

**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>Christchurch City needs to be developed prior to the use of additional greenfield space outside the city boundaries. There is considerable brownfield space in Christchurch city which can be developed . The costs to do this will be less in the long term. The provision of better transport corridors and networks (particularly PT and cycling) within Christchurch City will be of benefit to all city residents , the capital cost can be spread across a greater ratepayer base. Greenfield development in Waimakariri and Selwyn Districts requires infrastructure for a diluted population base, and also puts pressure in Christchurch City ratepayers to provide polluting and expensive transport access into the city. The need for quality amenities also spreads, again raising the cost and diluting the benefits . We should not be planning for a future which depends on the diminishing quantity and eventual quality of productive land.</p> <p>provision of transport corridors and amenities with Christchurch City will</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	Somewhat agree
Comment	<p>Providing there is quality public and active transport options I do not have any issues with increasing the population density of central Christchurch and some suburban areas. However it is imperative that cars loose the priority status that they have enjoyed over the last few decades. Rapid transit between regional Canterbury towns, combined with workable park and ride solutions must also be given priority. Not more motorway lanes. The recent redevelopment of Christchurch CBD shows that we can make our city more liveable- this must continue. Dormitory living must not be the only desirable option available.</p>

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	Agree. One way to reduce the cost of housing is to give priority to active and public transport options, so those who wish to, can purchase a home without the need for a vehicle to be stored with it. Sharing transport options are going to transform how we get around in the very near future. Future planning discussion such as this consultation MUST give high priority to consider the changes that are upon us.
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	There is rapid change happening. I think it is more important to consider where people are going to live, and how they will travel (or need to working from home, internet retailing, 10 minute localities to jobs and services. We have seen in the Christchurch rebuild how much resistance to change there has been, particularly from retailers and traditional businesses such as car retailing. Get the people spaces right, commerce will eventually adapt.
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	Somewhat agree
Comment	Better transport options to these industrial areas must be provided for
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	Somewhat agree
Comment	Won't always get it right
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 the approach but the detail is sparse in the document. For instance , there is provision for a bypass around Woodend, that may or may not happen in the future. If the emphasis is placed more on developing Christchurch brownfield sights, expensive roading development may not be required in the future. We need to be a compact city, not a sprawling one. The reason people choose to move a way from the city is party because of traffic noise, pollution, congestion, which satellite town commuters contribute to. Focussing on better transport options within the city will reduce these issues, making it more desirable to live there. With less population growth in the satellite towns, the less vehicles we have entering the city each day, alleviating the problems that make people want to move out in the first place. So whilst there is a future motorway bypass envisaged there is no Cycleway network shown for the north east of the city, and very little cycle infrastructure to the northwest . There is no provision for better connecting routes between the 13 Cycleways planned and implemented so far. The uptake will be restricted without better inter connectivity. Public transport routes are in dire need of proper review and investment. These are what this planning needs to address as priority. The costs of improving PT services and better cycling infrastructure pale in comparison to the costs of road building and the outcomes are healthier, less polluting, carbon neutral. Transport other than single occupancy vehicles is less stressful, cheaper , and more sociable. This produces a happy and healthy city. The Netherlands and Scandinavia is testament to this.
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	Somewhat agree
Comment	Once again, the denser the population, the more cost effective it is to provide services. But the population must feel that their city is liveable, and desirable before feeling comfortable about sharing.
Question 9: What other points do you wish to make to inform the final Our Space 2018-2048: Greater Christchurch Settlement Pattern Update?	
Comment	Put people first, and forget the urban planning of the 20th century, particularly with regards to transport .
Attachments	