1 of the NPS-UD seeks New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

<sup>4</sup> Draft Greater Christchurch Spatial Plan, pg 72

the submission site is largely flat based on contours available via the Canterbury Regional Council (**ECan**) Canterbury Maps.

28. With respect to points e and f, as noted above, the submission site is not subject to wāhi tapu, nor is it of significant natural value, thereby making it an ideal location to accommodate the growth.
29. With respect to point g, there is limited land beyond Christchurch City that is not highly productive with the land stretching from the suburb of Hornby to part of Rolleston classified as LUC 1 to 3. Therefore, the ability to accommodate growth for the projected population beyond Christchurch City is restricted. However, there is an area plotted between Rolleston, Kirwee, Darfield, Greendale, Dunsandel, and Ellesmere which is not classified as highly productive land with that area including the submission site as indicated in Figure 4. Therefore, the submission site is an ideal location to accommodate the growth, while minimising the impact on highly productive land and existing permitted or consented primary production activities.

**DATED** at Christchurch this 20<sup>th</sup> day of July 2023

<p>Signature:</p> <p>p.p</p> 	<p>Jatinder Pal Singh c/o Hill Street Limited</p> 
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## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 21/07/2023

**First name:** Ruth **Last name:** Grey

**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:

In order to build such a network and housing, existing houses and businesses will have to be demolished including heritage buildings that thankfully survived the Canterbury earthquakes.

With the increase of EV's which are supposed to be reducing the carbon footprint why is this necessary?

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 the council expects such population growth as stated in the plan, that can only be through immigration not through an increased birth rate. That level of immigration brings its own set of problems. To house people in tower blocks without storage or space for cars is too much like housing in China - soulless, utilitarian and with the huge potential to become ghetto like. It is the complete antithesis to the house and garden ethos of previous generations that saw this model as the best to raise a family in. High density housing works in Europe and other places as they've been doing that for hundreds of years. This model of housing will only increase poor mental health and to make it affordable, they will be constructed as cheaply as possible but with the best financial outcome for the developers.

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:

But how will all those people in the high rise apartment blocks get to these areas if they have no vehicle? So who, in reality gets to enjoy those areas?

These plans smack of social engineering. Will you as council employees live in places such as these?

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

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

Yes

Why:

I query your language that says these areas COULD include the protection of "nature, rural production and recreation". They need to absolutely include all of these aspects not a vague fob off with a "could". We need to be able to feed the population so rural production is essential.

This indicates to me that these plans have not been thought out to the last detail very well.

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 only if there were better road network options along with improved public transport.

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

(Click the image to open it in another window)



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

Unsure

Why:

Given the drive to increase the population of NZ, specifically Chch, depends on mass immigration there is an undue emphasis of the protection and creation of Māori spaces. Also given that Māori are less than 17% of the population and even less in Chch why do their needs feature above everyone else? There seems to be some revisionist history going on here as has infiltrated the rest of NZ. It is creating division and a them and us attitude that did not exist before. Who is driving this and who stands to gain from it? Follow the money I suppose.

You will find that the heavy hand of all things Māori somehow having more virtue and right-ness than anything else, will alienate people and divide us unnecessarily, but most people will be too afraid to speak up given the curbing of free speech and the lack of public discourse on uncomfortable topics.

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

You have provided no concrete evidence that support or explains what you mean by climate change. It is a term bandied about by modellers and msm but where is the actual irrefutable evidence that this indeed is a problem? There needs to be rigorous debate between scientists who have the evidence for climate change and those scientists who disagree, and have evidence to support their position. It seems to me the climate is doing what it always does - have cycles!

Governments cannot use climate change as an excuse for poor decisions on where human habitation has occurred. If you build on a flood plain, flooding can occur. If you build near a coastline, erosion can occur. If you concrete over natural culverts and streams within an urban setting, flooding can occur. If I know this surely town planners should know it. "Climate change" cannot be the catch all for mistakes made and governments should not mislead citizens in saying so. How about concentrating on your core business - roading, water, sewage, parks and recreation, libraries and rubbish.

Attached Documents

File

File

No records to display.

# Greater Christchurch Spatial Plan

## Submitter Details

**Submission Date:** 21/07/2023  
**First name:** Michael **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.

## 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 MRT plan heavily relies on the densification of specific areas. However, the government has disregarded council planning and allowed densification to occur throughout the entire city. Considering this widespread densification, I question the validity of the MRT plan. How does the MRT plan accommodate such a scenario where densification is not limited to specific areas.

Given the current situation where the building intensification is occurring all around the city (and not in specific areas) - the MRT is based on wishful thinking.

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

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

No

Why:

Given the current situation with the ongoing densification, which is happening all across the city due to government intervention. it appears that the council completely lost control over the situation..

Therefore, I propose a complete halt to any form of intensification until we are certain that we have the necessary means to manage it. it seems that intensification is spiraling out of control.

---

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 needs to be a balance between our needs and the nature's needs. My concern is that we moved too far towards looking after the nature while neglecting to look at the needs of the people who live 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?

Unsure

Why:

There needs to be a balance between our needs and the nature's needs. My concern is that we moved too far towards looking after the nature while neglecting to look at the needs of the people who live in the city.

---

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

- Offer opportunities for accelerated and/or significant development;
- Are complex, in that successfully developing at the required pace and scale requires working in partnership i.e. Business as usual delivery will not be sufficient; and
- 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 a topic that is completely getting out of proportion. So called "experts" are using doom and gloom scenarios to force more and more restrictions on people. More and more money and resources are spent on a perceived threat that is not materializing.

I object to any change that take "climate change" and "resilience" as its main considerations.

Instead, the city council should focus on implementing transparent and well-reasoned policies that directly address the ongoing issues.

I object to to any kind of Low Emission areas. I also object to the concept of 15 minutes cities - this is nothing more than a plan to restrict our movement to a 15 minute distance. The cameras that are popping like mushrooms around the city will monitor our movements and will create a Chinese style surveillance 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?

Partially

Why:

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

The MRT plan heavily relies on the densification of specific areas. However, it seems that the government has disregarded council planning and allowed densification to occur throughout the entire city. Considering this widespread densification, I question the validity of the MRT plan. How does the MRT plan accommodate such a scenario where densification is not limited to specific areas?

I've been informed that the council has "tools" and mechanisms in place to incentivise and encourage densification in preferred locations. However, given the current situation with the ongoing densification, it appears that these "tools" and mechanisms are not proving effective, as the government overrides them. Therefore, I propose a complete halt to any form of intensification until we are certain that we have the necessary means to manage it. From

my perspective, it seems that intensification is spiraling out of control.

I previously inquired about the inclusion of Ultra Low emission areas in the plan, but I did not receive a response. I would appreciate it if you could provide clarification on this matter. Additionally, I would like to delve further into the concept of "15-minute cities." How do you plan to reduce the reliance on private cars for transportation? Will you introduce incentives or adopt measures to make private car usage more challenging? Are you going to introduce concepts such as Low Traffic Neighbourhoods.

