

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

Submission by: B. Welsh – 50 Johns Road
S. McArthur – 54 Johns Road
T. Kain – 52 Johns Road

Contact Details: C/o T. Kain

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

1. Background

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 PIB/Urban Limit lines as currently prescribed are likely in some places to inhibit efficient and economic land development. The submitters have been involved in the development and rezoning process at Belfast for the last 25 years. They are also in consultation with the developer of the adjoining Belfast land.

The Submitters ask that the Proposed Infrastructure Boundary/Urban Limit lines be amended as attached.

2. Land

The submitters land makes up the western end of the Rural-Urban Fringe Zone at N.W Belfast with Residential New Neighbourhood zoning on both the east and north boundaries. It also

intersects the north-east corner of NW Belfast Outline Development Plan and adjoins with the proposed development program at N.W. Belfast.

The subject land is easily integrated with the adjoining NW Belfast Outline Development Plan and better relates to the development outcome for the NW Belfast area than the Rural-Urban Fringe zone.

Significant changes are now underway at NW Belfast reflecting the higher density residential outcomes sought for the area, the proposed new shopping centre and the new (additional) primary school. . The submitters believe that the position of the Urban Infrastructure line, excluding this land is inefficient and does not deliver a residential outcome appropriate to the developing community at Belfast. 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 be developed for housing and can be serviced. There are no unusual infrastructure issues.
- The land is close to amenities (proposed new primary school, churches and the proposed new shopping centre) and its development would complement the proposed residential development on the adjacent properties and the road and reserve connections.
- The land is within 200m of the proposed public transport stop/route Main North Road,
- The land is suitable for housing,
- The land is a small bock largely adjoining or facing urban development
- The land can be serviced,
- There are no geotechnical constraints to development of the land,
- The site will eventually link via Belfast Road to the interchange of the Northern Motorway/Belfast Road off-ramps, and
- That the inclusion fo the land within the infrastructure boundary will not adversely impact development at Belfast, rather it will consolidate Residential activity.

When regard is had to the concept of a 10 minute neighbourhood for the Key Centres (Fig 19 of the Our Space Document) then the subject land satisfy that outcome better than much of the existing urban land at Belfast.

The subject land does not represent an isolated or disjointed urban zoning or development opportunity but is located in area that contains urban infrastructure, amenity and services.

Development of the land for the purpose sought should be encouraged in order to provide infrastructure efficiency and a compact and sustainable urban area at Belfast. It will be located closer to the facilities and amenities of Belfast than many of the areas identified for residential growth in the area.

The submitter thanks you for your consideration of this submission. The submitter is available to meet with Council Officers at any time.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'K P McCracken', written in a cursive style.

