

Appendix 1 - Submission Points by Theme

Important notes:

1. Submissions and submission points were coded to particular categories or themes. The table below are set by Themes. The title for each indicates the name of the Theme that the submission point was coded to and what section of the Officers Report the response has been provided in.
2. Some of the submission points have been repeated across multiple Themes.
3. Use the navigation pane to allow you to click on a Theme header to take you to the location.
4. Appendix 2 provides a “by Submitter’ outline of where each submitters submission points were responded to.

General Comments – See Section 4.1 of the Officers Report

Point	Submitter	Position
44.10	Jennifer McKinlay	I definitely agree with preserving historic and natural heritage and the development of a more sustainable future. [Q6: Partially]
45.13	Richard Wesley	Number six should be number one, with the other items as a second tier. Without reducing carbon emissions all other items are doomed to failure. [Q6: Yes. Coder note: I think that reference to number six refers to opportunity 6]
47.16	Ben Hay-Smith	Taken as a whole, I think it's excellent. I think the team who worked to develop it should be commended. I think decision-makers should take confidence and pride in Christchurch's trajectory, and I think they should be looking to take it even further. We have the most affordable housing in the country and we should be doing whatever possible to make sure we don't lose that head start. [Q6]
53.13	Andrew Wilson	Too much power of decision with those not skilled enough to understand implications of feelings to a wider future life. That said it is much better than current approach. [Q4: Partially]
54.13	Jesse Greaves	It seems to effectively consider the social, economic, and spiritual needs that need to be met in Christchurch while also allowing development that allows Christchurch to move forward and become better prepared for future challenges. [Q6]
57.13	Joshua Wharton	Makes a lot of sense - the trick will be actioning the strategy, of course.

		[Q5: Yes]
57.14	Joshua Wharton	Often in times of great change, like we are facing, bold action needs to be taken to stay ahead of the curve. I really like the direction that this is all heading in, and am excited to see how it progresses in the year(s) ahead. Thanks for the opportunity to submit! [Q6]
85.7	Alicia Moggre	All key, important issues that are connected to each other. [Q5: yes]
190.11	Okirano Tilaia On Behalf Of GC2050 Facilitator - 15 students for Kaiapoi High School	Note: From Kaiapoi High School, the group was a mix of genders (the online submission option can only choose one gender) as well as a mix of ethnicities. [Q6]
369.12	E and C Hobbs	Another opportunity is to “protect, restore and enhance the natural environment with particular focus on tea o Māori.” This city is for all people. It must be inclusive.

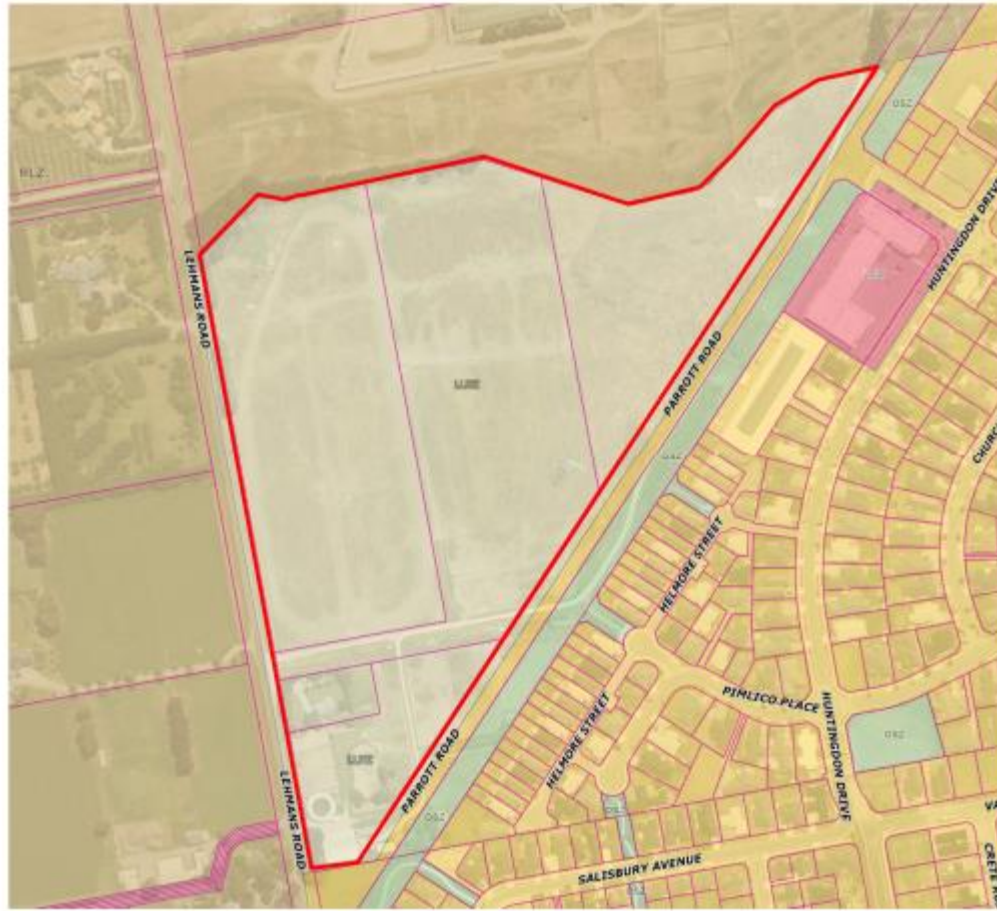
General Comments > Spatial Strategy - See Section 4.1 of the Officers Report

Point	Submitter	Position
2.11	Jackson Davey	I agree with these outlined opportunities, particularly in the idea of allowing people to live in a diverse variety of environments. Allowing for high density areas with good public transport access will allow people who want to live in such an environment to do so, while suburbs will still exist and people will also be able to live in them if they wish. The plan also has good management of the environment, both for recreation and for making this city much more sustainable and resilient to climate change. Overall I support this spatial plan in the strongest sense of the word, and I hope that it is implemented in entirety as it will make Greater Christchurch a much better place to live [Q6: Yes]
5.12	Peter Earl	Too much focus on forcing outcomes, the government needs to just step out of the way and let the market solve our issues. Many of our issues today are the results of over regulation such as zoning regulation restricting housing development to single family suburban housing resulting in massive housing shortages. These largely stem from undemocratic local councils which are completely undemocratic with less than 30% voter turn outs, and massive under representation from the younger generations. Just reduce the regulations and if people want a city with trees, developers will build streets with trees to increase property values, people will plant them in their back yards. If people want single family housing in yaldhurst then that's what developers will build, if people want apartments in papanui, thats what the market will build. Just get out of the way and let the free market give the people what it wants. [Q5: No]

25.12	Kees Vos	Sounds marvellous. [Q5: Yes]
26.12	Joy McLeod	It is a sustainable and modern approach [Q5: Yes]
27.11	Chessa Crow	Yes. Focus is IN THE URBAN CORE and URBAN CENTRES and ALONG TRANSPORT ROUTES. NOT AT THE BEACH where there are few to poor transport options and clearly none in the future plans. [Q2: Yes] [Also recoded under 6.1 as comment was in response to Q2]
27.16	Chessa Crow	How can we move forward with these when they contradict each other? I fully support #2. Don't cram hundreds of horrible townhouse developments between the sea and the estuary with only 3 ways (over bridged) out of the suburb!!! [Q5: Partially]
28.14	Bill McElhinney	Unsure as there are too many options. Returning the Garden City to its original format would be a great idea. Flaxes and grasses are ugly and seem to be great collectors of any rubbish that happens to be blowing about. My own heritage is as important to me as it is to any other nationality. [Q5: Unsure]
35.13	Rory Evans Fee	Looks good, has good priorities. [Q5: Yes]
58.13	Blake Hoare	Yes, It allows for strategic growth whilst caring for the things that make our communities, land, and nature in the forefront of the proposal. :D [Q5: not specified]
72.23	David Robinson	Yes, but it does nothing to identify that a root factor causing our existing low density Greater Chch are the large subsidies for vehicle users and greenfield developers. Unless central and local government address these the strategy will be hard to achieve. [Q5 - Yes]
80.14	creative transitions to sustainable futures	Build a collective between the local governments and iwi of the south island to promote to central government the 'Super South' as a force to be recognised – Te Waka a Maui; Te Wai Pounamu ... There are many indications that the south is being marginalised in government investment. {Full Attachment Available}

80.16	creative transitions to sustainable futures	Advocate for Head Offices in the Super South; including a stronger southern media hub as part of TVNZ and RNZ (is it truly 'national'?). [Full Attachment Available]
81.12	Ross Marks	All the important things are included. [Q5: yes]
84.13	Evelyn Charlesworth	All key, important issues that are connected to each other. [Q5: yes]
90.9	David Lee	I support the idea of a mass rapid transit system and a strengthened network of urban and town centres, but, I'm not sure what the rest of the poster means. [Q5: partially]
91.15	Gareth Hunter	It's refreshing to see a long-term region-wide masterplan which emphasizes density and a mass rapid transit system and other sustainable transport options, instead of one which emphasizes greenfield subdivisions and motorways. [Q5: yes]
93.12	Sasha Carey	It is important to improve our lives and protect our sacred land. The steps outlined adhere to those values and I support them. [Q5: Yes]
95.11	Ruby Beaumont	It has key points of protecting nature and improving sustainable transport. Very important to me. I appreciate that businesses are also considered in this space to ensure buy-in from those which hold significant roles in our locality [Q5: yes]
97.14	Wayn Barton	Building standards would need to improve to European levels to mitigate noise complaints, leaky homes etc. It should not be the case that, in winter, unless heat pumps are on high, it can be warmer outside than in. Effective double glazing, with non condensation -causing frames, should be a priority. [Q5: partially]
99.12	Michael Smith	I have taken early retirement, and so am enjoying living in a community (Central New Brighton) where I don't need to use my car very often. The more we can make this possible the better. [Q5: yes]
106.13	Jackson Reilly	All values are beneficial to both Pakeha and Tangata Whenua. [Q5: Yes]
108.15	Andrew Livingstone	Opportunity #1: Fully agree, and let Runanga lead these efforts.

		<p>Opportunity #2: Agree - Plan for managed retreat, communicate risks well now, and inform people that they won't be bailed out in future. There is an insurance industry to cater for this. At this point, people know about climate change and what will happen, so if buying oceanfront property they shouldn't get all the benefits of that added amenity, with the risks being socialised.</p> <p>Opportunity #3: Fully support. I would love to see the day where more native birds return to the Port Hills and on towards our urban green spaces, like in Wellington.</p> <p>Opportunity #4: Support. At a regional level there is only so much we can do to create affordable housing, but we should do it, maybe requiring developers to have a certain percentage of houses in a certain price range. I don't have the answers here, but I agree with the principle.</p> <p>Opportunity #5: Support.</p> <p>Opportunity #6: Strongly support. With respect to Rolleston, I support MRT that can utilise the less used Shands/Selwyn Rd corridor to East Rolleston. Those roads have room to widen to create dedicated MRT lanes for an alternative route from Hornby or Christchurch City centre to Rolleston, and from there branching east to Lincoln and west to the SH1 end of Rolleston. With respect to Riccarton and Papanui, I would love to see urban rail, but MRT bus system (like the Brisbane one in the document) may be the more cost-effective solution, so I would support that. As long as it is low/no carbon, fast and reliable. I fully support creating dedicated lanes (not mixed use!) for MRT on these corridors (and out to Hornby and eventually Belfast) not what we currently have, with sometimes parking, and bus lanes that come and go, as this does not create a good solution where public transit is prioritised.</p> <p>{Q5: Yes}</p> <p><i>[Coder note: The individual points above have also been coded to the respective Opportunities]</i></p>
113.9	Ella McFarlane	<p>Another value that I feel that this plan should include is to support the future of the people of Christchurch and the city through supporting local businesses, providing training opportunities, and providing resources that help take care of the hauora of the people and give people, particularly younger people, the opportunity to get involved in the community to ensure it's survival into the future.</p> <p>[Q5: Partially]</p>
119.12	Cameron Bradley	<p>I believe it should be stronger on the changes in density and transport habits provided. i.e. make it obvious that we cannot all continue living in stand-alone, single story, single family homes, and driving where we need to go all the time.</p> <p>[Q5: Partially]</p>
125.13	Doncaster Development	<p>2. Maps 2 and 14 should be amended to show the Doncaster site as part of the “existing urban area”, together with any other necessary amendments.</p>



Zoning Map - Site

[Q6. Also partly coded to 7.3.1. Full submission available]

127.10	Joe Davies	<p>Yes I do and I think it is an interesting plan. I look forward to seeing how it feeds into other plans and policies over the next few years, in seeing how the relationship of the partnership evolves, how new Govt policy and legislation affects its directions. I look forward to the review in 5 years time.</p> <p>[Q5: Yes]</p>
133.14	Multiples Canterbury	<p>It covers many bases, including iwi aspirations, intergenerational investment, and community resilience. Thank you.</p> <p>[Q5: Yes]</p>
135.13	David Gardner	<p>This is the right step towards a better future for everyone.</p>

		[Q5: Yes]
153.6	Hamish Cuthbert	The treatment of Eastern Chch requires reconsideration.
154.13	Aileen Lowe	There is nothing sustainable about targeted intensification of urban and town centres. The above plan appears poorly thought out, and lacking in integrity and critical thinking. [Q5: No]
156.13	David H Ivory	Generally the elements are correct. However it is not helpful to present them in the order shown. The presentation appears to show priority - and yet the business-as-usual approach is revealed with the relegation of sustainable transport choices placed last. This is shortsighted to put it mildly. Without a sustainable transport system none of the other elements matter in the least. If we can not reduce our reliance on badly conceived, expensive, polluting, environmentally damaging, and downright dangerous roading systems then none of the other elements matter. Your priority is wrong. I agree with the general concept - but if people can not get to their homes and places of work in a sustainable manner then what is the point of protecting the environment or preserving the rights of Māori? [Q5: Yes]
157.12	Nika Klok	I think the focuses and initiatives are all very important but that the proposed plan doesn't resolve them in any considerable way. [Q5: Partially]
159.10	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls High School	Top opportunities for us are, 1 (<i>Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places</i>), 3 (<i>Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people</i>), and 4 (<i>Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs</i>); the ones that still a priority but not the most important to us are 6 (<i>Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities</i>), 5 (<i>Provide space for businesses and the economy to prosper in a low carbon future</i>), then 2 (<i>Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change</i>). [Q5: Yes]
160.10	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls' High School	Top 3 opportunities for us were 4 (<i>Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs</i>), 6 (<i>Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities</i>), and 3 (<i>Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people</i>); (4) because its where people live, (6) because people need to be able to get to places, (3) mature, don't want to die from climate change. [Q5: Yes]
161.10	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5	Priorities Spectrum (1 – Most Important to 6 – Priority but not as important); 3 (<i>Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for</i>

	Students from Christchurch Girls' High School	<p>people), 1 (Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places), 4 (Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs), 6 (Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities), 2 (Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change), 5 (Provide space for businesses and the economy to prosper in a low carbon future); noting that all the opportunities are important. Based on our age we aren't focused on business but that will probably change in a few years.</p> <p>[Q5: Yes]</p>
162.10	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls' High School	<p>We think that all the opportunities/priorities are important and valid, in our opinion the most important to us is the number 1 (Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places) & 4 (Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs). This is because we believe it is most important for the future. Strongly support the opportunities and ideas discussed.</p> <p>[Q5: Yes]</p>
163.10	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students for Christchurch Girls' High School	<p>1 (Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places) & 4 (Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs) are the most important to us; 2 (Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change) & 3 (Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people) are also important to us after 1 (Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places) & 4 (Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs). Number 6 (Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities) is important but not as significant to us. 5 (Provide space for businesses and the economy to prosper in a low carbon future) is the least important to us but we still care about it.</p> <p>[Q5: Yes]</p>
165.8	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls' High School	<p>Priorities Spectrum (1 – Most Important to 6 – Priority but not as important); 1 (Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places) because we need to protect the land that has been stolen, 4 (Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs) although it's early to think about housing but getting prepared to move out of house is difficult with the inflation, 6 (Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities) feeling safe while commuting is so important for young teens of Christchurch, 2 (Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change) most young people feel unsafe in certain places so reducing risks would be important, 3 (Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people) having respect for the ancestors of Te Ao land is important to protect and nourish, being diverse for all cultures, 5 (Provide space for businesses and the economy to prosper in a low carbon future) this is a lot less important for young tairā to be worried about just yet, but it's still an important thing to be concerned about.</p> <p>[Q5: yes]</p>

167.11	Okirano Tilaia On Behalf Of GC2050 Facilitator - 4 students from Rolleston High School	<p>We found it is difficult to value the priorities as these opportunities are intertwined and support each other. Opportunity number 3 (<i>Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people</i>) feels like a general priority that encompasses all the issues talked about in the other opportunities. We liked prioritising the environment and climate as we agreed that we can't plan for the future if there is no future. Opportunity number 3 (<i>Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people</i>) covers enhancing/protecting the environment, biculturalism, connectivity/accessibility to areas for people. The second opportunity (<i>Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change</i>) is also important.</p> <p>[Q5: yes]</p>
168.11	Okirano Tilaia On Behalf Of GC2050 Facilitator - 4 students from Rolleston High School	<p>We chose the second opportunity because we believe that reducing and managing the risks is one of the first things that should be taken care of. Order of opportunities from most important to least important: 2 (<i>Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change</i>), 4 (<i>Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs</i>), 3 (<i>Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people</i>), 5 (<i>Provide space for businesses and the economy to prosper in a low carbon future</i>), 6 (<i>Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities</i>), 1 (<i>Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places</i>).</p> <p>[Q5: yes]</p>
169.13	osokind	<p>Your plan sounds wonderful I=on first read but it is so light in detail and facts that what gets delivered could, and I suggest would be a terrible place to live. Much of this plan contains leading questions and vague statements and does not understand or reflect what has happened in the past with similar initiatives around the world. all such cities end up as ghettos that increase loneliness, crime, poor mental health.</p> <p>The disabled become prisoners in their towers or in the gutter, families get separated by suburbs, services denied or not available when and where needed, etc.</p> <p>Humans are not animals that want to be caged into a city. It will suit some for a while, but not everyone in the long term.</p> <p>[Q5: no]</p>
170.13	Harriet Riley	<p>I strongly support the focus on protecting heritage areas and areas of significance for tangata whenua.</p> <p>I'd like to see more focus on sustainable transport options and disincentivizing private car use for short journeys so we can actively work to reduce the city's emissions.</p> <p>[Q5: yes]</p>
175.13	Anne Scott	<p>It is a good vision.</p> <p>[Q5: yes]</p>

177.13	Scott Kilkelly	It will be great. [Q5]
179.12	Bruce Mackenzie	This leads to more unnecessary legislations. [Q5: no]
182.13	Jonathan Newcombe	All of this will just continue to drive New Zealanders into poverty. [Q5: no]
188.11	Okirano Tilaia On Behalf Of GC2050 Facilitator - 4 students from Rolleston High School	We do not think that number 5 (<i>Provide space for businesses and the economy to prosper in a low carbon future</i>) is important, and we think that number 2 (<i>Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change</i>) is more important. I think that number 1 (<i>Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places</i>) is more important to me. We like that the six opportunities cover the historic heritage, climate change, housing, economy business and enhance on the natural environment. [Q5: Yes]
189.10	Okirano Tilaia On Behalf Of GC2050 Facilitator - 4 students from Rolleston High School	We chose that young people's futures should be preserved and protected so that we don't risk over population and price changes. Order of opportunities from most important to least important: 4 (<i>Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs</i>), 6 (<i>Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities</i>), 1 (<i>Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places</i>), 3 (<i>Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people</i>), 2 (<i>Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change</i>), 5 (<i>Provide space for businesses and the economy to prosper in a low carbon future</i>). [Q5: Yes]
190.10	Okirano Tilaia On Behalf Of GC2050 Facilitator - 15 students for Kaiapoi High School	- Most important is to protect/restore natural environments e.g. forests, waterways (opportunity number 3 - <i>Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people</i>) <ul style="list-style-type: none"> • So that we can enjoy nature even when more buildings are built. - Second most important is to protect/restore historic heritage sites – don't build over Māori sites/keep them safe (opportunity number 1 - <i>Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places</i>) <ul style="list-style-type: none"> • So we can still see/enjoy original sites

		<p>- Third most important is reduce/manage climate change risks – build housing for changes in weather patterns (opportunity number 2 - <i>Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change</i>)</p> <ul style="list-style-type: none"> • So no matter what natural disasters happen, our housing/infrastructure stays strong. <p>[Q5: Yes]</p>
198.13	Paul Bryant	<p>You say lots of good things, using lots of buzz words and PC language however the plan goes against these if you have foresight.</p> <p>[Q5: No]</p>
199.13	George Laxton	<p>They all seem like good ideas to me! Especially #2, #3, #4 and #6.</p> <p>All great ideas!</p> <p>[Q5: Yes]</p>
200.13	Donna Gillatt	<p>Absolutely not.</p> <p>We have shaped our living environment to a suitable standard and we enjoy the movement between streets, cities, town and county and around New Zealand.</p> <p>The proposed plan looks very much like over-reach and total control of peoples movements and enjoyment of all New Zealand.</p> <p>My question is why the need for this control?</p> <p>I can only but image the cost to implement such a proposal and I total object to a cent being spent on this without every New Zealander having a full, transparent consultation process followed by a public referendum.</p> <p>[Q5: No]</p>
205.16	Karen Silvers	<p>Firstly, where is the extra population being planned for coming from? We have all time high excess mortality in New Zealand and other Western Countries and a declining birth rate.</p> <p>Secondly, I wish to see a more 'Keep it local' approach to all decisions where CCC simply facilitates what happens by allocating appropriate resources. Too many centralised plans are being imposed on local communities and Councillors do not appear to be working for those they represent.</p>
217.13	Davinia Sutton	<p>because of the impact on our smaller society and mini communities within the city. we are not a supercity and this proposed spatial plan will have a negative impact on our neighboury and community. don't change what isn't broken</p> <p>[Q1.6. No]</p>

217.14	Davinia Sutton	don't support this plan, our city has been wounded greatly by the earthquakes and this will distory our rebuilt sense of community as well and historical architecture elements that survived the quakes....
227.15	Jocelyn Pappriill	<p>Partially - the 6 priority areas cover relevant areas BUT in order for people to living in thriving neighbourhoods & have a prosperous low carbon future the underlying environmental opportunities #3 must be prioritised as well as #1 & #2. Great to see #1 providing space for mana whenua to protect, restore & enhance their areas of significance.</p> <p>We humans need to fully appreciate just how much we rely on a healthy environment in order to survive whilst also understanding our potential for resilience in the face of hazards if we are forewarned and prepared. Ecological sustainability needs to be the basis of this spatial plan. BAU can not be allowed to be the driving force for our future.</p> <p>[Q5: Partially]</p>
237.11	Alastair McNabb	<p>This plan is racist, prioritizing one race of people, is farcical in that public funds are intended to be spent on the sham climate crisis, and is moving toward ultimate control of the population by restricting how people actually want to travel by using the convenient motor car. Stop telling us how to live and mind your own business. We are not your serfs.</p> <p>[Q5: No]</p>
238.11	Jack Gibbons	<p>As a young person growing up in New Zealand today, the number one concern for me (after moving out of my parents place) has been housing. This is in fact why I moved to Christchurch. The damage that is done to New Zealand society and people from poor housing outcomes, in particular the expense, is immense. I believe that more should be done to provide worst case scenarios / blow off valves for housing demand.</p> <p>[Q5: Yes]</p>
244.13	Anne Bluck	<p>I strongly suggest that you drop this draft Spatial Plan in its entirety.</p> <p>[Q6]</p>
258.12	Brendon Harre	<p>I agree that the six opportunities are worthwhile goals. Yet I am concerned the key moves of the draft spatial strategy will not achieve these goals. See my attached documents for the rationale for my concern.</p> <p>[Q5: Yes. Full Submission Available]</p>
274.12	Christchurch Civic Trust	<p>Pg 30 Directions CCT agrees with all the numbered points listed</p> <p>[Full Submission Available]</p>
282.12	Rebekah Couper-Wain	<p>Because I largely disagree with number 4, 5 and 6.</p> <p>[Q6: No}</p> <p>[Coder note: 4, 5 and 6 refer to Opportunities]</p>
283.13	George Bluck	It will not work, this spatial plan will just cause more problems that it can solve. It will just lead to increasing congestion, both of people and public transport, destroy the natural environment, no matter how environmentally friendly transport or businesses are, it will

		<p>increase housing prices and lower availability. Is there even enough housing already? even with the suggested flats and apartments along these traffic corridors?</p> <p>[Q5: No]</p>
290.12	Andrew Sprouse	<p>the city needs to grow gradually as it is doing now.</p> <p>Q5: No]</p>
293.13	M Wright	<p>As mentioned in a previous answer this will not provide affordable housing and is more likely to cause a higher crime rate. Even a population of 1 million people isn't enough to fund and maintain this ambitious concept.</p> <p>[Q5: no]</p>
297.14	Fiona Bennetts	<p>Love it!</p> <p>[Q5: yes]</p>
298.14	Jane McKenzie	<p>I've not had time to thoroughly write on this.</p> <p>{Q5: [Coder note: No response]}</p>
302.1	Disabled Persons Assembly (NZ) Inc	<p>According to the 2013 Statistics New Zealand Disability Survey one in four New Zealanders have a disability or long-term health condition. Māori and Pacific peoples have an even higher-than-average rate of disability.</p> <p>The number of disabled people in Christchurch's population is projected to increase over the next few years due to the high incidence of ageing within the population, amongst other factors.</p> <p>Given the 2013 Disability Survey's figures and factoring in the draft plan's projections of a700,000 – 1 million population for Greater Christchurch by 2051, this could mean that there could be anywhere between 140,000 and 200,000 disabled people living within the region by that time.</p> <p>DPA believes that bearing those statistics in mind, building an inclusive Christchurch where everyone, including disabled people can fully participate in their communities without barriers should be the overriding objective of the CCC in terms of this plan.</p> <p>[Full Attachment Available]</p>

304.14	Urban Estates Ltd	<p>Opportunity</p> <p>1. Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places</p>	<p>Direction</p> <p>1.1 Avoid urban development over Wāhi Tapu</p> <p>1.2 Protect, restore and enhance Wāhi Taonga and Ngā Wai</p>	<p>Support/Oppose</p> <p>Support both Directions</p>
		<p>2. Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change</p>	<p>2.1 Focus and incentivise growth in areas free from significant risks from natural hazards</p> <p>2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards</p>	<p>Support both Directions but consider that the estimation of risk from climate change is overly optimistic given the timeframe of this spatial plan. Managed retreat should be discussed in detail and provided for.</p>

		<p>3. Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people</p>	<p>3.1 Avoid development in areas with significant natural values</p> <p>3.2 Prioritise the health and wellbeing of water bodies</p> <p>3.3 Enhance and expand the network of green spaces</p> <p>3.4 Protect highly productive land for food production</p> <p>3.5 Explore the opportunity of a green belt around urban areas</p>	<p>Support</p> <p>Support</p> <p>Support</p> <p>Support</p> <p>Oppose in part, for the reasons set out in Section 2.4</p>
		<p>4. Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs</p>	<p>4.1 Enable the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services;</p> <p>4.2 Ensure sufficient development capacity is provided or planned for to meet demand</p> <p>4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</p> <p>4.4 Provide housing choice and affordability</p> <p>4.5 Deliver thriving neighbourhoods with quality developments and supporting community infrastructure</p>	<p>Support</p> <p>Support in part. Amend as follows: 'Ensure <u>at least</u> sufficient ...'</p> <p>Support in part, for the reasons set out in Section 2.2 and section 2.5</p> <p>Support, for the reasons set out in Section 2.2</p> <p>Unrealistic direction as largely depends on economics and attitudes.</p>
		<p>5. Provide space for businesses and the economy to prosper in a low carbon future</p>	<p>5.1 Sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network.</p> <p>5.2 A well connected centres network that strengthens Greater Christchurch's economic competitiveness and performance, leverages economic assets,</p>	<p>While transport links are important future for commercial and industrial uses, generally they do not need to relate to the existing centres.</p> <p>Direction is not required. The centres network is primarily commercial with some</p>

		<table border="1"> <tr> <td></td> <td>and provides people with easy access to employment and services</td> <td>community services. There is therefore no economic reason for these centres to be "well-connected". They should be able to establish in areas where they are most likely to be viable.</td> </tr> </table>		and provides people with easy access to employment and services	community services. There is therefore no economic reason for these centres to be "well-connected". They should be able to establish in areas where they are most likely to be viable.
	and provides people with easy access to employment and services	community services. There is therefore no economic reason for these centres to be "well-connected". They should be able to establish in areas where they are most likely to be viable.			
		[Q6: Partially. Full Submission Available]			
331.3	Carter Group Limited	<p>Particularly supports:</p> <p>7 Carter Group particularly supports the following opportunities the draft Spatial Plan identifies:</p> <p>7.1 Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change.</p> <p>7.2 Enables diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs.</p> <p>7.3 Provide space for businesses and the economy to prosper in a low carbon future.</p> <p>7.4 Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.</p>			
333.10	Jos Unterschuetz	<p>I just have not heard the magic words "commuter rail" or "train" or "light rail" and so I cannot lend the plan my full support.</p> <p>In order for Christchurch to accommodate 700 thousand to 1 million people, we need plan and build the infrastructure we will need for that size of a city now. The Wellington metropolitan area has 422 thousand people, and it already has rail lines. The city of Seattle, USA has 733 thousand people and it has a rail line connecting the north of the city with the south and the airport.</p> <p>And that infrastructure in my mind is commuter rail line(s) that connects Rolleston, Central Christchurch, Rangiora, and Christchurch Airport.</p> <p>[Q5: Unsure]</p> <p>[Coder note: Submitter points supporting Rail have been coded under MRT Mode]</p>			
337.3	Richard Johnson	<p>I'm not convinced that the GCSP addresses well the questions of what we want as an outcome from the GCSP in 50 years (not just NSP-UD driven numbers but look and feel and how that affects individual, community, business behaviours and decisions? Christchurch has a base urban form reflected in the spatial plan diagram. This underlying urban form has evolved since its settlement:</p> <ol style="list-style-type: none"> 1. Central core based on Hagley Park, four belts and central business/ services/ retail core. 2. Urban villages (old boroughs). 3. Concentric form constrained by the coast to the east, hills to the south and Waimakariri River to the north. 			

		<ol style="list-style-type: none">4. A hub and spoke connection network connecting all parts of Chch. This radial network form is evident in the spatial plan diagram.5. The hub and spoke foundation has survived decisions over the years (pre-earthquake) to provide new hubs of social/ business enablement/ connection<ol style="list-style-type: none">a) A hierarchy of shopping centres dominated by the big hubs of Northlands, Shirley, Linwood, Riccartonb) Decentralisation of employment that was originally based around the rail and Sydenham, Addington, Woolston, central city and dispersed to Blenheim Rd, Moorhouse Ave, airport, Hornby and Belfastc) Concentration of hospital services at Hagley, Princess Margaret and St Georges in Merivale.d) Proliferation of commercial and social services out into residential areas.e) Movement of the University out to Ilam. <p>[Full attachment Available]</p>
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339.14	Fletcher Living	<p style="text-align: center;">Opportunity</p> <p>1. Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people’s physical and spiritual connection to these places</p>	<p style="text-align: center;">Direction</p> <p>1.1 Avoid urban development over Wāhi Tapu</p> <p>1.2 Protect, restore and enhance Wāhi Taonga and Ngā Wai</p>	<p style="text-align: center;">Support/Oppose</p> <p>Support both Directions subject to any actions associated with these Directions being based on a sound evidential basis and on regional and site-specific characteristics.</p>
		<p>2. Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change</p>	<p>2.1 Focus and incentivise growth in areas free from significant risks from natural hazards</p> <p>2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards</p>	<p>Support both Directions subject to any actions associated with these Directions being based on a sound evidential basis and site-specific characteristics.</p> <p>We also consider that, based on the information provided in the Spatial Plan, that the estimation of risk from climate change is overly optimistic given the timeframe of the Spatial Plan. Managed retreat should be discussed in detail and provided for.</p>

<p>3. Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people</p>	<p>3.1 Avoid development in areas with significant natural values 3.2 Prioritise the health and wellbeing of water bodies</p> <p>3.3 Enhance and expand the network of green spaces</p> <p>3.4 Protect highly productive land for food production</p> <p>3.5 Explore the opportunity of a green belt around urban areas</p>	<p>Support Directions 3.1 and 3.2 subject to any actions associated with this Direction being based on a sound evidential basis and on site specific characteristics.</p> <p>Support in part. This is most realistically achieved in well designed greenfield areas. It is difficult to see that this is able to be achieved in brownfield development areas, which is likely to result in less than optimal social, cultural and environmental outcomes.</p> <p>Support, subject to any actions associated with this Direction being based on a sound evidential basis and on site specific characteristics.</p> <p>Oppose, for the reasons set out in Section 2.4</p>
<p>4. Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs</p>	<p>4.1 Enable the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services;</p>	<p>Support</p>

			<p>4.2 Ensure sufficient development capacity is provided or planned for to meet demand</p> <p>4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</p> <p>4.4 Provide housing choice and affordability</p> <p>4.5 Deliver thriving neighbourhoods with quality developments and supporting community infrastructure</p>	<p>Support in part. Amend as follows: 'Ensure <u>at least</u> sufficient ...' to align with Central Governments Urban Growth Agenda</p> <p>Support in part, for the reasons set out in Section 2.2 and section 2.5 In addition, it is not clear what incentives will be provided and how realistic this Direction will be in terms of implementation</p> <p>Support in part, for the reasons set out in Section 2.2</p> <p>Support in part. This direction seem unrealistic as it largely depends on economics and attitudes. In addition, it is not clear that thriving neighbourhoods with quality developments and supporting community infrastructure is realistic in brownfield intensification areas</p>
		<p>5. Provide space for businesses and the economy to prosper in a low carbon future</p>	<p>5.1 Sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network</p>	<p>Support</p>

		<p>5.2 A well connected centres network that strengthens Greater Christchurch's economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services</p> <p>5.3 Provision of strategic infrastructure that is resilient, efficient and meets the needs of a modern society and economy</p>	<p>Oppose in part. It is not clear what this direction is seeking and whether this Direction is required.</p> <p>Support in part. The current Christchurch International Airport noise contours are out of date and need to be updated using the Annual Average Noise Contours recently developed, by CIAL, and peer reviewed by Environment Canterbury. The Spatial Plan needs to use the updated noise contours to inform future planning processes and decision making.</p>
	<p>6. Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities</p>	<p>6.1 Enable safe, attractive and connected opportunities for walking, cycling and other micro mobility</p> <p>6.2 Significantly improve public transport connections between key centres</p> <p>6.3 Improve accessibility to Māori Reserve Land to support kāinga nohoanga</p> <p>6.4 Develop innovative measures to encourage people to change their travel behaviours</p>	<p>Support</p> <p>Support, for the reasons set out in Section 2.1</p> <p>Support</p> <p>Support</p>

		<table border="1"> <tr> <td></td> <td>6.5 Maintain and protect connected freight network</td> <td>Support</td> </tr> </table> <p>And for the reasons set out in Sections 2.1 – 2.5, and in Section 2.7</p> <p>[Q5: Partially. Full Submission Available]</p>		6.5 Maintain and protect connected freight network	Support
	6.5 Maintain and protect connected freight network	Support			
344.14	Ann Hamilton	<p>Reading the outline it becomes very obvious that this strategy is not being created by the people who live in the GC area. Section 43 says "Focus and incentivise, intensification of housing to areas that support the desired pattern of growth". This leads to the question; whose desired patten of growth? The UN model or one that grows organically through the efforts and desires of the people that make up the community? Why does housing have to be incentivised and intensified? Who profits from this push?</p> <p>[Full Attachment Available]</p>			
344.15	Ann Hamilton	<p>This strategy smacks of UN's strategic goals and needs to be dropped immediately before any more of the communities spare money gets spent on it. Every day more and more people wake up to the truth about the corporate nature of the UN, Governments and Councils and reject their interferences in our lives.</p> <p>Let the community act organically and the future will take care of itself. We do not need the UN telling us how to live our lives.</p> <p>P.S. Climate change is a scam. How can you tell? If a tax is involved it's a scam. If the powers that shouldn't be are still trying to Davos every year in their private jets while we are told by them to stop driving our cars, it's a scam.</p> <p>[Full Attachment Available]</p>			
350.12	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 young people from University of Canterbury/Ara	<p>I like that there have been clear opportunities identified in the spatial plan that will hold the council accountable to achieving these aims. I think these opportunities have clear themes across them, as well as a bit of overlap which reveals the aims that are most important. It seems that the retention and protection of the environment from climate change is a clear concern and priority. This comes across in opportunities 2 and 3, as well as an environmental theme being present in the sustainable transport opportunity (opportunity 6). For me, one of the most important opportunities is opportunity 1. This opportunity identifies that the council will protect, restore and enhance sites that are significant to Māori. I think this opportunity is incredibly important because of the mistrust between Māori and government bodies from past grievances. Although there is nothing that can fully remedy the wrongs that have been done, it is of utmost importance that, moving forward, the Council protects Māori land from being built on or overtaken because of urbanisation in the Greater Christchurch region. I also think that the goals to prioritise sustainable transport choices is very significant. I think public transport in Christchurch could be greatly improved, and this would incentivise myself and others to take public transport rather than to drive everywhere.</p> <p>[Q5: Yes]</p> <p>[Also recoded under Opp 1 and Opp 6]</p>			
352.16	Waitai Coastal-Burwood-Linwood Community Board	<p>The Community Board has a number of issues and concerns we wish to raise with the panel. In general, the Board supports the Spatial Plan but wants to ensure that the East is part of the future of Christchurch, as we all adapt to the challenges of climate change together.</p> <p>[FULL ATTACHMENT AVAILABLE]</p>			

360.1	Ōpāwaho Heathcote River Network	<p>We support the broad strategy of the plan to close the gap between the current and desired future states for Greater Christchurch.</p> <ol style="list-style-type: none"> i. The six opportunities for closing this gap appears to cover the full range of possibilities. However, the draft plan appears to rank all six opportunities equally. ii. While we understand that these opportunities are inter-related, we believe that there is an important internal hierarchy within these six opportunities which needs to be made obvious in the Plan. iii. We submit that Part 1 - Areas to protect, avoid and enhance (Opportunities 1 to 3) should be considered primary opportunities that are preconditional to the secondary Part 2 - An urban form for people and business (Opportunities 4 to 6). That is, that in taking up any of the Opportunities 4 to 6, the matters in Opportunities 1 to 3 MUST be addressed appropriately and to the greatest extent possible. iv. For example, in fulfilling Opportunity 5.1 Sufficient land is provided for commercial and industrial development uses well integrated with transport links and the centres network developments MUST also fulfil Opportunities 1 to 3 including Opportunity 3.2 Prioritise the health and wellbeing of water bodies. v. Too often in the past and currently, prioritising the health and wellbeing of water bodies (as well as all the other Opportunities in 1 to 3) has been fobbed off in planning outcomes to the rather haphazard result of mitigation of development effects on the environment. <p>This Spatial Plan must emphasise the primacy of the first three opportunities...</p> <ol style="list-style-type: none"> i. Protect, restore and enhance historic heritage and sites and areas of significance to Māori etc ii. Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change iii. Protect, restore and enhance the natural environment etc...over the other three opportunities. <p>We submit that within Part 1 - Areas to protect, avoid and enhance, Opportunities 1 - 3 could be better ordered to indicate the primacy of the environment by changing the order to ...</p> <ol style="list-style-type: none"> i. Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people ii. Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places iii. Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change
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362.6	Danne Mora Ltd	<p>[Partially support: see below]</p> <p>Opportunity 1:</p> <p>Support both Directions subject to any actions associated with these Directions being based on a sound evidential basis and on regional and site-specific characteristics.</p> <p>Opportunity 2:</p> <p>Support both Directions subject to any actions associated with these Directions being based on a sound evidential basis and site specific characteristics. We also consider that, based on the information provided in the Spatial Plan, that the estimation of risk from climate change is overly optimistic given the timeframe of the Spatial Plan. Managed retreat should be discussed in detail and provided for.</p> <p>Opportunity 3:</p> <p>Support Directions 3.1 and 3.2 subject to any actions associated with this Direction being based on a sound evidential basis and on-site specific characteristics. Support [expansion of network] in part. This is most realistically achieved in well designed greenfield areas. It is difficult to see that this can be achieved in brownfield development areas, which is likely to result in less than optimal social, cultural and environmental outcomes. Support [protection of highly productive land], subject to any actions associated with this Direction being based on a sound evidential basis and on site specific characteristics. Oppose [green belt], for the reasons set out in Section 2.4</p> <p>Opportunity 4:</p> <p>Support Kainga Nohoanga 4.2 Support in part. Amend as follows: 'Ensure at least sufficient ...' to align with Central Governments Urban Growth Agenda</p> <p>4.3 Support in part, for the reasons set out in Section 2.2 and section 2.5 In addition, it is not clear what incentives will be provided and how realistic this Direction will be in terms of implementation.</p> <p>4.4 Support in part, for the reasons set out in Section 2.2</p>
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		<p>4.5 Support in part. This direction seems unrealistic as it largely depends on economics and attitudes. In addition, it is not clear that thriving neighbourhoods with quality developments and supporting community infrastructure is realistic in brownfield intensification areas.</p> <p>Opportunity 5:</p> <p>5.1 support</p> <p>5.2 oppose in part: Oppose in part. It is not clear what this direction is seeking and whether this Direction is required.</p> <p>5.3 Support in part. The current Christchurch International Airport noise contours are out of date and need to be updated using the Annual Average Noise Contours recently developed, by CIAL, and peer reviewed by Environment Canterbury. The Spatial Plan needs to use the updated noise contours to inform future planning processes and decision making.</p> <p>Opportunity 6: support 6.1. 6.2 support, for the reasons set out in Section 2.1 6.3, 6.4, 6.5 support.</p>
366.1	Colin Wightman	<p>Wishes to be heard.</p> <p>[No Attachments Available]</p>
368.12	Christchurch Envirohub	<p>[Partially support]</p> <p>The 6 priorities outlined within the draft spatial strategy appear to be equal in power. However, action favouring the economically driven priorities, number 5 and 6, may eventually outweigh the environmentally focused priorities, number 1, 2, and 3, as they often have done so in the past. To counteract this, make environmental priorities the most influential factors in the plan.</p>

[General Comments > General Comments - See Section 4.1 of the Officers Report](#)

Point	Submitter	Position
66.11	Andrew McDowell	<p>Again, local government is being dictated to by the agenda of the non-elected UN. High density housing, 15 minute Smart Cities, and digital surveillance ghettos may suit some people and their lifestyles or the place in their life journey, but it certainly doesn't suit everyone, and would be detrimental to the health and freedom of many.</p> <p>[Q2 - No]</p>
66.20	Andrew McDowell	<p>Councils should answer to their communities, not submit to flawed ideologies being pushed by unelected globalist organisations who openly plan to enslave and exploit populations. If councils continue down this path, their respective communities, and the nation for that matter, will be the losers.</p> <p>[Q6 - N/A]</p>

71.9	Raymond Lum	Community is important. [Q2 - Yes]
94.12	Philip Baumbach	The idea is ok I suppose. The problem is that Councils already take no notice of what their ratepayers want. A get together like this is going make them even more remote and self-important. [Q6]
102.14	David Moore	My big priorities are minimise driving, maximise urban density, and preserve and enhance green spaces and blue ways around the city. It is okay to make driving less convenient as a way of achieving these goals. [Q6:]
104.14	Don Babe	It is great this plan is being discussed but local councils have to follow it, lets not have outlying developments approved by local councils. [Q6]
105.13	Gary Durey	Stop wasting money on shit PR projects and fix infrastructure. [Q5; No]
105.14	Gary Durey	I will be voting out the current Council and try again until we get council that will fix infrastructure and get rid of over paid ceo and department heads and intrenched bureaucrats. [Q6]
107.11	Peter Robinson	Can help you out if you need it as I have quite a lot of experience in construction, if I don`t hear from you, best of luck guys. [Q6]
122.13	Luke Bulger	Some of these ideas are so well overdue that I do ask that Council recognise that we are starting almost from scratch. In a region that has lost so much of the second best soil in New Zealand to housing development (between Lincoln and Tai Tapu) and which has locked enough pollution to keep us talking about whether waterways are wade able for decades to come, we must recognise that slowly and methodically tainted environments are, in the end, tainted. The incremental grind of process and appeal has beaten us. This must be recognised not for the sake of apportioning blame, but so that we can clearly see how much change is needed. We need to make big changes, starting this year. [Q5]
123.10	Mathew Harris	It makes sense but unsure if being that population being that dense is what we want. [Cross ref from Q2 - issue of population growth]
130.14	Gideon Hodge	I think it was good to put ads on the back of buses, but how many people will go from the Huihui Mai website to this one? I know I only just found out about this recently, and it was from another source. There might have been lots of responses in the first survey, but I think the more that are done, the less people will answer each time. [Q5]
133.15	Multiples Canterbury	Tūwhitia te hopo, mairangatia te angitū!