#### Attached Documents

File
No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 21/07/2023

**First name:** Emma **Last name:** Norrish

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

Waipapa Papanui-Innes-Central Community Board

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

Chairperson - Waipapa Papanui-Innes-Central Community Board Area

**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 section 2.1 of the Board's attached 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:

Please refer section 2.2 of the Board's attached 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:

Please refer section 2.3 of the Board's attached 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:

Please refer section 2.4 of the Board's attached 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?

Why (please specify the Priority Area):

Please refer section 2.5 of the Board's attached 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:

Please refer section 2.6 of the Board's attached submission.

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

Please refer section 2.7 of the Board's attached submission.

#### Attached Documents

File

Waipapa Papanui-Innes-Central Community Board Draft Greater Christchurch Spatial Plan Submission

20 July 2023

Whakawhanake Kāinga Komiti  
Hearings Panel on the Draft Greater Christchurch Spatial Plan

By email: [huihuimai@greaterchristchurch.org.nz](mailto:huihuimai@greaterchristchurch.org.nz)

Papanui Service Centre  
5 Restell Street  
Christchurch 8013  
PO Box 73024  
Christchurch 8154  
[ccc.govt.nz](http://ccc.govt.nz)

Tēnā koe,

## Waipapa Papanui-Innes-Central Community Board Submission on Draft Greater Christchurch Spatial Plan

### 1. Introduction

The Waipapa Papanui-Innes-Central Community Board ('the Board') thanks the Hearings Panel for considering this submission on the Draft Greater Christchurch Spatial Plan ('the Plan'). The Board makes this submission in accordance with its role to represent, and act as an advocate for, the interests of its community in the [Waipapa Papanui-Innes-Central Community Board area](#).

The Board would like the opportunity to speak to this submission at the hearings.

### 2. Submission

The Board has recently developed its [Waipapa Papanui-Innes-Central Community Board Plan 2023-25](#) after consulting with the community as to what the priorities for the Board should be for its area. The below answers to the questions asked in this consultation endeavour to reflect the Board Plan as in turn reflecting the priorities of this community and its elected representatives.

#### 2.1. *Do you support the improved public transport system proposed in the Plan?*

The Board has relevant priorities in respect of: a connected transport network in its area; addressing concern community infrastructure may not be adequate to support intensification in its area; and supporting projects that help the community manage the multiple impacts of the Christchurch Northern Corridor, specifically in connection with the Downstream Effects Management Plan (DEMP).

The Board seeks to ensure that safety is at the forefront of any and all transport recommendations, while also promoting as much choice as possible to help everyone move around and through our communities.

The Board is additionally committed to supporting the Ōtautahi Christchurch Climate Resilience Strategy's Climate Goals, which aligns with strongly advocating for active transport modes and networks to support walking, cycling, and public transport. The Board considers getting as many vehicles off our roads as possible, including freight vehicles, is important in achieving less congestion and the issues that create including climate challenges and reduced amenity.

The Board considers the proposals in the Plan show promise for improving public transport, but need to proceed hand-in-hand with improving community infrastructure (i.e. community facilities, sport and recreation facilities, greenspace, and amenities in areas of high intensification), and managing the multiple impacts of the Christchurch Northern Corridor.

The Board is aware that there were a significant number of mentions by contributors to the survey, of rail – either support for it, questions as to why it was not considered in this plan, and so on. The Board wishes to have noted that despite these mentions, there is no reference to rail (primarily potentially using existing infrastructure for commuter (and freight) rail, as a part of our public transport planning), anywhere in the “[what we heard](#)” document or indeed in the initial survey itself. This suggests there is not a desire to include this as something that could be further considered, and the Board is disappointed by this.

## 2.2. *Do you agree that we should focus future development and investment around urban centres and transport corridors?*

The Board acknowledges the case for this focus but supports a big picture view being taken that considers what could be significant impacts, across a number of areas and communities. For example:

- The Board is concerned that development and investment around the urban centres and transport corridors in the Board area should include developing and investing in, community facilities, sport and recreation facilities, greenspace, and other amenities. Clearly this would include around Papanui, Central City, Shirley and Phillipstown/Linwood Village, but the Plan needs to consider the downstream effects of the Christchurch Northern Corridor around St Albans, and factor in the changes seen as a result in downstream effects and the resulting [Downstream Effects Management Plan](#) (DEMP).
- The Plan should also be cognisant of the risk of flooding in the area's as well as the vehicle congestion that intensification may further exacerbate. Community concerns are well documented on both of these issues, particularly around St Albans/Edgware, Shirley, and the Cranford Basin development area. The Board strongly recommends that additional flood mitigation is considered in new developments to ensure existing networks are not overwhelmed, and remain effective in significant rain events.
- The Board asks that the [Ōtautahi Christchurch Climate Resilience Strategy](#) is considered in all decision making.

- The Board notes it supports active transport initiatives that safely promote walking, cycling, and using public transport, which may include rail.
- The Board reiterates its support for effective safety measures and improved efficiency along the Langdons Road corridor from Northlands Shopping Centre to the Northlink Shopping Centre. This area has become increasingly busy both vehicle and pedestrian-wise, and one of the city's largest High Schools (Papanui High School) is in this corridor.
- The Board recommends that Crime Prevention through Environmental Design (CPTED) principles are considered where appropriate.

Overall, it is noted that the wider community and Board believe that the community infrastructure may not be adequate to support the continual growth in the Board area. Concerns include the lack of amenities, community facilities and recreational greenspace, and the impact intensification will have on transport corridors and connecting transport networks. Partnering with the community to address these concerns, including in the context of the Plan, is important to finding dynamic and innovative solutions that bring residents on the journey.

### *2.3. Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?*

The Board strongly supports increasing canopy cover in line with the Ōtautahi-Christchurch Urban Forest Plan, and continues to advocate for land purchases for greenspace to plant canopy trees where there is a need and where it is appropriate. The retention of greenspace as parks, pocket parks or gathering spaces for community use are also priorities for the Board.

The Board has also supported and partnered on community-led developments enhancing the natural environment within its urban areas, such as the development of [Papanui Bush](#) and the [Shirley Bird Song Trail](#). The partnering of Council teams and community groups in these projects has been vital to their success. There's a huge amount of expertise in our community, just look at groups like the [Styx Living Laboratory](#), and the Board believes this is key to the success of innovative and important projects.

The Board considers that enhancing the natural environment within urban areas should help support addressing climate change and the many challenges that brings, including sea level rise and increased storm intensity and frequency. Following the Canterbury Earthquakes, steps were taken to avoid building on or using areas that experienced the ground liquifying, where huge amounts of soft wet silt was left behind.

Similarly, strategies should be developed so that areas earmarked for natural environment enhancements include ways to include mitigation related to the effects of climate change, including increased flooding in urban areas.



#### 2.4. *Do you support the concept of a Greenbelt around our urban areas?*

A greenbelt has long been a mainstay of the Christchurch's recreational and scenic amenity with the Summit Road, Waitākiri/Bottle Lake Forest Park, and the Pūharakekenui (Styx) River catchment being particular jewels in the crown around the city.

