



**Greater Christchurch  
Partnership**

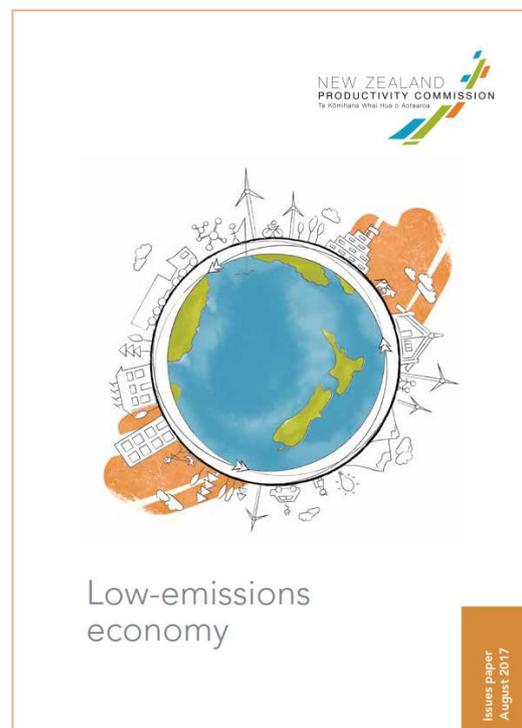
**Te Tira Tū Tahī**  
One Group, Standing Together

Submission by the

**Greater Christchurch Partnership** on the Productivity Commission's

**Low-emissions Economy issues paper (August 2017)**

October 2017



To:

New Zealand Productivity Commission  
PO Box 8036  
WELLINGTON 6143  
Attention: Low-emissions Economy Inquiry

Name of Submitter:

**Greater Christchurch Partnership**

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Submission:

This is the Greater Christchurch Partnership's submission on the NZ Productivity Commission's Low-Emissions Economy issues paper (August 2017). The Partnership was formerly known as the Greater Christchurch Urban Development Strategy Partnership. The content of the submission follows overleaf and is an officer-level submission not formerly ratified by the Greater Christchurch Partnership Committee.

Submissions from individual Partners are also being made and may cover more specific issues relating to their territorial areas and/or statutory functions.

Signed:

A handwritten signature in black ink, appearing to read 'K. Tallentire', with a long horizontal flourish extending to the right.

Keith Tallentire  
Partnership Manager  
Greater Christchurch Partnership

## Introduction to the Greater Christchurch Partnership

The purpose of the Greater Christchurch Partnership is to provide visible and collaborative local leadership and plan for and enable the recovery, regeneration and future growth of the sub-region.

Since 2003 local councils, government agencies and iwi have been collaborating on planning and managing the impacts of growth and development on the Greater Christchurch area including Christchurch City and the surrounding towns in Selwyn and Waimakariri Districts.

Until June 2017, the Partnership was known as the Greater Christchurch Urban Development Strategy Partnership. We developed the Urban Development Strategy (UDS) with the community, and implementing the strategy continues to be a core component of our work. The change of name to the **Greater Christchurch Partnership** reflects our expanded membership and broader range of responsibilities post-quake.

### *Membership*

The [Greater Christchurch Partnership](#) comprises:

The councils in the Greater Christchurch area

- [Christchurch City Council](#)
- [Environment Canterbury](#)
- [Selwyn District Council](#)
- [Waimakariri District Council](#)

Iwi

- [Te Rūnanga o Ngāi Tahu](#)

And government organisations

- [New Zealand Transport Agency](#)
- [Canterbury District Health Board](#)
- [Greater Christchurch Group - the Department of Prime Minister and Cabinet](#)
- [Regenerate Christchurch.](#)

The **Greater Christchurch Partnership** also has a close working relationship with Ōtākaro Ltd, which is implementing the anchor projects for the government, and the Christchurch City Council's regeneration agency Development Christchurch Ltd. The work of these regeneration agencies is critical to achieving the long-term vision for Greater Christchurch. With a focus on the urban environment of Greater Christchurch it complements the work of the regionally focused Canterbury Mayoral Forum.

### *Governance*

The **Greater Christchurch Partnership Committee** (GCPC), a joint committee established under the Local Government Act 2002, has representatives from each Partner's organisation and oversees the implementation of the strategic documents endorsed by the Partnership.

In addition to the GCP Committee, collaboration occurs at every level within our partner organisations, from Chief Executives and senior managers to staff technical working groups.

### *Strategy*

**The partners' collaboration is based upon a series of important planning documents that provide long-term direction and enable consistent, effective and efficient decision-making.**

The [Greater Christchurch Urban Development Strategy](#) (UDS) sets out a vision for 2041, and details the key actions required to deliver the vision. Coordinated planning of our urban areas, including the

provision of housing, transport, social, health and recreational facilities provides long-term benefits for the people and communities living here. The original Strategy and Action Plan was adopted in 2007 and was updated post-quake in 2016. The UDS is the primary document enabling effective collaboration by the Partnership.

The UDS provided a sound basis for the development of the recovery strategy and recovery plans and programmes, especially the Land Use Recovery Plan (LURP).

The [Resilient Greater Christchurch Plan](#) enables leaders to work together to empower our communities to face the future with confidence. Resilience involves understanding the challenges we face and developing ways to adapt and co-create a new normal. The strength of our resilience lies in us, as individuals, and as communities and whānau.

The [Greater Christchurch Transport Statement \(GCTS\)](#) is a framework for integrated transport planning and network development. The GCTS focuses on the strategic links between key places within the Greater Christchurch area, with the partners committed to working together to build resilience, efficiency and reliability into the transport network, at the same time ensuring the community is provided with sustainable transport choices. The Christchurch International Airport, the Lyttelton Port of Christchurch, KiwiRail and Ministry of Transport are all signatories to the GCTS along with the members of the Partnership.