		Feel the fear and do it anyway!
142.9	Portia Bishop	<p>In order for the sustainability of the environment and our population, we need to start moving away from car dependency. It is not fair to assume that everybody will have equal access to private vehicles, whether it be due to disability or finances, and developments around urban centres and transport corridors will ensure that accessibility to both necessities and leisure activities (e.g. malls, work, education) is achieved. For instance, while waiting at the bus stop with my partner, we met this old lady who seemed very distressed with the inaccessibility of public transport: due to age-related health reasons she could no longer drive, and expressed frustration of missing the bus and having to wait another 30 minutes just so she could be dropped at a bus stop 10 minutes away to go shopping, as she also had mobility issues. Likewise, my partner's grandmother constantly expresses extreme sadness over her "loss of freedom" after losing her license. Situations like these, or similar, are ones that should not exist. Ensuring that we concentrate housing along accessible routes, whether by walk or public transit, is an important step towards equal access, including other reasons such as decreased expenses towards travel for those who may not have the money.</p> <p>On a side note, this may also increase foot traffic for businesses: if it is easier to access stores for people who cannot drive, or reduces the time, cost or effort spent driving, it will incentivise people to shop more.</p> <p>[Cross ref from Q2 - general point re accessibility Q5]</p>
154.14	Aileen Lowe	<p>It's been appallingly designed. It is unsustainable and lacking in integrity.</p> <p>[Q5]</p>
159.11	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls High School	<p>Note: From Christchurch Girls' High School, there are 6 separate group submissions which will be submitted separately through this online portal.</p>
167.12	Okirano Tilaia On Behalf Of GC2050 Facilitator - 4 students from Rolleston High School	<p>Note: From Rolleston High School, there are 4 separate group submissions which will be submitted separately through this online portal. Also that the group was a mix of genders (the online submission option can only choose one gender) as well as a mix of ethnicities.</p> <p>[Q5]</p>
168.12	Okirano Tilaia On Behalf Of GC2050 Facilitator - 4 students from Rolleston High School	<p>Note: From Rolleston High School, there are 4 separate group submissions which will be submitted separately through this online portal. Also that the group was a mix of genders (the online submission option can only choose one gender) as well as a mix of ethnicities.</p> <p>[Q5]</p>

182.14	Jonathan Newcombe	It's very slanted to certain political values. I don't think it is practical at all; and, if implemented, will be looked back on by future generations as a well meaning, but counterproductive waste of time and money. [Q5]
188.12	Okirano Tilaia On Behalf Of GC2050 Facilitator - 4 students from Rolleston High School	Note: From Rolleston High School, there are 4 separate group submissions which will be submitted separately through this online portal. Also that the group was a mix of genders (the online submission option can only choose one gender) as well as a mix of ethnicities. [Q6]
189.11	Okirano Tilaia On Behalf Of GC2050 Facilitator - 4 students from Rolleston High School	Note: From Rolleston High School, there are 4 separate group submissions which will be submitted separately through this online portal. Also that the group was a mix of genders (the online submission option can only choose one gender) as well as a mix of ethnicities. [Q6]
191.10	Okirano Tilaia On Behalf Of GC2050 Facilitator - 25 students from Papanui High School	Note: From Papanui High School, there were est. 25 students and the group was a mix of genders (the online submission option can only choose one gender) as well as a mix of ethnicities. [Q6]
192.10	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Boys' High School	Note: From Christchurch Boys' High School, there are 4 separate group submissions which will be submitted separately through this online portal. [Q6]
198.22	Paul Bryant	You say lots of good things, using lots of buzz words and PC language however the plan goes against these if you have foresight. [Q5: No]
200.14	Donna Gillatt	I totally oppose the proposed Greater Christchurch Spatial Plan for the following key reasons. A total waste of tax payer money. Grave concerns for peoples wellbeing.

		<p>Insufficient public consultation.</p> <p>Housing intensification is a recipe for criminal activities.</p> <p>Infrastructure require for this development will be enormous and totally destructive to our environment.</p> <p>The proposal is totally unnecessary. Birth rates are decreasing and death rates are increasing. Structure our immigration to suit our current services and infrastructure.</p> <p>For the most part I believe New Zealanders enjoy our current life style and there is absolutely no need to change this.</p> <p>[Q5]</p>
205.14	Karen Silvers	<p>#2 - I would like to see an evidence =-based approach to climate issues. The science is never settled and we need to keep abreast of the latest research and be prepared to respond appropriately. Models are simply that and should not be relied upon!</p> <p>#5 - As a scientist, I should point out that a low carbon future is a dead one! Carbon is the very substance of life itself and should not be vilified, particularly when you comprehend that carbon dioxide is not correlated with an increase in temperature and that ice cores show that our planet has been much warmer in the past. We have also had much higher concentrations of carbon dioxide in the past. As we are still coming out of the last mini ice age, it should be no surprise that temperatures have increased a little since modern records began. The average temperature is still no where near as warm as it was in the medieval warm period! It should also be noted that our planet has been in a cooling phase over the last 6 years despite claims to the contrary</p> <p>#6 - Pollution, environmental degradation and loss of habitat are significant problems today. Finding ways to address these issues without creating more issues for ourselves should be the aim. Electrification is certainly not the answer when you consider the facts. These include the massive environmental damage caused by the mining of minerals used in the batteries, the global shortage of these minerals, child slavery involved in the mineral mining industry, the fact that batteries cannot be recycled and they cannot be relied upon in a power cut. EVs also weigh considerably more than a standard petrol vehicle and therefore cause more wear and tear damage to the roads. We are also starting to hear about health problems associated with EMF exposure in cars!</p>
216.14	Glenis Youngman	<p>What about ratepayers who own land? What rights do we have? Too much emphasis on Maori land and rights. Reducing carbon footprint means reducing population as we are all made of carbon. To protect the health of water there should be no chemicals put in it i.e fluoride and chlorine . People should have the choice to travel how they want. Taking the choice away from them is an over reach from the council. Electric vehicles are not environmentally friendly and give off more greenhouse gases than petrol vehicles. New Brighton is a great area that had the chance to really prosper . Unfortunately the Christchurch City council do not see it that way. To not give our area the support it and ratepayers deserve really shows in your plan for the future.</p> <p>Intensive housing does not work as the infrastructure to support it is not there in Christchurch. We have many roads still sinking in Christchurch, voids beneath roads that need to be fixed before you think about anything else. That is what we pay our rates for. Not partnerships with outside entities. We should only have to pay for our essential services with our rates not fancy stuff we do not use.</p>

218.6 Christchurch International Airport Ltd

The following table outlines CIAL's position on various parts of the draft Spatial Plan. Further or consequential changes to these or other parts of the draft Spatial Plan may be required in order to give effect to the matters raised in CIAL's submission:

Spatial Plan reference	CIAL position
Key terms (pages 10 and 11)	The key terms listed are not comprehensive and do not cover all relevant aspects of the draft Spatial Plan. CIAL considers that the key terms should include, at a minimum, "Infrastructure", "Key Node", "Renewable Energy" and potentially other climate change-related terms, in accordance with the matters outlined in its submission.
Introduction (page 13) and aspirations (page 14)	<p>CIAL considers that the Introduction to the draft Spatial Plan should include express reference to both infrastructure and climate change. In particular the need for reliable, renewable energy to achieve a low carbon future for Greater Christchurch.</p> <p>CIAL considers that Figure 1, which outlines community aspirations for Greater Christchurch in 2050, should include specific reference to the infrastructure necessary to support future growth and the wellbeing of residents now and for generations to come.</p>
Context (page 19)	CIAL supports the final paragraph on page 19 which refers to Christchurch Airport as a nationally important economic asset.
Whakawhanake Kāinga Komiti's priorities (page 22)	CIAL supports the list of priorities to create a well-functioning and sustainable urban environment. In particular, providing for Christchurch Airport as a KTEEN for all the reasons outlined above will support and enable decarbonisation of the transport system.
Well-functioning urban environments and a low emissions future (page 23)	CIAL supports the list of matters which contribute to well-functioning urban environments, noting that it reflects Policy 1 in the National Policy Statement for Urban Development. Providing for Christchurch Airport as a KTEEN in the Spatial Plan will complement this direction, specifically in relation to supporting reductions in greenhouse gas emissions and resilience to the future effects of climate change.

			<p>CIAL also supports the elevation of a low emissions future in this section, and agrees that it is important to plan for an urban form and transport system that reduces emissions and supports a shift in transport choices.</p>
		Related planning processes (page 25)	<p>CIAL notes the reference to the review of the Canterbury Regional Policy Statement, including a review of the airport noise contours. As outlined above, the remodelling of the airport noise contours has now been completed and the remodelled contours are agreed as between CIAL and Environment Canterbury's independent experts. Given the place of the draft Spatial Plan in the Greater Christchurch planning context (see Figure 5, page 24), it is imperative that the draft Spatial Plan incorporates the 2023 Outer Envelope 50dB Ldn Air Noise Contour. This is critical to ensure the protection of both the community and Christchurch Airport now and into the future as Greater Christchurch grows and develops.</p>
		Map 2: The Greater Christchurch spatial strategy (1 million people) (page 29)	<p>CIAL considers that the depiction of Christchurch Airport on Map 2 must reflect the broader range of activities being undertaken at the Christchurch Airport campus now and the range of activities that will take place over the lifetime of the draft Spatial Plan. In particular, CIAL considers that amendments are required to Map 2 to include Christchurch Airport as a Key Transport, Energy and Employment Node both on the map and in the legend. Additional changes may also be required to other parts of the map, for example in relation to public transport, the green belt and future growth areas.</p>
		[Full Submission Available]	
219.3	Garreth Hayman On Behalf Of Doppelmayr NZ Ltd	Supports the draft Spatial Plan, particularly its purpose to plan for growth out to 2050.	
220.8	Ministry of Education	<p>Decision requested: We echo feedback provided through the engagement process to date (draft Spatial Plan pg.6) that there needs to be greater partnership and communication between Urban Development partners and other stakeholders. We hold a number of key roles (including Crown Agency, provider of additional infrastructure and landowner) and look forward to much greater engagement with the Partnership than has been had to date in a number of areas.</p> <p>We understand the role of MoE within Urban Growth Partnerships (UGPs) is currently being considered by the Ministry of Housing and Urban Development (HUD) and we are very interested in strengthening and formalising the inputs, roles and responsibilities across the UGPs including this one.</p>	
227.16	Jocelyn Papprell	A people's panel or citizens' assembly for an ongoing feedback loop would be a useful addition to the planning process for the future of greater Christchurch. A greater range of perspectives feeding into the discussion and forecasting for the future would surely enhance the outcomes.	
232.16	Flora Johnson	<p>stop spending money.</p> <p>Look after the business that are struggling. Put that money into tax breaks for them or something. They keep people in this area.</p>	
234.12	Dianne Downward	<p>I propose that you write reports in Maori and in English so that everyone can understand what is being said and when it is deemed necessary to mix the two languages as there is no equivalent term in the other language, a translation is provided along side that particular term. Translations are only supplied for a few terms and this is unacceptable for both English and Maori speakers.</p> <p>[Q5: Partially]</p>	

243.15	Phillipa Lamborn	<p>cost of the carbon emissions to demolish and rebuild far outweigh suggested possible benefit of this poorly researched carbon 'reduction' plan</p> <p>[Q6. Also coded to 8.1]</p>
274.19	Christchurch Civic Trust	<p>Miscellaneous general and technical points about the document.</p> <p>CCT has a sizeable number of observations, questions and suggestions about the document itself. These range from the micro typographical but significant beginning on P3 'Next steps' : why was such a basic error 'Early 2023 : Partners consider adoption...' not noticed?; to</p> <p>those of importance for statistical and historic accuracy, including P 19 para 4 re motoring 'introduction of the private car in the middle of the 20C', which is both inaccurate and very misleading; P19 para 5 (' ... demolition of many buildings ...'), a huge understatement of the extent of post-quake demolition of heritage buildings which numbered approximately 250, 40 -50 % of the city's stock</p> <p>[Full Submission Available]</p>
288.12	North Beach Residents' Association	<ul style="list-style-type: none"> • The Greater Christchurch Spatial Plan and its potential impact on East Christchurch residents, businesses, community organizations, and surrounding communities are a concern. The devil is in the detail and there is simply not enough detail to make a fully informed submission. • We are questioning what avoidance really means and what it means for our community as it is not clearly defined. • In regard to Natural Hazards, the finer details are not clear and are of concern. The mapping is too high level, and the terminology is too vague to really be able to understand the true impact on Eastern Christchurch and the underlying methodology and assumptions are disputed. • Sea-level rise, along with the other risks identified in the plan, such as flooding and the main fault line rupturing, are Christchurch citywide issues that need to be addressed comprehensively and not in isolation. Christchurch was originally built on wetlands, and any rise in sea level will see a consequential rise in the water table, which in many parts of the city is already less than one metre. As it is, the greater, more immediate risks over the next 80 years are likely to be flooding and a rupture of the main fault line. • In its current form this plan is concerning and could negatively impact the well-being of our people. It seems unfair to place the weight of worst-case scenario projections on communities when they are unlikely or implausible to occur. Additionally, if the community is unable to question these projections or if their inquiries are disregarded by the CCC, it could be seen as an abuse of power. <p>[Relevant submission points also recoded under Opportunity 2]</p>
289.14	Paula Bevilacqua	<p>Plan does not need to be looking forwards six decades, there should be a plan to finish what needs to be fixed now, repair what needs to be repaired, e.g. Fitzgerald St Bridge, and stop construction companies cut down vegetation or replant equal to or more.</p> <p>{Q6}</p>
291.10	Joe Holland	<p>The 'to date' proposed strategy contains an eclectic range of ideas and proposals that sound good but lack any real direction or actual proposal. I do not support such a strategy, this needs to be further planned and involve much greater community consultation. Looking to the community for input on ideas. Additionally, there appears to be much pseudo-science around the climate change narrative also and I challenge this. This proposed strategy also has many links to the UN 17 SDG's and I will not support this.</p> <p>[Q3b: No]</p>

303.2	Waihoru Spreydon- Cashmere- Heathcote Community Board	<p>Our Community Board Plan’s vision is that Waihoru is a place where people are actively engaged and contribute to thriving communities and environments, where they feel they belong and are safe and connected with each other. This aligns well with the aspirations for the draft Spatial Plan, which “seeks to deliver on the community aspirations for Greater Christchurch – as a place that supports the wellbeing of residents both now and for generations still to come.”</p> <p>The Board Plan has particular relevant priorities around growing neighbourhoods by addressing intensification, an holistic “Ki uta ki tai – from the hills to the sea” approach to the environment, a desire to see Community and Parks facilities ‘fit for purpose’ in a rapidly changing urban environment and a focus on safe transport choices especially active modes and public transport.</p> <p>The Board agrees with the need to for an overall Greater Christchurch Spatial Plan, and supports the focus on six broad opportunities, as articulated in the draft plan.</p> <p>The Board does however want to emphasise as a broad principle the need for ongoing investment in existing communities to unlock the potential these communities hold for thriving low-carbon growth.</p> <p>This submission will raise specific points around brownfields development, MRT and transport in general, and Sydenham, before commenting on the six broad opportunities in general terms.</p>
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314.14	Red Spur Limited	<p>No – there need to be amendments to as set out below (shown in bold and underlined or strike-out)</p> <p><i>#4Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs</i></p> <p>4.2 Ensure <u>at least</u> sufficient development capacity is provided or planned for to meet demand</p> <p>Reason – consistent with wording of NPS-UD.</p> <p>4.3 <i>Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</i></p> <p>4.4 Provide housing choice and affordability <u>to meet housing needs in terms of type, price, and location, of different households, including large lot and low density housing as well as medium and high density housing</u></p> <p>Reason – consistent with NPS-UD.</p> <p><i>#6 Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities</i></p> <p>We support #6 in principle, noting that this focus is necessary to give effect to the Government’s Emission Reduction Plan (ERP) targets . However, we do not consider that a focus on attempting to manipulate the current urban form of GC to one that will create sufficient population density to help support the viability of the proposed mass rapid transit system is the appropriate key move to achieve this. It is not realistic, may never ‘see the light of day’, and will have negligible benefits in terms of reduced greenhouse gas emissions</p> <p>compared to other more realistic urban form scenarios i.e a combination of consolidation and dispersed growth around existing townships – the ‘urban villages’ approach discussed above and in Appendix A.</p> <p>[Q5: No. Full Submission Available]</p>
325.1	Transpower New Zealand Limited	The emerging draft Spatial Plan is broadly supported.

343.18	Waipuna Halswell- Hornby- Riccarton Community Board	<p>The Board requests that the Whakawhanake Kāinga Komiti takes into consideration the above submission on The Greater Christchurch Spatial Plan and in particular request that:</p> <ul style="list-style-type: none"> • That infrastructure and future greenspaces are in place before any intensification. • There is further consideration of the current rail network. • That Riccarton /Hornby and Papanui should be similar in terms of intensification. • That clarification is required as to why Rolleston and Rangiora cannot be included. <p>While the Board acknowledges that the Plan is an aspirational document it is concerned that it was not consulted/briefed at an earlier stage. Residents in the Board area are generally against the intensification proposed in Plan Change 14 and the Spatial Plan takes intensification to another level.</p> <p>[Full Attachment available. Also recoded against relevant themes.]</p>
349.21	Susanne Antill	<p>I totally disagree with all aspects of this spatial plan.</p> <p>Christchurch does not need more population, particularly as the job has injured and made young New Zealanders infertile.</p> <p>We do not need a huge influx of overseas immigrants.</p> <p>{Q6:}</p>
360.7	Ōpāwaho Heathcote River Network	<p>[Cross ref Opp 6 PT]</p> <ol style="list-style-type: none"> i. We strongly support Opportunity 6: Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities ii. One of the items provided in the “Context” on page 83 recognises the need for “an urban form that supports people to take shorter trips to meet their daily needs and activities.” We strongly support this requirement. iii. We submit that the partners in the Urban Growth Partnership should emphasise in this Spatial Plan a commitment to improving connections between people, not just as a means of addressing the transport and emissions issues, but as vital requirements of a growing city to reduce alienation, isolation and loneliness. iv. We submit that this Spatial Plan should give greater emphasise to the need for growth planning to include creation of a sense of place, developing connections of people to each other, to nature and to waterbodies in particular.
360.13	Ōpāwaho Heathcote River Network	<p>[Need for better decision making]</p> <ol style="list-style-type: none"> i. The Spatial Plan makes it clear that there are difficult trade-offs and decisions to be made as Greater Christchurch moves into its future. ii. We submit that in order to achieve greater social cohesion and agreement about such contentious planning decisions, partners of the Urban Growth Partnership should explore more effective community engagement processes. iii. We submit that currently, planning decisions are dominated by industry and developers through their greater access to expert opinion and legal argument. iv. We submit that better, more community-supported and lasting decisions will be made by invoking processes that involve the community in more meaningful ways than are currently used.

		<p>v. We submit that this Spatial Plan could encourage partners of the Urban Growth Partnership to explore or adopt the use of Citizen Assemblies.</p>
362.7	Danne Mora Ltd	<p>The Spatial Plan recognises that it will be necessary to incentivise higher density residential living. The previous and now current Christchurch District Plan have provided for higher densities. While there had been some demand for this housing typology, recent experience indicates that demand is now tailing off. This indicates that unless there are significant incentives that the desired increase in density will not occur. It is not sufficient to enable this development. This is recognised in Direction 4.3 but no examples of this critical component for densification are provided or discussed.</p> <p>We agree that focusing growth away from hazardous locations and investing in infrastructure that reduces exposure and adapting urban areas by incorporating functional elements into the blue-green network can all help to reduce some of the risks. However, we note there does not appear to be any discussion or initiatives that considers managed retreat of existing development that is vulnerable with the next 30 years.</p> <p>Further clarity on implementation and delivery of the Spatial Plan is required. As currently drafted the implementation and delivery is vague and uncertain and it is not clear how each supporting agency will be involved and who is providing leadership on various initiatives, and where there is a coordinating agency in charge of implementation. It is equally uncertain how the development community will be able to take advantage of opportunities to partner with territorial authorities, the Greater Christchurch Partnership and Government Agencies on relevant initiatives.</p>
364.5	Alan Grey	<p>Lack of details. While that plan makes a great show of a previous high level of support for the plan, it could be convincingly argued that this is primarily because it is a such a high level that few can disagree with the general thrust of the plan—no-one argues with “motherhood and apple pie”, but perhaps that is exactly the point. As with all things, if people knew the detail of what was involved (e.g., the extremely high likelihood of demolishing existing houses and businesses, creating new corridors, preventing cars from operating along certain routes, forced sales, limited parking associated with new housing etc.), then it is likely that the level of “support” for the plan would drop dramatically, and most people would oppose it.</p> <p>[Full Attachment Available]</p>
365.6	H. Marsh	<p>It will sequester people against their will from the natural resources and fishing and hunting; remove privacy of their own living; remove their ability to create their own food sources and gardens; and remove humanity and soul from the human with forced control -both internally with chips and externally with environment.</p> <p>[Q5: No]</p>
367.1	Robina Dobbie	<p>Please provide an objection form for the Greater Christchurch Spatial Plan</p> <p>Full Attachment Available]</p>
369.6	E and C Hobbs	<p>We need to treasure our pure artesian water, remove the unneeded toxic chlorine that is unnecessary, poisonous, and also causes the body to lose vital iodine. (Ref:Dr D.C. Jarvis MD) We must not allow the addition of fluoride to the water supply, as it causes a lowering of IQ in babies and young children as well as many other proven health defects in others. The fluoride added to the water is sourced from aluminium and fertiliser factories. It is a waste product so toxic that, by law, it is forbidden to dispose of it on land, in water, or in the sea. It does not belong in our drinking water. Far cheaper ways of obtaining fluoride are already available. There is a reason why warnings appear on tubes of fluoridated toothpaste. Free toothpaste could be given out instead.</p>
369.7	E and C Hobbs	<p>Residents need a council that will provide the basics: Good drainage, clean beaches(the Sumner beach regularly has sewerage coming in on the tide ad leaving unsightly toxic froth), good rubbish collection, minimal road-cones and road works – possibly again intended to make motorists “mend their ways” – good sewerage disposal that doesn’t pollute the air of nearby residents or foul the beaches, and basic lights that3are not 24/7 surveillance tools, as described in the strange dystopian world of the WEF Agenda 2030. They want local libraries and swimming pools, good</p>

		footpaths, and beautiful parks and gardens well-maintained. Basic museums are also of value, but not unnecessarily ripping down the old to replace it at exorbitant cost when it is simply not necessary. Another budget blowout. It would also be good to see the local Robert McDougall Gallery that was gifted to the city to be maintained how the owner envisaged. (Not everyone wants to see “modern” art all the time.)
369.8	E and C Hobbs	Ratepayers do not need budget blowouts on huge stadiums in the inner city where the sound will vibrate every apartment building within a 2km radius, fireworks, banners up for various parades and seasons, pedestrian crossings painted in varying shades, or any flags announcing the latest new thing. We need to trim the rates rather than spend to the point where the city is deep in debt. Rates are at a shocking level already, despite the best intentions of councillors.11. Ratepayers have NOT consented to constant budget blowouts with regular rate hikes.
369.13	E and C Hobbs	<p>I heard about the invitation to write in about this “spatial plan” yesterday, 22 July 2022. Unplanned hours have been spent on this objection today in order to be able to get it in before the deadline of 23 July 2023. I do not consider it was well-advertised and the time given to respond (less than four weeks) is insufficient to do justice to a 94-page report at such short notice, but I have given it a shot with this summary, key of which is a deep and genuine concern over the extent of influence that unelected off-shore corporations have on LGNZ, the NZ “government” and councils throughout the country. There should be no one between the council and those it is there to represent.</p> <p>Most councillors work hard to do their best in difficult circumstances and this is understood. But if there is undue influence and pressure on councillors that is contrary to what residents of the area want, and that interferes in any way with being able to provide the basics to all people in the Christchurch area and genuinely represent them, then the councillors need to communicate this to the people, as they pay rates for what they understand are key basic services, and expect the council to keep within budget. If there is pressure to spend to the extent there is a substantial budget blowout (as this “spatial plan” looks set to be), then the CCC should decline it as they don’t have the mandate of the people and they most certainly do not have any permission to put the homes and property of ratepayers up as security. Apologies for any errors on this objection, due to what little time I had to get it in within the deadline. Be true to those you are there to represent. If this a 15-minute city plan camouflaged as a “spatial plan” then all ratepayers and residents have a right to know.</p>

Opportunity 1 - See Section 4.2 of the Officers Report

Point	Submitter	Position
32.17	Murray Allison	<p>It is quite difficult to red this as blue does not come up very well. I am unsure what all of the different numbers mean. I guess this is meant to be the steps but it is not well explained. Do we have to have the Māori bits separated out. One country one people!</p> <p>[Q5: Not stated]</p>
37.15	Neil Stewart	<p>I agree with section 3, but The division created by separating out Māori areas only is racist</p> <p>[Q5: Partially]</p>
44.11	Jennifer McKinlay	<p>I definitely agree with preserving historic and natural heritage and the development of a more sustainable future.</p> <p>[Q1.6: Partially]</p>
94.13	Philip Baumbach	<p>Maori are over-emphasised at the expense of everyone else. You quote Maori terms without telling us what they mean.</p> <p>It's ok but there's a lot of bullshit in there. It sounds like a licence to ask for more money so you can tick lots of boxes.</p> <p>[Q5: Partially]</p>

96.16	Cayne Worthington	<p>We need to prioritise our cultural and historical heritage along with working towards growth in a sustainable environment, Christchurch has the opportunity to become a leader in New Zealand within the eco-development space.</p> <p>[Q5: yes]</p>
108.16	Andrew Livingstone	<p>Fully agree, and let Runanga lead these efforts.</p> <p>[Q5: Yes]</p> <p><i>[Coder note: This submission point has been coded from a larger submission point that is provided at Spatial Plan - General Comments - Spatial Strategy]</i></p>
110.8	Krystal Kelly	<p>Why the number one focus should be on Maori historic heritage, what about historic sights for all of the population?</p> <p>Nobody wants to be forced to take the bus.</p> <p>[Q5: No]</p>
124.12	Tim O'Sullivan	<p>The draft Plan emphasises the cultural narrative of one section of the Christchurch community. It seems to imply that no one else has a cultural narrative worth mentioning or considering in the plan.</p> <p>There is a cultural narrative in Christchurch (not the only one but an important one) that begins with the first four ships and includes the establishment of the city of Christchurch and the founding of many important institutions in the city such as religious bodies, educational institutions, community welfare agencies, hospitals, agriculture, and farming and many more. These examples are also part of a cultural narrative that seems to have no place in the proposed Plan.</p> <p>While the plan is about those things in the sense that the existence of those things is presupposed, the verbal construction of the plan marginalises all who do not apparently have the preferred origins. For example, page 7 of the report states: "Māoritanga is embraced, visible and valued. Greater Christchurch is diverse, multi-cultural and welcoming and this is reflected in the city and at the decision-making tables" (page 7).</p> <p>All well and good to emphasise the cultural narrative for Maori in Christchurch but the relegation of the rest of us to "diverse," and "multicultural" hardly reflects the fact that all cultural narratives in Christchurch matter.</p> <p>The assertion that "Te ao Māori provides a holistic and integrated approach to using, managing and protecting natural resources by acknowledging the inter-connectedness of all elements of the natural and physical world" (Page 61) is merely another late Twentieth Century urban myth. In actual fact it is westernised countries such as New Zealand, that have had more success in protecting the environment and creating "holistic" urban, suburban and country environments.</p>

		<p>There is no evidence that “a holistic and integrated approach” resides in one culture only. Achievement of such an ideal is only possible with modern techniques of agriculture and animal husbandry. It is collective or socialised property rights that have historically been bad for the environment.</p> <p>The protection of private property rights for all members of a society does more to protect the environment than appeals to quasi-religious ideals such as “holistic and integrated”.</p> <p>A small quibble. The plan says: “The Greater Christchurch area has been inhabited by Māori for settlement, resource gathering and exercising of cultural practices for more than 1,200 years” (page 19, 53). Please provide a footnote to the evidence for this assertion.</p> <p>[Relevant submission points also recoded under 5.1]</p>
126.40	Tim Frank	<p>These are some great opportunities. While it is great to see some emphasis on providing better for Māori reserve land development, I do not think that this is necessarily of key strategic significance for the Greater Christchurch area. The overall area to which this relates is fairly small in comparison to Greater Christchurch. It also needs to be supported by those responsible for these lands, not imposed by Greater Christchurch.</p> <p>The freight network needs to be enhanced by improving railway lines, so that passenger trains can also operate on them.</p> <p>[Q5 - yes]</p> <p>Cross ref to opp 1</p>
131.15	Erin Spencer	<p>Protecting and restoring cultural heritage sites are an absolute priority.</p> <p>[Q5: yes]</p>
150.9	Connor McIver	<p>The intended balance between preservation vs development of Māori Land is not entirely clear in this strategy. Also, it would be important that infrastructure investment in such areas is provided on an even footing with other land types, e.g. through development contributions, etc.</p> <p>[Q5: unsure]</p>
159.14	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls High School	<p>Top opportunities for us are, <i>1(Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people’s physical and spiritual connection to these places)</i></p> <p>[Q5 - N/A - Opportunity 1 is a top opportunity]</p>
165.11	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls' High School	<p><i>1 (Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people’s physical and spiritual connection to these places)</i> because we need to protect the land that has been stolen</p> <p>[Q5 - Yes - Opportunity 1 is 1st priority opportunity]</p>
184.5	Hill Street Ltd	<p>Is generally supportive of the Spatial Plan in respect to avoiding development over wāhi tapu.</p>

185.15	Ruth Grey	<p>Given the drive to increase the population of NZ, specifically Chch, depends on mass immigration there is an undue emphasis of the protection and creation of Māori spaces. Also given that Māori are less than 17% of the population and even less in Chch why do their needs feature above everyone else? There seems to be some revisionist history going on here as has infiltrated the rest of NZ. It is creating division and a them and us attitude that did not exist before. Who is driving this and who stands to gain from it? Follow the money I suppose.</p> <p>You will find that the heavy hand of all things Māori somehow having more virtue and right-ness than anything else, will alienate people and divide us unnecessarily, but most people will be too afraid to speak up given the curbing of free speech and the lack of public discourse on uncomfortable topics.</p> <p>[Q5: unsure]</p>
197.18	Lynette Bay	<p>All people should be treated equally. Not one group being given specific advantages over another which is what is happening even now. We are one nation with 160 different nationalities so each needs to have a say.</p> <p>Affordable housing sounds great but in reality how exactly are you going to suddenly achieve that? It has been talked about for the last decade but there is still the same problem of lack of housing or affordable housing.</p> <p>Again, programs to get people using buses, cycles etc have been there for over a decade and how much progress has really been made there in relation to the huge amount of our money being spent on it? take cycle lanes - yes, while a good idea the amount or lack of cyclist using most of the routes shows a very different story. So called green money could have been utilized in other ways. Cheaper options, less spent on consultation fees etc. Council needs to be there for us the people, we are the ones who pay you.</p> <p>[Q5: Unsure. Also coded to 10]</p>
205.15	Karen Silvers	<p>#1 - All heritage is important! It seems strange to only mention Maori heritage. I would especially like to see more done to uncover and disseminate Waitaha and MoriOri heritage as well as heritage of more recent times.</p> <p>#3 - Again, why is there a particular focus on Te Ao Maori? Ethnicity should have nothing to do with protecting our natural environment!</p>
212.11	Ingrid Mesman	#1 I do not support the restoration of our historic heritage. It is costly and more important issues are homeless people on our streets.
226.19	Caroline Syddall	<p>Overall yes.</p> <p>Respecting the wishes of Mana Whenua must be the first priority- without this we are not respecting the principle of Treaty Partnership.</p> <p>After this the focus must be on the environmental issues as without a resilient natural environment, the economy will fail. The risks posed by climate change are so significant that #2,3,4 & 6 must be prioritised above #5.</p> <p>[Q5: Partially]</p>
243.17	Phillipa Lamborn	<p>I think that there will be significant loss of heritage if this plan goes ahead there are hundreds of years of heritage and homes and sites that will be moved out of the way and change significantly. There is no way that this will produce affordable housing the cost of producing these even with government support will like always go well over budget and not be affordable to the average New Zealander</p> <p>[Q5: No. Also coded to 10.1]</p>
249.14	Anne Ferguson	Because the areas of significance is to all ChCh citizens regardless of any culture, not just for Maori land within the urban areas as all

		<p>NZ land belongs to NZders except for existing Waitangi Maori settlements.</p> <p>[Q5: No. Also coded to 2.2]</p>
249.16	Anne Ferguson	<p>Because the areas of significance is to all ChCh citizens regardless of any culture, not just for Maori land within the urban areas as all</p> <p>NZ land belongs to NZders except for existing Waitangi Maori settlements.</p> <p>[Q5: No. Also coded to 3]</p>
253.15	jo mcgregor	<p>Where are these 700,000 people coming from? Its certainly not from birth. Where are they immigrating from?</p> <p>Why is there a specific focus on areas significant to Maori? What about the areas significant to the early European settlers, or the Chinese? We are all kiwis... why priortise one race over others?</p> <p>[Q6. Also coded to 11.4]</p>
262.2	Sandra Shaw	<p>See page 30.</p> <p>I am surprised and rather disturbed that there is no mention of European historic heritage, sites and significance to European at all. Therefore, I believe there should be 7 strategies, and #2 should be as I state: Protect, restore and enhance historic heritage, sites and areas of significance to European, and to provide for people’s physical and spiritual connection to these places.</p> <p>[Q5 - Partially]</p>
264.16	Environment Canterbury Youth Rōpū	<p>We are unsure if we want to agree with the strategy due to lack of details on it. The strategy is very vague and fails to mention what Māori land will be built on. There is no evidence of a co-governance partnership between Te Rūnanga o Ngāi Tahu and the project (that is more than consultation). If this project takes place will mana whenua be compensated for this land opportunity? Will mana whenua have first right of refusal to housing on their land? We feel that this plan fails to recognise the historical trauma that Māori have with the land and when it comes to the Crown. Is this housing project for Māori or for the economy, or can it be for both? It is good to see there is some thought to replenish the waterways and not build on sacred land but there needs to be more than that.</p> <p>[Q5 - Unsure]</p>

274.9	Christchurch Civic Trust	<p>1. Pg 30 <i>Opportunities #1 historic heritage and sites and area</i>. CCT supports. However, there is a need to rewrite to ensure the concepts are not read as confined to Maori.</p> <p>Protect, restore and enhance historic heritage and sites. This should apply to all cultures that have contributed to the development of Greater Christchurch. Enhanced emphasis on Maori heritage and sites should not overlook the many others who have made Christchurch their home and contributed to its identity and character.</p> <p>Provide for people’s physical and spiritual connection to these places This is an important element that must apply to <u>all</u> citizens living in Greater Christchurch. The longer the history, the greater is the need to preserve and protect historic heritage and sites and areas of significance as they are likely to be the assets most vulnerable to overlay and extinction. That is why there is emphasis on Maori as first inhabitants, but subsequent migrations and settlement here must also be accorded appropriate recognition.</p> <p>[Full Submission Available]</p>
274.15	Christchurch Civic Trust	<p>Pg 53 Context bp 5</p> <p>CCT is somewhat troubled that this is the single specific reference to European cultural and historic heritage in the entire draft plan document. Whakawhanake Kāinga Komiti appears not to be aware of Christchurch City Council’s heritage strategy ‘Our Heritage, Our Taonga 2019 – 2029’. The CCC Heritage Team in collaboration with mana whenua, CCT and many other groups and individuals, developed the strategy over a period of many months. It stands as a blueprint for other territorial authorities for the preservation and enhancement of cultural and historic heritage, Maori and European, tangible and intangible. CCT recommends that Whakawhanake Kāinga Komiti consults (more) fully with the CCC Heritage Team.</p> <p>[Full Submission Available]</p>
283.15	George Bluck	<p>why is there no room for European cultural heritage?</p> <p>[Q6]</p> <p><i>[Coder note: This point is part of a wider submission point under Q6. The whole submission point was coded to Other Feedback>General Comments]</i></p>
293.12	M Wright	<p>There is no mention of protecting sites/areas of non-Maori significance.</p> <p>[Q5: No}</p>

295.10	Styx Living Laboratory Trust, Partner of Community Waterways Partnerships	<p>4. Goal 1.2; to protect, restore, and enhance Ngā Wai . The Pūharakekenui has significant cultural values, and we support this plan recognising and aiming to enhance those values. The designation of the Kāpūtahi area as wāhi tapu is similarly appreciated.</p> <p>[Q5: Yes. Full Submission Available]</p>
295.11	Styx Living Laboratory Trust, Partner of Community Waterways Partnerships	<p>General Comments</p> <p>We (SLLT) are advocates for protecting the health and values of the Pūharakekenui and as such we generally strongly support all initiatives which protect and enhance the ecological values of the Pūharakekenui catchment and assist with establishing the Pūharakekenui as a viable spring-fed river ecosystem.</p> <p>Commentary</p> <p>SLLT strongly supports the following:</p> <ol style="list-style-type: none"> 1. The inclusion of the Pūharakekenui and its many streams as places to protect on Map 5, and the accompanying Goal 3.1 to avoid development in those areas. Protecting the entire river system, down to the small feeder streams and channels, is vital for the health of the river, and the catchment level management approach this plan champions. 2. Goal 3.2; to prioritise waterway health. The Trust recommends that the examples given on page 63 (supporting restoration and enhancement, setting developments back from waterways, day-lighting, water sensitive urban design, and developing riparian buffers) be codified along with similar practices into a clear list of healthy waterway development practices that should be required wherever reasonable. These practices are all straight-forward and deliver long term benefits. Codifying them will provide clarity for planners and developers around the Plan, and ensure waterway health opportunities are not missed. 3. Goal 3.3; to enhance and expand the green spaces network, specifically along rivers. The Trust and the Council have worked together to develop and connect green spaces along the Pūharakekenui for the Source to Sea project, and feel this goal is important to the long term ecological and cultural health of Greater Christchurch. 4. Goal 1.2; to protect, restore, and enhance Ngā Wai . The Pūharakekenui has significant cultural values, and we support this plan recognising and aiming to enhance those values. The designation of the Kāpūtahi area as wāhi tapu is similarly appreciated. <p>[Q5: Yes. Also coded to 5 and 3. Full Submission Available].</p>
296.13	justin barton	<p>Appreciate the work that has gone into this, especially consultation with Maori.</p>

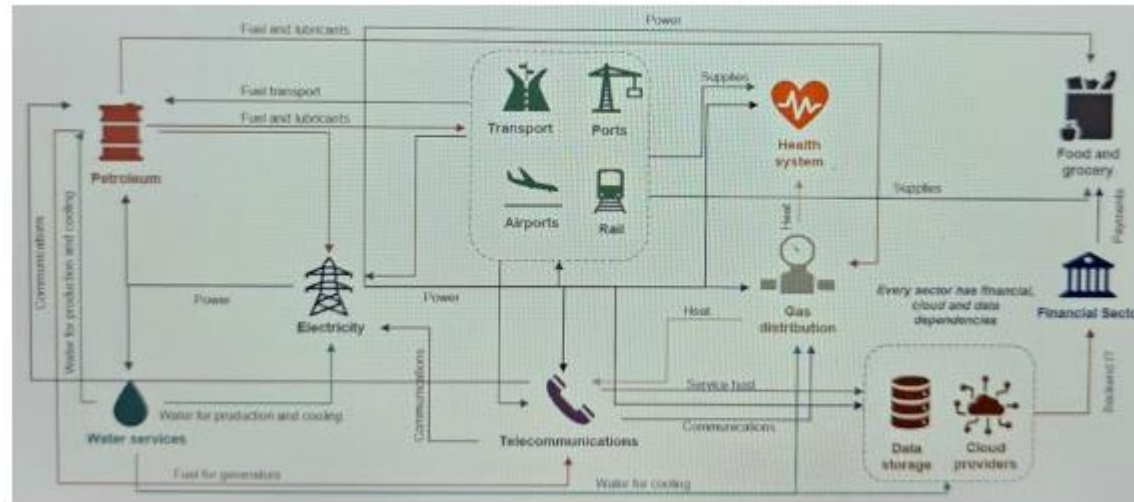
		<p>and would just like to see a more bottom up community led approach (evolving with community at its own pace) rather than a top down (social engineering) approach which this program sometimes seems to be a part of.</p> <p>[Q5: Partially]</p>
299.13	Jason Herrick	<p>The Greater Christchurch Partnership shouldn't waste money on trying to restore historic buildings.</p> <p>[Q5: Partially]</p> <p>[Coder note: This submission point is part of a wider submission point on Q5]</p>
303.10	Waihoru Spreydon-Cashmere-Heathcote Community Board	<p>General comment on Opportunities - Opportunity 1</p> <p>In its 2022-25 Community Board Plan, the Waihoru Spreydon-Cashmere-Heathcote Community Board identified the spiritual, ecological and historical significance of the 'green foundation' created by the geography of the Port Hills (Te Poho o Tamatea), the Ōpāwaho Heathcote River and the Ihutai Estuary, upon which the city of Christchurch sits; the great majority of which lie in the Board area. The appreciation, protection, and enhancement of this taonga is paramount to the Board; and to this end the Community Board support this focus.</p>
328.7	Toni Pengelly	<p>"TO PROTECT, RESTORE AND ENHANCE HISTORIC HERITAGE AND SITES AND AREAS OF SIGNIFICANCE TO MAORI ". CHRISTCHURCH HAS TWO PREDOMINANT CULTURAL HERITAGE ASPECTS: BRITISH AND MAORI. I STRONGLY OBJECT TO ONE CULTURE GAINING PRE-EMINANCE OVER THE WHOLE WHETHER IT IS BRITISH OR MAORI. I CALL FOR THE COUNCIL TO RECTIFY THE ABSENCE OF THE MENTION OF OUR HISTORICAL VALUE AND COMMITMENT TO THE BRITISH ROOTS OF OUR CITY AND CALL FOR AN AMMENDMENT TO THIS ASPECT OF THE PLAN.</p> <p>[Full Attachment Available]</p>
332.9	Lyttelton Port Company Limited	<p>Maps 6, 8 and 10</p> <p>LPC considers that the draft Spatial Plan needs to address the interplay between environmental and cultural values that will require specific management and strategic infrastructure assets (which are to be provided for) that have a functional or operational need to locate in certain areas. Maps 6, 8 and 10 are areas which need specific management, but it will be important to acknowledge that strategic infrastructure may need to operate and develop in those locations. It would be preferable if the Port and Inland Port were carved out from these maps.</p> <p>[Also coded to 4 and 5. Full Submission Available]</p>
340.18	Hughes Developments Limited	<p>Support both Directions 1.1 and 1.2 subject to any actions associated with these Directions being based on a sound evidential basis and on regional and Site Specific characteristics.</p>
343.9	Waipuna Halswell-Hornby-Riccarton Community Board	<p>The Board supports Opportunity 1 to protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places. It needs to be noted, in context the importance of including existing heritage buildings and those to be included through Christchurch City Council's District Plan Change 14 for the City and other territorial authorities.</p>
343.22	Waipuna Halswell-Hornby-Riccarton Community Board	<p>The Board supports Mana Whenua priorities and expectations.</p>
350.13	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5	<p>For me, one of the most important opportunities is opportunity 1. This opportunity identifies that the council will protect, restore and enhance sites that are significant to Māori. I think this opportunity is incredibly important because of the mistrust between Māori and</p>

	young people from University of Canterbury/Ara	government bodies from past grievances. Although there is nothing that can fully remedy the wrongs that have been done, it is of utmost importance that, moving forward, the Council protects Māori land from being built on or overtaken because of urbanisation in the Greater Christchurch region. [Q5: Yes] [Also recoded under 2.1]
369.10	E and C Hobbs	One of the opportunities is to “protect, restore and enhance historic heritage and sites and areas of significance to Maori. There is no mention of the historic heritage and sites and areas of significance to non-Maori. Why is that? This is a democracy is it not? Non-Maori have a wonderful history here too. There are areas of historic heritage and sites and areas of significance to non-Maori and they must be protected, restored and enhanced, also.

Opportunity 2 - See Section 4.3 of the Officers Report

Point	Submitter	Position
36.12	Peter Fitt	Saying to prioritise / encourage development in safer areas, does not go far enough in stopping development in areas that are at risk; this needs a change in emphasis away from passive discouragement, towards regulatory prohibition. [Q5: No]
99.16	Michael Smith	New Brighton will likely be a challenge in the future with rising sea levels, so its important that climate change is considered, without withdrawing from the coastline except where unavoidable! [Q5: cross ref from PDAs]
146.10	Michael de Hamel	It is good to see the draft Spatial Plan make provision for natural hazard and climate change risk factors, but I don't think it goes far enough. [Recoded from attachment]
159.19	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls High School	<i>the ones that still a priority but not the most important to us are 2 (Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change)</i> [Q5 - N/A]
165.14	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls' High School	<i>2 (Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change) most young people feel unsafe in certain places so reducing risks would be important</i> [Q5 - Yes - Opportunity 2 is 4th priority opportunity]
222.9	Graeme McCarrison On Behalf Of Spark, Chorus, One NZ, FortySouth and Connexa	Resilience of Communities Opportunity 2 fails to recognise the impact that disruption to telecommunications could have during an extreme natural hazard event, such as Cyclone Gabrielle. The 'Strengthening the resilience of Aotearoa New Zealand's critical infrastructure' system discussion document outlines why a resilient critical infrastructure system matters for our country and people. The following diagram presented

during acritical Infrastructure webinar on 20 July 2023 by Te Waihanga and Department of the Prime Minister and Cabinet (DPMC) shows the interdependencies between critical infrastructure and impacts of outages in one sector can have flow on consequences for other sectors. Telecommunications and electricity are critical sectors our communities and the economy.



We recommend that Opportunity 2 recognises that interdependencies between infrastructure sector especially telecommunications and electricity. It is essential that the existing and proposed growth areas have telecommunications infrastructure both wireless and fixed line integrated into the developments. Currently it does not happen under the existing regulatory regimes of the District Plans.

224.14 Tobias Meyer

We should allow plenty of capability for growth in the areas close to the central city and other key centers, especially the areas at lower risk from climate change disasters.