Additionally, areas such as Marshland have provided a valuable sense of horticultural localism in connection with the market gardens in the green belt, hosting the fruit and vegetable markets that have long defined local living and lifestyle for many residents. The Board believes that retaining this amenity and local connection, and limiting suburban sprawl, to preserve something of this way of life at "arm's length" from suburbia, is a worthy strategic exploration. Additionally, these market gardens still provide fresh produce of excellent variety and quality to the people of Christchurch, and beyond.

#### 2.5 *With regard to the Priority Development Areas identified in the Plan, do you agree with the approach to focus on those areas?*

The Board acknowledges District Plan Changes mandated by the Government, among other factors, driving development in Papanui and the Central City, which the Plan would be appropriately aligned with. However, the Board notes:

- There is a gap in facilities for young people in our community, particularly around Papanui. The Board has undertaken to: 1) advocate for the completion of a youth audit which would see young people review places and spaces based on five key factors - safety, appeal, accessibility, how well resourced and 'youth friendly' they are); 2) engage with local young people to see where in Papanui they would like a potential youth space, using the youth audit factors; and 3) explore partnership opportunities to support young people to fulfil their vision. The Board suggests that the kind of work it is doing related to identifying appropriate youth facilities in the area, should consider, with a view to including, the Priority Development Areas in the Spatial Plan.
- The Board has undertaken to advocate for the inclusion of community facilities, sporting facilities, parks, greenspace, and amenities in areas of high intensification, and areas earmarked for future intensification. The Board considers that areas identified for future intensification, must also have plans in place for community infrastructure. – It is not acceptable to simply refer these key things to others who might traditionally be more responsible for the delivery of those services. There must be an holistic approach, joined up.

#### 2.6 *Do you agree with the draft spatial strategy?*

The draft Spatial Plan (pg 5) says that its direction is to "Focus growth through targeted intensification in urban and town centres and along public transport corridors." Our public transport is essentially buses

and along those bus routes are already congested and often narrowed roads. With the rail line running the length of our key activity centres, between (or close to) a number of large schools (secondary and primary), and already connected to the growing districts of Waimakariri and Selwyn, we would encourage the plan to include the possibility of commuter rail (and increasing the amount of rail freight), in the engagement with the public and businesses. We believe there is a lack of clarity around what Mass Rapid Transport (Light Rail) is and Commuter Transport (heavy rail on existing tracks) actually is. With MRT requiring retrospective installation on roads – some of which are already congested and narrow, together with the significant cost and timeframes attached, we believe it would be remiss to at least not include existing rail as a discussion point at this time, in such a key document as the draft spatial strategy. Additionally, with a climate emergency having been declared and time running out, something that gets as many vehicles off the roads as quickly as possible surely must be part of the consultation.

The Board is however, committed to supporting the Ōtautahi Christchurch Climate Resilience Strategy's climate goals and the Ōtautahi-Christchurch Urban Forest Plan, and would suggest these are further reviewed, so as to ensure the respective strategies and plans align and support each other.

## 2.7 *Do you have any feedback on other aspects of the Plan?*

Christchurch has a complex history of being partly built on unsuitable land, much of which has since been red zoned, but with land drainage issues remaining, and only likely to get worse with climate change. It is thus considered that planning should be holistic and not overlook opportunities for stormwater management, including investigation of the use of permeable surfaces/rain gardens where applicable.

Other forms of appropriately holistic thinking could include planning for: ecological corridors; retaining productive horticultural soils locally; supporting future cycle connections; and provisions that enhance community resilience in the face of emergencies, such as relevant evacuation routes (promoting the '4 Rs': reduction, readiness, response and recovery).

The Board also suggests that investigating the use of rail infrastructure for freight and commuter use; particularly from North Canterbury into the City should be seriously considered.

Finally, noted here are some discussion points the Board had:

- Whether shared use transport routes are cognisant of possible growth of micro mobility vehicles in the future (such as, but not necessarily limited to, mobility scooters, micro electric cars, autonomous pods, and so on).
- How Urban Centres can blend commercial/residential/community uses so that people live in a cohesive environment. Few people are fans of monolithic swaths of tenement-only housing.
- How genuinely affordable housing can be in the mix.

- In respect of maintaining the natural environment, how to avoid over-development in that part of the river corridor from the Avon Loop to Darlington (and other areas residents particularly value).
- Whether the green belt will truly help contain urban sprawl onto irreplaceable food growing soils.
- With regard to the Priority Development Areas, whether there is, as it appears, a risk of the East being inadvertently downgraded further.

Nāku noa, nā

  
Emma Norrish  
Chairperson  
Waipapa Papanui-Innes-Central Community Board

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** Okirano **Last name:** Tilaia

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

GC2050 Facilitator - 4 students from Rolleston High School

**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:

(Refer to Map - green is the ideal route for us) Areas we highlighted (orange) as important for the transport to pass by include Rolleston (netball), Hornby, Wigram (movie), Riccarton, Addington.

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:

The natural environment we put Rolleston because we lived here. I pick Hornby to go watch my sister play rugby. Hagley Park because I play netball and most people go. Riccarton because people go there for shopping.

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):

(Priority Development Areas) Hornby, Rolleston, Riccarton, Hagley Park, RuaPuna Raceway, Foster Park, and Lincoln.

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 do not think that number 5 (*Provide space for businesses and the economy to prosper in a low carbon future*) is important, and we think that number 2 (*Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change*) is more important. I think that number 1 (*Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places*) is more important to me. We like that the six opportunities cover the historic heritage, climate change, housing, economy business and enhance on the natural environment.