*Our SPACE – the Settlement Pattern and Community Engagement consultation process*

The Partnership has recently commenced a review of the long-term settlement planning approach outlined in the UDS and included within key resource management documents such as the Canterbury Regional Policy Statement and district plans. This [Settlement Pattern Review](#) also meets the requirements of the new National Policy Statement on Urban Development Capacity.

# Submission Points on Low-emissions Economy issues paper

## Introduction

1. The Partnership congratulates the Government for seeking this inquiry and the Productivity Commission for undertaking extensive work to prepare this issues paper.
2. The Greater Christchurch Partnership (the Partnership) welcomes the opportunity to comment on this issues paper.
3. The submission points below focus on those issues and opportunities most pertinent to the urban environment. It leaves comment on the wider approach to others, and supports the submissions of Environment Canterbury, Canterbury District Health Board and Local Government New Zealand in this regard.

## Holistic Approach

### *Wider assessment of opportunities and changes to system architecture*

4. The inquiry is rightly focused on how New Zealand can maximise the opportunities and minimise the costs and risks of transitioning to a lower net-emissions economy.
5. However, in making any recommendations the inquiry needs to ensure any wider impacts of specific opportunities are considered, cited and appropriately balanced. For example;
  - the aesthetic and environmental impacts arising from additional investment in renewable energy sources such as wind and hydro power; and
  - the potential for negative environmental impacts relating to the disposal of an increasing volume of EV batteries at the end of their life.

### *Emissions avoidance*

6. The inquiry states that it may be useful to consider derived demand (i.e. emissions created indirectly as a consequence of other demand) and therefore assess the opportunities to minimise such emissions largely by becoming more efficient at both the macro- and micro-levels.
7. The Partnership strongly supports such an approach and believes these opportunities should be prioritised. For example:
  - more efficient urban form land use planning that minimises the need to travel and encourages other forms of transport (walking, cycling, and public transport) rather than focussing solely on encouraging greater use of electric vehicles;
  - more efficient production processes that minimise production waste and require less energy per unit of production and deliver combined benefits that negate the need for other products; and
  - more efficient building design standards that reduce the need for space heating/cooling and other emissions creating demands from buildings.

### *Balance across sectors*

8. Figure 10 in the issues paper highlights the emissions generated by different sectors in the economy. It will be important that the inquiry considers an equitable approach that balances the need for cost effective emissions reduction opportunities with measures that target each sector proportionate to the emissions currently generated by that sector.

## **Specific Comments - Urban Mitigation Opportunities**

### *Transport*

9. The most significant source of urban emissions is transport. The Partnership supports the transition to Electric Vehicles (EV's), further encouragement of rail freight and investment in public transport to reduce emissions from this sector. The Partnership supports the current measures to encourage the growth of publicly available charging infrastructure and improve the awareness and education around EVs.
10. As noted in paragraph 7, we also view there are real opportunities to minimise transport emissions through land use planning and initiatives to encourage active transport modes as an alternative to private road vehicles, particularly for short trips within the existing urban area. These opportunities need greater recognition and funding to be made available through the existing transport funding models.
11. For example, the Partnership has led a very successful Transport Demand Management programme over the past 18 months to promote alternative transport options for employees returning to the CBD post-earthquake. Significant impacts can be seen as a result of this programme. Such initiatives directed at supporting further behavioural change need to be supported.
12. The Partnership believes greater investment in electrified public transport is needed to cater for mass transit on high frequency routes. Such routes would support the wider application of new technologies that will develop in this sector and offer greater flexibility and choice across the wider transport network.

### *Energy generation*

13. In an urban environment there is a significant opportunity to increase renewable electricity generation through solar generation on buildings, for which the core grid structure is in already place. This could offset space heating emissions from other energy sources and support the additional electricity demands arising from a shift to EVs.
14. Further there are no significant local environmental impacts associated with solar generation on buildings (new and retrofit) compared to other renewable generation options, such as additional wind and hydro generation. The use of solar generation in urban areas also has the advantage of proximity to significant energy users such as manufacturers and future EV users.
15. The current network technical capabilities, lack of smart technology, and the associated financial model for distributed energy generation to feed into the grid is a significant barrier. A comparison of the costs across a range of renewable generation sources in order to meet the additional electricity demands resultant from a significant shift to EVs would be a useful exercise for the inquiry to undertake in supporting its draft report recommendations.

### *Building performance*

16. The Partnership believes there are significant opportunities in the design of new buildings for better energy performance, incorporating low-emissions materials, renewable sources for space heating and more energy efficient use of the buildings.

17. Central Government needs to make it easier and incentivise the private sector and communities to use low emitting building materials and methods. Promotion, education, and training for building related professionals and the public is vital to driving change in this area.
18. Further, amendments to the resource and building consent frameworks is needed to enable and incentivise low emitting building materials and methods. For example, there is an opportunity for building integrated photovoltaic cells in buildings. This would also reduce the need for separate roofing and cladding materials, which further off-sets the unnecessary consumption and emissions in manufacturing of materials.

#### *Urban form*

19. The Greater Christchurch area will continue to experience significant population growth over the next decade and beyond. As outlined in Paragraph 7 encouraging and incentivising a greater share of this growth to take place through redevelopment rather than in peripheral greenfield areas will have a significant bearing on emissions and the associated demands for energy.
20. A narrow focus on technological change to mitigate the current pattern of emissions could be undermined by the additional emissions generated by less sustainable growth paths in and around our larger towns and cities.

#### **Conclusion**

21. The Partnership wishes to thank the Commission for the opportunity to make a submission and contribute towards transitioning towards a low-emissions economy. We look forward to the draft report and its recommendations.