[Q5: Yes]

274.10	Christchurch Civic Trust	<p>2. Pg 30 <i>Opportunities #2 Reduce and manage risks</i>. CCT Supports <i>Reduce and manage risks</i> accepts that there are inevitable risks associated with living in this place. Some are well known. Some are yet to present and are of unknown potential severity. We can plan in spatial terms to reduce and manage for known risks. We can choose to live under threat of natural hazards such as living on flood plains and from climate change-induced weather bombs because we have no alternative or limited capacity under our control to neutralise those risks. We can attempt to build resilient structures. We can plan for escape if disasters strike. We can plan for emergency response. We can consider reinstatement post disasters. We can decide to abandon sites because the costs of staying, measured in financial and emotional terms, is just too great. To reduce and manage risks, we need to be able to evaluate alternative possible reactions when risks turn to reality.</p> <p>A major opportunity is recognition of the greater role of timber in future buildings, for earthquake resilience, safety, recovery, and ease of relocation. The bonus which timber construction offers of a significant reduction in carbon emissions which are the result of 'conventional' construction methods (concrete, steel etc) requires urgent consideration; a greater recognition of Maori architectural practices could be seen as complementary to this.</p> <p>[Full Submission Available]</p>
288.13	North Beach Residents' Association	<ul style="list-style-type: none"> • We are questioning what avoidance really means and what it means for our community as it is not clearly defined. • In regard to Natural Hazards, the finer details are not clear and are of concern. The mapping is too high level, and the terminology is too vague to really be able to understand the true impact on Eastern Christchurch and the underlying methodology and assumptions are disputed. • Sea-level rise, along with the other risks identified in the plan, such as flooding and the main fault line rupturing, are Christchurch citywide issues that need to be addressed comprehensively and not in isolation. Christchurch was originally built on wetlands, and any rise in sea level will see a consequential rise in the water table, which in many parts of the city is already less than one metre. As it is, the greater, more immediate risks over the next 80 years are likely to be flooding and a rupture of the main fault line. • In its current form this plan is concerning and could negatively impact the well-being of our people. It seems unfair to place the weight of worst-case scenario projections on communities when they are unlikely or implausible to occur. Additionally, if the community is unable to question these projections or if their inquiries are disregarded by the CCC, it could be seen as an abuse of power. <p>[Full Attachment available. Relevant submission points also recoded under 2.2 and 11.4.]</p>
303.11	Waihoru Spreydon-Cashmere-Heathcote Community Board	<p>General comment on Opportunities - Opportunity 2</p> <p>Climate change is already impacting on areas of the Waihoru Spreydon-Cashmere-Heathcote Community Board area, particularly those adjoining the sea, Ihutai, the Ōpāwaho River and the Hills. The Board supports focusing growth away from more fragile areas and strengthening the resilience of community to natural hazards. The Board also believes that incorporating functional elements into the blue-green network can help to reduce some of the risks.</p>

332.8	Lyttelton Port Company Limited	<p>Map 5: Areas to protect and avoid (page 52)</p> <p>LPC supports the identification of areas to protect and avoid, including in relation to strategic infrastructure. However, it is concerned that Map 5 does not clearly articulate the Port, the Inland Ports nor the major freight routes. LPC suggests that different colours could be used to differentiate the types of areas to protect and avoid. The legend should also be amended accordingly, including the explicit identification of LPC's assets and major freight routes.</p> <p>[Full Submission Available]</p>
332.11	Lyttelton Port Company Limited	<p>Maps 6, 8 and 10</p> <p>LPC considers that the draft Spatial Plan needs to address the interplay between environmental and cultural values that will require specific management and strategic infrastructure assets (which are to be provided for) that have a functional or operational need to locate in certain areas. Maps 6, 8 and 10 are areas which need specific management, but it will be important to acknowledge that strategic infrastructure may need to operate and develop in those locations. It would be preferable if the Port and Inland Port were carved out from these maps.</p> <p>[Also coded to 3 and 5. Full Submission Available]</p>
332.27	Lyttelton Port Company Limited	<p>Interplay between Objectives and Directions</p> <p>important economic asset. Interplay between Objectives and Directions LPC observes that some sections of the draft Spatial Plan will conflict in certain contexts. For example, the Port is located in and is functionally dependent on the coastal environment. There is unavoidable interaction between the needs of Port infrastructure and the broader management of environmental or cultural values associated with the coastal environment. LPC continues to fulfil its environmental obligations and continues to work with the tangata whenua on various issues, but the bottom line is that the Port is a highly modified part of the coastal environment. Likewise, LPC would be concerned if external decisions were made on how best to manage natural hazards both at the Port and the Inland Ports. LPC is well cognisant of these issues. At present, the draft Spatial Plan does not appear to contemplate these interactions. LPC suggests that one solution is to add a new section with text addressing the interaction between the various Opportunities and Directions.</p> <p>[Full Submission Available]</p>
340.19	Hughes Developments Limited	<p>Support both Directions 2.1 and 2.2 subject to any actions associated with these Directions being based on a sound evidential basis and site specific characteristics. We also consider that, based on the information provided in the Spatial Plan, that the estimation of risk from climate change is overly optimistic given the timeframe of the Spatial Plan. Managed retreat should be discussed in detail and provided for.</p>
343.10	Waipuna Halswell-Hornby-Riccarton Community Board	<p>The Board supports Opportunity 2 to reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change.</p>

Opportunity 2 > Natural Hazards - See Section 4.3 of the Officers Report

Point	Submitter	Position
54.11	Jesse Greaves	<p>There should be accelerated growth in many areas of Christchurch as this plan lines out and it would be necessary to communicate with key stakeholders to achieve the best outcome. However, the plans for Eastern Christchurch seem limited especially moving out as far as New Brighton, improper development of this area could limit the robustness and resilience of Christchurch.</p> <p>[Q4: Partially. Also coded to 9.1]</p>
66.23	Andrew McDowell	<p>The deemed significant risk from natural hazards is part of a natural retreat agenda being promoted by the World Economic Forum, which is also linked to UN Agenda 2030 and is designed to use the fear generated by the climate scam to push people into 15 minute smart neighbourhood digital ghettos. Globally there is no significant sea level rise that poses any increasing risk to the vast majority of coastal communities. The risks from rivers is no worse than 100 years ago, provided the overhead and wider area Pacific Basin geoengineering operations cease and normal flood protection works are adequately maintained.</p> <p>[Q5 - No]</p>
108.17	Andrew Livingstone	<p>Opportunity #2: Agree - Plan for managed retreat, communicate risks well now, and inform people that they won't be bailed out in future. There is an insurance industry to cater for this. At this point, people know about climate change and what will happen, so if buying oceanfront property they shouldn't get all the benefits of that added amenity, with the risks being socialised.</p> <p>[Q5: Yes]</p> <p><i>[Coder note: This submission point has been coded from a larger submission point that is provided at Spatial Plan - General Comments - Spatial Strategy]</i></p>
122.14	Luke Bulger	<p>I fully accept the plan to identify Priority Development Areas. However, regarding the list of proposed Areas, common sense tells me that we must be constantly vigilant of the flooding threat from the Waimakariri in the future. Would the Rangiora Town Centre be damaged in a one-in-one-thousand-year river flood, or would it still be ok?</p> <p>[cross reference from Q4 - reference to natural hazard]</p>
146.12	Michael de Hamel	<p>Known risk of extreme weather</p> <p>Cyclone Gabriel has given an example of the sort of weather to be expected along the East Coast of New Zealand. Weather events of that sort, or even more extreme, are not just possible but likely in the Canterbury area within 10 years. A cyclone could easily result in the Avon-Heathcote estuary damming up with a combination of debris from slips on the hills and surge-driven sand accumulation at Cave Rock, leading to flooding through the Heathcote catchment and flood water back-up through Aranui, Wainoni, and possibly much of Burwood.</p> <p>The current Avon-Heathcote sea exit is at the southern end of its geological range, and a new exit might be naturally or artificially formed closer to Burwood. It would be a good idea to indicate a preferred pathway for such an exit, which would give the possibility of rapid construction if the present estuary mouth is blocked.</p>
146.13	Michael de Hamel	<p>Known risk of fire</p>

		<p>The Canadian and Australian experience is that fire has become a problem in what were previously thought of as temperate zones. There are also known risks on the Port Hills (eg Adventure Park), and elsewhere.</p> <p>As well as 'green belt' zones, there also need to be fire risk control zones, particularly upwind of critical infrastructure such as the airport and the Islington electricity substation. In some places this will be not much more than making sure of adequate local water storage, in others it may include fire breaks in grassed or forested areas, or planting of low fire-risk native species. Many of the trees on McLeans Island are currently flammable pines which could easily lead to grass fires across the airport.</p>
146.16	Michael de Hamel	<p>Known risk of earthquake</p> <p>In the past planning for earthquakes was done for distant-source scenarios, with largely horizontal motion expected. When they struck Christchurch a significant component was vertical. But at least some planning had been done, and only two building collapses caused significant loss of life.</p> <p>The main future need is to avoid development in coastal areas which are at risk from tsunami, and on former swamp, estuary etc which are at risk from deep liquefaction.</p> <p>There is one additional factor though, which doesn't seem to have been taken into account. That is that in an alpine fault earthquake large quantities of material will be loosened from mountains in the headwaters of the Canterbury rivers. That in itself isn't too much of a problem – but in the next decent rainfall event much of that loose material will move down river and out onto the Canterbury Plains.</p> <p>A fast-moving river can carry around a quarter to a third of its volume in rock and silt – meaning that in a 10-year flood event on the Waimakariri – say 2000-3000 cumecs – between 500 and 1000 cubic metres of rock will come through the gorge every second. That's enough to fill the present riverbed, top of stopbank to top of stopbank, mountains to the sea, in between 36 and 72 hours. Some debris will get washed straight out to sea, but much will be deposited along the way, leading to the river overtopping the stopbanks, possibly in multiple places.</p> <p>The river is currently flowing out from the mountains towards the north end of the range it has occupied across the historic 'delta', downstream from the gorge. A new river route is more likely therefore to be towards the southern end of the historic range, with the river perhaps breaking out near Sheffield and flowing down through West Melton/Templeton/Islington and through to Lake Ellesmere, one of the river's former estuaries. It would be wise to avoid siting critical infrastructure or large populations in those areas. There is no way that stopbanks, of any height or at any location, could contain the volume of material likely to flow from the mountains.</p>
146.17	Michael de Hamel	<p>Known risk of environmental contamination events</p> <p>There was news a couple of years ago about a West Coast landfill rubbish dump being eroded by a river. In the Christchurch area many former dumps were in coastal or low-lying areas. The old Le Bons Bay dump has been removed – but there are others at Akaroa, Barrys Bay, Birdlings Flat, Teddington, Bexley, Burwood, Kaiapoi, etc etc. Other areas of land are contaminated, or may in the future be considered contaminated or become contaminated.</p>

		<p>This probably means that aquifer and air pollution protection zones need to be extended, and that methods are developed for at least containing old landfills against erosion and ground water contamination.</p> <p>Also on the environmental contamination list are noise, air pollution and smell. There may be a need to allow for a zone where the causes of these effects (such as meat processing works, compost production, motor racing, sewage treatment) can be sited so as to reduce risk. This might be to the South of population areas. Southerly winds are generally both fast and turbulent, giving better mixing than the northerlies in the region.</p> <p>I note that simply altering the noise control boundaries around Christchurch Airport doesn't give incentives for noise reduction measures at the airport and from aircraft approaching and leaving. Most airports around the world have active noise reduction programmes (flight path steepness, hours of operation, type of aircraft, outfield planting etc), and a reduction in the noise boundaries shouldn't be too onerous on the Airport Company. In the past airport noise was difficult to control and monitor because of the difficulty of measurement of noise levels without specialist equipment, but simple cell phone apps can now do the job.</p> <p>[Last point also recoded under 11.2.1]</p>
171.6	Summerset Group Holdings Ltd	<p>Summerset considers that 'blunt' instruments have been utilised in relation to matters such as:</p> <p>Direction 2.1 (057): Focus and incentivise growth in areas free from significant risks from natural hazards. The Plan distinguishes between areas subject to natural hazard risks (map 7) and areas subject to negotiable natural hazard risks (Map 8).</p> <p>Summerset is supportive of the approach to generally avoid areas of high natural hazard risk and the distinction between these and areas of 'negotiable natural hazard risk'. There are a range of existing incentives on landowners and developers to ensure that any future development occurs in a way that appropriately manages such risks.</p> <p>In developing its approach to managing development in areas subject to hazards, the Council must consider other incentives on developers to build high-quality developments that address, manage, and mitigate hazards, for example, more stringent building standards needing to be met for obtaining building consent, or insurance. Further work on a consistent, national approach to managing development in hazard risk areas, and managed retreat, is also expected to occur through the new Climate Change Adaptation Act.</p> <p>[See full Attachment.]</p>
184.3	Hill Street Ltd	Is generally supportive of the Spatial Plan in respect to focus growth in areas free from significant natural hazards
187.16	Waipapa Papanui-Innes-Central Community Board	Christchurch has a complex history of being partly built on unsuitable land, much of which has since been red zoned, but with land drainage issues remaining, and only likely to get worse with climate change. It is thus considered that planning should be holistic and not overlook opportunities for stormwater management, including investigation of the use of permeable surfaces/rain gardens where applicable. Other forms of appropriately holistic thinking could include planning for: ecological corridors; retaining productive horticultural soils locally; supporting future cycle connections; and provisions that enhance community resilience in the face of emergencies, such as relevant evacuation routes (promoting the '4 Rs': reduction, readiness, response and recovery).

		<i>[FULL ATTACHMENT AVAILABLE]</i>
198.21	Paul Bryant	<p>So carbon causes climate change? So we reduce carbon? Isn't that what we are doing - electric and hydrogen economy in the future? Where is your climate change forecasts coming from? If the planet was cooling, would this be called climate change too?</p> <p>I think concrete jungles concentrating people are not the answer.</p> <p>Building high rise infrastructure in earthquake prone areas and concentrating people in these buildings = bad idea. What happens in a pandemic? Fire?</p> <p>Whose going to do all this work? I suspect a lot of it will be from overseas. Use the skills on our door step, keep our money in the country.</p> <p>[Q4:: No. Also coded to 4.2 and 6.1]</p>
201.4	Property Council New Zealand	<p>Given recent weather events across New Zealand, it is important now more than ever to manage risks so that people and communities are resilient to the impact of natural hazards. While we agree that development should be moved away from areas particularly susceptible to natural hazards, we believe that in some locations, this risk can be mitigated through careful design, planning and infrastructure.</p>
201.5	Property Council New Zealand	<p>Investment in more resilient infrastructure means we can balance the need for urban development whilst protecting new and existing communities. The recent Auckland floods had many examples of good planning and design protecting medium density housing developments. Other examples include Stonefield's and Northcote (Auckland) in which waterways directed away from houses through good planning and infrastructure. In all examples, planning and infrastructure is critical to reduce the effects of climate change and protect communities.</p>
212.12	Ingrid Mesman	<p>I partially support #2, in regard to encouraging people to be resilient to Natural hazards. This can be done through education, not a policy that is sewn into every part of their lives! I'd like to get more specific information regarding how you can assist people to be resilient to climate change as that could be a day to day project. Our climate is different from one day to the other. We do not want to change how we live on information from outside sources UN and WHO. Good luck with that!</p> <p>[ALSO CODED TO 4.2]</p>
224.12	Tobias Meyer	<p>We should allow plenty of capability for growth in the areas close to the central city and other key centers, especially the areas at lower risk from climate change disasters.</p> <p>[Q5: Yes]</p>
236.7	Gavin Bodger	<p>It is my concern that in the formulation of CCC coastal hazards planning inadequate consideration has been given to this report.</p> <p>This document has significant implications regarding our uniquely accreting coastline from the Waimakariri River to the Spit and Sumner.</p> <p>Local residents concerns firstly about our inability to access the report and secondly the lack of publicity given to it (in comparison to the Tonkin & Taylor reports) resulted in a very well attended public meeting which was addressed by the principal Scientist who wrote the report. we need to be assured that in formulation of the Greater Christchurch Spatial Plan the NIWA report has been given the significant attention it deserves.</p>

<https://www.ccc.govt.nz/assets/Documents/Services/Stormwater-drainage/Coastal-Sand-Budget-for-Southern-Pegasus-Bay-Stage-B-Future-Sand-Budget.pdf>

4 Conclusions

The main conclusions of this study are:

1. The Waimakariri River's future (by 2100) sand delivery to the tidal reach due to climate change effects and human responses could vary between a reduction of 11% on the current delivery (8% reduction from up-catchment associated with the "low emissions" RCP2.6 or RCP4.5 climate change scenarios and 3% interception by irrigation takes with no sand returns to the river) and a 28% increase (28% increase from up-catchment associated with the more extreme "high emissions" RCP8.5 climate change scenario and all irrigation-intercepted sand flushed back to the river). A "most likely" change in sand delivery rate could be taken at the mid-range of these bounds (i.e., a 9% increase), but the uncertainty around this figure should be appreciated.
2. Following a major future alpine earthquake, landslides (300 million m³ combined volume of which 20% renders to sand) clustering mainly in or just upstream of the Waimakariri Gorge would at least double (possibly treble) the river's sand load for over 10 years, with landslide sand first arriving at the coast within 1-2 years of the landslide event, and 90% of the landslides' coastal sand delivery occurring over 30 years. Dispersion of the landslide's sand pulse along the shore by coastal processes would likely occur slowly, with several decades elapsing before any signature appeared at Waimairi Beach and longer to reach Southshore.
3. Sea-level rise driven deposition in the tidal reach of the Waimakariri River would be 1,300 m³/yr under the status quo (sea-level rise rate of 2 mm/yr), 3,600 m³/yr with a rise rate of 5.4 mm/yr, and 8,800 m³/yr with a rise-rate of 11 mm/yr, thus reducing the river sand delivery to the coast by these amounts.
4. Under sea-level rise and a climate-change altered nearshore wave climate, the proportion of river sand load transported south from the Waimakariri River mouth could change from the baseline estimate of 68%. Both the A2 (~RCP8.5) and B2 (~RCP6.0) wave scenarios would reduce the proportion of Waimakariri River sand transported south (by virtue of relatively reduced wave energy from the northeast quarter); a rise in sea-level with no change in offshore wave climate would increase it; and under combinations of sea-level rise and wave climate change, while the two effects would compensate the wave climate change would prevail, resulting in reduced proportions transported south.
5. Beach profile closure depth would increase with sea-level rise (due to more wave energy incident on the shore), decrease under the A2 and B2 wave scenarios (due to reduced storm wave energy), but not change much under combined sea-level rise and wave climate change scenarios. An increased closure depth increases the sand volume required to lift the beach profile to match a rise in sea-level.
6. The net sand demand for enlarging the Avon-Heathcote Estuary ebb-delta and throat associated with rising sea-level could be anywhere between zero and 8% of the present (~182,000 m³/yr) river sand supply rate to the City shore.
7. At least until 2120, the City shore sand budget should remain in surplus (and the shore should not begin to erode) except under the worst case RCP8.5 climate change scenario (which couples the effects of changed Waimakariri River sand load, sand losses due to future coastal sand budget for Southern Pegasus Bay irrigation takes, reduced southward wave-driven sand distribution from the river mouth, a 1.36 m sea-level rise, and sand losses to the ebb-delta at the Avon-Heathcote Inlet).
8. We caution that this is a spatially-averaged result for the shore between Sumner and the Waimakariri River mouth, while actual shoreline movements are likely to vary locally from the average rate. Numerical shore modelling would be required to develop spatially-detailed shore responses, and this modelling would need to capture beach changes out to the closure depth and be

		<p>able to simulate both wave and current-driven transport processes, including at the Avon-Heathcote inlet and ebb-delta and the Waimakariri River delta.</p> <p>9. Any significant future shore instability at the Waimakariri River mouth would likely accompany the arrival of a sand pulse following earthquake-triggered landslides in the upper Waimakariri Catchment. With this, the river delta would enlarge, sand bars would become larger and more active, interactions between bars and the shoreline would increase in amplitude, and possibly another spit and foredune system could form seaward of the present one. Otherwise, the recently-observed cycles of spit-tip erosion and bar changes should most likely continue. The risk of waves over-washing Brooklands Spit and the Waimakariri River suddenly re-locating its outlet through Brooklands Lagoon again is small, even under wave climate change and sea-level rise scenarios.</p> <p>10. Given that the City's open-coast shore is likely to remain accretionary overall for the next century under all but the most extreme (RCP8.5) climate change and sea-level rise scenario, then we do not anticipate the risk of sea-flooding from the ocean-side will generally be exacerbated by shore erosion and sea-level rise. The exception will be at the southern tip of Southshore Spit due to the Avon-Heathcote Inlet widening as sea-level rises and the tidal prism increases.</p> <p>[Q5: Partially]</p> <p>[Also recoded under 2.1]</p>
242.14	Carolyn Skinner	<p>If we have intensification/densification with higher rise apartments, I am concerned that issues with flooding may develop if great care is not taken with adequate drainage.</p> <p>[Q6. Also coded to 6.1]</p>
244.11	Anne Bluck	<p>Climate change, is in my opinion, climate variation, which has been going on for millions of years, and will carry on doing so.</p> <p>[Q4: No. Also coded to PDA]</p>
252.9	Logan Brunner	<p>Yes, however there is even more density needed, which is restricted by the current legislation. There needs to be more focus on increased housing, as it is even now difficult to find an affordable living option. New housing should be allowed in low-risk (to natural hazards) areas throughout and around the city.</p> <p>[Q2: Yes. also coded to 6.1]</p>
261.11	Jan Sintes	<p>feel that this plan points to the coastal suburbs as areas to avoid any development (Areas to avoid Page 51), - if so, I express my firm opposition as this is simply a concept of managed retreat.</p> <p>This report is based on the IPPC 2014 Report. However, IPCC have since issued a later report (IPCC 2020) in this they state that the modelling which T & T have used, namely RPC 8.5 is 'implausible' and an unlikely scenario have an obligation to the city to employ the latest up-to-date information available for any planning purposes.</p> <p>The deliberate withdrawal of development and infrastructure from our coastal area as a primary strategy for addressing coastal challenges, poses several significant concerns:</p> <ol style="list-style-type: none"> 1) Social Implications – Displacement of communities that have lived in coastal regions for generations who have already undergone the impact that earthquakes have had on our lives since 2010. We are still well behind the rest of the city in having our earthquake works resolved.

		<p>2) Economic consequences – If CCC choose to avoid development in Coastal areas by way of restrictive planning overlays, Insurance companies refuse cover or make the premium cover unaffordable. This would disproportionately affect the vulnerable people in our community who lack the resources and means to be able to live here. Furthermore, property values would plummet further exacerbating the economic hardships that people are currently experiencing.</p> <p>3) Community Well-being – The Council has an obligation to consider the well-being of residents and the effects these planning changes would have on our community. Rather than a “Risk based approach” based on an overly cautionary scenario (RPC 8.5)I would like to see an option for an adaptive management approach as a response the climate change and its impacts on coastal regions, as I firmly believe that adaptation provides a more viable and sustainable solution to protect our coastlines and the communities who live here.</p> <p>[Full Attachment Available]</p> <p><i>[Coder note: Submission points have also been coded to Evidence base]</i></p>
269.10	CRAIG LAMBIE	<p>I have concerns for the wellbeing of the people caged up so densely with a loss of large open spaces immediately around you now, Christchurch known currently as the Garden city is Earthquake prone and dense housing is not a good idea.</p> <p>[Q2 - No - earthquake risk]</p>
271.15	Joanne Zervos	<p>The threat of Tsunami is extremely low, however we do need to be prepared. But should this threat, which is far less likely than major rain events impact development? As someone mentioned to me "why does it matter if I build single storey or 3 storey, when if a tsunami strikes I'd be safer up high"</p> <p>[Q4 - Partially]</p>
271.16	Joanne Zervos	<p>Our roading network away from the coast is vital. The retention of New Brighton Rd is a vital escape option and could save hundreds of lives. New Brighton Road is also a major direct link between New Brighton, the Palms, St. Albans and on to Cranford St, it needs to be retained as a major connector route.</p> <p>[Q4 - Partially]</p>
271.18	Joanne Zervos	<p>I am currently on the Banks Peninsula Coastal Hazards Adaptation Panel and the same work should be coming to the Coastal Ward soon, there is no mention in the plan about how the CHAP work will in this proposal - lack of detail. I am hoping that the communities will be included in all consultation in regarding to adaptation, infrastructure options and green space options.</p> <p>[Q4 - Partially]</p>
276.10	Rachel Clark	<p>We should not build too close to natural run offs. Think about down stream issues..</p> <p>[Q4 - Not stated]</p>
281.13	Robina Dobbie	<p>We are a city still recovering from a set of serious earthquakes and have a high likelihood of the Alpine Fault rupturing within the next 15 years. Until the Alpine Fault ruptures I am against any intensification.</p>
288.14	North Beach Residents' Association	<p>Use of the term Avoid/Avoidance</p> <ul style="list-style-type: none"> • Of particular concern is use of the term “avoid” which for the purposes of the document, is not clearly defined and has the potential to have a hugely detrimental impact on those communities identified within the plan as areas to avoid. When translated to the level of district planning, it could mean many things e.g., medium-density housing (MDH) is prohibited, new

		<p>housing is prohibited or extensions to existing dwellings are prohibited. How can the spatial plan be endorsed when key terminology used within it are not adequately defined?</p> <ul style="list-style-type: none"> • Avoid is also an emotive and loaded term. We note media reporting and planning publicity quite often uses “emotive and doomsday” language to promote a culture of fear and sensationalises drastic outcomes to justify planning decisions reduced spending on infrastructure, the use of avoidance without properly defining it is another example of this. • What investment is required to mitigate the effects of climate change, using infrastructure or nature-based solutions, is a big issue that can only be resolved politically at a local and national level. Until then, it would be premature to write a specific set of assumptions into any district plan. Until those wider political issues and more insightful modelling are addressed, the terms “avoid/avoidance” should not be used in the spatial plan. • If “avoided” activities are written into district planning because of the draft spatial plan and related planning, it would place the Christchurch City Council in a morally ambiguous position that would be open to litigation. Currently, there is a boom in Medium Density Housing developments occurring in New Brighton. Moral hazard could conceivably lie with the City Council if they did not advise developers of these avoidance planning principles and their associated risks so developers could adequately advise potential buyers.
299.14	Jason Herrick	<p>The Greater Christchurch Partnership should focus more on restricting building on low lying land that is prone to flooding.</p> <p>[Q5: Partially]</p> <p>[Coder note: This submission point is part of a wider submission point on Q5]</p>
302.2	Disabled Persons Assembly (NZ) Inc	<p>DPA acknowledges the need to manage development around the threats posed by climate change and significant natural hazards including (in Christchurch’s case) earthquake faults.</p> <p>DPA supports the proposition that known areas which present a natural hazard risk due to natural and climatic risks should be re-assessed to see whether future development is viable. DPA is also supportive of the idea that where development has already been approved (or undertaken) in potentially vulnerable, high-risk areas that reviews are undertaken into appropriate actions to mitigate the risks that present from this.</p> <p>We are concerned that if accessible housing is (or has been) constructed in high-risk areas, especially those prone to flooding or sea level rise, there is the potential for any units to be severely damaged or destroyed, rendering them uninhabitable, perhaps only a short time after first being moved into by disabled people; after having undergone (in many cases) a long wait for them, putting lives and wellbeing of disabled people at risk.</p> <p>DPA would like to see these stressful scenarios for disabled people avoided through good, effective involvement in all aspects of development planning by local councils in the Greater Christchurch area under this strategy.</p> <p>DPA believes that it is not wise or appropriate for land which is deemed to be at high risk from natural hazards including flooding and sea level rise, to have new buildings or development on them without full consideration about how the risks to disabled people living or working in these buildings can be managed or mitigated.</p>

		<p>Recommendation 1: that the Greater Christchurch Partnership’s council stakeholders review the appropriateness of allowing new house and commercial building activity in areas deemed at high risk of flooding or sea level rise.</p> <p>[Full Attachment Available]</p> <p><i>[Coder note: there is also a separate submission point and recommendation from DPA on Natural Hazards]</i></p>
302.3	Disabled Persons Assembly (NZ) Inc	<p>There is also the potential (as noted earlier) for some areas - including those highly populated by disabled people - to be impacted by managed retreat, including in parts of Eastern Christchurch. In these circumstances, many disabled and older people will need to be transitioned away from living in otherwise suitable communities to (hopefully) less risky but still accessible ones.</p> <p>In the medium to long-term, this will require Greater Christchurch Partnership Stakeholders and central government to partner with disabled people and disability organisations as part of community co-design efforts to successfully plan these types of transitions.</p> <p>Recommendation 2: that Greater Christchurch Partnership stakeholders partner with disabled people, tangata whaikaha/whānau hauā and disability organisations to plan any managed retreat from existing communities</p> <p>[Full Attachment Available]</p> <p><i>[Coder note: There is another submission point and recommendation from the DPA on Natural Hazards]</i></p>
330.3	Tapper Family Trust	<p>The Trust owns land at 133 and 137 Huntsbury Avenue on the Port Hills being comprised within Certificate of Titles 283237 and 283238 being Lots 2 & 3 DP 369793 and approximately 2.68ha in area (the Land).</p> <p>The Trust seeks recognition within the draft Spatial Plan that growth and intensification on the Port Hills, ‘in pockets’ is appropriate. For example, where such growth is readily able to be absorbed i.e., those locations surrounded by existing development, being below ridge lines and with no prominence or significance be acceptable.</p> <p>Relief sought</p> <p>At page 51 of the draft Spatial Plan: <i>Layering all the areas to protect and avoid on top of each other highlights the most constrained areas of Greater Christchurch for development (see Map 5). These areas generally include the eastern areas along the coastline, the Port Hills and Te Pātaka a Rākaihautū / Banks Peninsula, the areas to the north-west of Christchurch, and the areas surrounding Kaiapoi. These parts of the city region are affected by a variety of natural and man-made factors. The presence of Wāhi Tapu, Wāhi Taonga and Ngā Wai are also matters of further significance, where any urban encroachment will require engagement with and consideration by mana whenua. In noting the above there may be pockets of landholdings within the Port Hills that are appropriate for development and that may be readily absorbed within the environment. In particular infilling and intensification of parts of the Port Hills may occur where considered appropriate.</i></p>

		<p>At page 52 of the draft Spatial Plan remove any part of the Land from Map 5: Areas to protect and avoid.</p> <p>[Full Attachment Available]</p> <p>[Coder note: This submission pint forms part of a wider submission seeking growth in the Prot Hills]</p>
331.4	Carter Group Limited	<p>Particular focus:</p> <p>Constraints – areas to protect and avoid</p> <p>9 One of Carter Group’s key submission points is that it is imperative that the high- level direction to avoid constraints is appropriately translated into where growth is directed.</p> <p>10 A clear example of where this has not occurred in the draft Spatial Plan is with respect to Map 7 and the areas subject to natural hazards risks. This map shows a significant extent of flooding (1:500 year, high hazard) in and around Kaiapoi.</p> <p>11 The key directions in the draft Spatial Plan relating to reducing and managing natural hazards and climate change to provide resilience are as follows:</p> <p>11.1 Focus and incentivise growth in areas free from significant risks from natural hazards; and</p> <p>11.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards.</p>
340.27	Hughes Developments Limited	<p>We agree that focusing growth away from hazardous locations and investing in infrastructure that reduces exposure and adapting urban areas by incorporating functional elements into the blue-green network can all help to reduce some of the risks. However, we note there does not appear to be any discussion or initiatives that considers managed retreat of existing development that is vulnerable with the next 30 years.</p>
359.1	The Greater Hornby Residents Association	<p>The largest problems we face are Climate Change and the Alpine Fault. The first we only just starting to accept, in spite of it being around for some years, while the second, with keeping our heads in the sand and hoping it will go away, is not going to see it go away.</p> <p>On the first matter, why are we still issuing building consents for future flood prone areas, such as near the coast and swampy zones within this city. It has been recognized for some years now Climate Change is going to happen, and it will affect these flood prone areas. Ratepayers should not have to pick up the pieces after the fact, and it is now time to stop issuing permits in these zones. Coastal Land has been recognised as being very vulnerable right around New Zealand and is already being affected around Te Wae Wae bay and Colac Bay in Southland as well as above Westport on the Coast.</p> <p>The Alpine Fault has been on the horizon for some decades now. I attended the talk at the Halswell Library earlier in the year, and frankly could not believe how much the concern has been downscaled since the 1990’s. Then the Hurunui News were reporting that there would be a major shake which could see land east of the northern motorway disappear below sea level. Now it will be a moderate shake that will not produce as much liquefaction as the 2011 Christchurch Earthquake. This speech was based on the Alpine Fault happening near Milford Sound, while it is a well known act that it could happen anywhere on the Fault Line, and one prime location is as close as Lake Kanieri. This could well see a much bigger shake and liquefaction than that of Milford. A little known fact is that plans were drawn up for a hydro electric dam on the Waimakariri River, near Springfield, in the 1920’s to supply an electric power supply for Christchurch. This idea was very short lived as it was soon recognised that it would be full of shingle within 5 years. Refer to 2.1 and 2.2 on directions under the Spatial Plan. Very questionable on how safe we are from the river! With this river bed now as high in many places as the surrounding land, we could well be looking at mass destruction, due to the river reverting to flow out to the south of Banks Peninsula, unless we start quarrying</p>

		the river bed instead of designing the moat system which is appearing in the north-west of Christchurch. The technology is available to do this in a sustained manner, and it will remove the cancerous dust away from the residential housing creating the respiratory diseases currently being experienced. GNS Science has a recommended distance of 2-7 km from residences, and it is also recognised in American Medical Journals and by the W.H.O. that quarry dust carrying RCS dust is extremely bad for health.
360.2	Ōpāwaho Heathcote River Network	<ul style="list-style-type: none"> i. We submit that this map is missing an important natural hazard in not having a layer for “High Soil Erosion Risk” or similar. This is not the same at “Slope Hazard”. ii. Erosion of loess soils from the Port Hills is the greatest current contaminant of the Ōpāwaho Heathcote River. iii. Controlling, preventing or minimising developments on the Port Hills must be an essential part of any plan to reduce the level of erosion.
360.9	Ōpāwaho Heathcote River Network	<ul style="list-style-type: none"> i. We very strongly support “promoting enhanced coastal and wetland reserves to reduce flood risk, establishing new green spaces to help absorb and treat rainwater, planting trees to shade and cool urban areas, and creating new or enhanced forested areas.” ii. We submit that this section would be improved by including “increasing setbacks from waterbodies including wetlands” as another means of increasing resilience. iii. We submit that this section would be improved by listing “protection, conservation and recharge of groundwater” as another means of increasing climate change resilience. iv. We submit that this section would be further strengthened by indicating that early retreat from areas prone to flooding and sea-level rise would be the best option which would have the added advantage of allowing for further revegetation of indigenous species.

Opportunity 2 > Climate Change - See Section 4.3 and Section 4.3.1 of the Officers Report

Point	Submitter	Position
36.11	Peter Fitt	<p>This does not take account of expected Global Warming, rises in sea levels and greater more impact full storm and rain events. There should be no further development South and East of Rangiora, nor in the Eastern areas of Christchurch; doing so is building a problem that will in all probability materialise within 10-20 years.</p> <p>[Q4: No]</p> <p>[Also recoded under 9.1 as submission point was made in response to Q4]</p>
66.9	Andrew McDowell	<p>Improved public transport is necessary, and it's use to be encouraged, but not to the detriment of private transport use. This is Canterbury, where we have extremes of weather, so it is necessary to be able to transport heavy groceries and such like to one's door, dry, and public transport isn't going to do this for most. And as far as carbon emissions reduction is concerned, this is an alarmist scam being propagated by the United Nations based on false science. Carbon dioxide is important to all life, and the archaeological record shows life on the planet was more prolific during periods when the CO2 level was considerably higher that it is today. Also, there is no link between rising CO2 levels and rising global temperature, in fact CO2 levels rose many years AFTER global temperature increases.</p> <p>[Q1 - Yes]</p>
66.28	Andrew McDowell	<p>Following woke and climate fear ideologies will not make the greater Christchurch area economically competitive but will in reality waste valuable capital investment in unnecessary projects.</p>

		[Q5 - No]
77.7	Callum Robertson	Because I think public transport is an important step in reducing carbon emissions. [Q1 - Yes]
116.13	Jennifer Watters	Given that Chch was built on a swamp and right next to the sea, the issue of climate change and managed retreat will be the most important things to consider when any infrastructure is built. I'm not sure that this really takes into account what will be required for the scale of the issue. [Q5: Partially]
124.6	Tim O'Sullivan	<p>Quite a bit of the rationale for this Plan seems to be “climate change” which is, for example, to support “a transformational shift.” Wording associated with “climate change” occurs with monotonous regularity throughout the document with little explanation as to what the terms mean. Clogging the report are appeals to phrases such as “net zero emissions future,” “greenhouse gas emissions,” “climate resilience,” “low carbon future,” and so on.</p> <p>One example where the implications of all this word porridge is stated is given on page 81: “Growth in the use of electricity for transport will necessitate greater provision of electric charging networks in Greater Christchurch. This is expected to be provided by the private sector. Over time, there may be a requirement for greater local generation of green energy.” (page 81).</p> <p>The question of who is going to use more electricity for transport is left unstated although the implicit implication is that private cars will become electric despite the well-known deficiencies and expense of such vehicles. There was no mention in the report of the future use of trams or trolley buses, both forms of public transport that run on electricity.</p> <p>What is green energy? Again, another idea that is not defined. Does it mean wind power or power generated from compost heaps? Currently the most efficient, cheap, and clean form of transport is powered by oil-based products such as petroleum. And given that most people need electricity to heat their homes in winter there is hardly going to be any generational capacity to charge legions of electric vehicles every night at 6.00pm when everyone gets home from work.</p> <p>There is no evidence that “climate change” will lead to more “storms, flooding, coastal inundation and erosion” (page 56). It far more likely that any warming that may occur because of normal climate variation will be benign. It is more likely that climatic cooling will be far more detrimental to human welfare than warming will be.</p> <p>The report claims that: “Climate change is already impacting local ecosystems and communities and is disproportionately affecting mana whenua and vulnerable communities” (Page 56). There is no evidence cited for this and the whole thing rides on the implicit assumptions of “climate change.” It is far more likely that the drive to mitigate the non-problem of “climate change” will disproportionately hurt the poor and vulnerable by constraining the already limited choices that those on low incomes have.</p>

		<p>The report goes on to say that there is an “urgent need to strengthen climate resilience” (page 61) based on the “greenhouse gas emissions on a per capita basis are extremely high in Greater Christchurch” (page 56).</p> <p>Who will pay the cost of this proposed reduction in “greenhouse gasses.” The transfer of resources to this object is an economic decision that will result in less money to spend on other things and while it will probably not affect the “rich” all that much, it will reduce the overall welfare of those on lower incomes. The rich are of course entirely free to contribute to this cause if they wish but the cost should not be laid on those who have no interest in, do not believe in, climate change, or have other priorities in life. Opportunity five of the report (page 75) says that the intention is to: “Provide space for businesses and the economy to prosper in a low carbon future.”</p> <p>The idea that businesses and the economy should prosper is a good one. But the idea of a low “carbon future” is problematic. Carbon is a benign substance that does not need to be controlled or managed. Those who want to live a low carbon future (maybe the authors of this report?) should be free to do so but those who are busy raising families, working, and getting on with life should not be constrained by artificial low carbon requirements.</p> <p>The Report states that “Moving to a net zero emissions future, along with building the capacity of communities and ecosystems to adapt to the impacts of climate change, will be major challenges over the coming decades” (page 26). Christchurch has challenges but this is not one of them.</p> <p>Given that there is no short or long term climate crisis from carbon emissions (or any other source) this discussion represents a complete waste of energy. Climate change is a bourgeois urban myth that should have no place in this plan.</p> <p>[Also coded under 7 (Opp 5)]</p>
146.11	Michael de Hamel	<p>Already willows along the lower Waimakariri and its tributaries are dying because of salt water intrusion into the groundwater –and that is just with a few centimetres rise and a little earthquake subsidence. By the end of the century sea levels are likely to be between half a metre and a metre above present levels. That, even without storms, will put out the lights on many low lying areas which cannot be protected by bunds or stopbanks – such as those on sandy soils. Now is the time to plan for eventual managed retreat from places like the flat of Sumner, Ferrymead, Southshore, New Brighton and probably many other areas in the Eastern city, where pumping is not likely to be feasible. There are also risks along the Heathcote and Avon Rivers, where salt intrusion and tides are likely to work up close to the central City.</p> <p>The Spatial Plan needs to make provision away from the sea not only for natural population increase, but also for relocating the tens of thousands of people displaced from coastal and low lying areas of the present city.</p> <p>[Recoded from attachment]</p>
184.4	Hill Street Ltd	Is generally supportive of the Spatial Plan in respect to building resilience to climate change and natural hazards
185.16	Ruth Grey	You have provided no concrete evidence that support or explains what you mean by climate change. It is a term bandied about by modellers and msm but where is the actual irrefutable evidence that this indeed is a problem? There needs to be rigorous debate

		<p>between scientists who have the evidence for climate change and those scientists who disagree, and have evidence to support their position It seems to me the climate is doing what it always does - have cycles!</p> <p>Governments cannot use climate change as an excuse for poor decisions on where human habitation has occurred. If you build on a flood plain, flooding can occur. If you build near a coastline, erosion can occur. If you concrete over natural culverts and streams within an urban setting, flooding can occur. If I know this surely town planners should know it. "Climate change" cannot be the catch all for mistakes made and governments should not mislead citizens in saying so. How about concentrating on your core business - roading, water, sewage, parks and recreation, libraries and rubbish.</p> <p>[Q5]</p>
186.15	Michael Wilson	<p>Climate change is a topic that is completely getting out of proportion. So called "experts" are using doom and gloom scenarios to force more and more restrictions on people. More and more money and resources are spent on a perceived threat that is not materializing.</p> <p>I object to any change that take "climate change" and "resilience" as its main considerations.</p> <p>Instead, the city council should focus on implementing transparent and well-reasoned policies that directly address the ongoing issues.</p> <p>I object to to any kind of Low Emission areas. I also object to the concept of 15 minutes cities - this is nothing more than a plan to restrict our movement to a 15 minute distance. The cameras that are popping like mushrooms around the city will monitor our movements and will create a Chinese style surveillance city.</p> <p>[Q4: No]</p>
198.20	Paul Bryant	<p>So carbon causes climate change? So we reduce carbon? Isn't that what we are doing - electric and hydrogen economy in the future? Where is your climate change forecasts coming from? If the planet was cooling, would this be called climate change too?</p> <p>I think concrete jungles concentrating people are not the answer.</p> <p>Building high rise infrastructure in earthquake prone areas and concentrating people in these buildings = bad idea. What happens in a pandemic? Fire?</p> <p>Whose going to do all this work? I suspect a lot of it will be from overseas. Use the skills on our door step, keep our money in the country.</p> <p>[Q4:: No. Also coded to 4.1 and 6.1]</p>
201.18	Property Council New Zealand	Believes that well-planned greenfield development can deliver appropriate climate mitigations while also delivering types of housing at typologies and price points that may not be achievable in existing urban areas.
201.20	Property Council New Zealand	Considers that it is critical that those in areas such as the Waimakariri and Selwyn Districts have access to better public transport options, such as MRT, to encourage mode shift from private car use and thereby reduce carbon emissions.
206.10	Leslie McAuley	There is no Climate change. You are following a narrative from Wellington. I can backup this argument with solids facts.
212.13	Ingrid Mesman	I partially support #2, in regard to encouraging people to be resilient to Natural hazards. This can be done through education, not a policy that is sewn into every part of their lives! I'd like to get more specific information regarding how you can assist people to be

		<p>resilient to climate change as that could be a day to day project. Our climate is different from one day to the other. We do not want to change how we live on information from outside sources UN and WHO. Good luck with that!</p> <p>[ALSO CODED TO 4.1]</p>
213.8	John Gudgeon	<p>Get rid of the "adapt to the impacts of climate change." part. Anthropogenic global warming (AGW) is a globalist money-sucking scam designed to further enrich the super-rich and limit the freedom and prosperity of ordinary people. Carbon dioxide is not poison; it is plant food. The world needs more of it; not less.</p>
213.10	John Gudgeon	<p>Please get rid of the fear-mongering about climate change and rising sea levels. The climate always changes but carbon dioxide and methane have little to do with it. It's mostly due to sun cycles. How about banning chemtrails, HAARP, and other weather modification?</p>
216.13	Glenis Youngman	<p>Climate change is the biggest farce out and should not be used as a reason to make changes in certain areas. If climate change was real there would be no building apartments on Marine Parade as that is close to the beach. By not naming any specific areas in eastern Christchurch I do not believe there will be any priority given to it. The Christchurch city council need to look after the residents in Eastern Christchurch more as the area has been neglected for a long time. As a rate payer I am disappointed in how the council has not supported the New Brighton area by ensuring pot holes at the entrance to one of the main car parks and in by the Surfside mall. The health and safety hazards these holes create are enormous and sadly ignored by the council. What kind of partnership is the council proposing that the other areas are not getting? The rates paid by ratepayers in our area should stay in our area to fix the rotten roads, pot holes etc. We do not need any outside entity to come in and take over our area in the name of partnership.</p> <p>[ALSO CODED TO 9.1.7]</p>
218.2	Christchurch International Airport Ltd	<p>5 CIAL's climate policy is to maintain its own absolute greenhouse gas emissions reductions above 90% and, while it continues working on its remaining operational emissions, CIAL's focus is on accelerating the decarbonisation of the wider aviation sector.</p> <p>6 To displace the emissions from jet fuel requires a large amount of renewable energy production. The availability of a reliable, renewable energy source is critical. This is why CIAL is developing an onsite renewable energy precinct, Kōwhai Park. Phase One of Kōwhai Park involves the development of an approximately 300-hectare solar farm. The energy produced will power the Christchurch Airport campus and future aviation activities, including terminal requirements, future electric plane charging</p> <p>and the production of green hydrogen for use in domestic and trans-Tasman aviation.</p> <p>7 CIAL is heavily invested in planning for the future in order to best serve the long-term infrastructure needs of Greater Christchurch.</p> <p>[Full Submission Available]</p>
223.3	The Aggregate & Quarry Association of NZ	