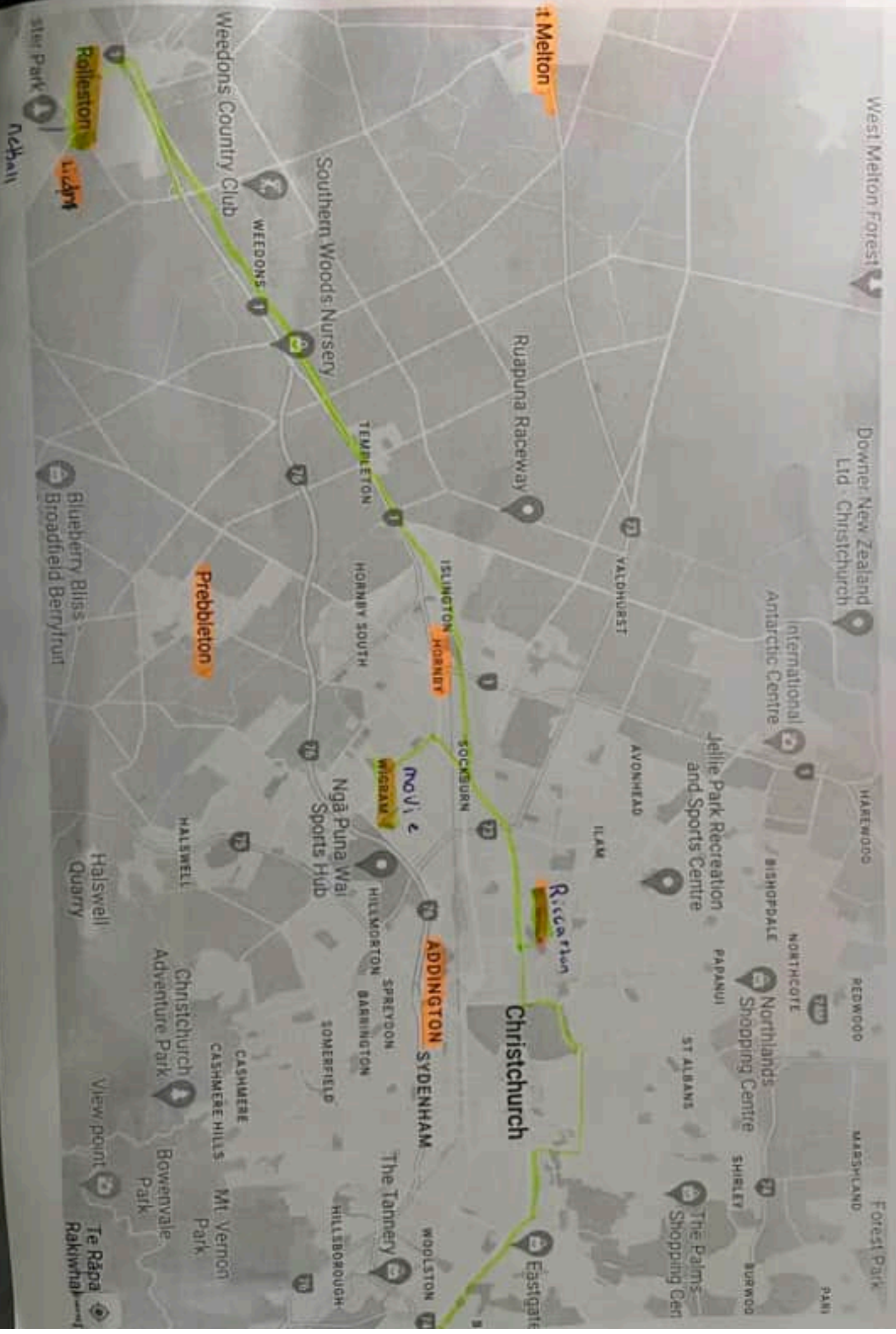
1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

Note: From Rolleston High School, there are 4 separate group submissions which will be submitted separately through this online portal. Also that the group was a mix of genders (the online submission option can only choose one gender) as well as a mix of ethnicities.

#### Attached Documents

File

Rolleston Group 2



## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** Okirano **Last name:** Tilaia

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

GC2050 Facilitator - 4 students from Rolleston High School

**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:

(Refer to Map) We chose this route because it goes past key locations and this can offer transport to everyone in need.

We chose the key locations because it is where the youth is the most populated. It also offers transport to the older population who may visit these locations regularly as well. Key locations include Rolleston, Hornby, Airport, Northlands, The Palms, Eastgate, City Centre, Riccarton, Ngā Puna Wai. In general, we support the improved public transport system.

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:

There is many important Māori environments that mean a lot to our communities and should be preserved. Parks are a key part of Christchurch that brings people together. Green locations include: Hagley park, Margaret Mahy, Avon River, Lake Rua/Tahi, Haswell Quarry, Christchurch Adventure Park, West Melton Forest, Foster Park/Playground, Gryons, The Bridle Path/Port Hills

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

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

Yes

Why:

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

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

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

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

Yes

Why (please specify the Priority Area):

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

(Click the image to open it in another window)



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

Yes

Why:

We chose that young people's futures should be preserved and protected so that we don't risk over population and price changes. Order of opportunities from most important to least important: 4 (*Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs*), 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*), 1 (*Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places*), 3 (*Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people*), 2 (*Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change*), 5 (*Provide space for businesses and the economy to prosper in a low carbon future*).

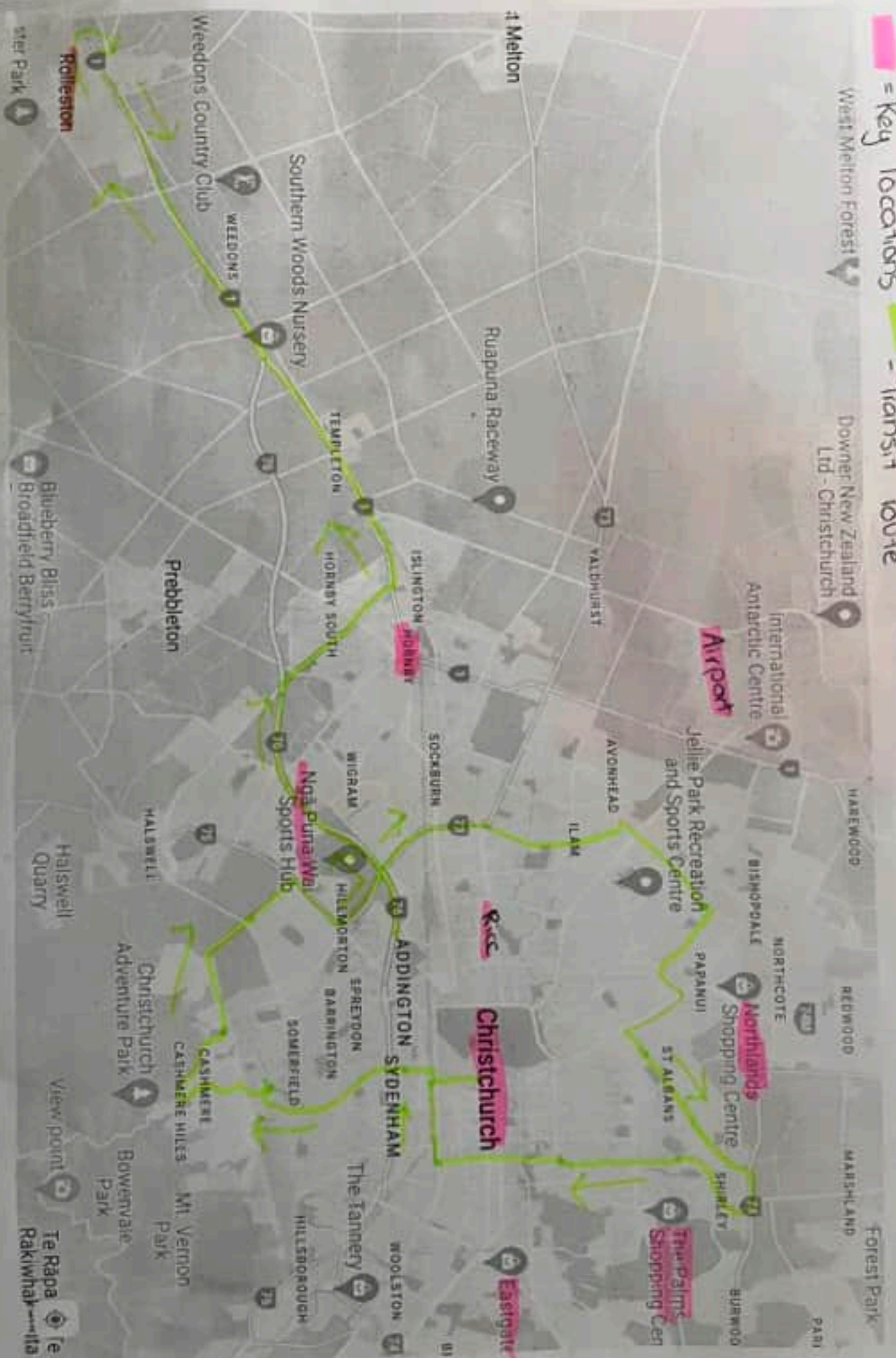
1.7 Do you have any feedback on other aspects of the Draft Spatial Plan?

