

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

-Received via online submission form-

Submitter details	
First name	David
Last name	Hawke
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Street name and number	
Suburb	
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I am completing this submission	For myself
Hearings	
Do you wish to speak to the hearings panel?	I wish to speak at the hearings
Phone number	2108540215
Preferred location to be heard	Christchurch City
Questions	
Question 1: Our Space highlights there is significant capacity for new housing through redevelopment in Christchurch City but to accommodate housing growth in Selwyn and Waimakariri it identifies additional greenfield land around Rolleston, Rangiora and Kaiapoi. <i>Do you agree or disagree with this approach and why?</i>	
Agree/disagree	Somewhat agree.
Comment	The intent to focus on redevelopment in Christchurch City (as opposed to greenfield development) is a timely. I live in Halswell, and the recent greenfield expansion in Halswell has swallowed up versatile soils, diminished community liveability, and caused traffic congestion heading to the central city with downstream effects on the likes of Addington Village. So, the emphasis on greenfield development on land around Rolleston, Rangiora & Kaiapoi is great. HOWEVER, this land needs to be developed at a significantly higher density than presently. I am mostly familiar with Rolleston; the sprawl around Rolleston is making this town heavily car dependent with little evidence of active transport. High car densities inhibit community development, and cause people to die in traffic accidents.
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	Makes for more sustainable living, and diminishes the social cost of car-dependent commuting.
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	<p>**The need for sustainable transport options. So, this type of housing shouldn't be on the outskirts.</p> <p>**The need for developments to be mixed income, so social and regular housing need to be mixed together</p> <p>**A range of housing styles, to suit people on their own, couples on their own, couples with children, and multi-generational families</p>
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	Somewhat agree
Comment	Business growth needs to be tightly tied to sustainable transport options - public transport and active transport
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	Agree
Comment	Thinking particularly of Hornby and Rolleston, these locations are close to where people live and there seems plenty of space available for any foreseeable growth. Furthermore, both locations are close to rail or truck transport infrastructure.
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	IT's the best we've got! Probably wrong, but a good start
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	People often forget that car transport has downstream effects on communities through which the cars travel. We see this with Halswell, where cars from Halswell flood down Lincoln Road and diminish the liveability of both Hoon Hay and Addington.
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	Tying all this together makes for much more cost-effective development.
Question 9: What other points do you wish to make to inform the final Our Space 2018-2048: Greater Christchurch Settlement Pattern Update?	
Comment	Totally agree with precluding no further extension of the urban limit at Halswell. We have major liveability issues caused by the decision post earthquake to take the easy greenfield option for new housing.
Attachments	