		<p>Climate Change</p> <p>We support the thrusts of "Opportunity 2" on making communities resilient to the impacts of natural hazards and climate change. It is important to note the central role aggregates have in strengthening resilience to these.</p> <p>Rock is needed for flood protection and to adapt to sea level rise and coastal erosion through strengthening of sea walls etc. It will be needed to repair damage to coastal infrastructure and to make infrastructure generally more resilient to greater intensity storms and extreme weather events.</p> <p>Sand and aggregates will play a vital role in retreating from the effects of climate change, including the relocation of communities, whether in preparation for or response to climatic events as key components of the construction sector in the form of concrete and other construction materials.</p> <p>[Full Submission Available]</p>
253.13	jo mcgregor	<p>The fear mongering word 'climate change' is a load of rubbish. The climate is always changing. Managed retreats etc (eg Hawkes Bay) are just euphemisms for govt taking over the land owned by the people.</p> <p>[Q5: No]</p>
255.13	Leanne Farrar	<p>Where is the proof that climate change exists. where is the proof the sea levels have risen.</p> <p>[Q4: No]</p>
257.8	shaun white	<p>Firstly, the amount of capital required is not feasible without major lending and unfortunately the Ratepayers will be the ones who end up funding this with huge increases on already unsustainable rates increases.</p> <p>Secondly, i do not see enough Scientific proof that vehicles are having the impact on Carbon Emissions that certain profit motivated groups are claiming.</p> <p>Finally, i believe that New Zealanders are being detrimentally impacted by a Green Agenda created by overseas Policy makers who do not have New Zealand's best interest at heart. Our governments and Councils should be taking a proportionate approach based on evidence not ideology.</p> <p>[Q1: No. Also coded to 11.4]</p>
261.16	Jan Sintes	<p>I feel that this plan points to the coastal suburbs as areas to avoid any development (Areas to avoid Page 51), - if so, I express my firm opposition as this is simply a concept of managed retreat.</p> <p>This report is based on the IPPC 2014 Report. However, IPCC have since issued a later report (IPCC 2020) in this they state that the modelling which T & T have used, namely RPC 8.5 is 'implausible' and an unlikely scenario. CCC have an obligation to the city to employ the latest up-to-date information available for any planning purposes.</p>

		<p>[Full Attachment Available]</p> <p><i>{coder note: this submission point relates to Hazards in the East. More on this has been coded to Opportunity 2>Natural Hazards}</i></p>
263.8	Martin Pinkham	<p>More efficient, reduces GHG emissions, improves equity especially for older and younger people.</p> <p>[Q2 - Yes - in relation to GHG emissions]</p>
264.13	Environment Canterbury Youth Rōpū	<p>We recognise the massive need for support in Eastern Christchurch with sea level rise as a result of climate change becoming a more and more pressing issue.</p> <p>[Q4 - Yes]</p>
265.7	Neil Gilbert	<p>Investing in a reliable and usable public transport system makes considerable sense for multiple sustainability and climate-related reasons.</p> <p>[Q1 - Yes]</p>
265.10	Neil Gilbert	<p>My concern relates to the extent to which changing climate and sea level rise in particular has been accounted for in the plan.</p> <p>I have not (for this submission) reviewed the sea level rise predictions for Christchurch and surrounding areas. But I suspect that at some point over the 60 to 100 year time period some in-land migration will be required.</p> <p>[Q2 - No]</p>
265.11	Neil Gilbert	<p>It would be hard to argue against any measures that give added protection to natural environmental areas and values. But my point above regarding the impacts of climate change refers here also. Does the plan take account of forecast climate impacts on the Canterbury region?</p> <p>[Q3a - Yes]</p>
265.13	Neil Gilbert	<p>At some point in the next 60 to 100 years, the implications of climate change are likely to require an inland migration for Christchurch.</p> <p>[Q4 - No]</p>
265.14	Neil Gilbert	<p>Again, the plan seems to assume that the areas currently occupied by Christchurch will remain viable places to live and work. Future climate and sea level rise scenarios suggest that may not be the case.</p> <p>[Q5 - Partially]</p>
265.16	Neil Gilbert	<p>My concern relates to the extent to which changing climate and sea level rise in particular has been accounted for in the plan.</p> <p>I have not (for this submission) reviewed the sea level rise predictions for Christchurch and surrounding areas. But I suspect that at some point over the 60 to 100 year time period some in-land migration will be required.</p> <p>[Q2 - No]</p>

266.12	SSRA- South shore residents association	<p>In general SSRA find this plan adds very little value to the Eastern areas and serves once again to set the East apart from the city. - Eastern Christchurch is included as a priority area, recognising the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience.</p> <p>In a climate change context, it has been observed that the most pressing issue is surface flooding and water run off. The flooding that has occurred recently has not been predominantly in the East in fact many other areas have been more adversely affected. It therefore perplexing that the only mention the East has in this plan is regarding resilience.</p> <p>It is disappointing that the east is highlighted as a priority area instead of a development area. SSRA suggest it should be both.</p> <p>The priority is to support the area to adapt to climate change & strengthen resilience using a partnership approach.</p> <p>SSRA have concerns with this wording as it is very vague. What does it mean for the East in regards to</p> <ul style="list-style-type: none"> • Infrastructure repairs and more efficient infrastructure technology? • Transport links? • Development of the New Brighton area and village? • Will this prohibit or stagnate future development in the East? • Will this add further complication and cost to building in the East- both commercial and residential. • How will this impact the proposed Coastal Hazards Adaptation Panel tranches? I • Who is the partnership with? Is the partnership approach working with the entire community or is it just between council and Mana Whenua? <p>[Q4 - No]</p>
266.13	SSRA- South shore residents association	<p>Resilience decisions and discussions are important for the city as a whole not just the East.</p> <p>[Q5 - No]</p>
271.20	Joanne Zervos	<p>I have great concern regarding the wording relating to the east being a priority area. This could be construed in several ways, and depending on the intent could have a greatly negative impact on the area.</p> <p>There is the underlying assumption that the coast will succumb to sea level rise sooner than other areas, where in fact any water level rise will affect ALL of the city. The rapidly accreting coastline will work in favour of beach side communities, however threat from the estuary and rivers will be of more concern. The impacts of climate change are city wide already, with major flooding events affecting many parts of the city frequently after heavy rain.</p> <p>The east still has not had earthquake legacy work completed and this should be a priority to help us recover. These repairs can also be future proofed to be more resilient against future challenges (I am unsure if this is what you meant in your wording?). We have very resilient communities in the east who have fought and fought for fairness, their property rights, and equity since the quakes, the wording of the proposal for the east has many worried about managed retreat and that the current buoyant atmosphere is about to pop again.</p> <p>[Q4 - Partially]</p>

275.18	Patrick Kennedy	<p>Having a plan for how our city grows is a vital step in our adaptation to more frequent and more severe weather events and a changing climate.</p> <p>I would hope to see managed retreat addressed as part of the plan, as we are looking 20/50/100 years down the line.</p> <p>[Q5 - Yes]</p>
276.11	Rachel Clark	<p>There is no climate drama... We have a fluctuating climate continually. Rivers flood every 100 yrs ... weather is a daily occurrence.</p> <p>[Q4 - Not Stated]</p>
279.13	Colleen Philip	<p>There is a danger of the city being a heat sink if fashions like black roofs are allowed to continue.</p> <p>We need trees throughout urban areas (not just in reserves) for a number of reasons including their cooling effect.</p> <p>[Q6 - N/A]</p>
280.8	David Wilson	<p>when it says the impacts of climate change, can you prove that this actually exists or what data your using to make this claim, because i have seen so much information from around the world to prove otherwise.</p> <p>[Q4 - Partially]</p>
280.12	David Wilson	<p>when it says the impacts of climate change, can you prove that this actually exists or what data your using to make this claim, because i have seen so much information from around the world to prove otherwise.</p> <p>[Q4 - Partially]</p>
281.26	Robina Dobbie	<p>Please supply me with the source data that is used to justify your decisions on Climate Change. From my research it is based on flawed models. I am yet to see anything that proves different. There are globally 2500 scientists that form the consensus of the IPCC climate change (some have asked to be removed as they did not give their approval) yet there are 31,000 scientists who signed a petition denying that man is responsible for global warming. It is a political scam. Surely it is time that the council looked into the reality of what actually happened rather than going along with this conspiracy theory. The cost to our city is massive. I would be happy to do a 5 minute presentation to council to show it is worth their time to have a follow up 60 minute presentation on what is really going on.</p>
310.17	Richard and Geoff Spark	<p>Considers that reductions in greenhouse emissions can also be achieved by other private and public transport modes – electric vehicles, including scooters and bikes rather than a sole focus on a fixed MRT ‘solution’.</p>
315.12	West Melton Holdings Ltd	<p>Reductions in greenhouse emissions can also be achieved by other private and public transport modes – electric vehicles, including scooters and bikes rather than a sole focus on a fixed MRT ‘solution’. Retirement villages by their nature are less focussed on vehicle ownership and use.</p>
325.3	Transpower New Zealand Limited	<p>Transpower supports the inclusion of actions to support a reduction of greenhouse gas (GHG) emissions in the draft Spatial Plan. The NPSET Preamble states that ongoing investment in the transmission network and significant upgrades are expected to be required to meet the demand for electricity and to meet the Government’s objective for a renewable energy future, therefore strategic planning to provide for transmission infrastructure is required. Throughout New Zealand, the National Grid will play a critical role in electrification of the economy to reduce GHG emissions. In the context of all FDSs required under the NPSUD, this means ensuring that existing National Grid assets are able to be operated, maintained and upgraded and protected from inappropriate subdivision land use and development. It also means that new development of the National Grid including transmission line connections to renewable energy generation are contemplated by district and regional councils. Transpower seeks additional wording within the draft Spatial Plan to reflect the significance of the National Grid in achieving climate change mitigation objectives.</p>

339.17	Fletcher Living	<p>The Spatial Plan recognises that it will be necessary to incentivise higher density residential living. The previous and now current Christchurch District Plan have provided for higher densities. While there had been some demand for this housing typology, recent experience indicates that demand is now tailing off. This indicates that unless there are significant incentives that the desired increase in density will not occur. It is not sufficient to enable this development. This is recognised in Direction 4.3 but no examples of this critical component for densification are provided or discussed.</p> <p>We agree that focusing growth away from hazardous locations and investing in infrastructure that reduces exposure and adapting urban areas by incorporating functional elements into the blue-green network can all help to reduce some of the risks. However, we note there does not appear to be any discussion or initiatives that considers managed retreat of existing development that is vulnerable with the next 30 years.</p> <p>Further clarity on implementation and delivery of the Spatial Plan is required. As currently drafted the implementation and delivery is vague and uncertain and it is not clear how each supporting agency will be involved and who is providing leadership on various initiatives, and where there is a coordinating agency in charge of implementation. It is equally uncertain how the development community will be able to take advantage of opportunities to partner with territorial authorities, the Greater Christchurch Partnership and Government Agencies on relevant initiatives.</p> <p>[Q6. Also coded to 6.1.8 and 10.2 Full Submission Available]</p>
340.5	Hughes Developments Limited	It is difficult to be confident that the transformational shift in transport choice, from private motor vehicle to public transport, as articulated and envisioned by the Spatial Plan is achievable and that the anticipated reduction in carbon emissions will transpire as intended.
340.30	Hughes Developments Limited	There are several conflicting priorities which need resolving, including the desire to reduce carbon emissions, but with limited public transport to aid in achieving this. This is a particular issue in recent areas of strong growth, such as Rolleston, Lincoln and Prebbleton, but is also prevalent in other parts of Greater Christchurch. In addition, the Significant Urban Centres approach directs travel to these locations but there is a lack of public transport. This is likely to result in increased use of private motor vehicles.
369.11	E and C Hobbs	Climate change is a political football. Please advise if you need to see books on the advance and retreat of glaciers dating back to the 1860s through to the 1940s. They ebb and flow. Glaciers from Aoraki Mount Cook National Park used to reach to Twizel, many thousands of years before “climate change” was ever invented by an American politician who apparently has mansion near the sea.. Councils have no business following politicised agendas.

Opportunity 3 - See Section 4.4 of the Officers Report

Point	Submitter	Position
30.14	Bethany Millar	<p>Only amendment is to commit to 3.5 instead of explore opportunity.</p> <p>[Q5: Yes]</p>
47.17	Ben Hay-Smith	<p>Agree with the proposed strategy, with the exception of:</p> <ul style="list-style-type: none"> • 3.4

		<ul style="list-style-type: none"> • 3.5 <p>As detailed in previous comments.</p> <p>[Q5: Partially]</p>
49.10	Rob McNeur	<p>Urban sprawl has eliminated much of the natural flora and fauna of the region, eliminating many native bird species etc.</p> <p>Developing a green belt, allocating low lying regions to natural reserves and plantings, all help to restore a measure of natural balance.</p> <p>Which provides a much healthier city, encourages more people to get outdoors walking, cycling etc</p> <p>[Q3a: Yes]</p>
50.10	Ben Hart	<p>To continue to have the right balance between development and outside spaces.</p> <p>[Q3a: Yes]</p>
51.11	Justinus Yudistira	<p>Absolutely, stop destroying our great farmlands, protect the farmers, by densify our cities!</p> <p>[Q3: Yes]</p>
52.8	Charles Smart	<p>More trees in center city and less surface parking needed urgently.</p> <p>[Q3a: Yes]</p>
54.9	Jesse Greaves	<p>Natural environments can be beneficial to people's health and is in my opinion makes a city more inviting than it would otherwise be. It would also be helpful for us if we want to maintain our reputation as a "Garden city".</p> <p>[Q3a: Yes]</p>
57.10	Joshua Wharton	<p>I'm a strong proponent of not only 'maintaining', but in seeking to enhance our natural environment.</p> <p>As housing density increases, and large-scale transport is introduced, the value of natural environment spaces only increases more and more. Accounting for these at this early stage will ensure that the negative effects of the transport and intensification are softened.</p> <p>Recreation and relaxation as mentioned are particularly important - as is providing spaces for social connection (inherent in those ideas).</p> <p>[Q3a: Yes]</p>
58.10	Blake Hoare	<p>There needs to be green spaces and keep parks and urban native bush as areas of significance to help increase birdlife, and encourage development around the parks as a "shared back yard" so then there is more of a sense of community.</p> <p>[Q3a: Yes]</p>
66.34	Andrew McDowell	<p>Historically green belts have been great recreational assets, that have been protected for the generations ahead. However they need to be planned in a way that allows for future population, commercial, and/or industrial growth. Though future growth expectations are very questionable now, given the eugenics agenda of the UN, the WHO, and the billionaire globalists who fund those organisations, along with the well documented declining fertility and reproduction rates of Western nation populations, not to mention the unknown</p>

		<p>long term toll that the toxic Covid vaccinations is likely to contribute, already evident in the significant increase in all cause mortality figures.</p> <p>[Q3b - Yes]</p>
82.11	Tyler McNabb	<p>Yes I agree with the strategy, but am really keen to see aspects of community and mana whenua involvement in the plan to ensure that greenspaces are representatives of the communities they serve.</p> <p>[Q5 yes supports spatial strategy]</p>
84.14	Evelyn Charlesworth	<p>As above, these are already the areas people gravitate towards, so it makes sense to focus on improving them. It then means as well that other areas can be focused on for other benefits - e.g. the green corridors and ecological belts.</p> <p>[Q5 - yes]</p>
159.15	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls High School	<p>3(<i>Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people</i>),</p> <p>[Q5 - N/A - Opportunity 3 is a top opportunity]</p>
164.10	Sian Crowley	<p>I think we need to be committing to these urban native forests and plantings to improve local native biodiversity, as well as the wellbeing and resilience of our communities. As a relatively new resident here this has been the hardest part of living here - I absolutely love Christchurch, but feel displaced without beautiful native forest to visit locally! A lot of other young people I know feel the same way.</p> <p>[Q5]</p>
165.15	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls' High School	<p>3 (<i>Protect, restore and enhance the natural environment, with particular focus on tea o Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people</i>) having respect for the ancestors of Te Ao land is important to protect and nourish, being diverse for all cultures</p> <p>[Q5 - Yes - Opportunity 3 is 5th priority opportunity]</p>
171.8	Summerset Group Holdings Ltd	<p>Direction 3.1: 'avoid development in areas with significant natural values' (p61). Map10 identifies a number of environment areas and features. This mapping appears to include includes all water bodies (Including stormwater basins), protected places, landscape and features, open space zones and significant landscapes (which includes areas of ecological significance and significant rural landscapes). It is stated that 'it is important that any possible encroachment of development on these areas is avoided or involves early engagement and agreement with mana whenua'.</p> <p>Summerset does not consider that this approach is consistent with the provisions of existing national policy direction. For example</p> <ul style="list-style-type: none"> o Part II of the RMA makes provision for the protection of outstanding natural features and landscapes from inappropriate subdivision use, and development' (Section 6(b)). o The NPS – FW refers to the 'significant values of outstanding water bodies are protected' (Policy 8)

		<p>o Section 3.24 of the NPS- FW provides that regional councils must include rules in a plan such that the loss of river extent and values is avoided unless the Council is satisfied that (i) there is a functional need for an activity in that location; and (ii) the effects of the activity are managed by applying the effects management hierarchy, and</p> <p>o The NES – FW (2022) provides for vegetation clearance and earthworks or land disturbance within or within a 10m setback from a natural inland wetlands a restricted discretionary activity if it is for the purpose of urban development (Clause 45C (1) and (2));</p>		
171.17	Summerset Group Holdings Ltd	<p>Summerset seeks that the DGCSF:</p> <p>(b) provides for a nuanced and effects-based approach to: (i) identified ‘areas to protect, avoid and enhance’; (ii) infrastructure constraints; and (iii) other development constraints noted in the DGCSF; which enables development in a manner consistent with existing legislative and policy requirements;</p> <p>[See full Attachment.]</p>		
174.13	Water and Wildlife Habitat Trust	<p>Need to add in enhancing the ecological health and biodiversity of our waterbodies.</p> <p>[Q5: partially]</p>		
184.6	Hill Street Ltd	Is generally supportive of the Spatial Plan in respect to avoiding development in areas with significant natural values.		
218.11	Christchurch International Airport Ltd	<table border="1"> <tr> <td>Blue-green network and green belt concept (pages 45-49)</td> <td> <p>CIAL supports the focus of the draft Spatial Plan on a blue-green network and potential green belt areas, including through Direction 3.5. As outlined in its submission, biodiversity and water are key kete in CIAL’s sustainability strategy. There are likely to be opportunities in the future for collaboration between strategic infrastructure asset owners and operators, government agencies and local authorities in order to deliver aspirations signalled in the draft Spatial Plan, including the blue-green and potential green belt areas.</p> <p>In terms of the green belt concept, CIAL does note that bird strike is a risk area which CIAL must carefully manage within the Christchurch Airport environs. The key to addressing bird strike risk is managing the habitats of high-risk species (including larger, exotic species). Managing bird strike risk and achieving biodiversity outcomes (which focus on native restoration) can be achieved in a complementary manner. CIAL considers additional text could usefully be added to this effect.</p> </td> </tr> </table> <p>[Full Submission Available]</p>	Blue-green network and green belt concept (pages 45-49)	<p>CIAL supports the focus of the draft Spatial Plan on a blue-green network and potential green belt areas, including through Direction 3.5. As outlined in its submission, biodiversity and water are key kete in CIAL’s sustainability strategy. There are likely to be opportunities in the future for collaboration between strategic infrastructure asset owners and operators, government agencies and local authorities in order to deliver aspirations signalled in the draft Spatial Plan, including the blue-green and potential green belt areas.</p> <p>In terms of the green belt concept, CIAL does note that bird strike is a risk area which CIAL must carefully manage within the Christchurch Airport environs. The key to addressing bird strike risk is managing the habitats of high-risk species (including larger, exotic species). Managing bird strike risk and achieving biodiversity outcomes (which focus on native restoration) can be achieved in a complementary manner. CIAL considers additional text could usefully be added to this effect.</p>
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223.2	The Aggregate & Quarry Association of NZ	<p>Key Points</p> <ul style="list-style-type: none"> • Aggregate is an essential ingredient in the building of infrastructure, roading and housing as well as climate change adaptation. It will be needed to achieve the growth and development of Greater Christchurch as anticipated in the draft plan. • We are concerned that the plan does not address the need for new quarries or where they will be located. • In order to future proof Greater Christchurch, land for existing and future aggregate extraction activities must be adequately identified and protected from encroachment of non-compatible land uses. 		

		<p>Highly Productive Land</p> <p>In a number of places, the draft plan refers to the need for highly productive land to be protected referring to food production.</p> <p>The same should apply to aggregate extraction land which is equally highly productive, in fact more so than farm land – quarrying generates many times more revenue per hectare than dairy, beef/lamb or horticulture.</p> <p>Just as "highly productive soils have been lost to urban development and land fragmentation" (page 61), so too has quarry land been lost over the years as residential areas have expanded. It is essential that the spatial plan does not allow potential quarry land to be sterilised in this way in the years ahead.</p> <p>Map 12 on page 64 shows the location of highly productive soils. We recommend the councils work with GNS Science to ascertain potential quarry areas and produce a similar map, so the public have a greater awareness of where these are.</p> <p>We note that quarrying is part of the primary production definition in the Nation Planning Standards which supports this argument.</p> <p>There is also reference in the draft plan, e.g. page 31, to sufficient land being provided for commercial and industrial uses. But again, not for quarries.</p> <p>Rehabilitation</p> <p>Quarries have a finite life – they are not there permanently. Once the aggregate has been extracted the land is able to be returned to its original use or used in a variety of other ways. Often the land is turned into community facilities.</p> <p>The Isaac Conservation and Wildlife Trust, and Halswell Quarry are good examples of this in the Grater Christchurch area.</p> <p>It is not inconceivable that housing and other developments can occur on and around former quarry land that has had the aggregate extracted as has occurred in other parts of the country (for example Stonefields in Auckland).</p> <p>A number of Greater Christchurch quarries are coming to the end of their life and replacements need to be established to meet Greater Christchurch's growing needs.</p> <p>The region needs more than 50 hectares of area to be quarried each year to meet demand – about five years supply from the new quarries if all are approved.</p> <p>[Full Submission Available]</p>
241.6	Lawrence Manion	In relation to 3.4 protect highly productive land for feed production. Classification of soils as class 1,2,3 is to simplistic. In each class full potential cannot be realised for intensive crops if no irrigation is available. In our case we are in a red zone so cannot irrigate from a bore or from the Central Plains Community Scheme. With climate change water access is essential for all these classes of soil. Strategic

		<p>location is another example that has to be considered. The protection of these classes of soil should be put aside when full potential of these classes cannot be reached along with Strategic location.</p> <p>[Q2: No. Note - relates to Highly Productive Land]</p>
274.11	Christchurch Civic Trust	<p>3 Pg 30 Opportunities #3 natural environment CCT Supports but extends the concept. To <i>protect, restore and enhance the natural environment</i> is desirable for the survival of species including <i>Homo sapiens</i>. The enhancement of biodiversity is in harmony with nature's ecosystems approach to sustainability. Connected systems help maintain habitat. Providing accessibility for people in a way that does not discriminate is a laudable goal.</p> <p>It should not be necessary to have a particular focus on te ao Maori. Restoration is not a return to the natural environment that existed before Greater Christchurch evolved. The disruption by human action, whether by Maori or by subsequent settlers, is not fully reversible or indeed desirable. For instance, the highly varied species tree canopy achieved in Christchurch is a far cry from the swamplands and sand dunes that dominated extensive areas of Christchurch at the time of first European settlement. Nature has, however, reminded Christchurch citizens that some areas should revert to wetlands and be devoid of housing. We can and should enhance the natural environment through protection and ring-fence and connect areas to ensure sufficient habitat is retained to help threatened species survive. Our focus needs to be on the habitat. There is a shared responsibility to achieve #3. All voices can work to that end goal. Leadership may arise from unexpected quarters, but worthy leaders will heed the advice of long experience, tradition and contemporary science.</p> <p>[Full Submission Available]</p>

295.8	Styx Living Laboratory Trust, Partner of Community Waterways Partnerships	<p>General Comments</p> <p>We (SLLT) are advocates for protecting the health and values of the Pūharakekenui and as such we generally strongly support all initiatives which protect and enhance the ecological values of the Pūharakekenui catchment and assist with establishing the Pūharakekenui as a viable spring-fed river ecosystem.</p> <p>Commentary</p> <p>SLLT strongly supports the following:</p> <ol style="list-style-type: none"> 1. The inclusion of the Pūharakekenui and its many streams as places to protect on Map 5, and the accompanying Goal 3.1 to avoid development in those areas. Protecting the entire river system, down to the small feeder streams and channels, is vital for the health of the river, and the catchment level management approach this plan champions. 2. Goal 3.2; to prioritise waterway health. The Trust recommends that the examples given on page 63 (supporting restoration and enhancement, setting developments back from waterways, day-lighting, water sensitive urban design, and developing riparian buffers) be codified along with similar practices into a clear list of healthy waterway development practices that should be required wherever reasonable. These practices are all straight-forward and deliver long term benefits. Codifying them will provide clarity for planners and developers around the Plan, and ensure waterway health opportunities are not missed. 3. Goal 3.3; to enhance and expand the green spaces network, specifically along rivers. The Trust and the Council have worked together to develop and connect green spaces along the Pūharakekenui for the Source to Sea project, and feel this goal is important to the long term ecological and cultural health of Greater Christchurch. <p>[Q5: Yes. Full Submission Available]</p>
303.12	Waihoru Spreydon-Cashmere-Heathcote Community Board	<p>General comment on Opportunities - Opportunity 3</p> <p>Alongside previous references to the Ōpāwaho Heathcote River, the Community Board is very keen to ensure there is good access to greenspace, Tree Canopy – including street trees wherever possible, and good air quality for its communities.</p> <p>The concept of a blue-green network would appear to facilitate this, however the Community Board has concerns that if the neighbourhoods which are currently experiencing significant intensification are not identified as requiring priority there is no coordinated process by which this will occur.</p> <p>[Submission also notes under Opportunity 2] -</p>

		<p>Climate change is already impacting on areas of the Waihoru Spreydon-Cashmere-Heathcote Community Board area, particularly those adjoining the sea, Ihutai, the Ōpāwaho River and the Hills. The Board supports focusing growth away from more fragile areas and strengthening the resilience of community to natural hazards. The Board also believes that incorporating functional elements into the blue-green network can help to reduce some of the risks.</p> <p>[Also recoded under Opportunity 2]</p>
310.19	Richard and Geoff Spark	Supports the proposed strategy to maintain and enhance the natural environment within our urban areas in principle.
332.10	Lyttelton Port Company Limited	<p>Maps 6, 8 and 10</p> <p>LPC considers that the draft Spatial Plan needs to address the interplay between environmental and cultural values that will require specific management and strategic infrastructure assets (which are to be provided for) that have a functional or operational need to locate in certain areas. Maps 6, 8 and 10 are areas which need specific management, but it will be important to acknowledge that strategic infrastructure may need to operate and develop in those locations. It would be preferable if the Port and Inland Port were carved out from these maps.</p> <p>[Also coded to 3 and 4. Full Submission Available]</p>
332.19	Lyttelton Port Company Limited	<p>Opportunity 3</p> <p>As outlined above, LPC is concerned that the draft Spatial Plan does not address the interface between the provision of infrastructure and the management of other environmental values. The Port is a well-established asset and is identified, as noted earlier, as a highly modified area of the coastal environment. It is important that this is acknowledged in the sections of the draft Spatial Plan.</p> <p>[Full Submission Available]</p>
336.15	Orion Group Limited	<p>The draft Spatial Plan notes that the natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network.</p> <p>Orion supports the proposed approach to maintain and enhance the natural environment within our urban areas. We very much agree that a healthy natural environment is intrinsically linked with the wellbeing of people and places. Blue-green networks provide a number of benefits including improving the overall quality of both urban and rural environments and mitigating the impacts of climate change and providing adaptation benefits. This is in keeping with our purpose of “Powering a cleaner and brighter future with our community”, and our focus area of being a Force for Good in the Communities we Serve</p> <p>By way of example, Orion’s native forest carbon offsetting programme has now been launched thanks to two historic partnerships with local landowners committed to bringing new life to their land in Banks Peninsula.</p>

On the whenua in Purau Bay we planted 21,000 kanuka seedlings in the 2022/2023 financial year. With additional planting of various other native species in subsequent years, this forest will sequester an average 95 tonnes of carbon dioxide per year over the next 50 years. It is also a win for biodiversity which is important for healthy ecosystems as well as protecting a major waterway into Whakaraupō (Lyttelton harbour).

In February 2023, Wairewa Rūnanga and Orion Group signed an agreement to recloak up to 280 hectares of Te Kaio farm, a 280-hectare block of ex-farmland near Wairewa, Little River, belonging to the Runanga. Orion is bringing forestry expertise, capital, and personnel to the project, with Te Kete o Wairewa, the legal entity of the Rūnanga, supplying the land and a mātauranga Māori lens.

Practical Implications for Orion

The draft Plan refers to supporting the development of local area plans, urban greening strategies and forest plans, new guidelines and regulations that support urban greening and increased tree cover as well as exemplar or demonstration projects. This is a sound approach but these plans and strategies will need to take into account the requirements of infrastructure in and around these areas. For example, there may well need to be infrastructure links across blue-green areas to interconnect electricity supply depending on existing services and the layout of our network. Blue-green areas will also need to provide clearance corridors so that vegetation around our distribution network can be better managed.

Orion has identified that trees and vegetation constitute a medium to high risk to Orion’s infrastructure. Recent weather events in the North Island have unfortunately demonstrated this, with a significant percentage of the power outages occurring as a result of trees and vegetation on power lines.

As detailed in our Asset Management Plan for 2023-2024 Orion’s network has 6,000km of overhead lines that are more susceptible to the risks posed by vegetation growth. Many of these lines run parallel to property fence lines and in rural areas, they are often lined with hedges and trees for shelter belts. These hedges and trees, along with other vegetation encroaching on the power network pose significant risks to our overhead line assets and our service providers and the public who are near them. Without regular vegetation maintenance trees and hedges begin to encroach on the overhead network and can cause power outages, damage, injury and fires. In some cases, outages caused by tree colliding with our lines can cause lengthy outages, with widespread impact on communities.

Our Climate Change Opportunities and Risks report⁵ indicates the growth rates for vegetation are likely to increase due to warmer and wetter conditions because of climate change. The report also indicates our biggest physical risk from climate change is likely to be from vegetation on our overhead lines causing power outages, severe storms, and drier conditions increasing the risk of fire.

Consequently, we want to emphasise that in “greening” the blue-green areas, a collaborative approach with infrastructure providers will be key when it involves planning and planting. Plans will need to allow for the realities of how a distribution network operates.

		<p>Ensuring planting is undertaken in appropriate locations, and ensuring appropriate species are selected where planting is in the vicinity of infrastructure providers will be critical to the success of the blue-green network.</p> <p>Trees interfering with power lines and tree roots interfering with underground cables can (and frequently does) result in damage to the network and ultimately in the removal of the tree. Orion already spends considerable time and expenditure⁶ in addressing such damage and is eager to ensure that future planting is not undertaken in a way that results in further damage to infrastructure and the need to remove vegetation.</p>
340.14	Hughes Developments Limited	<p>A healthy natural environment is intrinsically linked with the wellbeing of people and places. It is important to work with nature when considering development for the future, especially in a time of increased risk from the effects of climate change induced weather events and potential sea level rise. Any proposal to protect, maintain and enhance the natural environment in urban areas needs to be based on sound evidence and on a case-by-case basis.</p>
340.20	Hughes Developments Limited	<p>Support Directions 3.1 and 3.2 subject to any actions associated with this Direction being based on a sound evidential basis and on-site specific characteristics.</p> <p>Support Direction 3.3 in part. This is most realistically achieved in well designed greenfield areas. It is difficult to see that this can be achieved in brownfield development areas, which is likely to result in less than optimal social, cultural and environmental outcomes.</p> <p>Support, Direction 3.4 subject to any actions associated with this Direction being based on a sound evidential basis and on site specific characteristics.</p> <p>Oppose Direction 3.5 for the reasons set out in Section 2.4 of the submission.</p>
342.6	NZ Pork	<p>Pig farming is particularly sensitive to reverse-sensitivity effects from residential and rural lifestyle encroachment. Pigs natural body odour is quite strong and people can find it offensive; resulting in misperceptions of pigs or pig farms as 'dirty.' The odour from pig effluent is also stronger than other animal effluent and will vary depending on pig diet and effluent treatment systems. Irrespective of whether they are farmed indoors or outdoors, pigs require separation distances from residential and rural-residential activities.</p> <p>Reverse-sensitivity effects from pig farming are not hypothetical. At the time of writing, NZPork is assisting two farmers within the Greater Christchurch area with on-going reverse sensitivity issues, in Selwyn and Waimakariri Districts, respectively.</p> <p>NZPork supports the reintroduction of more directive spatial planning to manage urban growth in the Greater Christchurch Area. We also support the direction in the draft spatial plan for urban growth to be www.pork.co.nz www.nzpork.co.nz provided through a combination of intensification and expansion around existing urban areas, while avoiding highly productive soils.</p> <p>We submit, the spatial plan needs to go further a step further. Firstly, other potential effects of urban growth on rural land uses than loss of productive soils need to be recognised and managed, including potential reverse-sensitivity effects. Secondly, we submit that the spatial plan for Greater Christchurch needs to recognise and provide for the rural land uses and communities that exist within the Greater Christchurch Area; and allow for their growth as part of a low emissions economy.</p> <p>Relief Sought</p>

		<p>Part 1: Opportunity 3 (p.30)</p> <ul style="list-style-type: none"> • Add a new point 3.6 which reads: “Avoid urban growth or rural lifestyle development in areas that may cause or exacerbate reverse-sensitivity effects with existing rural land uses.” • Add to ‘Key moves” a new key move: “Maintain rural land uses and character” <p>{Full Attachment Available}</p>
342.7	NZ Pork	<p>NZPork supports the need for spatial planning generally, and within the Greater Christchurch area. We support the focus in the draft spatial plan on providing for urban growth through a combination of increasing urban density and expansion around existing urban hubs, in preference to indiscriminate lower density residential expansion and rural lifestyle development.</p> <p>While we understand the focus is on urban growth, the Greater Christchurch area also encompasses a significant area of rural land and associated land uses, including approximately 15 commercial piggeries. Urban growth impacts on rural land uses in multiple ways and protection of highly productive soil from residential development is only part of the issue. Farming generally, and pig farming in particular, is compromised by residential and rural lifestyle expansion in close proximity</p> <p>Relief sought</p> <p>Aspirations for Greater Christchurch (p.14)</p> <p>Add a new aspiration that reads: “Primary production and rural land uses remain key characteristics of the Greater Christchurch Area and enjoy the space and environmental conditions to continue to operate, and to expand or change.”</p> <p>(ii) How Christchurch has Grown (p.19) - the third paragraph of this section acknowledges that farming was the city’s first industry reflecting the pre-eminence of the Waitaha/Canterbury region as a foreign province.</p> <ul style="list-style-type: none"> • Add a new paragraph after paragraph three which outlines the on-going significance of farming to the Christchurch/Canterbury economy and the activities which continue to occur within the Greater Christchurch Area. Acknowledge the need for these activities to be able to expand or change in response to new markets and new issues, including transitioning to a lower emissions economy. Note that urban expansion has compromised farming in this area in terms of loss of productive soils and reverse-sensitivity effects and commit to managing urban growth so that these effects do not continue and are not exacerbated. <p>[Full Attachment Available]</p>
343.11	Waipuna Halswell-Hornby-Riccarton Community Board	<p>The Board supports Opportunity 3 to Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people.</p>
351.10	Spokes Canterbury	<p>Yes.</p> <p>There are significant health benefits in living in close proximity to the natural environment. These areas should be accessible by cycling and walking.</p> <p>[Full Attachment Available]</p>

363.1	Richmond Residents' and Business Association	<p>Avoid development in areas with significant natural values</p> <p>We do not want to see development in areas with significant natural values. Some of the land in our suburb lies within the Red Zone created after the earthquakes and this has provided us with an opportunity to play a part in restoring this land to its natural state, thus providing long term ecological benefits while respecting the cultural heritage of the original inhabitants. There have already been efforts made to reclassify some red zone land to enable housing development. We want the long term considerations of ecological sustainability to override any such applications now and in the future.</p> <p>[Full Attachment Available]</p>
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Opportunity 3 > Blue-Green Network - See Section 4.4 of the Officers Report

Point	Submitter	Position
2.13	Jackson Davey	<p>A system that encourages better protection of the environment will have the benefit of further encouraging high density development, while also protecting natural areas and giving people areas to use recreationally as well. Overall I think that this is an important part of this plan and I support it</p> <p>[Q3: Yes]</p>
5.9	Peter Earl	<p>There is plenty of space for it along river banks, parks and outside the city. We do not need trees that wreck underground infrastructure, leaves that block up drains and waste space that ultimately push out the city. If people want plants on their private property fine, but do not require it.</p> <p>[Q3a: No]</p>
7.8	Jenny Chiu	<p>Flooding is clearly going to be more and more of an issue in NZ and our natural waterway should be restored and some natural wetlands restored to help manage.</p> <p>[Q3a: Yes]</p>
22.8	India Morton	<p>We're very lucky in Christchurch to have beautiful parks, recreational spaces and water ways. This is a draw card for future Christchurch residents and we should aim to protect it.</p> <p>[Q3a: Yes]</p>
26.9	Joy McLeod	<p>Shared recreation spaces is efficient and good for cleaning the air. Trees and plants and water enhances mental and physical well being</p> <p>[Q3a: Yes]</p>
27.12	Chessa Crow	<p>Yes. I fully support this.</p> <p>[Q3a: Yes]</p>
30.10	Bethany Millar	<p>Absolutely, the natural environment particularly remnant greenspaces and overlook freshwater streams need to be a central focus in restoring and enhancing these.</p> <p>[Q3a: Yes]</p>

32.10	Murray Allison	<p>I could not see any blue green network. does this come under green belt. Not at all happy with the proposed expansion for Prebbleton on good farmland.</p> <p>[Q3a: Unsure]</p> <p>[Also recoded under 5.1.4 HPL]</p>
35.10	Rory Evans Fee	<p>Can't express enough how vital green spaces, trees and well designed clean areas are. There's a big difference between getting off a train to a grey concrete set of buildings, and getting off to an open, walkable area that's nice to see and be in.</p> <p>[Q3a: Yes]</p>
41.8	Charles Berdette Pardo	<p>This is maintaining the current vegetation and respecting the natural landscape</p> <p>[Q3a]</p>
44.9	Jennifer McKinlay	<p>the natural environment is our taonga. We took it away and we have a responsibility to bring it back to what it was like before we colonised here.</p> <p>[Q3a: Yes]</p>
45.10	Richard Wesley	<p>Strongly support ensuring that urban sprawl is contained.</p> <p>[Q3a: Yes]</p>
47.13	Ben Hay-Smith	<p>Yes. Access to the environment is, in essence, Christchurch's greatest selling point. It's the gateway to Te Waipounamu. Which I think has been established pretty objectively as the most beautiful place in the world, by now.</p> <p>I'm a little more sceptical about the highly productive land bit, but I know that hands are metaphorically bound by the NPS there. Suffice it to say that if an acre of land bordering Christchurch is worth \$1m as productive agricultural land or \$5m as <i>literal housing for people, a fundamental human need</i>, and it's kept as the former because 'reasons', that doesn't seem like a particularly cool or good example of governance for the public benefit. Yes, I know food is a fundamental human need too. We should still grow food. Does it have to be riiiiight at the urban fringe of the Southern Hemisphere's best city?</p> <p>Also, for the record, I think densification of the Greater Christchurch reason is an excellent means to an end for improving outcomes for our natural environment. More residents = more revenue = more funding for biodiversity and stewarding Te Taiao for our future generations.</p> <p>[Q3a: Yes]</p>
55.12	Jig Dhakal	<p>Consider a future thinking "make way for the river" approach - and designate large spaces around waterways for urban greenspace, and build vertically to account for the loss of homes near the rivers.</p> <p>[Q3a: Yes]</p>
64.10	Jessica Allison-Batt	<p>This is a critical part of supporting high quality intensification and encouraging a vibrant city center that attracts residents and business. Sydenham and south of the city in particular needs some love to help it transition from industrial to mixed use overtime.</p> <p>[Q3a: Yes]</p>


82.7	Tyler McNabb	Natural spaces are needed in urban areas for both physical (flood and water quality management) and social (mental and physical wellbeing and societal connections) reasons, especially as we continue expanding greater Christchurch so I would really like to see these ecological belts represented in these areas. [Q5: Yes - support blue green network]
82.9	Tyler McNabb	Having these spaces readily available and accessible in and around urban areas is probably likely to increase the amount of people using and therefore benefitting from them [Q3A: Yes supports blue green network]
83.8	Katie Cowan	absolutely - these spaces are fundamental to the sustainability of the area itself, and are also vital to the quality of life for humans living here. It is a win win with enormous positive consequences, many of which we cannot even see currently. [Q3a: Yes]
84.10	Evelyn Charlesworth	Yes. I think it makes sense to carve out space for the blue-green network, but it's also important to make sure that all areas have access to this - that the belt spans across suburbs and whilst there is unique space for it, it is not hard for people to access. [Q3a: Yes]
87.8	Beulah Pragg	Having healthy green spaces is so important, both for human well-being and mental health as well as environmental health and biodiversity. We need to leave room for rivers to protect against extreme weather events and we need more trees and native plants, both to capture carbon and to provide all the other amazing ecosystem benefits that come with them. [Q3a: Yes]
93.9	Sasha Carey	I would love to see more plantings and the return of our lost forests. Not only would this create a pleasing environment, but would improve the mental health of the community. As research has shown, the more we are in nature, the happier we are. It is super important that we restore our native plants as this supports our native species and provides habitats for vulnerable species as well. [Q3a: Yes]
96.10	Cayne Worthington	We need a mix of high density well planned living and beautiful green spaces in which New Zealand is so famous for. [Q3a: Yes]
97.11	Wayn Barton	As it's already there. [Q3a: Yes]
99.14	Michael Smith	I like the green areas the Avon red zone has created and look forward to the shared pathways, extra facilities to come. [Q3a: Yes]
106.10	Jackson Reilly	Christchurch has some of the most beautiful green spaces in all NZ Cities, so these should be protected. [Q3a: Yes]
107.9	Peter Robinson	Yes but, depends really on the specifics of what's involved.