Note: From Rolleston High School, there are 4 separate group submissions which will be submitted separately through this online portal. Also that the group was a mix of genders (the online submission option can only choose one gender) as well as a mix of ethnicities.

Attached Documents

File
Rolleston Group 4

**Key locations**  
**Transit route**



West Melton Forest

Downer New Zealand Ltd - Christchurch

**Airport**

**Northlands**

**Christchurch**

**Eastgate**

1 Melton

Rollleston

Weedons Country Club

Southern Woods Nursery

Ruapuna Raceway

International Antarctic Centre

Jellie Park Recreation and Sports Centre

TEMPLETON

HORNBY SOUTH

ISLINGTON HORNBY

Prebbleton

WIGRAM

HILLMORTON

NOA PUNA WAI Sports Hub

ADDINGTON SYDENHAM

SOMERFIELD

Christchurch Adventure Park

Halswell Quarry

CASHMERE

CASHMERE HILLS

Mt. Verdon Park

Bowenvale Park

View point

Te Rapa

Te Rakiwhā

HAREWOOD

REDWOOD

MARSHLAND

Forest Park

VALDHURST

AVONHEAD

ILAM

SOCKBURN

BISHOPDALE

NORTHCOTE

PAPANUI

ST ALBANS

SHURLEY

BURWOOD

The Tannery

WOOLSTON

HILLSBOROUGH

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** Okirano **Last name:** Tilaia

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

GC2050 Facilitator - 15 students for Kaiapoi High School

**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:

We support the improved public transport system. We want the trains to run late so that people can get home safe. We want them to be efficient and safe. We also want there to be the same bus and train card.

Some key places for us and things to note are;

- INCLUDE KAIAPOI in the transit system.
- Skate Park, McDonalds, Fish'n'Chips Shop
- Kaiapoi borough (Basketball)
- Rugby Park (some of us play)
- The route is reliable to pick up people

(Central City)

- Cowles Stadium (sports)
- System to go through town
- Riccarton (hotspot)
- Route to the airport
- Route to Papanui
- Route to Kaiapoi for easier accessibility and affordable too
- New Brighton Pier & Malls

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:

Important places

- Bus exchange
- Nga Puna Wai
- Ara
- UC
- Malls – Riccarton and Northlands
- Movie Theatres
- Riverside
- Kaiapoi
- Airport
- Hospital

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?

Yes

Why:

- Most important is to protect/restore natural environments e.g. forests, waterways (opportunity number 3 - *Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people*)
- So that we can enjoy nature even when more buildings are built.

- Second most important is to protect/restore historic heritage sites – don't build over Māori sites/keep them safe (opportunity number 1 - *Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places*)
- o So we can still see/enjoy original sites
  - Third most important is reduce/manage climate change risks – build housing for changes in weather patterns (opportunity number 2 - *Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change*)
- o So no matter what natural disasters happen, our housing/infrastructure stays strong.

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

Note: From Kaiapoi High School, the group was a mix of genders (the online submission option can only choose one gender) as well as a mix of ethnicities.

Attached Documents

File
No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** Okirano **Last name:** Tilaia

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

GC2050 Facilitator - 25 students from Papanui High School

**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.

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







1

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

Yes

Why:

We support the improved public transport system; some key things for us are

- Accessible transport (getting to school, home)
- Beneficial for students living quite far from school and mall
- Route to church

Redcliffs Rd; A lot of people living in this area and the bus stop is so far from their homes.

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

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

Partially

Why (please specify the Priority Area):

Important Areas/Places (Route goes by or priority development areas)

(School – Work – Social/Food – Home)

- Papanui
- Merivale
- Riccarton
- Central City
- Burnside
- University of Canterbury
- Sports Stadiums/Fields

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?

Note: From Papanui High School, there were est. 25 students and the group was a mix of genders (the online submission option can only choose one gender) as well as a mix of ethnicities.

Attached Documents

File
No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** Okirano **Last name:** Tilaia

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

GC2050 Facilitator - 5 students from Christchurch Boys' High School

**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:

(Mass-Rapid Transit System) We like the idea of the transit system. Needs to be on the way to church, school, training, home, rugby games. Noted that buses are cheaper than buying a car and having to fill up with gas. Places of importance for the train to pass by include Rutland Street (for haircuts), English Park Field, Fendalton Park, Rugby field.

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:

Priority development areas include where family lives where you hang out, where you train.

Priority areas in the environment included Hagley Park (for sporting reasons), and Papanui training.

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

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

Yes

Why:

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

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

Yes

Why:

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

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

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

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?

Note: From Christchurch Boys' High School, there are 4 separate group submissions which will be submitted separately through this online portal.

#### Attached Documents

File

No records to display.





1

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

Yes

Why:

We agree with the improved public transport system. Our group chose a route because it is where our houses are, and it goes past the city centre. It took us to Riccarton mall which is near our school. The route also goes past our school and Hagley Park where we have trainings. Areas that we identified as important include Riccarton (for food and \$2 rice, and to catch the bus), Hagley Park, high density areas and city centre, Aranui, and Hornby. We also made sure the route went to Rolleston.

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

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

Yes

Why:

As a group, we decided to highlight CBHS, Aranui, and Riccarton. We chose CBHS because we all go to CBHS, and highlighted Riccarton because most of us use Riccarton Mall to get food and to hangout. We highlighted Aranui because it is a place that lacks Economical financial credential support. Development in this area could assist in its sustainability in the future.

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:

Green spaces such as local parks, playgrounds, and fields. These are beneficial to high density areas who lack "green spaces" in their backyards. With the lack of green spaces, it is utilised for apartment buildings. Green spaces/parks will be crucial for the future generation.

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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):

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

(Click the image to open it in another window)



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

Yes

Why:

#### Attached Documents

File

No records to display.



## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 20/07/2023

**First name:** Okirano **Last name:** Tilaia

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

GC2050 Facilitator - 5 students from Christchurch Boys' High School

**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:

(Mass-Rapid Transit System) We like the idea of the transit system. Personally, I am against the idea of making transport free, because it may result in an increase of taxes will do more harm than good for our pacific families in the east side. However, if they do go ahead to make transport free, they should place it on the east side to aid the pacific families. Critical areas for public transport include Fendalton (where I live), Straven Road (school/sport), New Brighton (beach), West Melton (Farm/church), Hagley Park (Poly, Rugby, golf) and Riccarton Mall. Riccarton is important because after school/training we would all go to the mall to have a feed at McDonalds or KFC, or just chill (it is also where most of us catch the bus home from).

(Priority Areas) The East side is where most of my family live. They need the most help in terms of petrol, cars etc (transport). Mid-high-class areas can afford gas/petrol, inflation rises – low class areas will struggle 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:

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:

Important green spaces include cultural areas (maraes, ...), nature landmarks (preserve New Zealand's green image for tourism), could remove some stadiums that are not used.

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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Why:

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**Submission Date:** 20/07/2023

**First name:** Okirano **Last name:** Tilaia

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GC2050 Facilitator - 5 students from Christchurch Boys' High School

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

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





1

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

Yes

Why:

(Mass-Rapid Transit System) We chose this route because there aren't many busses that connect Cashmere, Harewood, and Northcore to places like St Albans, Town, Riccarton. Key areas for the transport to pass by include Cashmere Club, Merivale (Merivale Maccas), Town (buys exchange), Wainoni (our house), Shirley, Marshland (housing), Riccarton (Hoyts), Aranui, Ilam (Sushi-ball house), Fendalton (school), Papanui (mall).

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:

Could develop the red zone since we cannot build housing on it, we may as well make it into a park that could be an important green space. Our big green space could be the red zone, it could host events, music, sport, or cultural gatherings or even become more natured with nature.

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Yes

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(Click the image to open it in another window)



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Yes

Why:

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 21/07/2023

**First name:** Holly **Last name:** Luzak

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

Cashmere Park Ltd, Hartward Investment Trust and Robert Brown

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

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

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

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





1

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

Unsure

Why:

Please refer to attached submission on the GCSP.

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:

Please refer to attached submission on the GCSP.

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Unsure

Why:

Please refer to attached submission on the GCSP.

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Unsure

Why:

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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?

Unsure

Why:

Please refer to attached submission on the GCSP.

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

Please refer to attached submission on the GCSP.

#### Attached Documents

File

GCSP Submission



21st July 2023

Our reference: 511270

Dear Sir/Ms

## Submission on the Greater Christchurch Spatial Plan

### 1.1. Introduction

Eliot Sinclair and Partners Limited are acting on behalf of Cashmere Park Ltd, Hartwood Investment Trust and Robert Brown 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

- The submitter's sites are located at the following addresses with the corresponding legal descriptions.
  - 126 Sparks Road (Lot 1 DP 412488)
  - 17 Northaw Street (Lot 2 DP 412488)
  - 36 Leistrella Road (Lot 3 DP 412488)
  - 240 Cashmere Road (Lot 23 DP 3217)
  - 236 Cashmere Road (RS 41613)
  - 200 Cashmere Road (Lot 1 DP 547021)
- Initial investigations that have been carried out on the submitter's site in relation to their submission on the Christchurch District Plan and PC14 are flooding risk assessment, transport assessment report, urban design report, infrastructure servicing report, economic assessment report, preliminary site investigation (PSI), water supply report, geotechnical assessment and Mahaanui Kurataiao Ltd (MKT) assessment.
- The submitter's site meets the definition of the National Policy Statement of Urban Development (NPS-UD) of a well-functioning urban environment.

- It is important to consider that enabling the submitter's sites and other sites that are similar for residential development will contribute towards addressing the housing supply shortage in New Zealand.
- We propose that the plans within the GCSP are amended to reflect sites that are currently going through either private plan changes or re-zoning through the PC14 hearing process, so there is consistency when referring to sites that are potential future development areas.
- Our submitter's site as circled in red within Figure 1 is currently not shown as a potential future development area but is currently requesting re-zoning under the PC14 process. If this re-zoning was to be successful, then our submitter's site needs to be reflected as future development area within the GCSP.



Figure 1. The Greater Christchurch Spatial Strategy (Source: GCSP Summary)

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

### **1.3. Matters that require a submission**

#### **1.3.1. The GCSP refers to zoning needing to provide for a “well-functioning community and urban environment” throughout the draft version.**

Comment (1) It is important to consider that within the city limits of Christchurch that there is land that is suitable for residential re-zoning and would be able to contribute towards providing a well-functioning community and urban environment. This cannot be ignored, and it links back to the National Policy Statement for Urban Environment (NPS-UD) as well as being able to contribute towards the increasing housing supply shortage. Flexibility is needed for opportunities for re-zoning to not be missed. Reference to Map A which has not been updated needs to be considered and amended as not the only factor to limit or allow for re-zoning requests.

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

Comment (1) There is no specific identification in Map A of areas that are subject to hazards and that are not suitable for development.

Comment (2) It is suggested that a significance criterion is developed. Providing greater flexibility and accuracy around development capability.

#### **1.3.3. Opportunity 1: Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people’s physical and spiritual connection to these places**

Comment (1) Significant consideration of Iwi values was implemented in the Christchurch district plan review and similar considerations have been brought in through the reviews of the Selwyn and Waimakariri district plans.

Comment (2) The submitters are not opposed to the focus of this consideration.

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

Comment (1) Acknowledgement of the risks from natural hazards and climate change will create greater need on greenfield and infilled development within the Greater Christchurch area.

Comment (2) The submitters are not opposed to the focus of this consideration.

#### **1.3.5. Opportunity 3: Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people.**

Comment (1) The applicant meets the requirements of this consideration and are not opposing the focus of this consideration. They are not opposed to the expansion of the green belt around urban areas, but do anticipate difficulty in implementation. It is however considered that appropriate developed greenfield

areas with outlined development plans do provide green areas and space of immediate benefit to the residents of those areas.

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

Comment (1) The submitters consider that the unaffordability of housing is one of the most significant issues New Zealand is currently facing.

Comment (2) There are a number of different measures of what is considered as affordable housing. Linking affordability to the average wage of New Zealanders at or less than six times the average wage.

Comment (3) It is considered that council need to provide more than sufficient development capacity and encourage competition within the sector. Re-zoning of land on its own does not mean that it will come to the market in a timely and affordable manner.

**1.3.7. Opportunity 5: Provide space for businesses and the economy to prosper in a low carbon future.**

Comment (1) The submitters are not opposed to the focus of this consideration as they are not directly related or impacted by this consideration.

**1.3.8. 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.**

Comment (1) The submitters are not opposed to the focus of this consideration as they are not directly related or impacted by this consideration.

**1.3.9. Priority development areas which include Papanui, Central City and Riccarton (mass rapid transit phase one corridor).**

Comment (1) The submitters support the concept of mass rapid transport corridor development but consider the feasibility of this to be decades away.