K P McCracken
Director

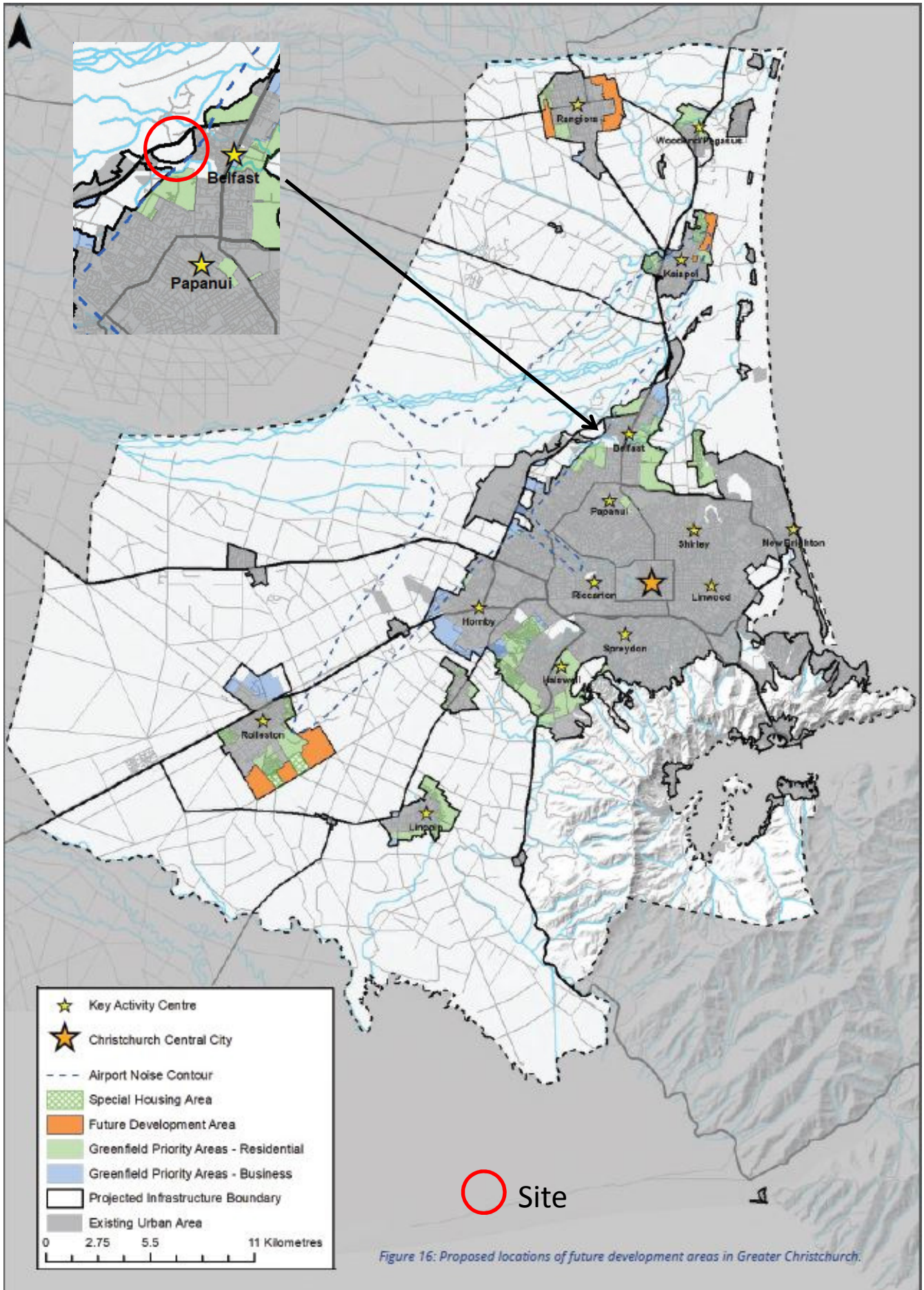