		<p>[Q3a: Yes]</p> <p><i>[Coder note: the submission is referring to the strategy to maintain and enhance natural environment]</i></p>
108.11	Andrew Livingstone	<p>I support greater urban density because, if done well, it also maximises green and blue space. I believe it is better to have denser housing (with less backyard space) and more public green and blue space - it's more equitable, better for the environment and enhances social cohesion.</p> <p>[Q3a: Yes]</p> <p><i>[Coder note: This submission point has also been included under Opportunity 4 - Intensification - to reflect the submitter point about high density]</i></p>
108.18	Andrew Livingstone	<p>Opportunity #3: Fully support. I would love to see the day where more native birds return to the Port Hills and on towards our urban green spaces, like in Wellington.</p> <p>[Q5: Yes]</p> <p><i>[Coder note: This submission point has been coded from a larger submission point that is provided at Spatial Plan - General Comments - Spatial Strategy]</i></p>
109.8	Matt Blake	<p>That sounds great. It is important to me that we increase native biodiversity, particularly in the red-zone. I support the establishment of waitākiri eco-sanctuary. I also think it is important that we reduce nitrate levels in our waterways and drinking water.</p> <p>[Q3a: Yes]</p>
114.10	Jeremy Thin	<p>Green spaces bring physical, mental and emotional benefits to city-dwellers while protecting and enhancing the natural environment.</p> <p>[Q3a: Yes]</p>
116.9	Jennifer Watters	<p>This is the biggest priority. Without a healthy environment you can not have healthy humans they are inextricably linked.</p> <p>[Q3a: Yes]</p>
119.9	Cameron Bradley	<p>We have treated the environment as secondary for far too long and we should turn this around for our children.</p> <p>[Q3a: Yes]</p>
123.12	Mathew Harris	<p>The town/green belt proposal is fantastic. But more green spaces in urban areas should be prioritised.</p> <p>Cross ref to [3b]</p>
124.9	Tim O'Sullivan	<p>The assertion that “Te ao Māori provides a holistic and integrated approach to using, managing and protecting natural resources by acknowledging the inter-connectedness of all elements of the natural and physical world” (Page 61) is merely another late Twentieth Century urban myth. In actual fact it is westernised countries such as New Zealand, that have had more success in protecting the environment and creating “holistic” urban, suburban and country environments.</p>

		<p>There is no evidence that “a holistic and integrated approach” resides in one culture only. Achievement of such an ideal is only possible with modern techniques of agriculture and animal husbandry. It is collective or socialised property rights that have historically been bad for the environment.</p> <p>[Submission points also recoded under 2.2]</p>
127.8	Joe Davies	<p>I have a query regarding Map 10: Environmental areas and features. I am very supportive that Brooklands Lagoon is a Protected Place, however it is not clear to me of the status of the Avon Heathcote Ihutai Estuary, or Lyttelton Harbour. They are mentioned in the opening paragraphs on page 63 but on the map the Estuaries lines seemed to have reduced opacity.</p> <p>I also think Lake Ellesmere should be considered further than the "the north-eastern shores" because while it is outside of the City Region the land and water use south of Christchurch is significant to its total health.</p> <p>[Q3a - Yes]</p>
130.10	Gideon Hodge	<p>I think using less land for housing and jobs is a good thing because that way we have more land for parks and farming.</p> <p>[Q3a - Yes]</p>
131.10	Erin Spencer	<p>Green spaces improve mental and physical health.</p> <p>[Q3a: Yes]</p>
133.11	Multiples Canterbury	<p>Again, we support the GCSP, because we want our children to grow up in as safe a climate as possible.</p> <p>We acknowledge that this will require families to re-examine their expectations in terms of housing density, backyards, and transport. This is 100% worthwhile.</p> <p>Protection and enhancement of natural areas and greenspace will improve our families' access to open spaces, playgrounds, waterways, and tree cover. This in turn improves mental health, provides play options, and shade in an increasingly hot climate. Itthe health of our children.</p> <p>We request that accessibility needs always be considered in the design walkways within and around such areas. We recognise that there are many reasons that universal design is key, and highlight that ours is the need to handle (as a minimum) a double buggy.</p> <p>[Q3a: Yes]</p>
134.8	Alex Greaves	<p>Looking after our natural environment is of absolute importance. It is sad that many of our awa are severely polluted and it would be great to clean those up, including those in urban areas.</p> <p>[Q3a: Yes]</p>
135.10	David Gardner	<p>Nature is improves the wellness of everyone. which makes for happier, healthier, more productive people.</p> <p>[Q3a: Yes]</p>
135.15	David Gardner	<p>try and have green pathways from the CBD sprawling outwards, so animals are not stuck only green island in which they can't diversify.</p>

		<p>Allow apartments to be built on top of commercial/retail like it's done overseas, this reduces the need for cars.</p> <p>[Q5]</p>
136.9	Alex Perrott	<p>The Lincoln housing development is an example of how hard it will be to stop development on productive land. Building up in already developed areas would be beneficial.</p> <p>[Q3a: Yes]</p>
139.10	Waikura Trust	<p>It will enhance the environment, and the wellbeing of the people living in it.</p> <p>[Q3a: yes]</p>
142.10	Portia Bishop	<p>I do not have much to say on the aspect of the environmental side of things in terms of pollution etc. as I am not too educated on it, although from the little I do know, it seems like a good idea to nurture the environment rather than encouraging infrastructure that would destroy it, for reasons related to Te Tiriti (?) but also relating to air pollution.</p> <p>However, one thing I would like to reason is the mental health side of things: I am currently a student in Dunedin. Currently diagnosed with a mental illness, I notice a massive difference in my mental state between when I am outside in the Dunedin city centre, which is incredibly grey and dull even on a sunny day, compared to when I am in some areas in the Christchurch city centre, e.g. Riverside market with the flowers or by the Avon river with all the greenery. With a society filled with stress, the last thing we need is outdoor areas with no aspects of nature.</p> <p>[Q3a: Yes]</p>
143.9	Raymond Bachert	<p>Absolutely. I think the idea of urban sprawl, where we build our cities as homogenous and ever-expanding circles of concrete and low-density living spaces, is completely at odds with how we can live optimally. Christchurch is the Garden City because of Hagley Park, but realistically if we want to keep that title in the 21st century, we should stop seeing nature as something separate from us, kept in its well maintained box in the middle of the city (though a wonderful and relaxing box), and well and truly embody a garden city, with denser, efficient and communal living spaces bordering spaces like the proposed Greenbelt and enriching our ability to engage with nature.</p> <p>[Q3a: Yes]</p>
147.8	Brooke McKenzie	<p>Here we go again. In an ideal world. The world of the dreamers.</p> <p>Naturally everyone supports maintenance and enhancement of the natural environment within urban areas. but looking at this section it a subterfuge and the authors should be told to lay out their full plan in simple language.</p>
148.10	Jane Higgins	<p>This is absolutely essential. I'm concerned that I'm not seeing this in the intensification that is currently happening. There are a lot of impermeable surfaces being put down where once there were gardens. This has serious implications for biodiversity (cutting the number and richness of the corridors across the city) and for flood mitigation. Chch is built on a swamp - we need to recognise this, to embrace it and to let the water go where it needs to go. Streams and wetlands need to be restored. And for people living in the newly intensified housing it is so important that they have ready access to nature, not just in parks, but right outside their doors, on the street. I would love to see much more development of streetscapes that include trees, shrubs, walkways and other plantings.</p> <p>[Q3a: Yes]</p>

151.10	David Daish	<p>We must focus on planting natives, and planting blocks large enough to support life, not just fitting things into margins and corners. We've got to develop a green corridor out of the Port Hills. We could turn the Port Hills into a predator free zone with sufficient support, but local predator free organisations need more help and visibility.</p> <p>[Q3a: Yes]</p>
154.10	Aileen Lowe	<p>This is not needed. People are responsible and enjoy living and moving out into the country. This increases productivity, health and wellbeing which are part of the sustainable goals. There is already wonderful green spaces for relaxation and recreation, more is not needed. Focusing growth around urban centres is an anathema to to sustainability.</p> <p>Our waterways are healthy if the chlorine is taken out. To put chlorine and ultimately fluoride in the water is both unhealthy, undemocratic and unsustainable.</p> <p>[Q3a: No]</p>
157.9	Nika Klok	<p>I don't think this is an effective way to protect our green spaces. The population density is currently at a place where everyone should be off-setting their own carbon emissions and having more people living on one property would make that more difficult. We already have many local reserves and natural spaces that need to be looked after. I think the need to protect the heritage houses and other history is more important than building more limited green spaces that we may not having the manpower to maintain.</p> <p>[Q3a: No]</p>
160.8	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls' High School	<p>(Important Green-spaces to us) Hagley Park: Because lots of people our age play sports there like soccer, netball, rugby and lots more. Also the botanic gardens are in Hagley and it has been around for a while and it would be a shame if it wasn't there anymore. Riccarton Bush: Because it's a great place to walk your pets and hang with your mates. Mono Vale: Girls High students walk through every day to get to and from school. Members of public go through to look at the beautiful nature.</p> <p>[Q3a: Yes]</p>
164.9	Sian Crowley	<p>I think we need to be committing to these urban native forests and plantings to improve local native biodiversity, as well as the wellbeing and resilience of our communities. As a relatively new resident here this has been the hardest part of living here - I absolutely love Christchurch, but feel displaced without beautiful native forest to visit locally! A lot of other young people I know feel the same way.</p> <p>[Cross - ref Q5]</p>
165.7	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls' High School	<p>(Green-spaces discussion) Hagley Park because of the sports we play. People walk, run, walk their dogs and bike in Hagley nearly every day so we do need Hagley as one of our priorities. Botanical Gardens, Margaret Mahy Park, and the malls. Playgrounds such as Margaret Mahy benefits young people because we can have spaces to hang out.</p> <p>[Q3a: Yes]</p>
166.8	Jessica Lamb	<p>Yes I believe that the natural environment is crucial in order to sustain a healthy community. I love the idea of the green corridors, however I believe that more greenery and native natural environment such as urban forests need to be more in the central city. I live in Ilam and it is very difficult to be in nature since I generally have to travel to the Port Hills or the beach, however that takes about 50 minutes via bus. Having more urban forests such as Riccarton Bush would be extremely beneficial in terms of physical and mental health for the community.</p> <p>[Q3a: Yes]</p>

167.10	Okirano Tilaia On Behalf Of GC2050 Facilitator - 4 students from Rolleston High School	<p>(Green-spaces Discussion) Avon River, Hagley Park, but there aren't as many natural areas in central city. Christchurch is an area where natural areas surround it (beach, mountains, Port Hill) rather than there being lots in the city. Areas like the lake by the airport, the beach are popular areas for the youth to hangout and areas that should be preserved/developed. We agree that more parks or green areas should be accessible in the central city. We think that besides the Avon river running past Riverside market and the Margaret Mahy Park, more nature can be implemented into the popular spots like Riccarton Mall, and the streets surrounding the mall as a major example. Perhaps prioritising a percentage of the city being filled with trees as a necessity when the city continues to be urbanised.</p> <p>[Q3a: Yes]</p>
168.9	Okirano Tilaia On Behalf Of GC2050 Facilitator - 4 students from Rolleston High School	<p>(Refer to Map) These specific places are where we can hang out and have fun in nature. The places that we chose are where we are most active and still manage to have fun. Places highlighted include Prebbleton, Halswell, Christchurch Adventure Park, Cashmere hills, Bowenvale Park, Mt Venon Park, Forest Park, and West Melton Forest.</p>  <p>[Q3a: Yes]</p>
169.10	osokind	<p>from my reading of this spatial plan, my discussions with friends and the wider community this all seems to be a predetermined agenda that is being rolled out globally. Today, we have poisonous substances added to our drinking water under the pretence of sanitization, we have traffic calming measures to inconvenience traffic flow, create extra noise and disrupt living in a city. I like living in region that already has abundance of natural environments. This spatial plan seems to be based on projected population growth of a few years ago. Today</p>

		<p>we have a death rate the is at lease 10% above the yearly average and infertility problems in our adults that when combined suggest there will be population decline not growth.</p> <p>[Q3a: No]</p>
170.10	Harriet Riley	<p>Yes absolutely, I think it's a bloody great idea and has my full support behind it.</p> <p>[Q3a: Yes]</p>
174.9	Water and Wildlife Habitat Trust	<p>Critical to our quality of life, sense of place and social harmony. Need healthy waterways and catchments for wildlife of open space recreation.</p> <p>[Q3a: Yes]</p>
175.9	Anne Scott	<p>Large areas of Christchurch are, or will likely be, unable to be built on going forward. Too much development and investment is happening in areas that are likely to flood or have good agricultural soils. Further earthquakes and sea level and water table rise in inevitable. There are also significant health benefits in living in close proximity to the natural environment. Management of the natural environment should include protecting our seas as well as our waterways.</p> <p>[Q3a: Yes]</p>
175.14	Anne Scott	<p>And a Bluebelt around our ocean coastlines, including marine reserves and careful placement of offshore wind farms. It is increasingly clear that a healthy marine environment is essential to reducing the impacts of climate change.</p> <p>[Cross-ref from green belt - climate change]</p>
177.10	Scott Kilkelly	<p>I love beautiful greenery and I want Christchurch to truly live up to its name of the "Garden City".</p> <p>[Q3a: Yes]</p>
179.9	Bruce Mackenzie	<p>We have to return to large sections with vegetable gardens and fruit trees etc.</p> <p>[Q3a: No]</p>
180.10	Peter Galbraith	<p>We can't survive without nature - let's protect the nature we haven't destroyed already!</p> <p>[Q3a: Yes]</p>
181.11	Tom Norcliffe	<p>Absolutely. As noted above, this submission encourages the establishment of the Green Belt or equivalent to protect what remains of the Chch natural environment as it extends into the Selwyn, Banks Peninsula and Waimakariri environment. This should, however, look inward to ensure the protection of traditional market garden areas within the city, which have been important food production areas and support local and extended communities both via standard distribution networks such as supermarkets, but also asymmetrical ones like farmers markets, farm gate sales and similar (Marshlands Road is a good example of the vanishing access to local producers that has occurred over the last 10-15 years as that area has become developed).</p> <p>[Q3a: Yes]</p>
185.10	Ruth Grey	<p>But how will all those people in the high rise apartment blocks get to these areas if they have no vehicle? So who, in reality gets to enjoy those areas?</p> <p>These plans smack of social engineering. Will you as council employees live in places such as these?</p>

		[Q3a: No]
186.10	Michael Wilson	There needs to be a balance between our needs and the nature's needs. My concern is that we moved too far towards looking after the nature while neglecting to look at the needs of the people who live in the city. [Q3a: Unsure]
187.11	Waipapa Papanui-Innes-Central Community Board	The Board strongly supports increasing canopy cover in line with the Ōtautahi-Christchurch Urban Forest Plan, and continues to advocate for land purchases for greenspace to plant canopy trees where there is a need and where it is appropriate. The retention of greenspace as parks, pocket parks or gathering spaces for community use are also priorities for the Board. The Board has also supported and partnered on community-led developments enhancing the natural environment within its urban areas, such as the development of Papanui Bush and the Shirley Bird Song Trail. The partnering of Council teams and community groups in these projects has been vital to their success. There's a huge amount of expertise in our community, just look at groups like the Styx Living Laboratory, and the Board believes this is key to the success of innovative and important projects. The Board considers that enhancing the natural environment within urban areas should help support addressing climate change and the many challenges that brings, including sea level rise and increased storm intensity and frequency. Following the Canterbury Earthquakes, steps were taken to avoid building on or using areas that experienced the ground liquifying, where huge amounts of soft wet silt was left behind. Similarly, strategies should be developed so that areas earmarked for natural environment enhancements include ways to include mitigation related to the effects of climate change, including increased flooding in urban areas. [FULL ATTACHMENT AVAILABLE]
188.9	Okirano Tilaia On Behalf Of GC2050 Facilitator - 4 students from Rolleston High School	The natural environment we put Rolleston because we lived here. I pick Hornby to go watch my sister play rugby. Hagley Park because I play netball and most people go. Riccarton because people go there for shopping. [Q3a: Yes]
189.9	Okirano Tilaia On Behalf Of GC2050 Facilitator - 4 students from Rolleston High School	There is many important Māori environments that mean a lot to our communities and should be preserved. Parks are a key part of Christchurch that brings people together. Green locations include: Hagley park, Margaret Mahy, Avon River, Lake Rua/Tahi, Haswell Quarry, Christchurch Adventure Park, West Melton Forest, Foster Park/Playground, Gryons, The Bridle Path/Port Hills {Q3a: Yes]
197.11	Lynette Bay	<ul style="list-style-type: none"> - this would be controlled and our natural food forests who would maintain them? ensure that they were not contaminated with toxic sprays? - community gardens - where would they be put? would they even be considered? Community gardens bring people together with a common purpose and the satisfaction of producing for each other is important - in high density areas where would the proximity to our food sources be? [Q3b: Unsure]
198.10	Paul Bryant	Increasing concentrated numbers of humans does not improve health of waterways. [Q3a: No]
198.17	Paul Bryant	Increasing concentrated numbers of humans does not improve health of waterways. [Q3a: No]

199.10	George Laxton	<p>Yes, Surrounding the city with a green zone will force us to stop expanding in to valuable land for farming and stop ugly urban sprawl. We need to build up not out. We just create more congestion and increase carbon emissions.</p> <p>I'd also like to see in the plan lots of smaller parks in the center of the city, not just the big ones. Ones that are as small as a plot of land or two where it's big enough to go enjoy but it doesn't take up much space. Having more of these smaller ones it would make it easier to access a park as one would only be a 1-2 minute walk away. Especially if they were on every single block.</p> <p>I would love to have a city like this where finding a park to get away from the city is so easy and there are also larger parks where I can go if I want to enjoy it with more people or just want a larger space to go to. Great idea fully support!</p> <p>[Q3a: Yes]</p>
200.10	Donna Gillatt	<p>Areas of significant natural value can easily be protected without forcing people away from nature and into unpalatable cramped living conditions.</p> <p>Waterways are improving based on our current living arrangements and will continue to do so if left in the hands of the right people to monitor and support.</p> <p>We have no need to expand the highly productive land, what we do need to do is stop selling highly productive land for tree farming which destroys jobs and the environment.</p> <p>We have amazing recreational spaces and these need to be left in their current natural state for people to enjoy and maintain.</p> <p>[Q3a: No]</p>
202.5	ChristchurchNZ	<p>Yes, and we note that this is a priority consistently identified by the community. We note however that there are already numerous existing plans and strategies with this aspiration/goal but action is often slow or significantly limited by resourcing. A commitment to funding these improvements and finding new ways of working and financing should be prioritized.</p> <p>[Q3a: Yes]</p>
206.9	Leslie McAuley	<p>No, current family homes will be removed which is unnecessary and what happens to heritage buildings. With the decline of birth rates and increased death rates nationwide, where are all the people coming from to populate these high story buildings.</p>
208.10	Living Streets Otautahi	<p>Preserving and enhancing the natural environment encourages more walking activity.</p> <p>One of the most accessible and affordable types of physical activity is walking and, at 60%, it is also by far the most popular choice of physical activity for sport, exercise or recreation undertaken by adults in New Zealand. If you add in running and jogging then activities on the foot path goes up to almost 80%. Walking is also an affordable for or transport but sometimes not that accessible when the infrastructure does not lend itself to ease and comfort and safety of walking.</p> <p>[ALSO CODED TO 8.5 AND 5.2]</p>
212.14	Ingrid Mesman	<p>I agree with #3 however not at the expense of productive soil for market gardens/ growing zones for the community city.</p>
216.10	Glenis Youngman	<p>Growth is already focussed around urban areas. It depends what you mean about enhancing the natural environment. Putting awful big cell towers everywhere in the natural environment is not good for it as emit radiation. i would like to see the council promote orchards in the red zones as to make use of highly productive land.</p>

217.10	Davinia Sutton	<p>because of the historical impact of our lasting architectural heritage.</p> <p>[Q1.3. No]</p>
218.5	Christchurch International Airport Ltd	<p>Bird strike</p> <p>67 Bird strike is another core airport safeguarding matter. CIAL takes the potential bird strike risk around Christchurch Airport very seriously. Even if the risk of bird strike in a statistical sense is relatively low, it is beyond dispute that a single strike could have significant effects.</p> <p>68 CIAL has a responsibility to provide a safe operating airport environment and therefore actively works to minimise the threat and incidence of bird strike at Christchurch Airport. Activities off-airport which can increase the risk of bird strike include the creation of water bodies, landfills, composting facilities, sewage treatment and disposal, and agricultural activities. CIAL is heavily involved in bird monitoring and management and also regularly participates in planning processes in order to manage this risk.</p> <p>69 While CIAL does not seek amendments to the draft Spatial Plan mapping in this respect, CIAL seeks recognition of the issue in the draft Spatial Plan text to ensure the management of activities that constitute a bird strike risk is highlighted and applied consistently across Greater Christchurch.</p> <p>[Full Submission Available]</p>
225.9	jenny Gilgenberg	<p>It provides spaces for people to relax</p> <p>[Q3a: Yes]</p>
226.11	Caroline Syddall	<p>Yes, I strongly support all of the directions <i>except for</i> the green belt.</p> <p>All areas of significance to mana whenua should be protected as directed by them.</p> <p>Food production areas must be protected. We have already lost significant high quality food production land around Marshlands, the Applefields development and other areas. Such a significant amount of the best land has already been lost to housing that we must now protect the remnants of this land and the lower quality food production land. The city must not be allowed to expand across horticultural and agricultural land, forcing food production onto less suitable land at a greater distance from population centres- the environmental damage and climate change implications of this are too severe (and it's just plain stupid).</p> <p>Water bodies must be protected-as a city built on a wetland this is another absolutely fundamental part of our environment. Drinking water aquifers and the water bodies that feed them are obviously crucial. The damage done to aquifers further beyond Christchurch are a clear warning of what we must not allow to happen.</p>

		<p>We need to enhance and expand green spaces to improve biodiversity, protect waterways, reduce urban temperatures, build stronger communities through shared enjoyment of better physical spaces, improve routes for active transport.</p> <p>We must recognise that such significant destruction of natural areas has been done that we cannot afford to only maintain what is left, we must actively restore natural areas. We must retain and restore more than 'significant natural values'. If we do not do this, the natural environment will remain so at-risk that the consequences of climate change will be catastrophic- and extremely expensive.</p> <p>[Q3a: Yes]</p> <p>[Relevant paras also recoded under 5.14, 5.1.1 and 5.1.2]</p>
227.11	Jocelyn Papprell	<p>Yes, definitely. As we intensify our built environment, we must prioritise the health of our urban rivers ensuring sediment runoff is reduced along with other pollutants. A whole of catchment - ki uta ki tai - approach is vital; connecting with, and supporting, local volunteer groups already working on restoration is key.</p> <p>Implementing low impact urban design principles is paramount; developers must be either incentivised or be required to provide green space within their design/build. More tree-lined streets and pocket parks across the city that provides space not only for recreation but also habitats for other species. Nature needs to be celebrated and enhanced within our urban area not confined to a green belt or to conservation areas beyond the city limits. The increase in constructed wetlands within & around Christchurch in recent years provides not only for improved stormwater outcomes and flood mitigation, but also for improved urban aesthetics - more needs to be made of this.</p> <p>We must also consider what 'significant natural value' means in the light of Canterbury being a highly modified landscape. There are many scattered remnants of native flora that need protecting but may not be recognised as SNAs; consultation with local residents and knowledgeable ecologists is vital to assessing & establishing the significance of natural places or features.</p> <p>We have huge potential in the 'red zone' to create an amazing green space that enhances urban liveability whilst also providing a buffer against flooding be that fluvial or coastal inundation. This is also an area that has great potential for improving mahinga kai outcomes</p> <p>[Q3a: Yes]</p>
237.10	Alastair McNabb	<p>Of course it is necessary to minimize pollution, however you are wanting only to control how people live their lives and remove choice and freedom.</p> <p>[Q3a: No]</p>
242.11	Carolyn Skinner	<p>Unsure of this. My biggest concern is that existing residents can still choose to live, reside and have recreation in these areas that are seen "as areas needing protection" and they wont be nudged into urban living in the name of protection of the natural environment.</p> <p>[Q3a: Unsure]</p>
243.10	Phillipa Lamborn	<p>I currently think this is done well and does not need improvement or expansion</p> <p>[Q3a: No]</p>

244.8	Anne Bluck	<p>You will still stop people from accessing these areas, even with all your flowery language of giving people the impression that you care about these areas of natural beauty. If you cared for instance, you would stop chlorinating our drinking water, which will end up in our waterways and at the same time you are damaging peoples health.</p> <p>[Q2: No.]</p>
246.10	Greg Bluck	<p>There are no natural environmental areas around Christchurch, just man made parks. Outside Christchurch there are just highly modified ecosystems (Farms). Along with man modified grasslands and forests.</p> <p>[Q2: No]</p>
247.10	Luke Chandler	<p>While I understand the importance of maintaining and enhancing the natural environment within urban areas, I do not fully support the proposed strategy of focusing growth solely around urban centers and creating green belts. I believe there could be a more balanced approach that addresses both urban development needs and the preservation of our natural areas.</p> <p>The concept of a blue-green network, as mentioned in the draft Spatial Plan, is commendable for its aim to protect significant natural values, improve waterway health, and expand green spaces for relaxation and recreation. However, concentrating growth around urban centers will result in the loss of some green spaces and natural habitats due to increased development and population density in the areas we are intensifying.</p> <p>To strike a better balance, we can explore other strategies, such as incorporating expansive tree coverage and green spaces into new subdivision builds. By integrating green elements within residential areas, we can create a harmonious coexistence between urban development and the natural environment. Trees and green spaces not only enhance the aesthetic appeal of neighborhoods but also offer numerous environmental benefits, such as improved air quality, reduced heat island effect, and support for local biodiversity. Furthermore, thoughtful urban planning can help protect and preserve existing natural areas within and around urban centers. Implementing strict environmental regulations, green building practices, and considering the ecological impact of new developments can ensure that the integrity of our natural environment remains intact.</p> <p>Additionally, we should encourage the development of sustainable infrastructure and technologies that minimize the environmental footprint of urban growth. This could include innovative stormwater management systems, energy-efficient buildings, and green building certifications to promote environmentally conscious urban development.</p> <p>Ultimately, achieving a balance between urban growth and nature preservation is crucial for ensuring the long-term quality of life in Greater Christchurch. By promoting expansive tree coverage and green spaces in new subdivisions and employing sustainable development practices, we can create thriving communities that coexist harmoniously with the natural environment. By carefully considering the ecological impact of our actions, we can protect our natural heritage while meeting the needs of a growing population.</p> <p>[Q3a: Unselected]</p>

247.14	Luke Chandler	<p>Unlocking greenfield developments with conditions that promote intensification and incorporate expansive green spaces and trees is a forward-thinking approach to urban growth. This strategy can offer several significant benefits for both the community and the natural environment.</p> <p>Intensifying greenfield developments means maximizing land use efficiency and avoiding urban sprawl. By encouraging higher-density living arrangements, such as multi-story buildings or terraced housing, we can accommodate a growing population without consuming excessive land resources. This, in turn, helps protect valuable agricultural land and natural areas surrounding urban centers.</p> <p>The inclusion of expansive green spaces and trees within these developments is a crucial aspect of enhancing the quality of life for residents. Such green areas provide opportunities for relaxation, recreation, and social interactions, contributing to the overall well-being and mental health of the community. Additionally, green spaces can serve as natural habitats for local wildlife, preserving biodiversity even within urbanized areas.</p> <p>By implementing tree-planting initiatives as part of greenfield developments, we can mitigate the urban heat island effect, improve air quality, and sequester carbon dioxide, thus contributing to the fight against climate change. Trees and green spaces can also act as natural stormwater management systems, reducing the risk of flooding and improving water quality.</p> <p>To ensure the success of this approach, it's crucial to have clear and enforceable regulations that mandate green space requirements and encourage sustainable building practices. Local governments should collaborate with developers to establish green design standards and provide incentives for incorporating green elements into the projects.</p> <p>Moreover, public participation and engagement throughout the planning process are essential to address community needs and preferences. Including input from residents can help shape developments that reflect the desires and values of the people who will ultimately call these areas home.</p> <p>In summary, unlocking greenfield developments with a focus on intensification and incorporating expansive green spaces and trees is a holistic and sustainable approach to urban growth. It fosters a healthier and more vibrant community while preserving the natural environment for future generations. By carefully implementing and enforcing these conditions, we can create a city that is not only prosperous but also environmentally conscious and resilient.</p> <p>I've attached photos of developments in Finland where we can learn and grow from these ideas. These developments are lush with green foliage yet support a high density of people.</p> <p>[Q6]</p>
249.10	Anne Ferguson	<p>Because the blue green network you refer to is already established with recreational, relaxed spaces with their own natural environment settings and a waste of money.</p> <p>[Q3a: No]</p>

250.9	John Maitland	We need farmers to keep land fertile and productive. We need to produce food to support New Zealanders. [Q3a: No]
252.11	Logan Brunner	It is important that we improve the tree cover and natural areas for the residents to enjoy. This helps prevent the heat island effect in our city and encourages more active forms of transport. [Q3a: Yes]
253.10	jo mcgregor	I am all for continuing to care for our river networks and swampland, and coastal areas etc. If the council was too, they wouldn't be bringing 700,000 more people into Christchurch. [Q3a: Yes]
255.11	Leanne Farrar	while i fully support looking after the natural environment i can not see how this plan will achieve this [Q3a: No]
257.11	shaun white	This policy would lead to Restricting access to areas that New Zealanders have always enjoyed access to and used for Recreational purposes. I agree with more Natural, Green spaces within the City but respecting peoples choices to access Green areas outside of the City Boundaries. [Q3a: No]
258.9	Brendon Harre	I support the goal of protecting the natural environment but not at the expense of insufficient developmental capacity. The strategy should be to achieve both, rather than trading one against the other. [Q3a: unsure]
259.11	John Antill	I support Christchurch existing living, where people in Christchurch can grow their own gardens and have pets and hens. I note that Christchurch City Council has had no regard for the green spaces around Styx Mill Road where productive land is now filled with housing. So no regard was taken here of green spaces and productive horticultural areas! Christchurch citizens have traditionally lived in a very environmental and ecological way. They have lived in harmony with nature. They have not overpopulated. I do not support a huge influx of new immigrants in Christchurch as the WEF and the United Nations are proposing for Christchurch [Also coded to 11.1]
260.9	Landowners Group	There is alot proposed to go into the urban areas, housing and green spaces. Is it realistic? [Q3a: Unsure]

274.16	Christchurch Civic Trust	<p>Pg 64 3.3 Enhance and expand the network of green spaces</p> <p>CCT can generally agree with this policy, especially with the 3rd paragraph that references higher density areas being critical. The paragraph speaks to how the policy might be achieved, particularly with tree planting and indigenous biodiversity enhancement in public spaces and with green spaces incorporated into private developments.</p> <p>CCT suggests that recognition of the value of past plantings of a wide variety of introduced species, which has provided for much of the significant existing tree canopy, is just as important, if not more so, than a future reliance solely on indigenous species. That is a pivot which seems more ideological than practical, and denies recognition of non-indigenous cultural heritage. Partnership is not a swing from side to side. Strength comes from harmonisation behind ways to achieve an agreed beneficial purpose.</p> <p>We need to recognise and celebrate botanical diversity that is an integral part of our city's heritage and distinctive landscape character. We should recognise and celebrate cultural diversity and ethnicity of all people who make up our community, and likewise we should celebrate trees and plants from all around the world. We need to document and celebrate the entire diversity of plants that contribute to our city's character and landscape amenity, and acknowledge that all biota, all species are, in fact, native to our planet. While CCT understands the desire of territorial authorities, as in the CCC Urban Forest Plan, to make indigenous trees and shrubs 'more visible', the notion that one community of plants, endemic plants, is inherently superior and thus entitled to special treatment and consideration is a fashion, a cultural construct which has no viable basis. The character capabilities of different plant species are determined by their DNA, providing a remarkable range of capabilities, determining size, form, appearance, colour, and specialised capabilities, such as climate resilience, deciduousness, autumn colour, foods and habitat for birds and wildlife.</p> <p><i>Incorporation of green space into private developments</i> is most desirable, but no mechanisms to induce that response are included in this draft spatial plan. Recent submission made to the NBE Bill by CCT and others include suggestions for inducing this goal, made more relevant in the face of housing intensification that is anticipated in this draft spatial plan.</p> <p>[Full Submission Available]</p>
279.14	Colleen Philip	There is a danger of the city being a heat sink if fashions like black roofs are allowed to continue.

		<p>We need trees throughout urban areas (not just in reserves) for a number of reasons including their cooling effect.</p> <p>[Q6 - N/A]</p>
282.9	Rebekah Couper-Wain	<p>Yes more green blue spaces are important for a healthy community. Water ways definitely need improving in Canterbury especially the rivers.</p> <p>[Q3a: Yes]</p>
283.10	George Bluck	<p>Natural environment and urban areas, is quite the oxymoron. How will this strategy, preserve the natural environment in an urban area and its surroundings? You plan to cram 700,000-1million people in this area, how would this preserve 'nature', it would decrease and harm the natural environment. All of these people would produce waste, where would it go? If people that are being brought in come from places in the world where say, there is no appreciation for the environment and its aesthetic, how or why would these people care about the environment in their new home? In London, for instance, there is a vast amount of litter, that just ends up in the streams and rivers, with people loitering in parks and places of recreation polluting, damaging and sometimes even living in these places with no care for the area that they find themselves in! More people=more trash/waste=more environmental degradation. It is obvious that this plan has not been thoroughly thought about.</p> <p>[Q3a: No]</p>
286.9	Michelle Tabb	<p>Stop developing good land</p> <p>[Q3a: Yes]</p>
287.10	Opal Consortia	<p>To a point but the way you do that can be done many ways. Increased density such as the various medium density proposals are not guaranteed to be taken up as much as the capacity models anticipate. Dunsandel offers an opportunity to allow a small town to grow for those who still want the traditional house on section experience around a potent rural town node.</p> <p>[Q3a: Unsure]</p> <p>[Full Attachment Available - Attachment is evidence for expanding Dunsandel generally]</p>

295.12	Styx Living Laboratory Trust, Partner of Community Waterways Partnerships	<p>General Comments</p> <p>We (SLLT) are advocates for protecting the health and values of the Pūharakekenui and as such we generally strongly support all initiatives which protect and enhance the ecological values of the Pūharakekenui catchment and assist with establishing the Pūharakekenui as a viable spring-fed river ecosystem.</p> <p>Commentary</p> <p>SLLT strongly supports the following:</p> <ol style="list-style-type: none"> 1. The inclusion of the Pūharakekenui and its many streams as places to protect on Map 5, and the accompanying Goal 3.1 to avoid development in those areas. Protecting the entire river system, down to the small feeder streams and channels, is vital for the health of the river, and the catchment level management approach this plan champions. 2. Goal 3.2; to prioritise waterway health. The Trust recommends that the examples given on page 63 (supporting restoration and enhancement, setting developments back from waterways, day-lighting, water sensitive urban design, and developing riparian buffers) be codified along with similar practices into a clear list of healthy waterway development practices that should be required wherever reasonable. These practices are all straight-forward and deliver long term benefits. Codifying them will provide clarity for planners and developers around the Plan, and ensure waterway health opportunities are not missed. 3. Goal 3.3; to enhance and expand the green spaces network, specifically along rivers. The Trust and the Council have worked together to develop and connect green spaces along the Pūharakekenui for the Source to Sea project, and feel this goal is important to the long term ecological and cultural health of Greater Christchurch. 4. Goal 1.2; to protect, restore, and enhance Ngā Wai . The Pūharakekenui has significant cultural values, and we support this plan recognising and aiming to enhance those values. The designation of the Kāpūtahi area as wāhi tapu is similarly appreciated. <p>[Q5: Yes. Also coded to 5 and 3. Full Submission Available].</p>
296.10	justin barton	<p>We also need to maintain some of the heritage of the existing areas - such as types of trees planted (eg. willows, poplars as well as native trees), and character of house (eg. villa style) and gardens</p> <p>[Q3a: Unsure]</p>
297.10	Fiona Bennetts	<p>We need to live in harmony with the natural world - we are part of the ecosystem, not above it. That means we need trees, grasslands, wetlands, and rivers to thrive and have the space they need to change with the weather including flooding. We need to re-wild some parts of Christchurch, and not keep building out further and further away from the central city, losing productive soils in the process. We need dense living, with lots of parks, stormwater retention basins, and other amenities. We need sunlight and plants and birds and bees</p>

		<p>and gardens. We must learn from the mistakes and successes in other cities and not fall into the same traps (too late, in some places, e.g. Bexley). We need to honour Te Tiriti o Waitangi and the natural world.</p> <p>[Q3a: Yes]</p>
299.10	Jason Herrick	<p>Growth should be focussed around urban centres, but Rolleston should be allowed to grow.</p> <p>[Q3a: Yes]</p> <p>{Coder note: A similar point from the submitter has been coded to Opportunity 4. Greenfield>Rolleston}</p>
302.4	Disabled Persons Assembly (NZ) Inc	<p>DPA believes that access for all people to the natural environment is important.</p> <p>Disabled people have the right to fully access our natural spaces and places in the same way as non-disabled people do.</p> <p>DPA supports the concept of establishing an enhanced blue-green network which would see an integrated approach where people could enjoy traversing from green areas through to the coast via walkways and other means.</p> <p>That is why supporting natural infrastructure including walking tracks, parks and waterways need to have accessibility features incorporated into them.</p> <p>An example of this would be building pedestrian-only walking tracks which can accommodate a wide range of users, including disabled people who mobilise using wheelchairs or other mobility devices and blind and low vision people by the placement of tactile strips in strategic locations.</p> <p>DPA believes that infrastructure to support cycling and micro-mobility vehicle use should remain separate but parallel to pedestrian-only walking tracks to ensure the safety of both cyclists and pedestrians.</p> <p>Access to natural areas should also be supported through the construction and/or upgrading of facilities to Universal Design (UD) standards including picnic grounds, camping grounds, accessible public toilets/changing areas, viewing platforms, bus stops, parks and sports fields to accommodate the widest range of users, including disabled people.</p> <p>Recommendation 3: that access to Greater Christchurch’s present and future natural areas be supported through the construction and/or upgrading of facilities to Universal Design standards.</p> <p>[Full attachment Available]</p>
304.11	Urban Estates Ltd	<p><i>A healthy natural environment is intrinsically linked with the wellbeing of people and places. It is important to work with nature when considering development for the future, especially in a time of increased risk from the effects of climate change induced weather events and potential sea level rise.</i></p>

		[Q3a: Yes. Full Submission Available]
310.20	Richard and Geoff Spark	Considers that the Plan needs to more explicitly adopt a catchment approach to the various blue / green networks. An important asset that Greater Christchurch has is its water and the integration between urban development and water quality and quantity is fundamental to the future of the sub region.
311.6	Robbie McIlraith	[Q3a: Agree in principle]
314.13	Red Spur Limited	<p>In part subject to comments and requested amendments as set out below and under the Blue – Green network.</p> <p>Amend Spatial Plan as below (or similar) – additions shown in <u>bold and underlined</u> and deletions as strike out.</p> <p>3.1 Avoid <u>Consider effects of</u> development of on areas with significant natural values</p> <p>.. Greater Christchurch has many outstanding <u>valued</u> environmental areas, <u>natural</u> features and <u>natural</u> landscapes (see Map 10). <u>Impacts on such areas must be considered where urban development is proposed and measures, including mitigation or environmental compensation or offsetting may be applied in appropriate circumstances.</u> Urban development must be focused away from areas with significant natural values.:</p> <p>The Port Hills, including rural land around the existing Redmund Spur and Upper Kennedys Bush residential zoned areas are not outstanding. Similarly, other environmental areas in Greater Christchurch whilst valued, are not outstanding.</p> <p>Map 10 – delete the proposed urban residential extension linking Redmund Spur and Upper Kennedys Bush existing urban areas (as identified on Figures 2 and 3) and other rural zoned areas adjoining the boundary of the current Redmund Spur residentially zoned which are suitable for urban development from the area shown on Map 10 as 'protected places, landscapes and features'.</p>

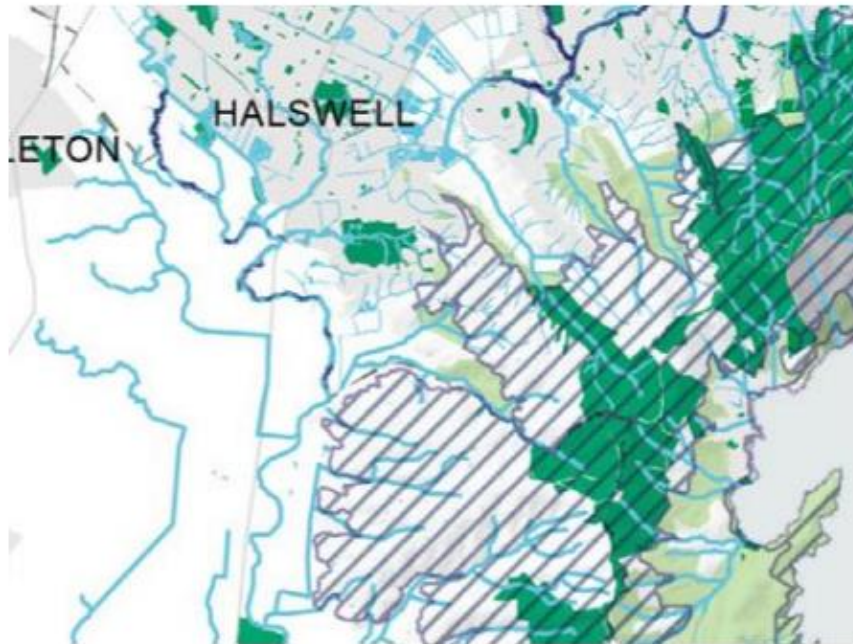


Figure 3: Map 10 Environmental Areas and Features – amend to remove the land

Amend Map 10 below to read ~~Protected~~ **Valued** Places, Landscapes and Features (or similar)

-  Protected Places, Landscapes & Features
- Protected Vegetation
- Coastal Landscape
- Esplanade Reserve
- Coastal Environment
- Natural Landscape
- QEII National Trust Open Space Covenants
- Special Purpose - Ōtākaro Avon River Corridor

One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.

[Q3a: Full Submission Available]

330.4	Tapper Family Trust	<p>The Trust owns land at 133 and 137 Huntsbury Avenue on the Port Hills being comprised within Certificate of Titles 283237 and 283238 being Lots 2 & 3 DP 369793 and approximately 2.68ha in area (the Land).</p> <p>The Trust seeks recognition within the draft Spatial Plan that growth and intensification on the Port Hills, ‘in pockets’ is appropriate. For example, where such growth is readily able to be absorbed i.e., those locations surrounded by existing development, being below ridge lines and with no prominence or significance be acceptable.</p> <p>Further we consider the recognition of parts of the Port Hills would create linkages to the network of green spaces for relaxation and recreation on the Port Hills. Overall it would promote and enhance the social economic and cultural well-being of the community.</p> <p>Relief sought</p> <p>At page 63 of the draft Spatial Plan:</p> <p><i>Direction</i> 3.1 Avoid development in areas with significant natural indigenous values</p> <p>[Full Attachment Available]</p> <p>[Coder note: This submission point is from a submission seeking more growth in the Port Hills]</p>
333.5	Jos Unterschuetz	<p>I am supportive of the concept of a blue-green network, but the Christchurch Spatial Plan is incredibly light on details as to what that will actually look like. The plan seems to connect the concept of a blue-green network to the greenbelts, which would exist between settlements, whereas in my mind a well planned blue-green network would connect city and town centres, with parks, and bicycle trails so as to encourage people to use bicycle trails either for recreation or commuting. What constitutes a bicycle trail itself is something we need to define, as a roadway only wide enough for car with a bicycle symbol spray painted onto the road is not a bicycle trail but a hazard for cyclists. Bicycle trails at a minimum should exist in a separate lane from car and pedestrian traffic, but at their best are narrow parks, with trees flanking either side. This later vision of a system of narrow parks with trees flanking either side connecting larger parks and town centres is what I envision when I hear the term "blue-green network" and this is what I support.</p> <p>[Q3a: Unsure]</p>
336.6	Orion Group Limited	<p>Orion is supportive of the Spatial Plan’s intentions in relation to the natural environment. Orion plays an- 5 -active part in maintaining and enhancing the natural environment through significant targeted planting programs. That said, there is a significant risk to Orion’s infrastructure, and associated critical service to our community, as a result of negative interactions with vegetation. That risk must be considered when the Spatial Plan is implemented. Where any planting is proposed a collaborative approach needs to be taken to ensure that the planting is located appropriately and that species selection allows for the vegetation to thrive without interference with electricity infrastructure.</p>

338.8	Waka Kotahi NZ Transport Agency	18. Waka Kotahi supports integration of the natural environment within our urban areas, in particular on the utilisation of natural solutions to tackle known hazards such as stormwater management or noise barrier to reduce reverse sensitivity.
339.11	Fletcher Living	<p>A healthy natural environment is intrinsically linked with the wellbeing of people and places. It is important to work with nature when considering development for the future, especially in a time of increased risk from the effects of climate change induced weather events and potential sea level rise. Any proposal to protect, maintain and enhance the natural environment in urban areas needs to be based on sound evidence and on a case-by-case basis.</p> <p>[3a: Yes. Full Submission Available]</p>
344.10	Ann Hamilton	<p>I support keeping the environment as natural as possible, but that is not done by forcing people into small, unnatural habitats. This has been tried in many cities around the world with disastrous results.</p> <p>The Gorbals in Glasgow is a classic example: increased crime, depression, abuse, alcohol abuse, drug abuse, and unemployment was the only result.</p> <p>[Full Attachment Available]</p>
350.11	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 young people from University of Canterbury/Ara	<p>I like the idea of a blue-green network and I think it is really important that certain areas are retained, even though the pressure to develop more housing will increase. I think Hagley Park is really important to the city, and the image of being a "Garden City". I think that some of the areas which have been red zoned, and can't be built on, could be used to provide more green spaces. I believe this would be a good utilisation of the space.</p> <p>[Q3b: Yes]</p>
352.13	Waitai Coastal-Burwood-Linwood Community Board	<p>The Community Board has a number of issues and concerns we wish to raise with the panel.</p> <p>It is good the Ihutai is included as a Ngā Tūranga Tūpuna, an area with concentrations of culturally significant sites.</p> <p>[Full Attachment Available]</p>
353.4	John Laugesen	<p>Q3a The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network. Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unsure</p> <p>Why? we already have substantial good quality parks and reserves, we don't need to overpopulate new smaller areas.</p>

354.3	Anthea Laugesen	<p>Q3a The natural environment is integral to quality of life in Greater Christchurch. Focusing growth around urban centres will help to protect areas with significant natural values, and can improve the health of waterways, maintain highly productive land and expand the network of green spaces for relaxation and recreation. This is referred to in the draft Spatial Plan as the blue-green network. Do you support the proposed strategy to maintain and enhance the natural environment within our urban areas?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unsure</p> <p><i>Why? The proposed strategy will not work</i></p>
360.3	Ōpāwaho Heathcote River Network	<ul style="list-style-type: none"> i. We very strongly support the concept of a blue-green network throughout the catchment. ii. While this section of the plan reads well, when it comes to establishment of such concepts within urban developments, these blue-green elements tend to be minimised in their extent and thereby compromised in their effectiveness. There must be strong and effective commitments by all partners in the Urban Growth Partnership to fully implement these blue-green networks. iii. We submit that partners in the Urban Growth Partnership should make commitments in this plan to use the plan’s implementation to correct previous blue-green provision errors and to expand blue/green infrastructure opportunities in established areas of the catchment where this is possible. iv. While implementing a blue-green network in new development areas must be a priority, so must efforts be made to retrofit these networks in established areas. This may require partners to acquire land in order to affect retreat from the river, to give it and other waterbodies, including wetlands, appropriate space and to provide space for adequately proportioned blue-green network connections. v. We submit that this Spatial Plan should promote the concept of a “sponge city” through creating filtration wetlands along the base of seepage zones, streams, hills and valleys, with revegetation using native rushes, sedges, harakeke, toetoe and tikouka starting at the head of all streams.
360.15	Ōpāwaho Heathcote River Network	<ul style="list-style-type: none"> vi. We submit that the Spatial Plan should encourage the use of green roofs and “sponge” developments to reduce and filter stormwater from the Hornby area to reduce the effects of such a large development at the headwaters of the river. vii. Given the opportunity for corrective action in this regard, not only at Hornby but at other Priority Areas, Priority Areas deserve to be rated as “Major contribution to the opportunity” for Opportunities 2 and 3 at least in the Joint Work Programme (p90 - 91). <p>[cross ref to PDA]</p>
360.16	Ōpāwaho Heathcote River Network	<ul style="list-style-type: none"> i. Although we accept that this map is purely representational, the incorrect depiction of the Ōpāwaho Heathcote River is regrettable. ii. Similarly, Map 14: Broad locations of housing and business development capacity (700,000 people) depicts the Ōpāwaho Heathcote River incorrectly. iii. In every other map, even on the front cover of the Spatial Plan, the Ōpāwaho Heathcote River with some of its major tributary streams, is largely correct.

iv. We request that Map 2 and Pap 14 are altered accordingly.