Comment (2) Focussing on intensive residential development solely around these corridors reduces options for development.

Comment (3) Intensive development around corridors also has significant detrimental effects, noise pollution and air pollution associated with rapid transport corridors is well documented. Both aspects can have a significant impact on quality and duration of people's lives.

**1.4. General comments**

1.4.1. The submitters are generally in support of higher density living but acknowledge that there are difficulties that have been identified by FENZ in building closer and more densely. Council, if possible, needs to recognise these limitations and plan appropriately.

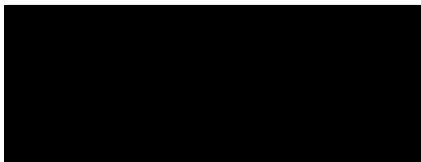
1.4.2. Park and ride options as an interim option while mass rapid transport is development within the next decade is an appropriate interim measure.

- 1.4.3. A 2022 Global Cost of Poverty Report, released by Compare the Market, shows New Zealand housing is less affordable than 32 countries, including the UK, Australia and Canada. New Zealand is currently the 6<sup>th</sup> least affordable of the 32 countries.
- 1.4.4. The way Christchurch City Council (CCC) developed the SW Christchurch Area Plan provides a model on how an up to date "Map A" should be developed for greater Christchurch. Although it was prepared long ago, the methods used for the SW Christchurch Area Plan were good, and if updated, would be excellent as a comprehensive planning tool. However, this takes time, and a more rapid flexible Regional Policy Statement on development is required in the interim.
- 1.4.5. The city has had its boom of multi-unit flats and exhausted the demand. Hence, relying solely on more intensive inner city and hub living for the future growth of Christchurch City is likely to fail, especially if the Government acts against their use for Airbnb.

## 1.5. Summary

In summary, the submitter's land has all the infrastructure and social services available, replaces a raw rural/urban interface with its associated community problems with a naturalised/urban interface, is closer to the city centre than any other land that can easily be developed, facilitates more intense development on site and elsewhere by providing for the expansion of Orion's large suburban substation, reduces emission of CO<sub>2</sub> for transport as it offers choices of low emission transports such as bikes, etc and is close to existing sports centres, pools, schools, churches, malls, suburban shops, medical centres, etc.

Yours sincerely



Holly Luzak  
Resource Management Planner  
BSc (Geography) Assoc.NZPI





1

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

No

Why:

- the plan doesn't help suburbs that are not connected to the main artery route
- buses preferable, they can change route quickly as they respond to situations arising. Rapid and frequent poses problem though as it then becomes unsafe to be able to cross roads at major hubs.
- buses - who actually is using buses? Very few people from my observation, they are mostly empty. People want reliable services and able to access places not have to walk miles to a bus stop
- rail route is fixed, can't be altered. Christchurch is earthquake prone so rails would buckle causing havoc and disruption
- electric cars aren't the answer - NZ has not increased the electrical grid so how are all these cars to be charged? We'll end up with power black outs like what is happening in California now. There is a greater fire hazard as well with electrical cars -Jaguar here in NZ recalled a model recently for that very reason. Overseas ferries exclude electric cars from travelling with them due to potential fire risk

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:

- high densification is like living in a cage, too close together, housing very small and too compact, little light/sun being able to most, thin walls you hear everything going on in the next unit or the one above or below depending on how high buildings are. I've lived in Europe and it was like living in a jungle. You don't know your neighbours or are unable to choose who you live next door to.
  - mid to high density equals how many stories high? How much light and sun is being blocked from lower housing in the area? these change the shape and aesthetics of an area.
  - high density in an earthquake or other event would have more risk of greater consequences for the community such as death toll much higher
- high density - crime rate is higher, saw that when living in Europe in such a jungle of high rise apartments
- No private space to relax in. People do not want to interact and be with others continually in communal spaces.
  - unable to have small gardens - flowers or plants to give colour to surroundings, grow a few organic vegetables etc. Gardening is very useful for relaxation and mental wellbeing of people
  - no carparks as those planning are forcing us into a lesser lifestyle where we would be dependent on what is provided for us not what we can do for ourselves

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:

- this would be controlled and our natural food forests who would maintain them? ensure that they were not contaminated with toxic sprays?
- community gardens - where would they be put? would they even be considered? Community gardens bring people together with a common purpose and the satisfaction of producing for each other is important
- in high density areas where would the proximity to our food sources be?

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:

How much more would be done in reality to what's being done now? Much taxpayer money has already been spent on this but not much action has in reality taken place

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

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

No

Why (please specify the Priority Area):

- what happens to the other areas? Are they just left to crumble and decay?
- One size does not fit every situation, flexibility of other solutions needs to be included

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

(Click the image to open it in another window)





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

Unsure

Why:

All people should be treated equally. Not one group being given specific advantages over another which is what is happening even now. We are one nation with 160 different nationalities so each needs to have a say.

Affordable housing sounds great but in reality how exactly are you going to suddenly achieve that ? It has been talked about for the last decade but there is still the same problem of lack of housing or affordable housing.

Again, programs to get people using buses, cycles etc have been there for over a decade and how much progress has really been made there in relation to the huge amount of our money being spent on it? take cycle lanes - yes, while a good idea the amount or lack of cyclist using most of the routes shows a very different story. So called green money could have been utilized in other ways. Cheaper options, less spent on consultation fees etc. Council needs to be there for us the people, we are the ones who pay you.

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

1. Immigration. Do you wish NZ or Christchurch to become another France where we become over run with young fighting age male mainly Muslim immigrants come here, do not integrate or get jobs and become disillusioned then cause problems when they perceive an injustice has been done to them. Immigration is fine but needs to be controlled. Where are we going to house these migrants when we can not house our growing of number of homeless people? Should immigrants be given priority over our own New Zealanders who live here?

2. I am not sure where you get your stats re population growth - is it from data or from modelling? Stats NZ talks about a 10% excess mortality rate happening right at this present time which points a different picture of decline in population rather than growth which is what this plan is about. Birth rates are down as well so population not being replaced like it once was as well.

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 21/07/2023

**First name:** Paul **Last name:** Bryant

**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:

Who uses public transport? How are you going to get people to use it? By taking away their autonomy? The routes proposed look like they could go through areas with heritage buildings or protected trees. If these are in the way, are you just going to bulldoze them? What about the existing infrastructure and buildings? Bulldoze these too?

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 think this proposal is doomed. Focus on getting the plan right first then ask the above question.

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

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

No

Why:

Increasing concentrated numbers of humans does not improve health of waterways.

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:

If done correctly, could be a good thing. Show us your visualisation as I cannot see it under this proposal.

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):

So carbon causes climate change? So we reduce carbon? Isn't that what we are doing - electric and hydrogen economy in the future? Where is your climate change forecasts coming from? If the planet was cooling, would this be called climate change too?

I think concrete jungles concentrating people are not the answer.

Building high rise infrastructure in earthquake prone areas and concentrating people in these buildings = bad idea. What happens in a pandemic? Fire?