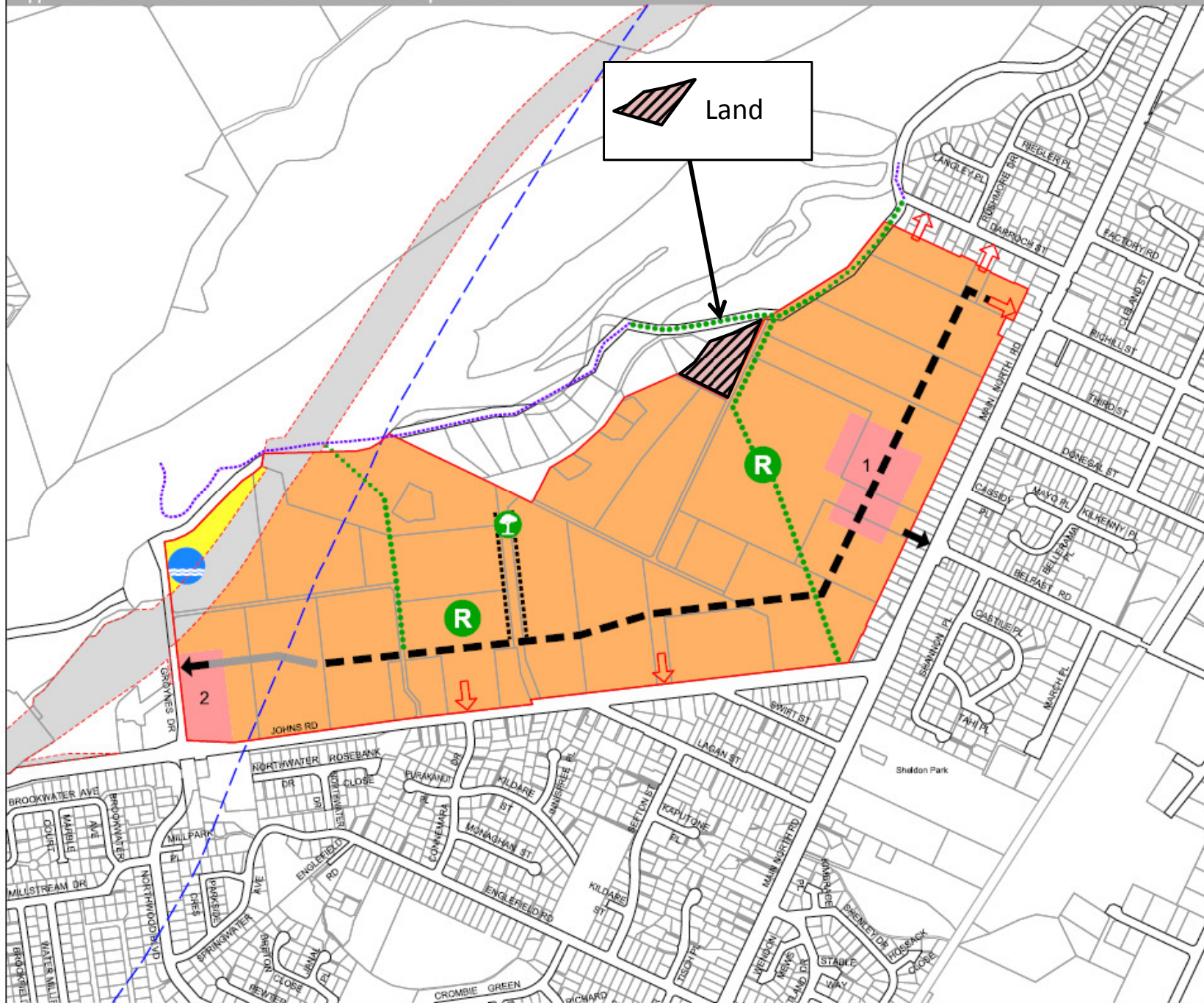