Incorrect depiction of river p29



Correct depiction of river p44



362.3 Danne Mora Ltd

✓ Yes [support Q3a]
Reasons

A healthy natural environment is intrinsically linked with the wellbeing of people and places. It is important to work with nature when considering development for the future, especially in a time of increased risk from the effects of climate change induced weather events

		and potential sea level rise. Any proposal to protect, maintain and enhance the natural environment in urban areas needs to be based on sound evidence and on a case-by-case basis.
368.9	Christchurch Envirohub	[Q3a: Yes] Urban areas are expanding across New Zealand. Therefore, it is important to maintain and enhance the natural environment within these areas. There are many areas that may be restored, such as what is being done with the Greenbelt. There should be more effort to create eco sanctuaries that are predator-free.
369.5	E and C Hobbs	The Garden City was stunning, but in many places it is now sullied by depressing graffiti street art and strange sculptures that have little or no soul, in lieu of the magnificent trees and gardens on street corners that were of great joy, and counterbalanced the concrete buildings, bringing life-giving oxygen while taking in carbon dioxide. The perfect balance.

Opportunity 3 > Water Bodies - See Section 4.4.2 of the Officers Report

Point	Submitter	Position
28.11	Bill McElhinney	Anything that will enhance or improve our waterways is of utmost importance. [Q3a: Yes]
76.14	Madeleine Price	Preserving the natural environment is vital for human mental health as well as healthy waterways. [Q3a: Yes]
171.10	Summerset Group Holdings Ltd	Direction 3.2 'prioritise the health and wellbeing of water bodies'. Summerset has a concern that the stated protection of the groundwater protection zone is again a blunt statement which does not acknowledge mechanisms/instruments available to prevent contamination of groundwater.
213.12	John Gudgeon	Regarding water quality, Christchurch used to have great water but it is now polluted with chlorine and eventually will be poisoned with the neurotoxin fluoride. Chlorine is bad for gut health and the immune system, while fluoride lowers the IQ of children by 7 points. You need to stand up for the people against the globalist-controlled central government. You work for us; not for those control freaks.
226.12	Caroline Syddall	Water bodies must be protected-as a city built on a wetland this is another absolutely fundamental part of our environment. Drinking water aquifers and the water bodies that feed them are obviously crucial. The damage done to aquifers further beyond Christchurch are a clear warning of what we must not allow to happen. [Q3a: Yes] [Also recoded under 5.1]
264.11	Environment Canterbury Youth Rōpū	This is absolutely necessary. Otautahi was originally a wetland and it's important we acknowledge this and support the land. An enhanced natural environment will be great for the health of communities (especially if we are moving towards more high density housing) and vital for mental & physical health. However we do have questions as to whether this only includes current natural areas or will it lead to actively creating more. Previously, there has been conversation around the use of the red-zones for relaxation and recreation but we are unsure how this Spatial Plan supports this. How will areas such as our redzones be prioritised for environmental and recreational development going ahead? [Q3a: Wetland]

271.13	Joanne Zervos	<p>Personally I would not like to see anymore wetlands planted east, we have enough already and they are taking away from our other natural environments and recreation.</p> <p>[Q3b: Unsure]</p>
275.11	Patrick Kennedy	<p>Protection of highly productive land from sprawl is vital. I also agree that waterways and green spaces require strong protections and an overall plan.</p> <p>[Q3a: Yes]</p>
290.10	Andrew Sprouse	<p>it is important to maintain the many waterways around the city</p> <p>[Q3a: Yes]</p>
298.12	Jane McKenzie	<p>Of course I want the Water Ways etc protected, but our water has always been protected, buy All of us and I find it offensive it is no longer Our water and land, but is labelled now as someone else's. The plan to eventually charge people based on the colour of their skin is total racism and should not be part of this era. We are not living in the dark ages, we are living in 2023, where we ought to living in harmony.</p> <p>The words you've chosen to write in your booklet say 'the state of our water bodies continue to degrade' pg. 61 is a lie. Christchurch water Was and still is the most beautiful, pristine water in the world due to it's running over the alluvial plains. our water is beautiful. The pipes that were damaged n the earthquake are now almost completely repaired and that was the one reason the water was not as good as it could have been due to the addition of chemicals, but now.. it is great and certainly does not need anything unnatural to contaminate anymore. The water belongs to us ALL as it falls from the sky as a gift from God. Therefore is owned by no one. It is a gift to refresh and enjoy for All.</p> <p>[Q3a; No}</p> <p>[Coder note: This point was from broader submission point on the Blue Green network, Q3a]</p>
360.14	Ōpāwaho Heathcote River Network	<ol style="list-style-type: none"> i. Throughout the Spatial Plan, the tem 'waterbodies' is used to cover all types of geographical features containing water. ii. We submit that in doing so, the place of wetlands is left somewhat insecure. iii. We submit that to ensure that wetlands receive the same priority as other water features, the Spatial plan should refer to "waterbodies including wetlands" at every appropriate point that the term "waterbodies" is currently used.
363.2	Richmond Residents' and Business Association	<p>Prioritise the health and wellbeing of water bodies</p> <ul style="list-style-type: none"> • Consideration must be given to protecting our waterways not just in Richmond but in those which are part of the greater Christchurch hydro system. Local groups have been very active in restoring natural freshwater habitats along the reaches of the Avon/Otākaro River and feeder streams and we do not want to lose the progress made because of a lack of consideration for 'downstream' waterways health when creating 'upstream projects' in the future. <p>[Full Attachment Available]</p>

Opportunity 3 > Green Spaces - See Section 4.4.3 of the Officers Report

Point	Submitter	Position
14.8	Nelson Pearson	<p>Accessible public green space will be even more important as more housing without private green space is built.</p> <p>[Q3a: Yes]</p>
28.10	Bill McElhinney	<p>Our green spaces will become much more important once high density housing and Apartment complexes become the way of the future.</p> <p>[Q3a: Yes]</p>
62.13	Jo Eason	<p>Please plan public, and green, transport to reach these areas.</p> <p>Maintain green areas</p> <p>[Q4: Yes]</p>
63.9	Chris Reddell	<p>I support the development and protection of green space, we need it for wellbeing. However I am concerned that this drives a degree of urban sprawl that is not sustainable.</p> <p>[Q3a: Unsure]</p>
66.12	Andrew McDowell	<p>I support the development of natural spaces in and around urban areas, but feel that it should be mandatory to include areas of food forests and community gardens instead of only planting exotic specimen trees and prolific native flora plantings. A balanced mix of both, with plenty of grassed areas would be most beneficial, with quiet spaces and more community orientated spaces.</p> <p>[Q3a: Yes]</p>
71.10	Raymond Lum	<p>Make sure Community gardens are well supported by the community and the council.</p> <p>[Q3a: Yes]</p>
72.18	David Robinson	<p>No artificial greenbelts should be implemented.</p> <p>Yes there should be continuous green and blue connectivity corridors but a greenbelt shouldnt just be implemented as a generic policy if it restricts development in an area that would otherwise provide a medium or high density development node.</p> <p>If its an artificial greenbelt then it will push up land prices artificially as well.</p> <p>[Q3b: No]</p>
74.11	Marilyn Yurjevich	<p>Creates greater efficiencies in transport, healthy living arrangements, preserves productive land for growing food through more intensive urban areas. Make sure there are green spaces in areas that have intensified urban residences.</p> <p>[Q5: Yes]</p>

75.10	Anna Rumbold	Urban sprawl is wrecking the environment and arable land. We must build, particularly terraced, homes that are functional, warm, efficient, surrounded by green space and are able to be used by all. [Q2: Yes]
76.10	Madeleine Price	Provision of green areas, trees and gardens must be included for ambiance and connection with the land. [Q2: Yes]
76.15	Madeleine Price	Community gardens must be planned for. People will still want to maintain their connectivity with productive land to grow fruits and vegetables. [Q3a: Yes]
81.10	Ross Marks	Lots of evidence for the beneficial impact on people's physical and mental health from green areas. [Q3A: yes]
92.9	Louise Griffin	green spaces are important however feel this could be better integrated into the urban fabric rather than just parks. Street scaping / planting to increase.
102.10	David Moore	If we intensify, people will still need green spaces within the city to enjoy nature. It is good to increase the amount of communally shared green spaces and parks to ensure that everyone's needs are met. While waterways in Christchurch have their challenges, they are clear and add a lot of beauty to the city. More green spaces means less contamination to rivers through runoff. [Q3a: Yes]
104.10	Don Babe	We need more parks to absorb the heat a built environment generates. [Q3A: Yes]
117.10	Alice Holmes	it is imperative that green spaces are maintained for families and recreation. [Q3a: yes]
117.15	Alice Holmes	community gardens should be incorporated into any high density housing developments [Q6:]
141.8	Climate Club	Green spaces are the best!
205.9	Karen Silvers	Yes, as long as productive/agricultural land is protected and encouraged. Local food supply ensures food security and stops the reliance on food transportation. This should be encouraged. Council-owned and red-zoned land should be handed over to communities to develop more community gardens as they foster strong communities and teach valuable life skills. Affordable local organically grown fresh food would transform health. [Also coded to 5.1.4]
226.13	Caroline Syddall	We need to enhance and expand green spaces to improve biodiversity, protect waterways, reduce urban temperatures, build stronger communities through shared enjoyment of better physical spaces, improve routes for active transport.

		[Q3a: Yes] [Also recoded under 5.1]
232.11	Flora Johnson	There's enough green spaces. Stop spending money. Give rate payers a break. [Q3a: No]
234.10	Dianne Downward	Again it depends how it is done, This green space should not replace green spaces were people live and have easy access to. It's no good having spaces around the outside of the city that people cannot have access to daily. The more people are crushed together the more the need for green spaces where people live. It almost takes away from building up as its a vital need for peoples wellbeing to have space to unwind away from others in nature and have a bit of land to grow things in for beauty and health. [Q3a: Unsure]
264.12	Environment Canterbury Youth Rōpū	We support the concept of a Greenbelt around urban areas for a range of reasons. We feel the Greenbelt will help to further connect rural and central Ōtautahi. We also believe that having shared green spaces helps create a greater sense of community locally as well as regionally. However, we would appreciate a more detailed map of the placement of green spaces. We would love to know what land will be utilised as well as whether it is private or publicly owned. We would also love an indication as to what these spaces will be used for and how, if at all, the redzone will be included in this plan. [Q3b: Yes]
269.11	CRAIG LAMBIE	I have concerns for the wellbeing of the people caged up so densely with a loss of large open spaces immediately around you now, Christchurch known currently as the Garden city is Earthquake prone and dense housing is not a good idea. [Q2: No]
271.14	Joanne Zervos	It would be good to see areas which are not as fortunate as us earmarked for green space, not just a green belt. [Q3b: Unsure]
275.12	Patrick Kennedy	Protection of highly productive land from sprawl is vital. I also agree that waterways and green spaces require strong protections and an overall plan. [Q3a: Yes]
276.8	Rachel Clark	Because we are not China or any other heavily populated nation. Let us have space to breathe and spread out... We don't want to look out window to see neighbours in the bathroom.. 2 metres away.. It is safer for families to have a backyard where parents can keep an eye on them than let them roam off to a green space... A real estate woman was kidnapped this week. Still un found... Let alone kids on streets. [Q2: No]
277.10	Maggie McKenzie	need green space where urban densification is planned need to ensure everyone has space.

		[Q3b: Yes]
278.10	Anita Vulling	As long you use the existing green spaces, Christchurch is not for nothing called the garden city. There is a good amount of green space in the city. [Q3a: Yes]
281.19	Robina Dobbie	How about we have green areas along the public transport system? It is great to be able to cycle, walk and scooter along the riverside.
281.24	Robina Dobbie	I do believe that green areas are important for our city. The plan seems to be designed for somewhere else, not our city. The cool easterly wind needs to be considered in any design for our city and it appears like this has not been considered in these plans. Green areas would be better to break up the urban buildings creating variety rather than intense housing.
289.10	Paula Bevilacqua	Green areas also need to be a focus in urban areas, land use should not be controlled. Continuing to maintain play areas and green spaces in all developments is necessary. [Q3a: Unsure]
293.9	M Wright	Maintaining highly productive land has been talked about for a long time but as seen recently near Lincoln, Councils still seem to struggle to protect such areas from development. If sections were a house with some green space this provides the opportunity for relaxation and recreation without the need for as much public green spaces and will also contribute to people's wellbeing compared to living with no immediate access to green space. For families with children security is a big issue - green space in the backyard is much healthier and safer than having to send them down to the public green space. Higher density housing will result in more bored youths and greater crime rates. [Q3a: No] [Coder note: Aspects about HPL in this submission have also been coded to Opportunity 3> Highly Productive land]
300.13	Benjamin Love	I partially support the proposed strategy to maintain and enhance the natural environment within our urban areas. I heavily support access to green spaces and recreation, as well as the health of the waterways, and protecting productive soils. My main issue is using the tree canopy as a boundary in some areas of Christchurch to limit or prohibit taller buildings exceeding its height. Limiting building height can make it more difficult to provide the necessary density to support high frequency mass rapid transit, as well as decrease the walkability and increase car dependency [3][20][22]. Too much many key areas for intensification in Christchurch are currently very low-density suburbia. These large suburban lots/single family houses are taking up large amounts of land. Preventing building heights to maintain a perceived tree canopy, limits actual green spaces. With good large scale urban planning, intensifying existing areas and decreasing car centricty can free up more urban space that can be used for green spaces, public parks, and nature reserves, which can allow for increased number of trees/plants. There should be nothing to prevent trees/green spaces near taller buildings. More people should have access to high quality shared green spaces/parks, instead of private backyards. [Q3a: Yes] [See attachment for figures, diagrams and images]
349.17	Susanne Antill	I support Christchurch existing living, where people in Christchurch can grow their own gardens and have pets and hens.

		<p>I note that Christchurch City Council has had no regard for the green spaces around Styx Mill Road where productive land is now filled with housing.</p> <p>So no regard was taken here of green spaces and productive horticultural areas!</p> <p>Christchurch citizens have traditionally lived in a very environmental and ecological way. They have lived in harmony with nature.</p> <p>[Q3a: No]</p>
352.12	Waitai Coastal-Burwood-Linwood Community Board	<p>We wish to ensure that people in East Christchurch have equitable access to greenspace and natural beauty, including the pockets of native biodiversity that still exist.</p> <p>[FULL ATTACHMENT AVAILABLE]</p>
363.3	Richmond Residents' and Business Association	<p>Enhance and expand the network of green spaces• Richmond is well served by green spaces but we are endeavouring to improve the vegetation coverage even further by encouraging the Council to plant more road side trees and developing food chain links for our native birds and animals through a series of planned planting programmes. These must be acknowledged and supported with continued Council based resources.</p> <p>[Full Attachment Available}</p>

Opportunity 3 > Biodiversity - See Section 4.4 of the Officers Report

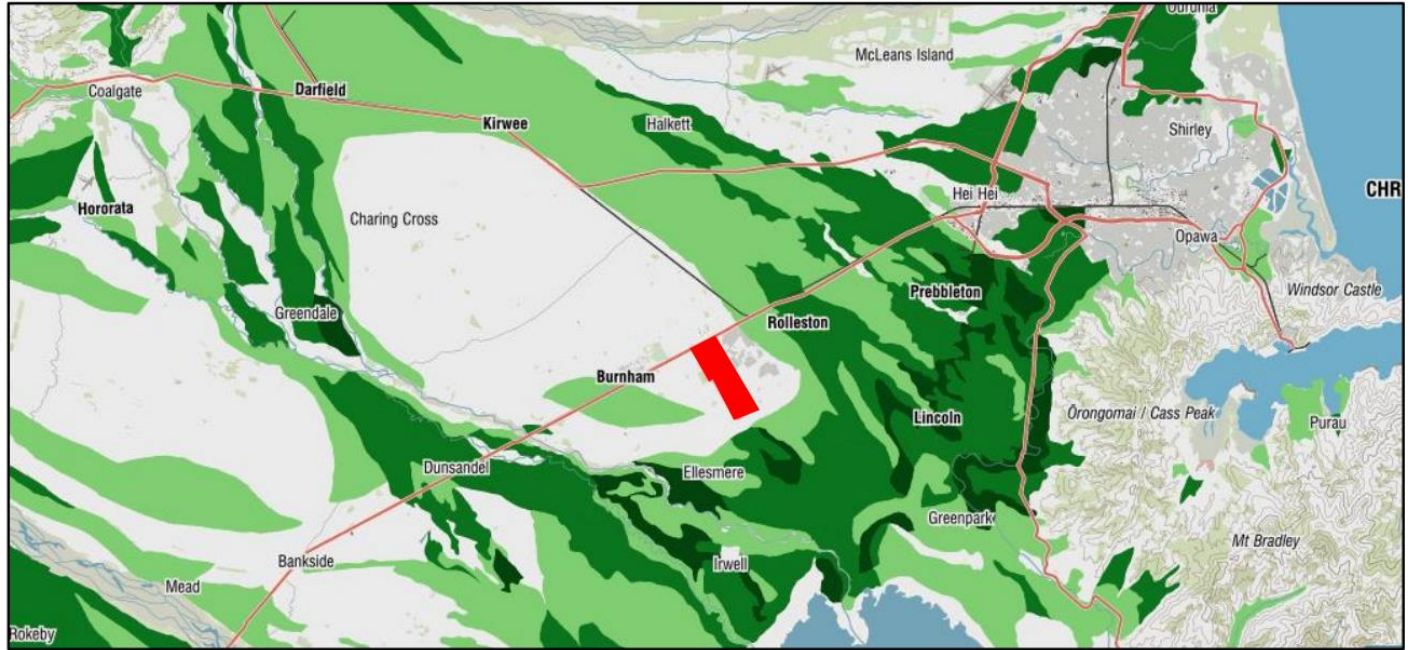
Point	Submitter	Position
21.9	Paul Hamilton	<p>There needs to be a step change towards more native flora around the wider region. The current stock of native flora and councils continuing to plant non-native species at all is abhorrent give the region has the lowest proportion of native flora of any NZ region.</p> <p>[Q3a: Yes]</p>
63.15	Chris Reddell	<p>The green belt also serves as a barrier between Selwyn Council towns and Christchurch. Largely there is no (as far as I am aware) significant nature areas that need protecting, and rural production is already limited as much of it is carved, or being carved, into 4 hectare blocks reducing its productivity and short of putting in more sports grounds there is limited opportunities for recreation.</p> <p>[Q3b: Unsure - <i>in relation to significant natural areas</i>]</p>
66.13	Andrew McDowell	<p>I support the development of natural spaces in and around urban areas, but feel that it should be mandatory to include areas of food forests and community gardens instead of only planting exotic specimen trees and prolific native flora plantings. A balanced mix of both, with plenty of grassed areas would be most beneficial, with quiet spaces and more community orientated spaces.</p> <p>[Q3a: Yes]</p>
69.16	Malachy Lynch	<p>With more dense housing built within the current city, the less valuable land we are wasting. provides more space for farming and ecosystems/habitats.</p> <p>[Q3a: Yes]</p>

80.10	creative transitions to sustainable futures	<p>Biodiversity, tree cover and Landscape are critical factors in authentic place-making, carbon sequestering, reducing heat-island effect, etc. One element of this is to protect visually connective wetland/riparian remnants in water races (which are heritage features in their own right).</p> <p>Promote Native Street Trees and avenues/shelterbelts – for the importance of visibility, natural character (as well as ecological connectivity) – overcoming the phenomenon of ‘extinction of experience’ (and relearning to identify with the special, unique aspects of our natural eritage).</p> <p>[Full Attachment Available]</p> <p>Re-naturalise streams, water races, road verges (frangible divaricating shrubs), hedges and shelterbelts. Designing inner-city river corridors to reflect strength of Te Tiriti partnership – as interwoven riparian strands that convey on one side the English Parkland and the Indigenous Nature/Culture thread on the other.</p>
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Opportunity 3 >Highly Productive Land - See Section 4.4.4 of the Officers Report

Point	Submitter	Position
32.11	Murray Allison	<p>Not at all happy with the proposed expansion for Prebbleton on good farmland.</p> <p>[Q3a: Unsure]</p> <p>[Also recoded under 5.1]</p>
37.9	Neil Stewart	<p>By spreading out we can create more green spaces and prepare for our city to double in the future</p> <p>[Q3a: No]</p> <p>[Also recoded under 6.11]</p>
53.15	Andrew Wilson	<p>The term highly productive is a misnomer and will be understood quite differently depending on the spectrum you wish to follow. More study and more information on how that should be explained to the wider audience required, what meets and what does not.</p> <p>[Q3a: No]</p>
63.11	Chris Reddell	<p>I support the development and protection of green space, we need it for wellbeing. However I am concerned that this drives a degree of urban sprawl that is not sustainable. I also recognise that there maybe a desire from Selwyn Council to keep itself separate from Christchurch and the use of a green belt may help facilitate this but it also adds to increased travel times and a push for development into productive land areas.</p> <p>[Q3a: Unsure]</p>

63.14	Chris Reddell	<p>The green belt also serves as a barrier between Selwyn Council towns and Christchurch. Largely there is no (as far as I am aware) significant nature areas that need protecting, and rural production is already limited as much of it is carved, or being carved, into 4 hectare blocks reducing its productivity and short of putting in more sports grounds there is limited opportunities for recreation.</p> <p>[Q3b: Unsure]</p>
69.17	Malachy Lynch	<p>With more dense housing built within the current city, the less valuable land we are wasting. provides more space for farming and ecosystems/habitats.</p> <p>[Q3a: Yes - <i>valuable land for farming</i>]</p>
73.9	Murray Sanders	<p>This way rural productive land is not gobbled be urban sprawl. Infrastructure construction is easier.</p> <p>[Q2: Yes]</p>
73.10	Murray Sanders	<p>This way rural productive land is not gobbled be urban sprawl. Infrastructure construction is easier.</p> <p>[Q2: Yes]</p>
74.12	Marilyn Yurjevich	<p>Creates greater efficiencies in transport, healthy living arrangements, preserves productive land for growing food through more intensive urban areas. Make sure there are green spaces in areas that have intensified urban residences.</p> <p>[Q5: Yes]</p>
75.11	Anna Rumbold	<p>Urban sprawl is wrecking the environment and arable land. We must build, particularly terraced, homes that are functional, warm, efficient, surrounded by green space and are able to be used by all.</p> <p>[Q2 - Yes]</p>
76.16	Madeleine Price	<p>Community gardens must be planned for. People will still want to maintain their connectivity with productive land to grow fruits and vegetables.</p> <p>[Q3a - Yes]</p>
171.9	Summerset Group Holdings Ltd	<p>Direction 3.4: 'protect highly productive land for food production' (p61). Policy 5 of the NPS- HL states that the 'urban zoning of highly productive land is avoided, except as provided for in this National Policy Statement'. Similarly, Policy 8 states that 'highly productive land is protected from inappropriate subdivision, use and development'.</p> <p>Summerset is concerned that proposed direction 3.4 of the DGCSF, in conjunction with the 'exploration' of a green belt around urban areas (3.5, p61), will significantly restrict any land development outside the current urban area boundaries.</p>
184.7	Hill Street Ltd	<p>Is generally supportive of the Spatial Plan in respect to protecting highly productive land for food production.</p>
184.22	Hill Street Ltd	<p>Considers that there is limited land beyond Christchurch City that is not highly productive with the land stretching from the suburb of Hornby to part of Rolleston classified a sLUC 1 to 3. Considers that the ability to accommodate growth for the projected population beyond Christchurch City is restricted. Considers that there is an area plotted between Rolleston, Kirwee, Darfield, Greendale, Dunsandel, and Ellesmere which is not classified as highly productive land with that area including the submission site as indicated in Figure 4 of the submission.</p>



205.8	Karen Silvers	<p>Yes, as long as productive/agricultural land is protected and encouraged. Local food supply ensures food security and stops the reliance on food transportation. This should be encouraged. Council-owned and red-zoned land should be handed over to communities to develop more community gardens as they foster strong communities and teach valuable life skills. Affordable local organically grown fresh food would transform health.</p> <p>[Also coded to 5.1.2]</p>
226.14	Caroline Syddall	<p>Food production areas must be protected. We have already lost significant high quality food production land around Marshlands, the Apple fields development and other areas. Such a significant amount of the best land has already been lost to housing that we must now protect the remnants of this land and the lower quality food production land. The city must not be allowed to expand across horticultural and agricultural land, forcing food production onto less suitable land at a greater distance from population centres- the environmental damage and climate change implications of this are too severe (and it's just plain stupid).</p> <p>[Q3a: Yes]</p> <p>[Also recoded under 5.1]</p>
227.13	Jocelyn Pappill	<p>That said, our food production land must be protected from urban sprawl. We've already lost a significant amount of highly productive farmland on our urban periphery in recent years - continual greenfield development for housing must be curtailed.</p> <p>[Q3b: Unsure]</p> <p>[Last para. also recoded under 5.2]</p>

256.15	Janice Antill	<p>I support Christchurch existing living, where people in Christchurch can grow their own gardens and have pets and hens.</p> <p>I note that Christchurch City Council has had no regard for the green spaces around Styx Mill Road where productive land is now filled with housing.</p> <p>So no regard was taken here of green spaces and productive horticultural areas!</p> <p>Christchurch citizens have traditionally lived in a very environmental and ecological way. They have lived in harmony with nature.</p> <p>They have not overpopulated.</p> <p>I do not support a huge influx of new immigrants in Christchurch as the WEF and the United Nations are proposing for Christchurch.</p> <p>[Q2: No. Also coded to 11.1]</p>
269.14	CRAIG LAMBIE	<p>I think the horse has already bolted with the urban development in Selwyn and to make green belts round those areas would further reduce productive food producing farm land.</p> <p>[Q3b: No]</p>
275.13	Patrick Kennedy	<p>Protection of highly productive land from sprawl is vital. I also agree that waterways and green spaces require strong protections and an overall plan.</p> <p>[Q3a - Yes]</p>
293.10	M Wright	<p>Maintaining highly productive land has been talked about for a long time but as seen recently near Lincoln, Councils still seem to struggle to protect such areas from development.</p> <p>[Q3a: No]</p> <p>[Coder note: This point is from a larger submission point on Q3a, which is coded to Opportunity 3>Blue-Green Network]</p>
294.10	Michael Blewett	<p>Id support it if low value Agri land was used more for housing e.g. Rolleston But I dont see guarantees or evidence that further development won't continue on high value land such as old Applefields site in Belfast and projects underway now in similar places Belfast esp.</p> <p>[Q3a: Unsure]</p>
308.15	Rob Nicol	<p>The compact urban form scenario is stated as preferable in terms of minimising the amount of HPL lost for urban development. The NPS-HPL interim definition of HPL is all LUC 1-3land. However, the land adjoining the existing urban areas in Greater Christchurch is already highly fragmented into appx. 4 ha blocks which are too small to be highly productive. This includes my block which is 6.31 ha, prone to wetness and only capable of generating a minimum annual income of appx \$5000 per annum.</p> <p>The Site and other rural land surrounding Rangiora (and other townships within the Greater Christchurch area) are zoned Rural Lifestyle in the PWDP and are exempted from the NPSHPL (Clause 5.7.bii).</p>

		<p>Loss of HPL is simply not a significant issue in the context of urban growth scenarios for Greater Christchurch.</p> <p>The Spatial Plan discussion/direction re HPL needs to be amended accordingly.</p>
310.30	Richard and Geoff Spark	<p>The compact urban form scenario is stated as preferable in terms of minimising the amount of HPL lost for urban development. The NPS-HPL interim definition of HPL is all LUC 1-3land. However, the land adjoining the existing urban areas in GC is already highly fragmented into 4 ha blocks which are too small to be highly productive. This has been acknowledged numerous times in evidence presented on the Waimakariri and Selwyn District Plans. The Selwyn Proposed District Plan Background Report 'Rural Zone Density and Minimum Lot Size Farm Advisory Review of Options' by Macfarlane Rural Business (2017) advised: The Inner Plain minimum lot size is 4ha. It is very difficult to operate these lots economically with mainstream farming systems and generally they are utilised as residential lifestyle properties. The lack of scale, infrastructure and farming knowledge on most of these properties precludes the ability to make a sustainable return.</p> <p>Furthermore, most of these properties would have an effective farmable area considerably less than 4hectares. The Spatial Plan and consequential statutory documents need to have a 'cut off point 'where it is assumed that the NPS-HPL does not apply. For example policy guidance is needed to establish circumstances under which the NPS-HPL will not apply e.g. minimum subdivision size and/or other factors (e.g. availability of water for irrigation), versatility of soils. This could be an output from the work Ecan is doing around HPL mapping under the NPS-HPL. But in terms of the National Planning Standards, most if not all of the rural areas within the Greater</p> <p>Christchurch area are likely to come under the definition of the Rural Lifestyle Zone: Areas used predominantly for a residential lifestyle within a rural environment on lots smaller than those of the General rural and Rural production zones, while still enabling primary production to occur. The Rural Lifestyle Zone is exempted from the NPS-HPL (Clause 3.5.7.ii). The land the Submitters seek to be rezoned comprises Temuka soils. It is LUC3 and not versatile. The land is zoned Rural Lifestyle in the PWDP and thus exempted from the NPSHPL. The northern block (Block A) is identified for future urban development and exempted from the NPS-HPL (Clause 3.5.7bi). Loss of HPL is not a significant issue in the context of urban growth scenarios for Greater Christchurch</p>
315.20	West Melton Holdings Ltd	<p>The compact urban form scenario is stated as preferable in terms of minimising the amount of HPL lost for urban development. The NPS-HPL interim definition of HPL is all LUC 1-3land. However, the land adjoining the existing urban areas in GC is already highly fragmented into rural lifestyle blocks which are too small to be highly productive. In addition the WMH land is typically subject to a range of constraints such as a lack of available irrigation in over allocated catchments, which means that there is no realistic prospect of it being utilised for productive purposes in the short, medium and long term. Loss of HPL is simply not a significant issue in the context of urban growth scenarios for GC.</p>
318.12	Andrew McAllister	<p>The compact urban form scenario is stated as preferable in terms of minimising the amount of HPL lost for urban development. The NPS-HPL interim definition of HPL is all LUC 1-3land. However, the rural land in Greater Christchurch is already highly fragmented into 4 ha blocks which are too small to be highly productive. 1401 and 1419 are each 4 ha blocks, and I held in existing current subdivision consent for subdivision of 1275 into 4 ha blocks.</p> <p>In any case, the PWDP Rural Lifestyle Zone (which is the zoning of my land at Swannanoa is exempted from the NPS-HPL under Clause 3.5.7 bi) and ii) (1401 and 1419) and 3.5.7 bii)(1275).</p> <p>Loss of HPL is simply not a significant issue in the context of urban growth scenarios for Greater Christchurch.</p>
320.8	Cockram Premises Limited	<p>Amend the Spatial Plan to recognise the that HPL is not a significant issue for the future urban growth of Greater Christchurch. The compact urban form scenario adopted by the Spatial Plan is stated as preferable in terms of minimising the amount of HPL lost for urban development. The NPS-HPL interim definition of HPL is all LUC 1-3 land. However, the rural land with Greater Christchurch is already highly fragmented into rural lifestyle blocks which are too small to be highly productive, as is the case with 5 Dawsons Road. Loss of HPL is simply not a significant issue in the context of urban growth scenarios for Greater Christchurch.</p>

327.21	Birchs Village Limited and WDL Enterprises Limited	Considers that all lifestyle blocks on the periphery of Prebbleton (already irreversibly fragmented) should be excluded from Highly Productive Land, and Direction 3.4 needs to be amended to ensure it is clear that the Map 12 is not determinative of what land will be determined to be Highly Productive Land by the Regional Council.
342.3	NZ Pork	<p>Urban expansion does not occur on a blank canvass. It encroaches into and impacts on rural land uses and rural communities. Some of these effects can be positive, bringing new people and amenities into rural areas. However, there are also adverse effects of urban growth on rural areas, which are well documented in planning literature.</p> <p>The loss of highly productive soils for food production has been recognised in the National Policy Statement for Highly Productive Land 2022 and in this draft spatial plan. The impact of the loss of good quality soils for farming purposes is not limited to the ability to grow fruit and vegetables, however. The geography of the Canterbury Plains means that, generally speaking, moving east to west soils become lighter, stonier and more free-draining. Farming on such soils requires more inputs, such as fertiliser and irrigation water, to obtain the same level production as on good quality soils. This effects not only the cost of production but the environmental footprint of farming. This correlation between urban growth and the environmental impacts of rural land uses, is not one well-recognised in land use planning in Canterbury.</p> <p>{Full Attachment Available}</p>
365.3	H. Marsh	<p>No, because your intentions are deceptive. There is a policy coming into existence that intends to shut farmers down from being the producers of a wonderful country. That's not what I consider saving highly productive land (for what), and stealing land under SNAs. It's not your business to steal and recreate at the expense of others.</p> <p>[Q3a: No]</p>

Opportunity 3 > Greenbelts - See Section 4.4.5 of the Officers Report

Point	Submitter	Position
2.9	Jackson Davey	A greenbelt will prevent future urban sprawl, while also benefiting those who live near it. It will be useful recreationally and will allow people in the city to both be close to an urban centre, and rural areas. Overall I support the plan for a greenbelt around the city
5.10	Peter Earl	<p>No, let development occur naturally, there's plenty of space for it elsewhere, we don't want to artificially restrict the free market and create a situation where housing is both really expensive but hard to find because of the inability to supply its demand due to market interference.</p> <p>[Q3b: No]</p>
7.9	Jenny Chiu	<p>Yes green belt around and increased tree canopy throughout our urban areas.</p> <p>[Q3b: Yes]</p>
18.9	Shelby Allan	<p>Green spaces are great for communities</p> <p>[Q3B: Yes]</p>
21.10	Paul Hamilton	<p>This is international best practice and should be the case here. But our Greenbelts need to include more natural native flora and flora rather than just introduced invasive pines, hedgerows and damaging dairy herds.</p> <p>[Q3b: Yes]</p>

22.9	India Morton	<p>We're very lucky in Christchurch to have beautiful parks, recreational spaces and water ways. This is a draw card for future Christchurch residents and we should aim to protect it.</p> <p>[Q3b: Yes]</p> <p>[Submitter wrote: "Comments as above" in this section, presumably referring to their response to Q3a, which have been duplicated here.]</p>
24.7	Wayne Teutenberg	<p>Yes, cycleways along river corridors and green belts, so I can avoid traffic congested roads</p> <p>[Q3b: Yes]</p>
26.10	Joy McLeod	<p>Yes so that sprawl does not continue into productive areas such as food growing.</p> <p>[Q3b: Yes]</p>
27.13	Chessa Crow	<p>And keep housing densities LOWER in these areas.</p> <p>REDUCE the recession plane to allow sunlight to reach people's homes.</p> <p>[Q3b: Yes]</p> <p>[Also recoded under 6.1]</p>
28.12	Bill McElhinney	<p>Why would we not support the green space area. We did have them for a long time but they seem to have disappeared since the earthquakes. Sadly the maintenance of these areas seems to have deteriorated lately.</p> <p>[Q3b: Yes]</p>
30.8	Bethany Millar	<p>The green belt incorporation will be essential in ensuring little further harm develops from the urban expansion and population growth going forward.</p> <p>[Q1: Yes]</p> <p>[Also recoded under 8.1 as wider submission point was in response to Q1]</p>
30.11	Bethany Millar	<p>This is a great idea, green belts are essential for native flora and fauna, having well connected patches of greenspace in the close proximity to the city will be beneficial for all aspects of the environment including humans.</p> <p>[Q3b: Yes]</p>
32.12	Murray Allison	<p>I am not sure what in meant by protection of nature, rural production and recreation. These terms are very vague, more detail would be appreciated.</p> <p>[Q3b: Yes]</p>
33.10	Andre Gaudin	<p>I don't see the point of placing a green belt between Christchurch and Rolleston and Lincoln. Those towns should expand into Christchurch and eventually become connected. The same is true between Christchurch and Kaiapoi.</p>

		[Q3b: No]
35.11	Rory Evans Fee	<p>I don't think I understand the concept. This is effectively a green park / border around the edges of the city between the suburban rim and rural areas? Would an expanding city destroy this concept? wouldn't it slow down the growth of the city by making it difficult to getting building done when expanding outwards? It might look cool to expand outwards skipping over this greenbelt but that's so far down the line.</p> <p>So maybe it's a good thing? maybe it would hinder city growth? I don't know but I support any aesthetically pleasing spaces designed for the eyes and to walk through and enjoy.</p> <p>[Q3b: Unsure]</p>
36.8	Peter Fitt	<p>Mental health of the population is greatly aided by the provision of easy access to 'greenspace'.</p> <p>[Q3b: Yes]</p>
37.11	Neil Stewart	<p>There is already a divide between the two groups, with the city folk running roughshod over rural. By having a direct connection, these people may learn to appreciate our rural sector</p> <p>[Q3b: No]</p>
41.9	Charles Berdette Pardo	<p>This could potentially be use as flood water catchment too.</p> <p>[Q3a]</p>
41.11	Charles Berdette Pardo	<p>This could potentially be use as flood water catchment too.</p> <p>[Q3B: Yes]</p>
42.8	Georg Mayr	<p>it needs widespread green spaces, trees (natives!) to ensure diversity of flora and fauna and potentially even attract the tui to come back to Christchurch. A belt or isolated green spaces wont do it</p> <p>[Q3b: No]</p>
45.11	Richard Wesley	<p>Strongly support ensuring that urban sprawl is contained.</p> <p>[Q3b: Yes]</p>
46.9	Jenny Sahng	<p>I especially love the idea of a green belt, like Wellington - it would mitigate urban sprawl that has characterised Christchurch and has locked us in to high-emissions car dependency over the past few decades, and create natural buffers during heatwaves and other extreme weather.</p> <p>[Q1: Yes]</p> <p>>>>100% support. If anything, I would like the green belt to me smaller and tighter around currently developed areas, with little extra room. Christchurch is already sprawling enough, and there is plenty of land within its current borders to build all the housing we need if we make it denser. We must be realistic about the changes we need to see if we are to have a safe future, and that means no more sprawling, unproductive, empty lawns, and more dense housing, townhouses, 3-5 story buildings, communal living arrangements, and apartments.</p>

		[Q3a: Yes]
47.14	Ben Hay-Smith	<p>I think a green belt is a tidy idea. I think it's a neat idea. I think it sounds good to decision-makers, because it's an easy way to pay homage to the importance of the environment while pleasing established interests who have a mild allergic reaction to the boundaries of a city moving more than a few metres in any given decade.</p> <p>However, I expect in practice that a green belt is more likely to unduly restrict development at the urban fringe at the expense of New Zealanders' wellbeing. Every house that isn't built is a house that Kiwis don't get to live in. And a green belt, to me, is an excuse for artificially-high premiums for existing landowners rather than a strategy for improved biodiversity.</p> <p>I support the purpose of such an approach. I would be much more favourable to a more targeted (albeit more complex) strategy involving:</p> <ol style="list-style-type: none"> 1. Identifying areas of significant natural value beyond the urban fringe, 2. Proactively delineating generous portions of these areas as public parks, or predator-free areas, or zones for regenerating native bush, 3. Allowing the urban fringe to continue expanding past these areas as it becomes efficient to do so, and ensuring it is integrated well around these natural areas. <p>I mean, sure, it sounds less exciting than a green belt. It's certainly less flashy. But there will always be swathes in a green belt which would be better used as housing for human beings. And besides, a more concentrated network of natural areas and parks will allow for biodiversity funding to be targeted at the highest-value areas rather than spread across a larger, inefficient area.</p> <p>We also shouldn't forget that a green belt leads, in a sense, to <i>accelerated</i> urban sprawl as demand for housing at the urban fringe gets artificially shunted out towards the region's satellite cities and towns.</p> <p>Ultimately, I think our aim should be a Christchurch that <i>integrates nature</i> rather than one that tries to <i>build around it</i>.</p> <p>High density housing and an increased urban forest.</p> <p>An expanding urban boundary and new, protected green spaces for people to enjoy.</p> <p>[Q3b: Yes]</p>
49.11	Rob McNeur	<p>Urban sprawl has eliminated much of the natural flora and fauna of the region, eliminating many native bird species etc.</p> <p>Developing a green belt, allocating low lying regions to natural reserves and plantings, all help to restore a measure of natural balance.</p> <p>[Q3b: Yes]</p>
50.11	Ben Hart	<p>To have a demarcation between the different zones and to have nature based recreation on the outskirts of the urban environment.</p> <p>[Q3b: Yes]</p>

51.12	Justinus Yudistira	Yes absolutely [Q3b: Yes]
52.9	Charles Smart	Probably make it tighter than proposed though. [Q3b: Yes]
53.11	Andrew Wilson	But remember it has been broken before, and based on the past will so again [Q3b: Yes]
54.10	Jesse Greaves	While this could be beneficial to the city I believe that there could be potential future problems with it limiting what I see to be the inevitable outward growth of the city. [Q3b: Unsure]
55.13	Jig Dhakal	Yes 100%. These greenspaces is what makes a city attractive to live in, creates fit people, and in-turn promotes happiness. [Q3b: Yes]
57.11	Joshua Wharton	I'm unsure about this. Whether a green belt would be better... or simply to have a <i>gradient</i> from urban to rural (with parks and green spaces peppered throughout). I'd be interested to think about how these green belts could be maintained as the city grows 10-20-50years into the future. Would they simply become unused high-value green spaces? Maybe that's not so bad. [Q3b: Yes]
58.11	Blake Hoare	Yes, but as the population grows and the city intensifies, the greenbelt may need corridors of development to allow the city, urban, and rural to get progressively easier to access and for people to still be able to have a house with a backyard the further they go out of the city. [Q3b: not specified]
62.10	Jo Eason	More green belts and areas for recreation. [Q1: unsure]
63.12	Chris Reddell	I support the development and protection of green space, we need it for wellbeing. However I am concerned that this drives a degree of urban sprawl that is not sustainable. I also recognise that there maybe a desire from Selwyn Council to keep itself separate from Christchurch and the use of a green belt may help facilitate this but it also adds to increased travel times and a push for development into productive land areas. [Q3a: Unsure]
63.13	Chris Reddell	The green belt also serves as a barrier between Selwyn Council towns and Christchurch. Largely there is no (as far as I am aware) significant nature areas that need protecting, and rural production is already limited as much of it is carved, or being carved, into 4 hectare blocks reducing its productivity and short of putting in more sports grounds there is limited opportunities for recreation. [Q3b: Unsure]

66.17	Andrew McDowell	<p>Historically green belts have been great recreational assets, that have been protected for the generations ahead. However they need to be planned in a way that allows for future population, commercial, and/or industrial growth. Though future growth expectations are very questionable now, given the eugenics agenda of the UN, the WHO, and the billionaire globalists who fund those organisations, along with the well documented declining fertility and reproduction rates of Western nation populations, not to mention the unknown long term toll that the toxic Covid vaccinations is likely to contribute, already evident in the significant increase in all cause mortality figures.</p> <p>[Q3b: Yes]</p>
81.11	Ross Marks	<p>I moved to Rangiora from Wellington. The Wellington Green belt is a major community asset. Having a green belt around Christchurch will also reduce the travel time for people to visit these areas.</p> <p>[Q3B: Yes]</p>
82.8	Tyler McNabb	<p>Natural spaces are needed in urban areas for both physical (flood and water quality management) and social (mental and physical wellbeing and societal connections) reasons, especially as we continue expanding greater Christchurch so I would really like to see these ecological belts represented in these areas.</p> <p>[Q5: Yes - supports greenbelt]</p>
83.9	Katie Cowan	<p>absolutely, the more green space the better, especially near dense non-green space.</p> <p>[Q3b: Yes]</p>
84.11	Evelyn Charlesworth	<p>I think having a green belt is key for so many reasons. It also important for Christchurch as a city - ecological value is key.</p> <p>[Q3b: Yes]</p>
87.9	Beulah Pragg	<p>Absolutely. We need really accessible green spaces for everyone in urban areas to be able to relax in and enjoy. There are so many other ecosystem services these kinds of spaces can provide as well. I think that the more we can experience and treasure our green spaces, the more motivated we'll be to fund their upkeep and even expansion</p> <p>[Q3b: Yes]</p>
91.12	Gareth Hunter	<p>I believe an urban growth barrier is a better alternative. There is an excellent video on YouTube by 'Paige Saunders' about greenbelts and provided examples from other cities in the world where the establishment of greenbelts has resulted in more housing being built on the other side of the greenbelt and therefore further away from where more housing is required.</p> <p>[Q3b: No]</p>
91.13	Gareth Hunter	<p>I believe an urban growth barrier is a better alternative. There is an excellent video on YouTube by 'Paige Saunders' about greenbelts and provided examples from other cities in the world where the establishment of greenbelts has resulted in more housing being built on the other side of the greenbelt and therefore further away from where more housing is required.</p> <p>[Q3b: No]</p>
93.10	Sasha Carey	<p>Yes, there are so many benefits to having green belts. I'm sure you are aware of them, so will not list them. I would absolutely love to see more green around urban areas.</p> <p>[Q3b: Yes]</p>