Whose going to do all this work? I suspect a lot of it will be from overseas. Use the skills on our door step, keep our money in the country.

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:

You say lots of good things, using lots of buzz words and PC language however the plan goes against these if you have foresight.

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

What was the makeup of the sample group that came up with the 86% in support? Were minors or children part of this including people below the voting age?

You state population will may double or more in 60 years. So does it keep doubling every 60 years or less - what does this look like in your future plan? Or is that someone elses problem. This is not a sustainable approach.

With deaths higher than births and skilled workers leaving the country at the moment, where are all these people going to come from? Imigrants? Refugees?

What is really driving this plan? Council, Government, who? Is this a 15 minute city?

What part is AI going to play in the future?

I don't think this plan has done much thinking. Look at other places in the world, your plan resembles China. Learn from mistakes others have made, open your mind, think outside the box, dream the future and make it happen.

#### Attached Documents

File
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No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 21/07/2023

**First name:** George **Last name:** Laxton

**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:

Yes I do, I also like the focus secondary hubs such as church corner and Linwood getting secondary "core public transit routes" but still high frequency public transport. Having just got back from Japan, it was amazing there where we could go so many places by taking one or two trains or two trains and a bus because of the way the networks overlap and the high frequency making transfers easy. It was effortless to get around and we didn't need to hire a car at all. Especially when transit for the most part lives and dies on the frequency of the transit.

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 the increase in density around the hubs, but also everywhere else too. We have to start somewhere though and focusing around the hubs is a good idea.

I don't think that we should be ONLY be focusing on those areas though, we need to increase density through the whole city.

Also the environment is an important factor for me and not only is higher density housing better for the environment, (reducing carbon emissions) it also means we have the opportunity for large areas to be set aside as city green zones (parks)

Recently back from Japan and they have these everywhere in the middle of their cities. Large AND small spaces set aside forming breaks the city where you can go and relax in the shade of trees and let the city noise (all the cars because cities aren't loud, cars are) fade away.

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, Surrounding the city with a green zone will force us to stop expanding in to valuable land for farming and stop ugly urban sprawl. We need to build up not out. We just create more congestion and increase carbon emissions.

I'd also like to see in the plan lots of smaller parks in the center of the city, not just the big ones. Ones that are as small as a plot of land or two where it's big enough to go enjoy but it doesn't take up much space. Having more of these smaller ones it would make it easier to access a park as one would only be a 1-2 minute walk away. Especially if they were on every single block.

I would love to have a city like this where finding a park to get away from the city is so easy and there are



also larger parks where I can go if I want to enjoy it with more people or just want a larger space to go to.  
Great idea fully support!

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 fully support this (as said above) Stop expanding into valuable land that is used for rural farming. The city is the city and we need to stop ugly (and bad for the environment) urban sprawl.

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'm not sure I fully support the priority development and it sounds like on the surface (correct me if I am wrong) a hand out for the rich people.

I'm happy for there to be incentives as long as they stay in reality and that the private businesses that take advantage of them have to pay back to the community in some way. I am of course not talking about small business that is run local. I'm talking of the bigger land developers who have lots of capital behind them.

Yes there is a risk to their investments which should be encouraged. But I would like to see help that they get and profits reinvested in the community primarily, if they have success, they should share it with the community.

Basically if private businesses get some sort of public funding (or advantage provided to them by the public) they should be made to reinvest back into the community in which they derived success from.

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:

They all seem like good ideas to me! Especially #2, #3, #4 and #6

All great ideas!

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

Bicycles (and other small PEV Personal electric vehicles) I believe will be the future of urban transport and investing in the ability for park and ride with high quality safe secure locations to out your bike or other personal vehicle without having to take it on a train/bus would be amazing. Again we just got back from Japan and there is so much bicycle parking at all the train stations which enables the Home > Bike > Train/Bus > Destination which expands the reach of the network so much. Less focus on car parking and more focus on bike parking please!

Also a city bike program that has dedicated bike share spaces at ALL the major hubs and also dotted in appropriate places around the city enabling the Home > Bike > Train/Bus > Bike Share Hub > Destination hopefully all paid through the same transport card that you used for Bus/Train.

#### Attached Documents

File

No records to display.

## Greater Christchurch Spatial Plan

### Submitter Details

**Submission Date:** 21/07/2023

**First name:** Donna **Last name:** Gillatt

**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.

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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:

The existing public transport system is not used and I see no reason why a new system would be any different. Buses in Christchurch are consistently empty.

Unnecessary and unused public transport blocks up roads for general traffic and delivery vehicles and is a safety hazard for cyclists.

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 absolutely disagreed with your statement.

Crowding people into confined living spaces is unhealthy and detrimental to good physical and mental health.

The cost to implement this will be astronomical and unaffordable for a country that is already in debt and the expectation will be that individuals will be taxed further cover these costs.

I have spend some time in Hong Kong with similar setup as being proposed and there is nothing either enjoyable, healthy or desirable to live in this type of environment.

I have grave concerns for the wellbeing of people should this proceed.

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:

Areas of significant natural value can easily be protected without forcing people away from nature and into unpalatable cramped living conditions.

Waterways are improving based on our current living arrangements and will continue to do so if left in the hands of the right people to monitor and support.

We have no need to expand the highly productive land, what we do need to do is stop selling highly productive land for tree farming which destroys jobs and the environment.

We have amazing recreational spaces and these need to be left in their current natural state for people to enjoy and maintain.

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:

We already have a greenbelt and this can be maintained as is. There is no need for more cost and changes to do this.

Rural and city should be able to easily flow back and forth unencumbered as it has for hundreds of years.

Let best practice farmers be farmers without constant and unworkable interference from local and national governance.

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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 appears to be council and government wanting to control the development and force out smaller stake holders and contractors.

It looks like forcing change onto people without extensive and transparent consultation.

The devil is always in the detail, and there is totally insufficient detail here for anyone to make a truly informed decision.

It looks like authorities are trying to force people into living and moving within very restricted areas. Why would they want this?

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

(Click the image to open it in another window)



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

No

Why:

Absolutely not.

We have shaped our living environment to a suitable standard and we enjoy the movement between streets, cities, town and county and around New Zealand.

The proposed plan looks very much like over-reach and total control of peoples movements and enjoyment of all New Zealand.

My question is why the need for this control?

I can only but image the cost to implement such a proposal and i total object to a cent being spent on this without every New Zealander having a full, transparent consultation process followed by a public referendum.

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

I totally oppose the proposed Greater Christchurch Spatial Plan for the following key reasons.

A total waste of tax payer money.

Grave concerns for peoples wellbeing.

Insufficient public consultation.

Housing intensification is a recipe for criminal activities.

Infrastructure require for this development will be enormous and totally destructive to our environment.

The proposal is totally unnecessary. Birth rates are decreasing and death rates are increasing. Structure our immigration to suit our current services and infrastructure.

For the most part I believe New Zealanders enjoy our current life style and there is absolutely no need to change this.

#### Attached Documents

File
No records to display.