

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

-Received via online submission form-

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I am completing this submission	For myself
Hearings	
Do you wish to speak to the hearings panel?	I do not wish to speak at the hearings
Phone number	
Preferred location to be heard	
Questions	
Question 1: Our Space highlights there is significant capacity for new housing through redevelopment in Christchurch City but to accommodate housing growth in Selwyn and Waimakariri it identifies additional greenfield land around Rolleston, Rangiora and Kaiapoi. <i>Do you agree or disagree with this approach and why?</i>	
Agree/disagree	Do not agree
Comment	<p>Greenfield development in exurban areas such as Rolleston, Rangiora and Kaiapoi is unsustainable. The current pattern of exurban development has led to large numbers of people commuting using private cars between their houses in these areas and their work, study or shopping in central Christchurch. This results in many negative externalities such as increased CO2 and PM pollution, congestion and negative health impacts such as obesity.</p> <p>New Zealand's target under the Paris Agreement is to reduce greenhouse gas emissions by 30 per cent below 2005 levels by 2030 and to reduce greenhouse gas emissions by 50 per cent below 1990 levels by 2050. This will not be possible if we continue greenfield development in Selwyn and Waimakariri as proposed in 'Our Space 2018-2048 - Greater Christchurch Settlement Pattern Update'.</p> <p>As Christchurch has a very low population density by international standards, I propose that we restrict all future development to the current Christchurch city limits and a large majority of new development should be multi unit dwellings such as terrace housing and apartment blocks. The development of single family detached homes should be discouraged.</p> <p>As a sidenote, I'm surprised that this plan only pays lip service to reducing our greenhouse gas emissions. 37 percent of carbon dioxide emissions in New Zealand were from road vehicles in 2015 and I believe land use is one of the most important modalities in achieving our commitments under the Paris Agreement. I would have expected reducing greenhouse gas emissions to be the most important factor considered in determining future land use.</p>
Question 2: Our Space adopts the current planning framework that encourages a range of new housing types, especially in the central city, close to suburban centres within the City and around existing towns in Selwyn and Waimakariri. <i>Do you agree or disagree with this approach and why?</i>	
Agree/disagree	Agree

Comment	I agree with this. Single family detached housing is the least sustainable form. We should aim for multi unit mixed use dwellings, close to shopping, work and public transport amenities. The vast majority of housing should be of this type.
Question 3: Our Space proposes to develop an action plan to increase the supply of social and affordable housing across Greater Christchurch and investigate with housing providers different models to make it easier for people to own their own home. <i>What elements should be included in this action plan?</i>	
Comment	I agree with the development of an action plan but have nothing further to contribute.
Question 4: Our Space adopts the current planning framework that directs new commercial development (office and retail) to existing centres to retain their viability and vitality, especially the central city, suburban centres and town centres in Selwyn and Waimakariri. <i>Do you agree or disagree with this approach and why? What further measures would support such development?</i>	
Agree/disagree	Neither agree nor disagree
Comment	<p>I agree that large format retail serviced only by road corridors and suburban shopping mall development should not be allowed to develop in new areas. My opinion is that this kind of development should be not be allowed to expand in existing commercial centres either.</p> <p>However, restricting commercial development to existing centres means that people living in suburbs without sufficient amenities will have to continue to commute by private passenger vehicles. This results in negative externalities such as increased pollution, obesity and congestion. We should allow small scale retail and office developments in areas without sufficient existing amenities within walking distance. Roading around these new retail areas should be designed to accommodate and welcome pedestrians and cyclists.</p> <p>The best way to retain and increase the viability and vitality of existing commercial centers is not to restrict development in areas that need them but to increase the density of housing within the catchment areas of the existing commercial areas. Given the expected population growth this will be easy. We can achieve our goal by replacing existing old stock single family occupancy homes with multi unit dwellings and developing greenfield and other underutilised spaces within the existing city limits.</p>
Question 5: The Canterbury Regional Policy Statement and the District Plans for Christchurch City and Selwyn and Waimakariri Districts have already identified sufficient capacity for new industrial businesses. <i>Do you agree or disagree this is sufficient and in the right location and why?</i>	
Agree/disagree	Neither agree nor disagree
Comment	Current industrial areas and areas identified for greenfield industrial development are not well serviced by transport links. Most of them rely on commuting by private car which is unsustainable given our Paris Agreement commitments. Priority should be given to increasing public transport access to industrial areas and new greenfield industrial areas shouldn't be developed unless they have frequent public transport access. Cooperation will be required with the central government in order to encourage use of public transport over private vehicles (a petrol tax on the negative externalities of private car use being used to subsidise public transport would be my preferred option).
Question 6: The proposals in Our Space are informed by a Capacity Assessment that considers future demands for housing and business land, based on demographic changes and projections from Statistics New Zealand, and likely changes in our economy (including through business sector trends and impacts from technological change). <i>Do you agree or disagree with our evidence base and why?</i>	
Agree/disagree	Agree
Comment	I agree with your evidence base.
Question 7: Our Space promotes greater densities around key centres to increase accessibility to employment and services by walking, cycling and public transport. This aligns with recent transport proposals that signal more high frequency bus routes and an intention to deliver rapid transit along the northern and south-west transport corridors. <i>Do you agree or disagree with this approach and why?</i>	
Agree/disagree	Agree
Comment	I agree with this. Higher density areas bring people closer to amenities, reducing commute distances. Fewer private vehicles on the road reduces congestion and pollution. This combined with the reduced distance to amenities encourages walking and cycling, which further reduces

	pollution and improves public health. In addition, increased density results in public transport being more attractive and viable. Density should be increased in all areas within the current city limits, not just around key centres. All population growth in Greater Christchurch should be accommodated by increasing density within the city limits.
Question 8: Our Space aligns with broader infrastructure planning (including wastewater, water supply, stormwater, energy, telecommunications, community facilities, schools and healthcare) to help create sustainable, cohesive and connected communities. <i>Do you agree or disagree with this approach and why? What more could be done to integrate infrastructure planning?</i>	
Agree/disagree	Agree
Comment	
Question 9: What other points do you wish to make to inform the final Our Space 2018-2048: Greater Christchurch Settlement Pattern Update?	
Comment	
Attachments	