94.9	Philip Baumbach	Because Selwyn Council seem to be building all over Greenbelt. [Q3B: Yes]
95.9	Ruby Beaumont	Yes but look, there have been green belts in the past that have just been built over. There must be binding protections in place to protect this one. [Q3b: Yes]
96.11	Cayne Worthington	Multiple Greenbelts and strips around Christchurch can be built in previous redzones as well as on the edges of the city as we have the space now to build these for the future. [Q: 3b]
97.12	Wayn Barton	Provides a boundary between town and country environments. [Q3b: Yes]
98.5	Carey Barnett	This has been tried in the past and was not that successful previously. Need to be really careful about where you locate these Green Belts as while they may be seen as places for smaller scale activities like vegetable growing - this may not actually be feasible without irrigation in some locations. Very difficult to now irrigate previously unirrigated land in over allocated water zones. Plus, if the land in the Green Belt is already heavily subdivided and not in productive land uses then what is actually being achieved. There would be no point for example locating a Green Belt around Christchurch between Lincoln and Rolleston. The horse has already bolted between these towns and Christchurch. Prebbleton, Lincoln and Rolleston are so close to Christchurch that a Green Belt between Prebbleton and Lincoln/Rolleston seems overly restrictive when such large scale development has already spread in every direction. Infill development and well defined township boundaries would be useful in conjunction with collaborative city and township planning between all the relevant district councils. [Q3b: no]
99.15	Michael Smith	As for my previous answer, its good to be able to have recreational facilities - especially bike & walking tracks within reach of town. Bottle lake forest park being an existing example which seems to be quite popular. [Q3b: yes]
102.11	David Moore	Christchurch is sprawled enough already, so preserving soil and productive land should now be the priority. Looking at cities like London that decided to keep green belts adds good insight too, there are few places that regret doing so. [Q3b: Yes]
103.8	Derek Milne	But you have to stick to it. No exceptions. No developers' money turning council heads. [Q3B: Yes] <i>[Coder point: Relates to supporting Greenbelt concept]</i>
104.11	Don Babe	It has been tried and is hard to preserve. [Q3b: Unsure]

105.11	Gary Durey	inefficient use of limited road space too many bus and cycle lanes and trees should not be planted on center strips or berms they cause too much damage. [Q3B; No]
106.11	Jackson Reilly	Reducing the urban noise impact on rural areas is beneficial for the environment, and the more green space the better for the environment too [Q3b: Yes]
107.10	Peter Robinson	Yes but it depends on what you mean. More public forests etc would be nice. Bottle lake forest is nice but could do with others like this elsewhere perhaps, Mona Vale is stunning (but small). Or even better build a water park, a BIG one, in a sensible place (Macleans Island? Yaldhurst way?)..... that doesn't have the `you-know what problems` of Metro Sports... ahem, with good road & train access. I know the tourism industry would be good with it, Christchurch is pretty boring after 2 days stay. You'd need about 3-5 years to be committed to the project though guys. Happy to help out of you need it? I have over 20 years in the construction industry and I'm now Quantity Surveyor, would love to give you some help & advice. A better economy means a more efficient Christchurch. [Q3b: Yes]
109.9	Matt Blake	awesome! [Q3b: yes]
113.7	Ella McFarlane	The green belt approach has worked for London, and can work for us. Christchurch, and New Zealand at large, has a unique environment that is worth protecting. [Q3b: Yes]
114.11	Jeremy Thin	With so much potential housing space available southwest/west/north of the city on the plains, it is crucial to protect this land rather than allowing development to continue creeping outwards and encroaching upon the natural environment and farmland. [Q3b: Yes]
116.10	Jennifer Watters	Absolutely, and we also need to design in more greenspace to urban areas. [Q3b: yes]
117.11	Alice Holmes	We don't want our garden city to turn into a characterless concrete jungle [Q3b: yes]
117.12	Alice Holmes	We don't want our garden city to turn into a characterless concrete jungle. [Q3b: Yes]
118.9	Richard Westenra	While I am not wholeheartedly in favour of greenbelts in places where they might stifle the ability to build more affordable housing, I don't see this being an issue in Christchurch when our housing is of such low density. Our city is sprawling and large relative to its small

		<p>population. We can easily afford a green belt without threatening to overinflate house prices, because we have plenty of potential for improved densification to combat this instead, as well as building more houses in satellite towns like Rolleston.</p> <p>[Q3b: Yes]</p>
119.10	Cameron Bradley	<p>We have taken so much already so let's really think about whether we need more.</p> <p>[Q3b: Yes]</p>
123.11	Mathew Harris	<p>The town/green belt proposal is fantastic. But more green spaces in urban areas should be prioritised.</p> <p>[Q3b: Yes]</p>
126.12	Tim Frank	<p>The Concept of Greenbelt would provide some green space close to Christchurch. Instead of one sprawling mass, a Greenbelt would encourage a network of settlement.</p> <p>[Q3b: Yes]</p>
129.9	Kristina Seregina	<p>Yes, should have more parks & natural areas between the towns.</p> <p>[Q3b: Yes]</p>
130.11	Gideon Hodge	<p>I don't know enough about the 'greenbelt' concept to understand it.</p> <p>[Q3b: Unsure]</p>
131.11	Erin Spencer	<p>Green spaces are important for human and animal wellbeing as well as supporting general biodiversity.</p> <p>[Q3b: Yes]</p>
133.12	Multiples Canterbury	<p>Yes, a greenbelt is essential for biodiversity, food security, flood management, and many other reasons. We support this concept.</p> <p>[Q3b: Yes]</p>
135.11	David Gardner	<p>Gives the people of Christchurch more ability to access nature, try have the greenbelt also have sprouts off it towards and away from Christchurch city, more like a root system, the roots can go towards the CDB allowing for easier non car access to the green belt and reducing the heat island cities create.</p> <p>[Q3b: Yes]</p>
136.10	Alex Perrott	<p>In Europe the greenbelt has been built through with urban sprawl. With these be protected presumably?</p> <p>[Q3b: Yes]</p>
139.11	Waikura Trust	<p>It used to be a common buffer in days gone by, however local authorities failed to maintain their integrity. If you do it again it must be protected from greedy developers of high cost housing such as was evident in Halswell, Canterbury.</p> <p>Land owners must consent to their land being used as a green belt, and well compensated for it by Councils. Rural Production should not be immediately beside recreational walking tracks, because in this day and age the high crime rate leads to loss of stock, plant, and security because anyone can breach a fence and steal stuff if there is just a fence.</p>

		<p>However a fenced area of native planting which is not accessible to the public is a much more suitable barrier between farmland and recreational land.</p> <p>[Q3b: Yes]</p>
142.11	Portia Bishop	<p>I am uneducated on this topic. But by the sounds of it (the protection of nature, rural production and recreation) it sounds like something I could support.</p> <p>[Q3b: Yes]</p>
143.10	Raymond Bachert	<p>I absolutely do. There's no rule that a city must exist as a contiguous, solid block of urban buildings. Having the Greenbelt as a buffer would allow for our local wildlife to thrive, provide expansive areas for people to engage with nature, and ensure that we focus on developing our existing urban areas rather than continually expanding our footprint into the reserves.</p> <p>[Q3b: Yes]</p>
146.22	Michael de Hamel	<p>Yes, a green belt is essential - as is a fire-resistant belt! See attached document.</p> <p>Known risk of fire</p> <p>The Canadian and Australian experience is that fire has become a problem in what were previously thought of as temperate zones. There are also known risks on the Port Hills (eg Adventure Park), and elsewhere.</p> <p>As well as 'green belt' zones, there also need to be fire risk control zones, particularly upwind of critical infrastructure such as the airport and the Islington electricity substation. In some places this will be not much more than making sure of adequate local water storage, in others it may include fire breaks in grassed or forested areas, or planting of low fire-risk native species. Many of the trees on McLeans Island are currently flammable pines which could easily lead to grass fires across the airport.</p> <p>[Q3b: Yes]</p> <p>[Submission points recoded from attachment - also recoded under 4.1]</p>
147.9	Brooke McKenzie	<p>This is a blatant attempt to replace the existing noise contours around the airport. This protection over the years was first productive land, then it became the green belt, then it became 50dbn contour as much of the land had become small holdings. Now we are talking of a green belt as a buffer between urban and rural areas.</p> <p>This greenbelt is proposed for a range of different uses and activities .</p> <ol style="list-style-type: none"> 1. protection of nature....we all want to protect nature except rabbits, wild cats, stoats etc 2. rural production. Ecan has determined all the highly productive land to stop housing development. Unfortunately for Ecan much of the highly productive land had been subdivided into small holdings which in no way can be commercially productive. Then other highly productive land cant be fully utilised because water right costs make it non commercial.
148.11	Jane Higgins	<p>I totally support this. Sprawl is terrible for the environment in so many ways: loss of land for food production and carbon sinks (such as wetlands), increased transport pollution, loss of biodiversity, loss of access for city dwellers to the natural world.</p>

		[Q3b: Yes]
151.11	David Daish	We need large, uninterrupted blocks of native vegetation. The Red Zone is a great place to put that, in addition to a green belt. [Q3b: Yes]
154.11	Aileen Lowe	For sustainability to be real, this involves a blend of urban and rural without a need for a greenbelt. [Q3b: No]
156.11	David H Ivory	<p>Compare a city like Christchurch with Hong Kong. Development on Hong Kong Island is along a narrow corridor of often reclaimed land. This band is threaded with a very few main roads, and an underground rail line. Density is taken to extremes and yet the island urban areas remain very liveable. What is less widely known is that outside this strip of dense humanity is a large green interior to the island that is filled with forest, walkways, parks, wildlife, and streams. This green area was forced on the city by the rugged mountainous terrain and the need to create water catchments for drinking water. But there is no reason why such green space could not be created in Christchurch given the will to resist greenfield development.</p> <p>Red - Green Zone</p> <p>In many ways that is what the (ironically named) red zone is - a green space forced on the city by circumstance. Although I do not advocate for a huge restrictive green belt, there are obvious areas where such provision will naturally arise. Banks Peninsula, The Estuary, The Red Zone, fertile garden areas to the north, around the airport noise restriction, and the existing buffer between Christchurch and Selwyn where there is fertile lands. These should be preserved.</p> <p>The river corridors should be enhanced and developed - and I support more tree planting, and the widening of flood basins to prevent and hold flood waters. More investigation should be carried out to identify other areas where managed retreat makes sense. Brighton for instance should perhaps be considered more for its natural ability to protect Christchurch from sea level rise than as a development area.</p> <p>[Q3b: Yes]</p>
157.10	Nika Klok	I don't think this would work very well because it would cause people in rural spaces to have to travel even further to buy supplies and groceries which increases their carbon emissions. [Q3b: No]
161.8	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 Students from Christchurch Girls' High School	(Important Green-spaces to us) Red zone, Nga puna wai, Hagley – make sure we can see some green, not all concrete. These areas are important because they are good to exercise at. [Q3b: Yes]
162.9	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls' High School	<p>For the future it is incredibly important to reserve the environmental places in Christchurch such as parks, Hagley, community parks, botanical gardens Mona Vale etc.</p> <p>Environmental Places (Important to us); Hagley Park, Botanical Gardens, Mona Vale, Adventure Park, Community Parks/Playground, Dog Parks, Forests.</p> <p>[Q3b: Yes]</p>

163.8	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students for Christchurch Girls' High School	(Green-spaces discussion) The wetlands also shouldn't be built on. The red zone shouldn't be built on. More playgrounds should be built throughout Hagley Park; put playgrounds in Hagley Park but not cutting down trees or harming the environment. [Q3b: Yes]
166.9	Jessica Lamb	Yes, cities around NZ have great green corridors such as the one in Palmerston North. It means that people can quickly access native bush without having to travel very far - it is just outside their back door. Palmerston North have green corridors in all of their new subdivisions which I think Christchurch needs in both their new and old subdivisions - I know I would have a much better mental wellbeing if I had access to native green corridors around the city - would also make it much more enjoyable if cycle ways were built right next to these green corridors. [Q3b: Yes]
169.11	osokind	Your description of a buffer zone is vague but beautiful. IT could equally be bad and detrimental to open and free living. It could be a Boarder that protects and area and restricts movement. [Q3b: No]
170.7	Harriet Riley	I love the green belt idea, like Wellington where I previously lived for 12 years. The green belt also provided an amazing opportunity to have wildlife connected so closely to the city centre and the native birds were amazing. During lockdowns the green belt provide an amazing respite in nature for many people on their daily walks and I could see this being of benefit in Christchurch too. A green belt would free us from the urban sprawl that has locked Christchurch into high-emissions car dependency over the past few decades. I can't believe how reliant everyone here is on their cars when I lived very easily in Wellington for many years without a car at all. A green belt would also help with regulating urban temperatures during heatwaves, and absorbing flooding. [Was answered in Q1: yes] - so this is cross referenced
170.11	Harriet Riley	Absolutely, couldn't agree more, there are so many benefits of doing this. If anything I'd like to see the green belt tighter and closer to the current city centre and developed areas. It feels like we already have a lot of gaps and spaces in our city and I'd like to see a bit of pressure created to fill them in and closing the gaps efficiently to create the density that we need for a thriving city centre. [Q3b: Yes]
174.10	Water and Wildlife Habitat Trust	provides open space for recreation and nature conservation and sequestration of greenhouse gases. [Q3b: Yes]
175.10	Anne Scott	And a Blue belt around our ocean coastlines, including marine reserves and careful placement of offshore wind farms. It is increasingly clear that a healthy marine environment is essential to reducing the impacts of climate change. [Q3b: Yes]
177.11	Scott Kilkelly	It will be great. [Q3b: Yes]

178.8	Bryce Harwood	<p>concept sounds alright but afraid it may hinder future infrastructure and bottleneck roading as development will inevitably continue in areas like Rangiora, Kaiapoi, Rolleston, Lincoln, Halswell and others.</p> <p>[Q3b: Unsure]</p>
179.10	Bruce Mackenzie	<p>we need our own back yard not additional parks.</p> <p>[Q3b: No]</p>
180.8	Peter Galbraith	<p>Big fan of the Green Belt. I have friends in Wellington and Dunedin, and they have similar zones there.</p> <p>We need to stop the urban sprawl over our green spaces and food-growing land, and that locks us into driving our polluting vehicles to work and back every day. It will also help combat the urban heat issue, which we are going to struggle with going forward with global heating, as evidenced by what is happening in the Northern Hemisphere currently.</p> <p>[Cross ref from Q1]</p>
180.11	Peter Galbraith	<p>Christchurch is sprawled enough, and we have plenty of opportunity to build more houses within the existing border with increased density.</p> <p>[Q3b: yes]</p>
181.9	Tom Norcliffe	<p>The proposal to improve the public transport system is crucial, and whole heartedly supported. To aspire to be a 21st carbon neutral city, Chch must invest in effective, efficient and regular multi modal transport options. This includes a vastly improved mass rapid transit system, adopting modern technologies such as light rail. As well as the current proposal, this should be extended to effectively knit together the outer laying 'ex-urban" areas of Chch in the Selwyn and Waimakariri districts, so that those communities can easily access the city and its post quake enhanced amenities effectively without recourse to private transport.</p> <p>Relatedly, and in part addressing the question below, controls should be placed around and between existing settlement areas to focus development and prevent greenfields sprawl and the consumption of fertile and productive land, and the increase in infrastructure cost, expenditure and carbon emissions such sprawl produces. A return, for example, to the concept of the Town Belt would be a worthwhile concept to pursue in this regard. An effective mass transit system connecting Canterbury settlements would ensure the cohesive and connectedness of the province with its centre.</p> <p>[Cross ref from Q1]</p>
181.12	Tom Norcliffe	<p>This is such a sensible and logical concept. Ideally, the green belt concept should be put in place so as to restrict the sprawl and growth of existing satellite towns such as Lincoln. It does not make sense that townships at that distance are allowed to have subdivisions and developments that encourage traffic congestion, duplication of infrastructure, rating loss and similar. These types of developments externalise their costs. Pegasus Town is a classic example, which should never have been allowed without the development actively contributing the logistics costs that support it - for example, it should have been supported only with integrated commuter and goods rail connections at a minimum. Setting green belts tightly around existing townships, and connecting these townships with the city with effective and efficient rail (heavy, light and potentially trams) should be the priority.</p> <p>[Q3b: Yes]</p>

182.11	Jonathan Newcombe	In theory, yes. But again, given our lack of housing compared to population growth; it will have to be around the satellite towns rather than Christchurch alone. [Q3b: Unsure]
185.11	Ruth Grey	I query your language that says these areas COULD include the protection of “nature, rural production and recreation”. They need to absolutely include all of these aspects not a vague fob off with a “could”. We need to be able to feed the population so rural production is essential. This indicates to me that these plans have not been thought out to the last detail very well. [Q3b: Yes]
186.11	Michael Wilson	There needs to be a balance between our needs and the nature's needs. My concern is that we moved too far towards looking after the nature while neglecting to look at the needs of the people who live in the city. [Q3b: No]
187.12	Waipapa Papanui-Innes-Central Community Board	A greenbelt has long been a mainstay of the Christchurch’s recreational and scenic amenity with the Summit Road, Waitākiri/Bottle Lake Forest Park, and the Pūharakekenui (Styx)River catchment being particular jewels in the crown around the city. Additionally, areas such as Marshland have provided a valuable sense of horticultural localism in connection with the market gardens in the green belt, hosting the fruit and vegetable markets that have long defined local living and lifestyle for many residents. The Board believes that retaining this amenity and local connection, and limiting suburban sprawl, to preserve something of this way of life at “arm’s length” from suburbia, is a worthy strategic exploration. Additionally, these market gardens still provide fresh produce of excellent variety and quality to the people of Christchurch, and beyond. [Full Attachment Available]
193.9	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Boys' High School	Green spaces such as local parks, playgrounds, and fields. These are beneficial to high density areas who lack “green spaces” in their backyards. With the lack of green spaces, it is utilised for apartment buildings. Green spaces/parks will be crucial for the future generation. [Q3b: Yes]
194.9	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Boys' High School	Important green spaces include cultural areas (maraes, ...), nature landmarks (preserve New Zealand’s green image for tourism), could remove some stadiums that are not used. [Q3b: Yes]
195.8	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Boys' High School	Could develop the red zone since we cannot build housing on it, we may as well make it into a park that could be an important green space. Our big green space could be the red zone, it could host events, music, sport, or cultural gatherings or even become more natured with nature. [Q3b: Yes]
197.12	Lynette Bay	How much more would be done in reality to what's being done now? Much taxpayer money has already been spent on this but not much action has in reality taken place [Q3b: Unsure]

198.11	Paul Bryant	If done correctly, could be a good thing. Show us your visualisation as I cannot see it under this proposal. [Q3b: Unsure]
198.18	Paul Bryant	If done correctly, could be a good thing. Show us your visualisation as I cannot see it under this proposal. [Q3b: Unsure]
199.11	George Laxton	Yes fully support this (as said above) Stop expanding into valuable land that is used for rural farming. The city is the city and we need to stop ugly (and bad for the environment) urban sprawl. [Q3b: Yes]
200.11	Donna Gillatt	We already have a greenbelt and this can be maintained as is. There is no need for more cost and changes to do this. Rural and city should be able to easily flow back and forth unencumbered as it has for hundreds of years. Let best practice farmers be farmers without constant and unworkable interference from local and national governance. [Q3b: No]
202.6	ChristchurchNZ	Neutral in the absence of more detail (Q3b: Unsure]
205.10	Karen Silvers	Yes, if it involves the growing of healthy and affordable food by local people for their communities. I would not want to see land being taken from farmers for any reason.
208.12	Living Streets Otautahi	Preserving and enhancing the natural environment encourages more walking activity. One of the most accessible and affordable types of physical activity is walking and, at 60%, it is also by far the most popular choice of physical activity for sport, exercise or recreation undertaken by adults in New Zealand. If you add in running and jogging then activities on the foot path goes up to almost 80%. Walking is also an affordable for or transport but sometimes not that accessible when the infrastructure does not lend itself to ease and comfort and safety of walking. [Also coded to 8.5 and 5.1]
212.9	Ingrid Mesman	I do not support this if it disrupts the opportunity for market gardens in fertile productive areas close to cities.
215.10	Victoria Wicks	The belt acts not just to keep the urban sprawl from encroaching on the countryside but also to keep people away from nature. Keep them all contained. Locked away with limited options to access the countryside.
216.11	Glenis Youngman	We need a greenbelt to protect the rural areas. It is very important to maintain the land to produce food for people living in surrounding areas and NZ. Urban and rural areas need to be kept separate.
217.11	Davinia Sutton	too restrictive [Q1.4. No]
220.11	Ministry of Education	Part 1 Section 3.5 outlines the potential to explore a Greenbelt around urban areas, which may have the dual effect of reinforcing urban limits.

		Decision sought: The MoE are generally interested in any mechanism that can help retain the focus on areas of agreed investment in the short, medium, and long term.
224.9	Tobias Meyer	I do, but I support green fingers even more, where development is built along transport routes and everyone has close access to green space. [Q3b: Yes]
225.10	jenny Gilgenberg	Greenbelts are necessary in todays urban places [Q3b: Yes]
226.15	Caroline Syddall	No, I do not support the Greenbelts as proposed in this draft. I believe it would be more appropriate to use a mixture of green wedges and green ways that follow the natural environment features of the Greater ChCh area- particularly but not limited to the waterways, including the Waimakariri, Ōtakaro and Ōpawhao rivers, wetlands, the green 'red zone' areas and the Port Hills. I would like to see green ways used to link people and areas and green wedges to provide green spaces within a short walking distance of most Greater Christchurch residents. I would like to see green wedges and green ways planned to increase and support biodiversity by providing both sanctuaries and corridors for birds and insects. The existing ecological patches and corridors provide a clear and logical starting place for green wedges and ways. It would be good to create eco sanctuaries so that city dwellers can see what a healthy natural environment can be. There's a good summary of the pros and cons of all three types of green spaces here: https://www.researchgate.net/publication/355950244_Reconsidering_green_belts_green_wedges_and_greenways [Q3b: No]
227.12	Jocelyn Papprell	The Greenbelt is a fairly standard concept that has not always been successful at providing the outcomes hoped for. The proposed Green Belt in the draft plan makes no real geographical sense. Already around the urban areas of greater Christchurch we have green swathes of natural areas that must be preserved & enhanced such as braided river corridors, our coastal margins, rural wetlands, bird flight pathway, sand remnant bush areas. That said, our food production land must be protected from urban sprawl. We've already lost a significant amount of highly productive farmland on our urban periphery in recent years - continual greenfield development for housing must be curtailed. [Q3b: Unsure] [Last para. also recoded under 5.1.4]
232.12	Flora Johnson	There's enough green merging around the urban areas. Stop spending on unnecessary. Put money into addition centres and family support centers. [Q3b: No]

238.10	Jack Gibbons	<p>I do not support green belts. They serve as a way to artificially constrain development, more than it would otherwise be. It is a concerted effort by planners to enlist environmentalists to oppose housing development. If sprawl is being developed, it is because that is the cheapest, highest amenity housing development on offer on the market. If planners wish to constrain the growth of the urban area (which they should and are doing), this needs done through a focus on improving the attractiveness of (re)development within the existing urban area, not banning the alternative.</p> <p>A potential flow on effect is in the event of planning / housing cost failure in Christchurch, that then there is enough political will created to develop green belt land, it will be the case that these developments will have been explicitly not planned for and will likely be poorly served by public transport or other services. It raises the stakes of a failure to provision enough housing in the existing urban area. And consequently raises the potential for housing cost outcomes.</p> <p>Sprawl land is a critical safety net / blow off valve in the event that infill development is made too hard by future councils / planner. Otherwise the results of those failures will be solely carried by low income earners, and those not lucky enough to already own a home.</p> <p>[Q3b: No]</p> <p>[Also recoded under 6.1.6]</p>
240.7	Ross Clarke	<p>I am concerned at the lack of detail as to the spatial extent of the greenbelt, how it will work in practice, what it will or won't allow, and the ability to adapt to change and utilise these areas, if required, in the future.</p> <p>The spatial plan and Map 2 does not show how those areas immediately adjacent to existing urban areas will be managed and/or whether they are envisaged to form part of the greenbelt. In particular, there are a number of 'gaps' on the edge of the Christchurch urban area that would appear to be obvious locations to 'plug' with urban growth (e.g. to the north, south and east of the airport. These areas do not appear to be affected by the greenbelt as shown on Map 2, however there is insufficient clarity in the Spatial Plan to confirm this assumption and it is important that the greenbelt does not unreasonably constrain sensible growth now and into the future, or limit future choices as to growth.</p> <p>[Q3b: No]</p>
242.12	Carolyn Skinner	<p>Just confused about this-thought that this is what we already have?</p> <p>[Q3b: Yes]</p>
243.11	Phillipa Lamborn	<p>Given the earthquakes and the extra land that has been developed for a green space currently I do not think there needs to be an expansion of this</p> <p>[Q3b: No]</p>
244.10	Anne Bluck	<p>This concept of a greenbelt is a smoke screen to the real purpose of your plans, involving your 15 minute city/ghetto's.</p> <p>[Q3b: No. Also coded to 11.3]</p>
246.11	Greg Bluck	<p>A greenbelt is just a man made park .This will be used to define the perimeters of the 15 minute city.</p> <p>[Q3b: No. Also coded to 11.3]</p>

247.11	Luke Chandler	<p>While I understand the importance of maintaining and enhancing the natural environment within urban areas, I do not fully support the proposed strategy of focusing growth solely around urban centers and creating green belts. I believe there could be a more balanced approach that addresses both urban development needs and the preservation of our natural areas.</p> <p>The concept of a blue-green network, as mentioned in the draft Spatial Plan, is commendable for its aim to protect significant natural values, improve waterway health, and expand green spaces for relaxation and recreation. However, concentrating growth around urban centers will result in the loss of some green spaces and natural habitats due to increased development and population density in the areas we are intensifying.</p> <p>To strike a better balance, we can explore other strategies, such as incorporating expansive tree coverage and green spaces into new subdivision builds. By integrating green elements within residential areas, we can create a harmonious coexistence between urban development and the natural environment. Trees and green spaces not only enhance the aesthetic appeal of neighborhoods but also offer numerous environmental benefits, such as improved air quality, reduced heat island effect, and support for local biodiversity. Furthermore, thoughtful urban planning can help protect and preserve existing natural areas within and around urban centers. Implementing strict environmental regulations, green building practices, and considering the ecological impact of new developments can ensure that the integrity of our natural environment remains intact.</p> <p>Additionally, we should encourage the development of sustainable infrastructure and technologies that minimize the environmental footprint of urban growth. This could include innovative stormwater management systems, energy-efficient buildings, and green building certifications to promote environmentally conscious urban development.</p> <p>Ultimately, achieving a balance between urban growth and nature preservation is crucial for ensuring the long-term quality of life in Greater Christchurch. By promoting expansive tree coverage and green spaces in new subdivisions and employing sustainable development practices, we can create thriving communities that coexist harmoniously with the natural environment. By carefully considering the ecological impact of our actions, we can protect our natural heritage while meeting the needs of a growing population.</p> <p>[Q3b: No]</p>
248.10	Jono de Wit	<p>Yes as long as it doesn't result in more development on the other side of the green belt, further away from the city.</p> <p>[Q3b: Yes]</p>
249.11	Anne Ferguson	<p>Why reinvent the wheel when we already have adequate buffers between urban and rural areas known as the greenbelt used for urban activities including natural habitats, rural production and recreational areas?</p> <p>[Q3b: No]</p>
252.12	Logan Brunner	<p>Yes, but there should also be green spaces throughout the city, instead of swaths of parking lots and paved roads. These green spaces should be within access to the residents, not just those in the wealthier areas.</p> <p>[Q3b: Yes]</p>
253.11	jo mcgregor	<p>The bigger question here is whether the future city council will allow its people to visit the Green Belt... if this CBDC comes in, many families may not be permitted to see it...</p> <p>[Q3b: Unsure. Coder note: no explanation as to what CBDC stands for]</p>

255.12	Leanne Farrar	<p>I support the idea of green corridors for the support of natural habitats for our native flora and fauna i do not however support the land grabs form our farmers.</p> <p>[Q3b: Unsure]</p>
256.12	Janice Antill	<p>I like the existing parks and character of Christchurch which have been established over the last couple of centuries for Christchurch citizens.</p> <p>This proposal would be an artificial construct imposed on Christchurch residents.</p> <p>This is all social engineering from top down.</p> <p>It has not taken any concern for Christchurch residents.</p> <p>[Q3b: No]</p>
257.12	shaun white	<p>As our Population grows local Agricultural Land is Paramount to creating an economically sustainable food supply.</p> <p>By creating Green Belts around our cities you are removing valuable food production land, increasing prices on food due to unnecessary transportation of food from other areas,</p> <p>[Q3b: No]</p>
258.10	Brendon Harre	<p>The evidence base for greenbelts providing benefits is weak. See my attached documents.</p> <p>[Q3b: No. Full submission available]</p>
259.14	John Antill	<p>I like the existing parks and character of Christchurch which have been established over the last couple of centuries for Christchurch citizens.</p> <p>This proposal would be an artificial construct imposed on Christchurch residents.</p> <p>This is all social engineering from top down.</p> <p>It has not taken any concern for Christchurch residents.</p> <p>[Q3b: No. Also coded to 11.1]</p>
260.10	Landowners Group	<p>The greenbelt needs to be moved further out to allow for the much needing housing and green spaces. Build on safe land, regenerate our wetlands and stop consenting highly productive land. E.g Lincoln.</p> <p>A balance is required matching best fit to land. We have gone too far with consenting developments and created flood plains around our city that should never have been built on.</p> <p>[Q3b. No]</p>

265.12	Neil Gilbert	Same answer as above. It would be hard to argue against any measures that give added protection to natural environmental areas and values. But my point above regarding the impacts of climate change refers here also. Does the plan take account of forecast climate impacts on the Canterbury region? [Q3b: Yes]
281.23	Robina Dobbie	I am not in support of your Greenbelt proposal.
282.10	Rebekah Couper-Wain	I don't think there has been a clear explanation given for what the buffer zone is and the reason for why it is needed. [Q3b: No]
283.11	George Bluck	I don't support the idea of a Greenbelt, It hasn't worked in London, so why would it work here? Please see the above statement on the natural environment and urban areas. It would just get trashed. [Q4: No]
286.10	Michelle Tabb	Prebbleton used to have a greenbelt between it and ChCh, why has it changed? [Q3b: Yes]
289.11	Paula Bevilacqua	urban areas should still be able to maintain large blocks of privately owned land and be zoned that way. [Q3b: No]
290.11	Andrew Sprouse	the city has plenty of rural areas [Q3b: No]
291.11	Joe Holland	Again, there is very little explanation why this is needed, I do not support this greenbelt initiative. Why is it needed? Who will fund it? How will it be funded? Will it contribute to the the Local Councils continued rise in rates? We already have plenty of areas of recreation, nature is well protected, so why the need to create further green space? This appears to be limiting choices of the people. [Q3b: No]
293.11	M Wright	Greater Christchurch has had various forms of green belts over many decades and these always seem to end up being developed into housing, commercial or industrial zones. [Q3b: No]
294.11	Michael Blewett	Lacks detail. [Q3b: No]
297.11	Fiona Bennetts	Fully support this concept. We need to let nature thrive, and not let humans alter every hectare of this earth we share. [Q3b: Yes]
299.11	Jason Herrick	I think the Rolleston community and the Selwyn District Council should decide if a greenbelt around Rolleston is desirable or not. A greenbelt could end up limiting the size of Rolleston, which could have unintended consequences down the line. I don't think the Greater

		<p>Christchurch Partnership should be recommending a greenbelt around Rolleston unless you get a very high participation rate from Rolleston residents requesting a greenbelt.</p> <p>[Q3b: No]</p>
300.14	Benjamin Love	<p>I support the concept of a Greenbelt around our urban areas, both to protect productive rural soils/farmlands, but also for the prevention of new greenfield suburban sprawl. However, where the proposed greenbelt is still allows for too much greenfield development within its boundaries.</p> <p>[Q3b: Yes]</p> <p>[See attachment for figures, diagrams and images]</p>
304.12	Urban Estates Ltd	<p>The concept of a greenbelt in town planning has typically been used primarily to act as a buffer between towns, and between town and countryside with the aim of preventing urban sprawl by keeping land permanently open. We firstly comment that it is not clear from Map 2 what is the future use of land between the Green belt and Existing urban area. This is a critical area of land that may be the most practical and efficient location for growth. If the green belt includes this "no-mans land" it is of such an extent that it potentially forecloses future opportunities for growth and development beyond the life of the Spatial Plan and has the potential to lead to perverse outcomes in terms of future urban growth and development. In addition, large swathes of the green belt as illustrated in the draft Spatial Plan are in areas which are the most logical for future urban growth and development beyond the life of the Spatial Plan.</p> <p>A policy framework that achieves the same outcomes described by the draft Spatial Plan (an area where there is a dominance of open space for nature, rural production, and recreation. A green belt can be used to provide a large, connected area of natural environment spaces and to limit urban expansion.), but which does not rely on such a blunt instrument as a green belt, will achieve better outcomes and should be sufficient to:</p> <ul style="list-style-type: none"> • Provide for open space for nature and recreation. • Manage inappropriate activities and urban development in or near sensitive areas, such as ecological areas, sites and areas of significance to tangata whenua, and historic heritage buildings, sites and areas • Manage urban development or to avoid urban development and other activities that will be affected by natural hazards, where development is not a priority in the short to medium timeframe, while still ensuring future opportunities for growth and development beyond the Spatial Plan's life are not foreclosed. <p>[Q3b: No. Full Submission Available]</p>
308.10	Rob Nicol	<p>No. [In response to Q3b]</p> <p>The concept of a 'green belt ' does not appear to be well understood. Traditionally it has been used as an instrument to prevent the outward expansion of urban areas. Greater Christchurch already has a greenbelt courtesy of Map A and Policy 6.3.1 of the Canterbury Regional Policy Statement (CRPS). Past experience in Greater Christchurch is that some sites or areas which have planning merit have</p>

		been prevented from being rezoned due to the inflexibility a green belt approach creates. This situation is contrary to the responsive planning expectations contained in the NPS-UD.
308.19	Rob Nicol	<p>Partially [with reference to 'do you agree with the spatial strategy outlined]</p> <p>– there need to be amendments to as set out below (shown in bold and underlined or strike out)</p> <p>#4 Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs</p> <p>4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand</p> <p>Reason – consistent with wording of NPS-UD.</p> <p>4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</p> <p>4.4 Provide housing choice and affordability to meet housing needs in terms of type, price, and location, of different households, including large lot and low density housing as well as medium and high density housing</p> <p>Reason – consistent with NPS-UD.</p> <p>#6 Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities</p> <p>We support #6 in principle, noting that this focus is necessary to give effect to the Government’s Emission Reduction Plan (ERP) targets. However, we do not consider that a focus on attempting to manipulate the current urban form of GC to one that will create sufficient population density to help support the viability of the proposed mass rapid transit system is the appropriate key move to achieve this. It is not realistic, may never ‘see the light of day’, and will have negligible benefits in terms of reduced greenhouse gas emissions. Further residential and business development opportunities, including for 91 Townsend Road need to be enabled by the Spatial Plan.</p>
310.11	Richard and Geoff Spark	<p>The Spatial Plan appears to almost exclude further greenfield development through: -</p> <ul style="list-style-type: none"> • Considering adopting a greenbelt policy which is in effect fundamental to an urban containment policy, and • Not identifying any additional greenfield development in addition to what has already been approved in the Selwyn and Waimakariri District Plans.
310.21	Richard and Geoff Spark	The concept of a ‘green belt’ does not appear to be well understood in the terminology. Traditionally it has been used as an instrument to prevent the outward expansion of urban areas. Greater Christchurch already has a greenbelt courtesy of Map A and Policy 6.3.1 of the

		CRPS. Past experience in Greater Christchurch is that some sites or areas which have planning merit have been prevented from being rezoned due to the inflexibility a green belt approach creates.
310.22	Richard and Geoff Spark	We submit that if there is to a Greenbelt then there should be scope to develop within it as was the case with Change 1 to the CRPS. Its objectives also need to be clear. Is it to prevent the coalescence of settlements?
310.23	Richard and Geoff Spark	A Greenbelt separates and so by definition is located in close proximity to urban areas. It should accommodate low density LLR living opportunities sites in the 1000m ² + size range in appropriate locations which can contribute to an open spacious character, in contrast to the more dense urban areas.
311.7	Robbie McIlraith	<p>[Q3b: Disagree]</p> <p>No. The concept of a 'green belt' does not appear to be well understood. Traditionally it has been used as an instrument to prevent the outward expansion of urban areas. Greater Christchurch already has a greenbelt courtesy of Map A and Policy 6.3.1 of the Canterbury Regional Policy Statement (CRPS). Past experience in Greater Christchurch is that some sites or areas which have planning merit have been prevented from being rezoned due to the inflexibility a green belt approach creates. This situation is contrary to the responsive planning expectations contained in the NPS-UD. We agree that if there is to a Greenbelt in the vicinity of Prebbleton, it should be between Prebbleton and Lincoln, not between Prebbleton and Christchurch City. As noted above, the separation from Christchurch City and Prebbleton is now so narrow that it is no longer realistic or appropriate to retain a 'rural' separation here. A Greenbelt separates and so by definition is located in close proximity to urban areas. It should accommodate low density LLR living opportunities sites in the 1000m² + size range which can contribute to an open spacious character, in contrast to the more dense urban areas.</p>
314.7	Red Spur Limited	<p>No. The concept of a 'green belt ' does not appear to be well understood. Traditionally it has been used as an instrument to prevent the outward expansion of urban areas. Greater Christchurch already has a greenbelt courtesy of Map A and Policy 6.3.1 of the Canterbury Regional Policy Statement (CRPS). Past experience in Greater Christchurch is that some sites or areas which have planning merit have been prevented from being rezoned due to</p> <p>the inflexibility a green belt approach creates. This situation is contrary to the responsive planning expectations contained in the NPS-UD</p> <p>A Greenbelt separates and so by definition is located in close proximity to urban areas. If it is retained in the Spatial Plan, it should accommodate low density residential (LLR) living opportunities sites in the 1000m² + size range which can contribute to an open spacious character, in contrast to the more dense urban areas.</p> <p>[Full Submission Available]</p>
316.5	Lynn, Malcolm and Lynn Townsend and Stewart	<p>[Q3b: Disagree]</p> <p>No. The concept of a 'green belt' does not appear to be well understood. Traditionally it has been used as an instrument to prevent the outward expansion of urban areas. Greater Christchurch already has a greenbelt courtesy of Map A and Policy 6.3.1 of the Canterbury Regional Policy Statement (CRPS). Past experience in Greater Christchurch is that some sites or areas which have planning merit have</p>

been prevented from being rezoned due to the inflexibility a green belt approach creates. This situation is contrary to the responsive planning expectations contained in the NPS-UD.
 If Green Belts are retained in the Spatial Plan, then we agree with respect to Lincoln, the Green Belt between Lincoln and Prebbleton should lie closer to Prebbleton than Lincoln, as shown on the Spatial Plan (Figure 7)

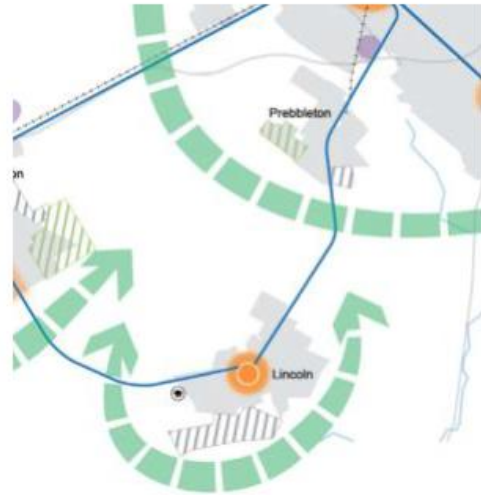
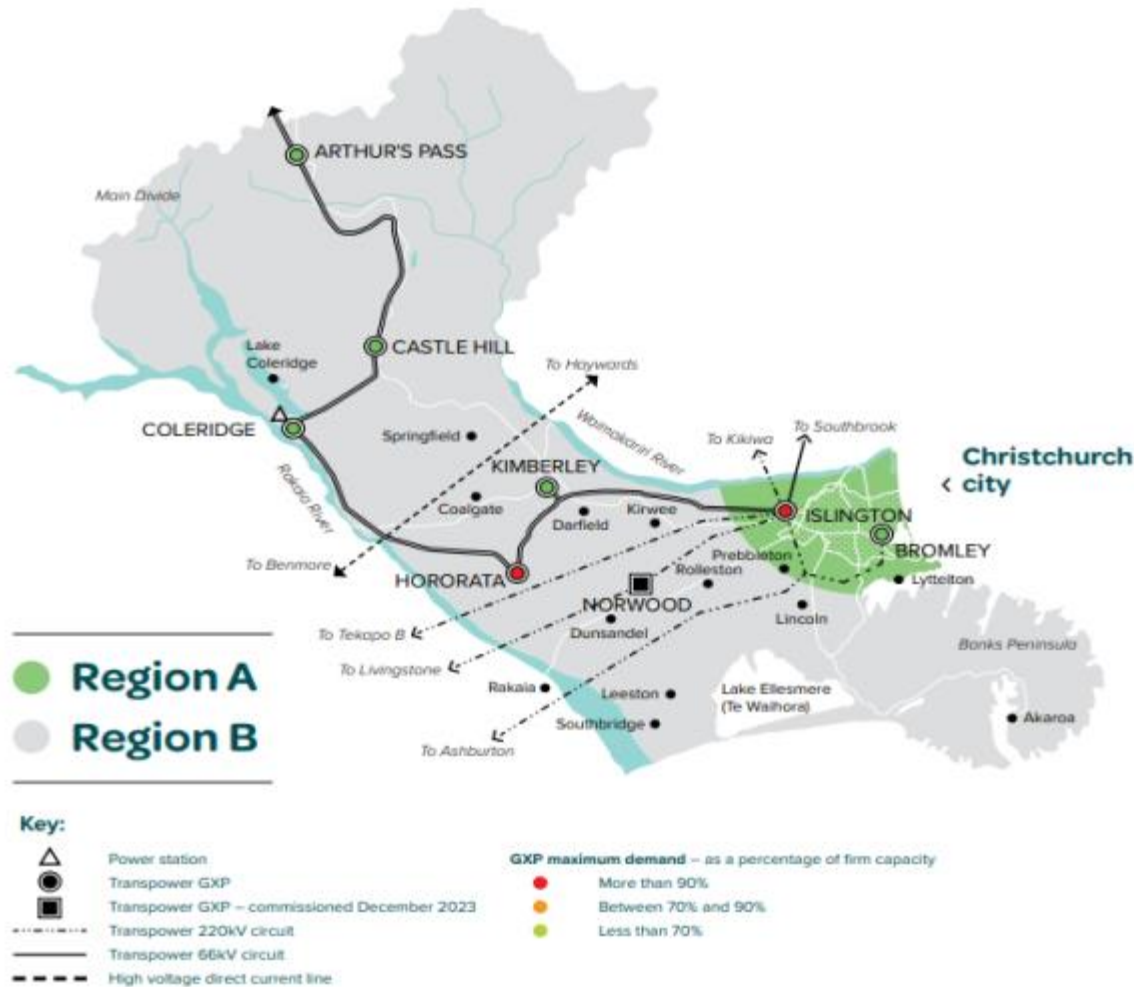


Figure 7: Spatial Plan proposed Green Belts in vicinity of Lincoln

320.4	Cockram Premises Limited	<p>Remove Green Belts from Maps 2 and 14, and all Spatial Plan references to Green Belts ,including the proposed Green Belt west of Templeton. Maps 2 and 14 propose several Green Belts, including beyond Templeton in the vicinity of the Figure 1 land. Green Belt is defined in the Spatial Plan as: GREEN BELTA green belt is a planning tool used to maintain areas of green space around urban areas, often acting as a buffer between urban and rural areas. We do not support the Spatial Plan Green Belt proposal, including in the vicinity of the Figure1 land. This area already has a semi industrial nature with major road and rail infrastructure including the Southern Motorway exchange also a dominating influence. It is does not have atypical rural character. Land on the opposite side of Dawsons Road here is the Royden Quarry. Low coverage industrial uses may be compatible with the Green Belt concept, in that there is ample open space compared to built elements, but not necessarily green open space. We also note that the concept of a ‘green belt’ does not appear to be well understood. Traditionally it has been used as an instrument to prevent the outward expansion of urban areas. Greater Christchurch already has a greenbelt courtesy of Map A and Policy 6.3.1 of the Canterbury Regional Policy Statement (CRPS). Past experience in Greater Christchurch is that some sites or areas which have planning merit have been prevented from being rezoned due to the inflexibility a green belt approach creates. This situation is contrary to the responsive planning expectations contained in the NPS-UD.</p>
331.7	Carter Group Limited	<p>Green belt concept 18 Carter Group support the concept of green belts provided these are appropriately located and managed in an integrated way with development. 19 However, Carter Group holds some reservations with respect to these: 19.1 There is a significant lack of detail with respect to how these will be implemented – including for example, who these greenbelts would be owned and/or maintained by, and the ability for these areas to adapt to change in the future if required. 19.2 It is concerned about the proposed location of the greenbelts as shown in Map 2 of the draft Spatial Plan and that this effectively will</p>

		<p>'lock in' the extent of the various urban areas into the future. Great care should be taken on any proposals which seek to pre-emptively limit the extent to which urban environments can grow.</p> <p>19.3 Carter Group considers the green belt should align with land that is considered highly productive (LUC 1-3) under the National Policy Statement for Highly Productive Land 2022 (NPS-HPL) and should not be located on land that is not highly productive.</p> <p>19.4 It is understood that the green belt would provide a buffer between rural and urban areas. Careful thought will need to be put into how such areas are to be provided. For example, consideration of the appropriate zoning. While a rural zone on face value might seem appropriate, we note that much of the Canterbury rural zones are captured by the NPS-HPL. The NPS-HPL currently treats open space and sports and recreation activities as 'urban' activities which should be avoided in those areas, which may preclude these types of activities which are appropriate or desirable as part of a green belt.</p>
333.6	Jos Unterschuetz	<p>I do not support the proposed use of green belts in the plan, which will only serve to decrease the affordability of Greater Christchurch and threaten to Christchurch's position as New Zealand's most affordable city, and in so doing cut off one of the most significant economic advantages Christchurch has over Auckland and Wellington. I hope to see this city continue to grow and thrive for decades to come.</p> <p>Instead of green belts, what we need is more green spaces, parks, and reserves built within new developments and city limits. I live in Rolleston, and our biggest reserve is Foster Park, which is inadequately small for the growth the area has and will continue to experience, and especially when compared to the size of parks that can be found in neighbouring Christchurch and Ashburton.</p> <p>[Q3b: No]</p>
336.7	Orion Group Limited	<p>The introduction of a Greenbelt to separate urban and rural areas is a concept that Orion supports however, as with all areas of the Spatial Plan, it will be crucial that in the implementation of this concept the importance of installing, maintaining and protecting critical infrastructure is considered. If a Greenbelt was created, Orion would welcome the opportunity to assist in ensuring it is compatible with the continuation and installation of Orion's infrastructure; there may well need to be infrastructure links across blue-green areas to interconnect electricity supply depending on existing services and the layout of our network. Blue-green areas will also need to provide clearance corridors so that vegetation around our distribution network can be better managed.</p>
336.16	Orion Group Limited	<p>As the documentation notes, one aspect of the blue-green network approach is to maintain greenspace to act as a buffer between urban and rural areas, known as a green belt. This potentially has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation.</p> <p>Orion supports in principle the concept of a green belt around our urban areas and further investigation of this concept subject to our comments below.</p> <p>At Orion, for planning purposes, our network is divided into two regions rather than urban and rural:1. Region A – Christchurch city and outer suburbs, including Prebbleton, approximately 83% of our customers,7 and2. Region B8 – Banks Peninsula, Selwyn district and townships, approximately 17% of our customers.</p> <p>The two regions are connected by critical high voltage lines that cross the area shown as potential future green belt as shown on the map below. These connections are essential as they link Transpower grid exit points with the distribution system.</p>



Practical Implications for Orion

It will be crucial to any green belt proposal that the importance of protecting and maintaining existing strategic infrastructure is recognised. Such recognition should include Orion’s distribution lines and cables and allow for new infrastructure to be constructed where required through or across the green belt. In the preceding section we have discussed the possibility of clearance corridors or infrastructure links and Orion considers that such concepts will need to be considered in this context as well.