Figure 16: Proposed locations of future development areas in Greater Christchurch.

Appendix 8.10.23 North West Belfast Outline Development Plan



KEY

1 NORTH

- Outline development plan boundary
- Western Belfast bypass designation
- 50 dB Ldn Air Noise Contour
- Existing pedestrian / cycle link / route
- Protected trees

Development requirements

- Stormwater facility
Indicative location. Size and shape to be determined at time of subdivision
- Road access point
Fixed location
- Road access point
Indicative location
- Collector road
Fixed alignment
- Collector road
Indicative alignment
- 15m setback
- Recreational route
Location and alignment may vary
- Reserve
Indicative location
Size to be determined at time of subdivision
- 1 Commercial core zone
- 2 Commercial local zone

Residential development area

- Residential development area
- Residential development area with greater development constraints

100 50 0 100 200 300
SCALE (m) A3 at 1:7,500

Technical Services and Design Assets and Network Unit
Christchurch City Council

Map: qp1032014jn
Date: 15/05/2017

Appendix 8.10.23
North West Belfast
Outline Development Plan

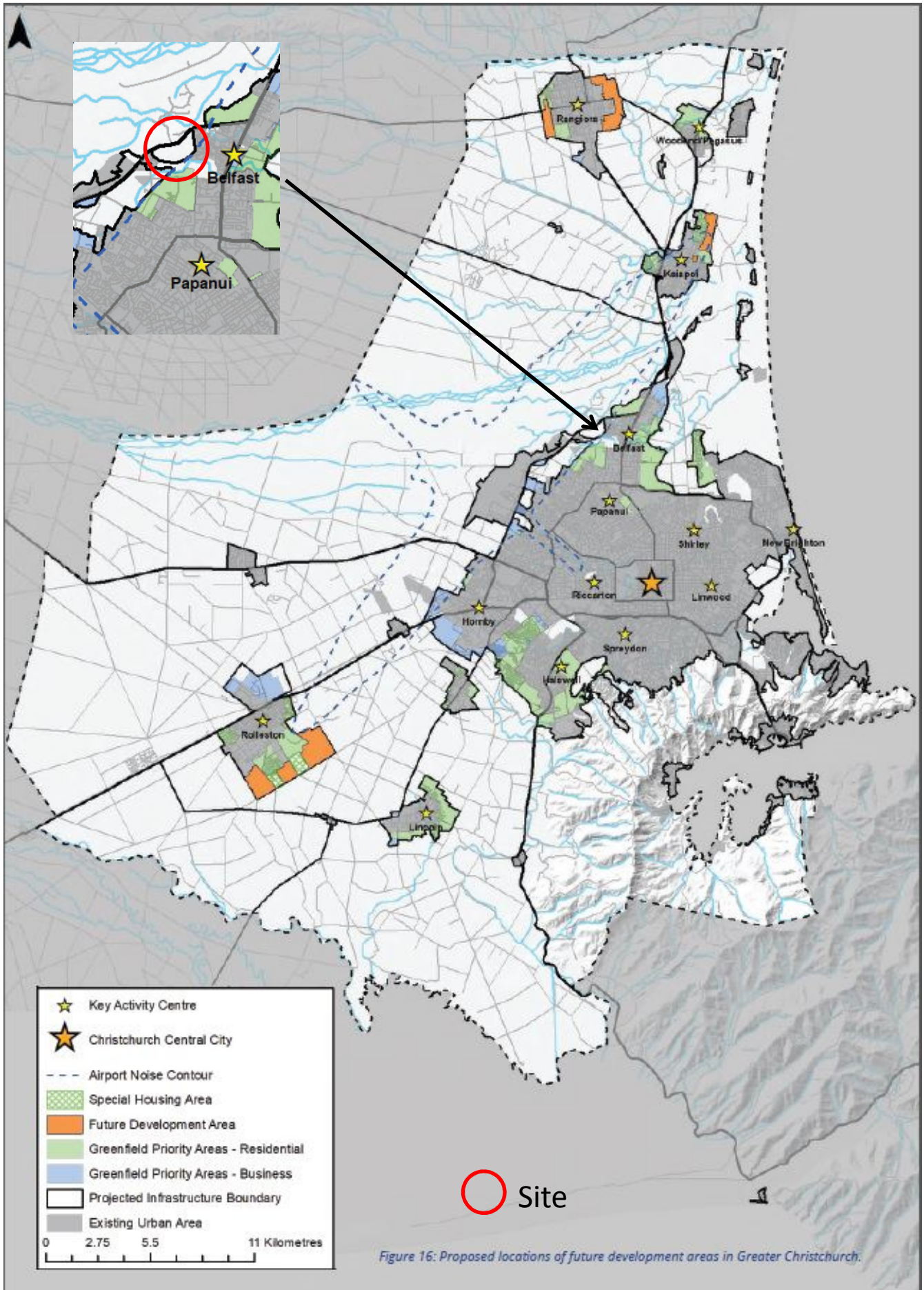


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