We also refer to our comments above about the risks of planting near electricity infrastructure. This is an issue that Orion is already required to address, the prevention of further negative interactions will need to be considered to ensure reliability of supply and to reduce ongoing cost for consumers in our region. If this proposal progresses, we would be able to work with the Komiti to assist in the development of a successful green belt action plan.

338.7	Waka Kotahi NZ Transport Agency	19. Waka Kotahi supports the concept of a Greenbelt around urban areas and encourages the consideration of integrating walking and cycling access within its design and implementation to better connect the urban areas with the natural environment.
339.12	Fletcher Living	<p>It is not clear what the future use of land between the Green Belt and Existing urban area is intended to be. Whilst the concept of a Green Belt is not opposed in principle, there appears to be little thought put into its identification and application. Currently the Green Belt appears to critical area of land that may be the most practical and efficient location for growth, particularly those areas of land between Prebbleton, Lincoln and Rolleston, but also to the west of Christchurch between West Melton and Templeton. In its current form the Green Belt potentially forecloses future opportunities for growth and development beyond the life of the Spatial Plan and has the potential to lead to perverse outcomes in terms of future urban growth and development. In addition, large swathes of the green belt as illustrated in the draft Spatial Plan are in areas which are the most logical for future urban growth and development beyond the life of the Spatial Plan.</p> <p>A policy framework that achieves the same outcomes described by the draft Spatial Plan (an area where there is a dominance of open space for nature, rural production, and recreation. A green belt can be used to provide a large, connected area of natural environment spaces and to limit urban expansion.), but which does not rely on such a blunt instrument as a green belt, will achieve better outcomes and should be sufficient to:</p> <ul style="list-style-type: none"> • Provide for open space for nature and recreation • Manage inappropriate activities and urban development in or near sensitive areas, such as ecological areas, sites and areas of significance to tangata whenua, and historic heritage buildings, sites and areas • Manage urban development or to avoid urban development and other activities that will be affected by natural hazards, where development is not a priority in the short to medium timeframe, while still ensuring future opportunities for growth and development beyond the Spatial Plan's life are not foreclosed. <p>[3b: Unsure. Full Submission Available]</p>
340.15	Hughes Developments Limited	<p>It is not clear what the future use of land between the Green Belt and Existing urban area is intended to be. Whilst the concept of a Green Belt is not opposed in principle, there appears to be little thought put into its identification and application. Currently the Green Belt appears to capture critical areas of land that may be the most practical and efficient location for growth, particularly those areas of land between Prebbleton, Lincoln and Rolleston, but also to the west of Christchurch between West Melton and Templeton. In its current form the Green Belt potentially forecloses future opportunities for growth and development beyond the life of the Spatial Plan and has the potential to lead to perverse outcomes in terms of future urban growth and development. In addition, large swathes of the green belt as illustrated in the draft Spatial Plan are in areas which are the most logical for future urban growth and development beyond the life of the Spatial Plan. A policy framework that achieves the same outcomes described by the draft Spatial Plan (an area where there is a dominance of open space for nature, rural production, and recreation. A green belt can be used to provide a large, connected area of natural environment spaces and to limit urban expansion.), but which does not rely on such a blunt instrument as a green belt, will achieve better outcomes and should be sufficient to:</p> <ul style="list-style-type: none"> • Provide for open space for nature and recreation • Manage inappropriate activities and urban development in or near sensitive areas, such as ecological areas, sites and areas of significance to tangata whenua, and historic heritage buildings, sites and areas

		<ul style="list-style-type: none"> • Manage urban development or to avoid urban development and other activities that will be affected by natural hazards, where development is not a priority in the short to medium timeframe, while still ensuring future opportunities for growth and development beyond the Spatial Plan's life are not foreclosed. <p>And for any other applicable reasons set out in Section 2.7</p>
342.2	NZ Pork	<p>We support the recognition in the draft plan of the need to protect highly productive land and the value of Green Belts.</p> <p>[Full Attachment Available]</p>
343.8	Waipuna Halswell-Hornby-Riccarton Community Board	<p>The Board supports the concept of a Green Belt. The Board has indicated concerns regarding the level of intensification proposed in Plan Change 14, but supports the greenbelt to protect soils. The Board's view is that Christchurch has sufficient land supply until 2050 even with current levels of intensification. One does not have to choose between intensification and a green belt.</p>
344.11	Ann Hamilton	<p>The result will be a concentration of people in smaller areas. Where is this land going to be found? Under houses that already exist? We need to protect our heritage buildings as much as we need to protect the environment.</p> <p>[Full Attachment Available]</p>
349.19	Susanne Antill	<p>I like the existing parks and character of Christchurch which have been established over the last couple of centuries for Christchurch citizens.</p> <p>This proposal would be an artificial construct imposed on Christchurch residents.</p> <p>This is all social engineering from top down.</p> <p>It has not taken any concern for Christchurch residents.</p> <p>[Q4: No]</p>
352.14	Waitai Coastal-Burwood-Linwood Community Board	<p>The Community Board has a number of issues and concerns we wish to raise with the panel.</p> <p>The Community Board supports the development of greenspace in every part of Greater Christchurch, especially in areas which are underserved, and the limiting of development in ecologically sensitive locations. Greater Christchurch should limit its sprawl and incorporate greenspaces of various sizes. The Board also believes it is important to prevent land banking on the urban fringe (to realise Opportunity 4) and is concerned about potential perverse incentives in the residential property market.</p> <p>[Full Attachment Available]</p>

353.5	John Laugesen	<p>Q3b One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation. Do you support the concept of a Greenbelt around our urban areas?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unsure</p> <p>Why? Absolutely my concern is that in time it may get compromised with possible further building/housing development by the sight of a pen within</p> <hr/> <p>Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. They are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration. Priority Areas have been developed as part of other Urban Growth Partnership Spatial Plans across New Zealand, and typically:</p> <p style="text-align: right;">gout or local gout require marks</p>
360.10	Ōpāwaho Heathcote River Network	<p>[Q3b: do not support - because there are better mechanisms]</p> <ol style="list-style-type: none"> i. We submit that the concept of a Green Belt is not a useful organising or planning tool and is redundant in the face of better options. ii. We submit that a much stronger planning idea is the enhancement of natural features such as hills, catchments, rivers and wetlands. Where these natural features converge to form roughly contiguous areas, a natural “green space” forms and is self-enhancing if of sufficient scale and if sufficiently protected from development. iii. We submit that the issue is actually one of recognising and prioritising such blue-green spaces in growth planning and in statutory documents. This Spatial Plan has recognised the importance of blue-green spaces and their connections. The issue is how the partners in the Urban Growth Partnership reflect this importance in District Plans to prevent developers undermining the higher priority of blue-green spaces. iv. We submit that there should be greater emphasise in the plan on the importance of well-established integrated landscape design with patch/steppingstone, corridor and matrix configurations to maximise connectivity. v. We submit that this Spatial Plan should indicate that no further areas of the Port Hills should be developed for housing due to the impossibility of mitigating erosion arising from such development.
362.5	Danne Mora Ltd	<p>[Q3b unsure]</p> <p>√Unsure Reasons</p> <p>It is not clear what the future use of land between the Green Belt and Existing urban area is intended to be. Whilst the concept of a Green</p>

		<p>Belt is not opposed in principle, there appears to be little thought put into its identification and application. Currently the Green Belt appears to capture critical areas of land that may be the most practical and efficient location for growth, particularly those areas of land between Prebbleton, Lincoln and Rolleston, but also to the west of Christchurch between West Melton and Templeton. In its current form the Green Belt potentially forecloses future opportunities for growth and development beyond the life of the Spatial Plan and has the potential to lead to perverse outcomes in terms of future urban growth and development. In addition, large swathes of the green belt as illustrated in the draft Spatial Plan are in areas which are the most logical for future urban growth and development beyond the life of the Spatial Plan.</p> <p>A policy framework that achieves the same outcomes described by the draft Spatial Plan (an area where there is a dominance of open space for nature, rural production, and recreation. A green belt can be used to provide a large, connected area of natural environment spaces and to limit urban expansion.), but which does not rely on such a blunt instrument as a green belt, will achieve better outcomes and should be sufficient to:</p> <ul style="list-style-type: none"> • Provide for open space for nature and recreation • Manage inappropriate activities and urban development in or near sensitive areas, such as ecological areas, sites and areas of significance to tangata whenua, and historic heritage buildings, sites and areas • Manage urban development or to avoid urban development and other activities that will be affected by natural hazards, where development is not a priority in the short to medium timeframe, while still ensuring future opportunities for growth and development beyond the Spatial Plan's life are not foreclosed. <p>As there is uncertainty that a green belt will form part of the further planning approach for Greater Christchurch, and will be subject to further investigation in any case, it is our preference that no areas of potential green belt are identified on any maps in a final Spatial Plan.</p>
368.10	Christchurch Envirohub	<p>[Q3b: Yes]</p> <p>Wrapping a Greenbelt around each of the urban areas would be beneficial as it may help contain urban sprawl and create corridors for native animals to travel in around the urban areas. This may also be applied around intensified areas within the urban areas, further enhancing the intensification and containing sprawl.</p>

Opportunity 4 - See Section 4.5 of the Officers Report

Point	Submitter	Position
81.9	Ross Marks	<p>Minimise need for new infrastructure and preserve present green areas.</p> <p>[Q2: Yes]</p>
87.7	Beulah Pragg	<p>Being within walking distance of shops and public transport reduces the need to own a car and helps us reduce emissions.</p> <p>[Q2: Yes]</p>

135.16	David Gardner	<p>Try and have green pathways from the CBD sprawling outwards, so animals are not stuck only green island in which they can't diversify.</p> <p>Allow apartments to be built on top of commercial/retail like it's done overseas, this reduces the need for cars.</p> <p>[Q5]</p>
139.15	Waikura Trust	<p>Especially #4. Our Trust has offered supportive, affordable, appropriate, housing to disabled and disadvantaged people for 30 years, we just need many more affordable dwellings.</p> <p>All our clients would love to be part of a Transportable Homes Village, where they can enjoy being part of a community, and feel safe, warm, and comfortable.</p> <p>[Q5: Yes]</p>
159.16	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls High School	<p>4(<i>Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs</i>);</p> <p>[Q5 - N/A - Opportunity 4 is a top opportunity]</p>
165.12	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls' High School	<p>(<i>Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs</i>) although it's early to think about housing but getting prepared to move out of house is difficult with the inflation</p> <p>[Q5 - Yes - Opportunity 4 is 2nd priority opportunity]</p>
173.5	Ara Poutama Aotearoa Department of Corrections	<p>Custodial corrections facilities include prisons and detentions facilities and may also include non-custodial transitional accommodation (i.e. on a custodial facility site) for people with high and complex needs, who have completed a prison sentence and are being supported and prepared for reintegration and transition back into the community. Non-custodial rehabilitation activities and programmes may also occur on-site.</p> <p>Three prison facilities are located within Greater Christchurch:</p> <ul style="list-style-type: none"> • Christchurch Mens Prison and Christchurch Womens Prison located on a shared 805ha site at 555 West Coast Road, Templeton, and designated for prison purposes in the Christchurch District Plan. • Rolleston Prison located on a 63ha site at Runners Road, Rolleston, and designated for prison purposes in the Operative and Proposed Selwyn District Plans.

		<p>Ara Poutama operates the following non-custodial community corrections sites within Greater Christchurch:</p> <ul style="list-style-type: none"> • Rangiora Community Corrections, 81 Ivory Street, Rangiora. • Winston Avenue Community Corrections, 16 Winston Avenue, Papanui. • Rāwhiti Community Corrections, 296 Breezes Road, Aranui. • Ensors Road Community Corrections, 111 Ensors Road, Waltham. • Annex Road Community Corrections, 209 Annex Road, Middleton. <p>[Full Submission Available]</p>
190.9	Okirano Tilaia On Behalf Of GC2050 Facilitator - 15 students for Kaiapoi High School	<p>Important places</p> <ul style="list-style-type: none"> - Bus exchange - Nga Puna Wai - Ara - UC - Malls – Riccarton and Northlands - Movie Theatres - Riverside - Kaiapoi - Airport - Hospital <p>[Q2: Yes]</p>

218.13	Christchurch International Airport Ltd	An urban form for people and business (pages 66-74)	<p>As a general comment, CIAL considers that the draft Spatial Plan section on an urban form for people and business should give greater focus, or priority, towards the infrastructure necessary to support a Greater Christchurch population of 1 million people in future.</p> <p>Direction 4.5 refers to "community infrastructure", however there are limited references to broader infrastructure and the resilience and future-proofing of infrastructure provision. CIAL considers that these elements need to factor into Opportunity 4 of the draft Spatial Plan.</p>
		[Full Submission Available]	
224.13	Tobias Meyer	<p>We should allow plenty of capability for growth in the areas close to the central city and other key centers, especially the areas at lower risk from climate change disasters.</p> <p>[Q5: Yes]</p>	
258.44	Brendon Harre	<p>Considers that the draft spatial strategy does not detail its workings for how its city design would cope with Christchurch becoming a city of 1 million people. Considers that the multiple Directions under Opportunity 4 indicates it was tasked to do so, as some of the most important 'directions' deal with issues like developmental capacity, housing choice, affordability, and delivering thriving neighbourhoods.</p> <div data-bbox="520 756 886 1318" style="background-color: #e0e0e0; padding: 10px;"> <p>4.2 Ensure sufficient development capacity is provided or planned for to meet demand</p> <p>4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</p> <p>4.4 Provide housing choice and affordability</p> <p>4.5 Deliver thriving neighbourhoods with quality developments and supporting community infrastructure</p> </div>	
287.14	Opal Consortia	<p>If you increase the Extents of Map A to include Dunsandel I would.</p> <p>[Q5: Partially]</p>	

303.13	Waihoru Spreydon-Cashmere-Heathcote Community Board	<p>General comment on Opportunities - Opportunity 4</p> <p>The Board supports the need for delivering affordable housing and for a greater mix of housing types; and especially that this capacity is well-planned for. Affordable housing will generally mean the need for an over-supply of capacity for development to ensure that the market is well-balanced. The Board supports the development of a social housing plan across the region and notes the importance long term of providing social housing opportunities in all communities not just ones with existing large stocks of social housing.</p>
308.12	Rob Nicol	<p>There need to be amendments to as set out below (shown in bold and underlined or strike out)</p> <p>#4 Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs</p> <p>4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand</p> <p>Reason – consistent with wording of NPS-UD.</p> <p>4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</p> <p>4.4 Provide housing choice and affordability to meet housing needs in terms of type, price, and location, of different households, including large lot and low density housing as well as medium and high density housing</p> <p>Reason – consistent with NPS-UD.</p> <p>[Submission points also recoded against 2.2]</p>
308.20	Rob Nicol	<p>Partially [with reference to 'do you agree with the spatial strategy outlined]</p> <p>There need to be amendments to as set out below (shown in bold and underlined or strike out)</p> <p>#4 Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs</p> <p>4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand</p> <p>Reason – consistent with wording of NPS-UD.</p> <p>4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</p>

		<p>4.4 Provide housing choice and affordability to meet housing needs in terms of type, price, and location, of different households, including large lot and low density housing as well as medium and high density housing</p> <p>Reason – consistent with NPS-UD.</p> <p>#6 Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.</p> <p>We support #6 in principle, noting that this focus is necessary to give effect to the Government’s Emission Reduction Plan (ERP) targets. However, we do not consider that a focus on attempting to manipulate the current urban form of GC to one that will create sufficient population density to help support the viability of the proposed mass rapid transit system is the appropriate key move to achieve this. It is not realistic, may never ‘see the light of day’, and will have negligible benefits in terms of reduced greenhouse gas emissions. Further residential and business development opportunities, including for 91 Townsend Road need to be enabled by the Spatial Plan.</p>
313.18	Miles Premises Ltd	<p>Do you agree with the draft spatial strategy outlined above? Partially – there need to be amendments to as set out below (shown in bold and underlined or strike out)</p> <p>#4 Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs</p> <p>4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand Reason – consistent with wording of NPS-UD.</p> <p>4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</p> <p>4.4 Provide housing choice and affordability to meet housing needs in terms of type, price, and location, of different households, including large lot and low density housing as well as medium and high density housing</p> <p>Reason – consistent with NPS-UD.</p> <p>#6 Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.</p> <p>We support #6 in principle, noting that this focus is necessary to give effect to the Government’s Emission Reduction Plan (ERP) targets. However, we do not consider that a focus on attempting to manipulate the current urban form of GC to one that will create sufficient population density to help support the viability of the proposed mass rapid transit system is the appropriate key move to achieve this. It</p>

		<p>is not realistic, may never ‘see the light of day’, and will have negligible benefits in terms of reduced greenhouse gas emissions. Further residential development opportunities, including our Site need to be enabled by the Spatial Plan.</p> <p>>>> A strengthened network of urban and town centres</p> <p>We seek amendments to the Spatial Plan which identify the potential for further business and residential growth in the vicinity of the Airport, and for medium and high density residential development in close proximity to core PT routes as follows (or similar) – additions underlined and in bold and deletions strike out:</p> <p>Riccarton corridor and Airport corridor Hagley Park to Upper Riccarton and Airport</p> <p>The opportunity is to develop the currently retail orientated areas of the Riccarton corridor for commercial development and business investment. There is the opportunity to extend knowledge intensive services, high value jobs and innovative activity from the Central City, linking with the University of Canterbury, along the corridors to the Airport; supported by high frequency public transport, and over time, mass rapid transit.</p> <p>There is also the opportunity to incentivise and provide for multi-storey townhouses and apartments, achieving average density yields ranging between 70 and 150 households per hectare. (p 35)</p> <p>>>>Do you agree with the draft spatial strategy outlined above? Partially – there need to be amendments to as set out below (shown in bold and underlined or strike out)</p> <p>#4 Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs</p> <p>4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand Reason – consistent with wording of NPS-UD.</p> <p>4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</p> <p>4.4 Provide housing choice and affordability to meet housing needs in terms of type, price, and location, of different households, including large lot and low density housing as well as medium and high density housing</p> <p>Reason – consistent with NPS-UD.</p>
318.9	Andrew McAllister	Do you agree with the draft spatial strategy outlined above? No – there need to be amendments to as set out below (shown in bold and underlined or strike out)

		<p>#4 Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs 4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand</p> <p>Reason – consistent with wording of NPS-UD. 4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth 4.4 Provide housing choice and affordability to meet housing needs in terms of type, price, and location, of different households, including large lot and low density housing as well as medium and high density housing</p> <p>Reason – consistent with NPS-UD. [Relevant submission points also recoded under 2.1.]</p>
325.30	Transpower New Zealand Limited	<p>Add: Definition of “Strategic Infrastructure” to Key Terms on page 10 that reflect the NPSUD definitions of “development infrastructure” and “additional infrastructure” (and any consequential amendments required to clarify the meaning of Strategic Infrastructure references elsewhere).</p> <p>Reason:</p> <p>The term “Strategic Infrastructure” is used throughout the draft Spatial Plan with conflicting references. For example, page 60 states that “key strategic infrastructure...includes Christchurch Airport...and the electricity transmission network.” Further, page 80 includes the statement: “Strategic infrastructure networks include those required to:</p> <ul style="list-style-type: none"> • Manage wastewater and stormwater, and provide safe drinking water • Provide for energy needs – household, business and transport • Provide communication and digital connectivity • Transport people and goods...” “Energy” could include gas, which isn’t referenced in the earlier discussion on page 60. Nor is communication and digital connectivity. The term used in the draft Spatial Plan appears to reflect the definition of Strategic Infrastructure in the Operative Canterbury Regional Policy Statement. However, in absence of a precise definition within the draft Spatial Plan itself, it is unclear how the constraints presented by “strategic infrastructure” have impacted on development capacity in the FDS/draft Spatial Plan. Or the extent to which various forms of “additional infrastructure” are addressed in the draft Spatial Plan with reference to NPSUD section 3.13(2)(b) and (c). Transpower supports amendments to the Spatial Plan that reflect the NPSUD definitions of “development infrastructure” and “additional infrastructure”. Alternatively, additional text to state the definition and how this aligns with the NPSUD.
329.10	Foodstuffs (South Island) Properties Limited	<p>Reverse sensitivity - Opportunity 4 focusses on giving effect to the residential intensification directed by Policy 1 of the NPS-UD. Foodstuffs is supportive of well-planned residential growth and intensification. It is concerned that in some instances it has the unintended consequence of constraining the efficient use of limited business land.</p> <p>For example, Supermarkets have specific operational and functional requirements which include delivery vehicles movements and associated noise, large store sizes; generators and others specialised equipment; car park, signage and store lighting to ensure the safety</p>

		<p>and security of staff and customers at night; and longer operational hours. Where new residential activity and growth is proposed in close proximity to commercial activities it should be recognised that this may detract from amenity values appreciated by some people but this is not to be considered an adverse amenity effect.</p> <p>Protection from reverse sensitivity is done well in relation to the effective operation of the freight network in Direction 6.5. Ensuring there are no reverse sensitivity effects on the freight network from residential development is vital.</p>
332.20	Lyttelton Port Company Limited	<p>Opportunity 4</p> <p>LPC agrees that this is an important Opportunity and, in particular, supports reference to the delivery of “community infrastructure”. However other types of infrastructure, such as LPC’s strategic assets and the supporting freight network, will also be crucial to deliver quality living environments. LPC therefore considers that the Directions should be expanded to recognise broader infrastructure needs.</p> <p>[Full Submission Available]</p>
336.20	Orion Group Limited	<p>Direction 4.2 should be expanded as follows:</p> <p>4.2 Ensure sufficient development capacity (including identifying, protecting, and securing land interests needed for infrastructure) is provided or planned to meet demand In our view this is crucial to achieving the opportunities identified in the strategy. Early identification of land interests needed for infrastructure for housing and transport developments will better enable this opportunity to be achieved. Ultimately, we think this will be of lower cost in the long run and minimise social disruption.</p> <p>Direction 4.4 should be amended as follows:</p> <p>4.4 Provide a range of choice of healthy homes taking into account affordability housing choice and affordability</p> <p>We want to emphasise the importance of energy efficient buildings and healthy homes. Energy efficient buildings, especially housing, is critical for an efficient, lower cost / higher societal benefit overall transition to a decarbonised energy system. From our point of view, there is little point in New Zealand investing billions of dollars to enable a low carbon energy system, if the renewable energy supplied to heat, cool, light and maintain a building simply ebbs away through poorly designed, constructed and/or operated buildings. For housing this would further contribute to substandard conditions and energy hardship, as well as driving our winter peak electricity demand, associated investment in infrastructure, and ultimately costs to our community.</p>
343.12	Waipuna Halswell-Hornby-Riccarton Community Board	<p>While the Board generally supports Opportunity 4 to Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs, it cautions that existing communities should not be destroyed. To put this in context. The National Policy Statement on Urban Development should not be portrayed as positive. Councils should be neutral on this or leave it out. The Board is aware that many residents are angered by Central government directing Christchurch. Councillors were generally against Plan Change 14 when adopted- only four of seventeen speaking positively in favour.</p>
345.10	Trojan Built Property Holdings Limited	<p>Do you agree with the draft spatial strategy outlined above?</p> <p>Partially – there need to be amendments to as set out below (shown in bold and underlined or strike out)</p> <p>#4 Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs</p>

		<p>4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand Reason – consistent with wording of NPS-UD.</p> <p>4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</p> <p>4.4 Provide housing choice and affordability to meet housing needs in terms of type, price, and location, of different households, including large lot and low density housing as well as medium and high density housing Reason – consistent with NPS-UD.</p>
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Opportunity 4 > Future Housing Development - See Section 4.5.1 of the Officers Report

Point	Submitter	Position
1.6	Alison Donley	<p>No point having houses with no public transport.</p> <p>We need more affordable housing everywhere though. Don't be scared of stairs - the rest of the world isn't</p> <p>[Q2: Yes]</p>
1.8	Alison Donley	<p>No point having houses with no public transport.</p> <p>We need more affordable housing everywhere though. Don't be scared of stairs - the rest of the world isn't</p> <p>[Q2: Yes]</p>
1.10	Alison Donley	<p>No point having houses with no public transport.</p> <p>We need more affordable housing everywhere though. Don't be scared of stairs - the rest of the world isn't</p> <p>[Q2: Yes]</p>
2.12	Jackson Davey	<p>Christchurch already suffers from significant traffic issues. This is caused by a massive overreliance on cars, which in turn is caused by a lack of density in this city. People often have to travel great distances to where they need to go, as the suburbs are often very far away from places that people work or shop. Increasing density, particularly by using mixed-zoning and high density housing, will allow people to walk to where they need to go, rather than drive as their destination will more likely be a 15 minute walk from their house, rather than an hour. Increasing this density of housing will also allow a greater use of public transport, as there will be far more people within the catchment area and much higher ridership. This will have the benefits of lower congestion, lower emissions, and shorter travel times, particularly for those not driving. Increasing density will also prevent future urban sprawl, which considering that we live around land that would be better used for agriculture than housing, is clearly in our best interest economically and environmentally.</p> <p>[Q2: Yes]</p>
2.14	Jackson Davey	<p>Christchurch already suffers from significant traffic issues. This is caused by a massive overreliance on cars, which in turn is caused by a lack of density in this city. People often have to travel great distances to where they need to go, as the suburbs are often very far away from places that people work or shop. Increasing density, particularly by using mixed-zoning and high density housing, will allow people to walk to where they need to go, rather than drive as their destination will more likely be a 15 minute walk from their house, rather than an hour. Increasing this density of housing will also allow a greater use of public transport, as there will be far more people within the catchment area and much higher ridership. This will have the benefits of lower congestion, lower emissions, and shorter travel</p>

		<p>times, particularly for those not driving. Increasing density will also prevent future urban sprawl, which considering that we live around land that would be better used for agriculture than housing, is clearly in our best interest economically and environmentally.</p> <p>[Q2: Yes]</p>
2.19	Jackson Davey	<p>Christchurch already suffers from significant traffic issues. This is caused by a massive overreliance on cars, which in turn is caused by a lack of density in this city. People often have to travel great distances to where they need to go, as the suburbs are often very far away from places that people work or shop. Increasing density, particularly by using mixed-zoning and high density housing, will allow people to walk to where they need to go, rather than drive as their destination will more likely be a 15 minute walk from their house, rather than an hour. Increasing this density of housing will also allow a greater use of public transport, as there will be far more people within the catchment area and much higher ridership. This will have the benefits of lower congestion, lower emissions, and shorter travel times, particularly for those not driving. Increasing density will also prevent future urban sprawl, which considering that we live around land that would be better used for agriculture than housing, is clearly in our best interest economically and environmentally.</p> <p>[Q2. Also coded to 8.1 and 11.3]</p>
5.8	Peter Earl	<p>because all zoning should be deregulated and development should just be allowed to develop naturally where the market determines is most efficient</p> <p>[Q2: No]</p>
6.8	Paul Brouwers	Most number of impact impacted
7.7	Jenny Chiu	<p>Transport corridors are incredibly important</p> <p>[Q2: Yes]</p>
8.9	Rob Ingram	<p>It makes sense to develop where amenities already exist rather than attempting to create new town from scratch or developing housing without local amenities.</p> <p>[Q2: Yes]</p>
10.7	Brandon Wyatt	<p>Higher density living close to transport corridors makes living in a car-less household far more feasible</p> <p>[Q2: Yes]</p>
14.7	Nelson Pearson	<p>It will enable the most residents to take advantage of the public investment in these transit corridors.</p> <p>[Q2: Yes]</p>
15.8	Ashlin Freear	<p>But, transport corridors should not be so narrow</p> <p>[Q2: Yes]</p>
18.8	Shelby Allan	<p>Climate Change, we are not going to always have space to sprawl out on</p> <p>[Q2: Yes]</p>

21.12	Paul Hamilton	<p>But with a hub and spoke concept to other areas. For instance why are the rapidly growing suburbs of Darfield, West Melton, Kirwee not purported in this...presumable they will be served through Rolleston which should be made apparent and how.</p> <p>[Q2: Yes]</p>
22.7	India Morton	<p>Again comparable cities around the world do this. People don't want live hours away from their place of work and play. Apartments and terraced housing suit a large majority of individuals and families. NZ is moving away from the 'quarter acre dream' and moving towards housing that suits the activities that can be done outside of the home - work, travel, sports, socialising etc.</p> <p>[Q2: Yes]</p>
25.9	Kees Vos	<p>Absolutely. Christchurch needs to consolidate, at the moment its horrifically spread out with very little density (comparatively) in the city centre. The city centre itself has very poor public transport.</p> <p>[Q2: Yes]</p> <p>[Last point re PT also recoded under 8.4]</p>
27.10	Chessa Crow	<p>Yes.</p> <p>Focus is IN THE URBAN CORE and URBAN CENTRES and ALONG TRANSPORT ROUTES.</p> <p>NOT AT THE BEACH where there are few to poor transport options and clearly none in the future plans.</p> <p>[Q2: Yes]</p>
27.14	Chessa Crow	<p>And keep housing densities LOWER in these areas.</p> <p>REDUCE the recession plane to allow sunlight to reach people's homes.</p> <p>[Q3b: Yes]</p> <p>[Also recoded under 5.2 as comment was in response to Q3b]</p>
30.9	Bethany Millar	<p>This will be essential in ensuring well connected pathways for daily life and especially for people less able bodied. People often seek out affordable and well connect networks around it, building forward and having this in place will allow for positive growth and good investments in services and infrastructure.</p> <p>[Q2: Yes]</p>
35.9	Rory Evans Fee	<p>As stated above, more people living in dense housing options around public transport stops and shopping centers will have more people using the mass transport network as it is far more convenient than having to take multiple transport options. Would also help build the city up rather than out which is good.</p> <p>[Q2: Yes]</p>

36.7	Peter Fitt	<p>This will cause properties to be built in 'noise pollution' areas, caused by the close proximity of neighbours and from increased and greater concentration of traffic on road corridors.</p> <p>[Q2: No]</p>
37.8	Neil Stewart	<p>Creates congestion within city centres. By building in outer suburbs this frees up the city to be vibrant after dark and business focused during the day</p> <p>[Q2: No]</p>
41.7	Charles Berdette Pardo	<p>This will facilitate public transport planning and will encourage people to use it since it is more accessible to many.</p> <p>[Q2: Yes]</p>
46.10	Jenny Sahng	<p>Absolutely. Denser housing is an absolute must. It is one of the most cost-effective ways of reducing emissions, because it reduces the amount of roading/concrete/infrastructure that needs to be laid down to service sparsely populated suburbs, and reduces the transport emissions of everyone that lives in the area. Densely populated urban centres are crucial, and it is something I absolutely want to see more of in Christchurch.</p> <p>[Q2: Yes]</p>
46.14	Jenny Sahng	<p>I fully support the focus on more intensive housing. However, I would like to see more thinking about how the diverse & affordable housing is built - what are the materials being used, how well are the houses insulated or designed to require minimal heating/cooling (especially as heatwaves become more common)? Concrete is one of the most carbon-intensive materials in the world - what are the alternatives? For an example, the UK is starting to build state houses from hempcrete, a carbon-<i>negative</i> material (i.e. sequesters carbon, rather than emits) with excellent thermal inertia (stays cool in summer, warm in winter), thermal mass (good for insulation), is breathable (avoids dampness), and reasonably affordable. Also, focussing on 3-4 storey building rather than high-rises will mean less concrete needed.</p> <p>[Q6: Partially. Coder note - Part of response coded to Opportunity 6 - 8.1]</p>
47.12	Ben Hay-Smith	<p>Yes, and:</p> <p>I strongly support urban intensification around key transport hubs, but I would caution decision-makers against focusing on it to the outright exclusion of 'urban sprawl'.</p> <p>I think Greater Christchurch should raise its ambition for its housing market. Ultimately, public officials and decision-makers should be trying to maximise household wellbeing. And the cost of housing is upstream of pretty much the entirety of one's wellbeing.</p> <p>Christchurch is in a unique position, as New Zealand's second city, with a house-price-to-income multiple of just 5.97. It's an incredible achievement, and a testament to the efforts of policymakers so far. But we shouldn't be resting our laurels—we should be aiming for a Greater Christchurch in 30-50 years' time that has a median multiple of more like 4.00, in a wider urban area of 1-1.5 million residents. New Cantabrians ready to call the region home, and contribute to its incredible amenity and the diversity of the city.</p>

		<p>This is going to require a competitive urban land market. And a competitive urban land market requires that a city is <i>allowed to grow both up and out</i>. So yes, be strategic and focus development around urban centres and transport corridors. But also, please, plan for continued growth at the urban fringe.</p> <p>[Q2: Yes]</p>
50.9	Ben Hart	<p>To reduce urban sprawl</p> <p>[Q2: Yes]</p>
52.7	Charles Smart	<p>Yes, primarily in the center city though. Should be a focus on 4-6 story units in the center city + terraced housing in nearby suburbs. Developing Rolleston and Kaiapoi etc will always result in car use and urban sprawl.</p> <p>[Q2: Yes]</p>
53.9	Andrew Wilson	<p>Because the existing infrastructure partly supports this</p> <p>[Q2: Yes. Coder note - Supports future development and investment around urban centres and transport corridors]</p>
54.8	Jesse Greaves	<p>A good range of property types will ensure that peoples preferred housing type is available for them, it will also reduce the cost of housing for those who cannot afford larger homes. It should also reduce the need for urban sprawl and reduce the need for private vehicles.</p> <p>[Q2: Yes]</p>
55.11	Jig Dhakal	<p>Yes within reason. We need to clearly look at flood risk areas as we are living in a swamp protected by a few "mounds" (stopbanks) and SW pump stations which can only handle a certain volume of water, and assume our land wont sink again (in case of future EQs).</p> <p>[Q2: Yes]</p>
57.9	Joshua Wharton	<p>It's a tough one. I know many people in Christchurch struggle with the idea of housing density; as do I.</p> <p>However, I support the idea of housing 'diversity', as listed. To allow for higher-density housing near the rail lines should provide lower cost options for young families and lower income families/individuals, while also keeping them close to public transport. This also makes sense as it is these groups who are most likely to 'use' the public transport system itself. Affordability of the transport network alongside this, therefore, should be of key importance. If the lower income/financially stretched are your target market, it needs to be able to fit them.</p> <p>It would also bring us more into line with leading cities internationally in this regard.</p> <p>[Q2: Yes]</p>
58.7	Blake Hoare	<p>Rather than increasing urban sprawl, we can increase the infrastructure in our current city limits through good public transport (thinking of places like London) that will allow for better health and access for all to amenities.</p> <p>[Q1: Yes]</p>
58.9	Blake Hoare	<p>Like the start of my previous first statement: Rather than increasing urban sprawl, we can increase the infrastructure, this also means that we can maximise and where needed upgrade current capacities in infrastructure in these urban hubs, allowing for better ROI over</p>

		<p>time and helping the city develop faster - Urban sprawl will still happen, but this limits the growth trajectories of this and really focuses on bringing up the current standard of housing. A lot of CHCH houses are 50+ years old, this means that even if they are extensively renovated, the bones are still old, and slowly getting worse. There needs to be a push to rebuild and rejuvenate what we currently have!</p> <p>[Q2: Yes]</p>
60.8	Ekaterina Vlyzko	<p>Housing density should be increased, too.</p> <p>[Q6]</p>
64.9	Jessica Allison-Batt	<p>There is lots of room to have high quality intensification in the central city and in Sydenham in particular. We need more people living in high quality townhouses and apartments with good amenity value (such as developments by Brookfield) and outdoor space. This will support retail and business in the city and is more affordable than greenfield development saving rates overtime. This needs to be complimented by providing better pedestrian and cycle access for city residents and good parks and amenities- rather than neighbourhoods in the central city being treated as transit corridors for people coming into the city in their cars.</p> <p>[Q2: Yes]</p>
91.10	Gareth Hunter	<p>Concentrating density around mass transit helps to make transit more cost effective and helps to encourage more people to reduce their dependence on vehicles which makes the streets easier and quicker for people who need to drive (e.g. freight). Also, I saw a presentation from former Director of City Design for the City of Melbourne, Professor Rob Adams, which showed that the densification of the Melbourne CBD overtime helped to reduce the cost of rates paid by local residents. There are plenty of brilliant examples showed by YouTube channels 'Not Just Bikes' and 'Strong Towns' which shows the financial implications of urban sprawl and the importance of densification and utilising existing infrastructure.</p> <p>[Q2: yes]</p>
92.8	Louise Griffin	<p>yes, the existing state and quality of existing rental housing in the central Christchurch area is terrible. New housing to new standards is necessary and proximity to reliable public transport essential.</p>
93.8	Sasha Carey	<p>Yes, but only if done right. Having walkable areas for residents of high density housing. For example, A block of 10 apartments on the upper floors and a mini metro mart, cafe and other amenities on the ground floor. I have seen this overseas and thought it was a fantastic way of dealing with condensed housing and the ease of living. Having public transport within walking distance too.</p> <p>[Q2: Yes]</p>
95.8	Ruby Beaumont	<p>Because we cannot keep expanding forever outward, requiring more roading and disturbing more green areas.</p> <p>[Q2: Yes]</p>
96.9	Cayne Worthington	<p>People don't know how convenient and affordable high density apartment housing is. Christchurch needs affordable options which are in walking or rapid transit distance to shops and work places. Creating these corridors will help transform Christchurch into a world class city.</p> <p>[Q2: Yes]</p>
99.13	Michael Smith	<p>I live close (250m) to New Brighton mall and enjoy being able to walk for my daily needs. I completely agree with the concept of 15min centres to reduce our reliance on cars.</p>

		[Q2: Yes]
100.8	Liam Krijgsman	I agree, housing intensification should occur in our urban centres. Major consideration should be given to how potential apartments or townhouses are designed. Housing developments by Mike Greer, Citrus Living and Williams Corp to name a few, look awful and cheap. Affordability does not need to look ugly, it just takes a little more time and perhaps some bylaws to make our urban [Q2: Yes]
104.9	Don Babe	It makes amenities much more accessible if there are lots of people living around commercial centres. Higher density housing also reduces the cost of providing services. [Q2: Yes]
105.9	Gary Durey	inefficient use of limited road space too many bus and cycle lanes and trees should not be planted on center strips or berms they cause too much damage. [Q2: No]
106.9	Jackson Reilly	Focusing houses around transport corridors encourages people to use alternate transport and is better for the environment, as well as more convenient for commuting for work. [Q2: Yes]
108.9	Andrew Livingstone	Greater density around centres and transport corridors is a must - as is increasing commercial etc. areas in places like Rolleston, which as the document identifies, has a booming residential sector, but apart from the izone, no work, so everyone commutes to Christchurch. A business park and/or some incentives for companies to set up around there would be ideal, maybe in the area between Rolleston and Lincoln. [Q2: Yes] <i>[Coder note: This submission point has also been included under Opportunity 5 - SDC - Rolleston to reflect the support for more business areas around Rolleston]</i>
109.7	Matt Blake	Yes. This sounds like it will reduce congestion and emissions by restricting urban sprawl. [Q2: Yes]
110.6	Krystal Kelly	Condensed living will not make the population happy. The housing standards are dropping. Cramping everyone together in industrial complex is not the way of the future. Make REAL houses with backyards and space MORE affordable. That is the type of housing people really want. Life is not all about being 15 minutes from your work. You claim objective 4 is to "enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day to day needs" - how does this equate to townhouses crammed together as close as possible to the CBD? People's day to day needs include space, trees, backyards, a real neighbourhood with cul-de-sacs. This is not the type of housing you are suggesting to create for people. [Q2: No]
112.9	Sam Spekreijse	It will ensure that public transport will be available and used by as many residents as possible, and will hopefully combat sprawl. [Q2: Yes]

116.8	Jennifer Watters	<p>We need to protect from urban sprawl and reduce the impact of natural land (greenbelt) being used for development.</p> <p>[Q2: Yes]</p>
118.8	Richard Westenra	<p>I believe we should increase housing density in our city around services and public transport. I see housing densification as an important necessary step to help solve the housing crisis, the climate crisis and to make Christchurch a more liveable city. I would love to see a more walkable, economically vibrant Christchurch that is less dependent on cars for transport.</p> <p>[Q2: Yes]</p>
119.8	Cameron Bradley	<p>Our lack of sustainable transport options and car dependence is intrinsically linked to the way we have built our city. By providing almost solely low density housing options on the peripheral of our city for decades we now have a geographically huge city which is difficult to service with public transport, shops, schools, utilities and everything else we need in our day to day lives. By increasing density in already developed areas we will reduce the amount of land we need and increase how efficient we are.</p> <p>[Q2: Yes]</p>
121.8	Louise Griffin	<p>in a nutshell, spread out mixed densities and create park and ride. All communities need diversity in archetypes because all communities have people of all different living needs and budgets. Why do we have to live in a 4 bedroom house or a tiny conesyed townhouse development. Why are these our only options?</p> <p>while that is how all cities evolve and grow, the density of housing due to the two story limit with everyone's windows facing everyone else's with limited parking does not deter car use towards public transport, it just clutters streets with cars parked on kerbs.</p> <p>[Q2: Unsure]</p>
122.9	Luke Bulger	<p>There is plenty of demand for lifestyle blocks and other types of sprawl. However, until low-carbon transport options exist to enable commuters to live wherever they like, they must not be allowed to do so.</p> <p>Many people don't clearly see why urban sprawl is restricted. Our fellow ratepayers decry the "red tape" around greenfields development, as if the difficulty in developing such land is unintended. Yet, at the heart of the matter, the pollution that results from wide, rambling suburbs and miles of lifestyle blocks is undeniable. So the gravity of the issue must be borne in mind in all dealings. Compromise and appeals shouldn't necessarily move councils at all from positions that have been taken to prevent unacceptable levels of pollution.</p> <p>[Q2: Yes]</p>
123.9	Mathew Harris	<p>It makes sense but unsure if being that population being that dense is what we want.</p> <p>[Q2: Unsure]</p>
124.3	Tim O'Sullivan	<p>There are some good points in this report and to "provide housing choice and affordability" (Page 31) is one of them.</p>

		<p>However, the idea that people ought to be supported to “live, work, shop, recreate and socialise within close proximity, and to use public transport when they do need to travel, by focusing growth through targeted intensification around centres and along public transport corridors” (page 57) is not a good idea.</p> <p>Housing choice and location should not be constrained by other people’s ideas of what is good. Social satisfaction is increased when people have the freedom to live and work wherever they want. The benign sounding idea of “close proximity” sounds similar to some overseas proposals for “15-minute cities” and if that is the case it is an unacceptable idea.</p> <p>Under the topic of housing there is a questionable statement that “Greater Christchurch has maintained a good supply of housing that is relatively affordable for middle to high income households, especially compared to other parts of the country” (page 67). What does relatively affordable mean in this context? Does it mean “Relatively affordable for middle to high income earners”? (page 73).</p> <p>What about low and average income earners? Lower income families have a social rights as well including the right to own their own home. The plan should include the necessity of reducing construction, planning, compliance, and subdivision costs for new housing so that lower income people can purchase their own home.</p> <p>That the plan says that "Meeting the projected demand for housing over the next 30 years is not a major issue for Greater Christchurch" (page 69) seems to indicate that the authors are out of touch with the consequences of their own ideas of Christchurch having a vastly increased population over the next 30 years (pages 75 and 83).</p> <p>[Relevant submission points also recoded under 6.1.8 and 11.3]</p>
125.9	Doncaster Development	<p>Need a variety of residential options.</p> <p>[Q2: Yes]</p>
126.10	Tim Frank	<p>Rather than urban sprawl in the Greater Christchurch area, regional towns, such as Amberley, Darfield, and Rakaia could be strengthened and grow. Possible further regional centres that are easily accessible by regional rail north and south of Christchurch could be developed (Sandy Knolls, Chertsey, Sefton, Waipara). Better connection with South and North Canterbury may also encourage growth in those regions, rather than concentrating population growth on the Christchurch metropolitan area.</p> <p>[Q2: Yes]</p>
129.8	Kristina Seregina	<p>Only in Christchurch, Horndy & Papanui (not in towns around the city)</p> <p>[Q2: Yes]</p>
130.9	Gideon Hodge	<p>It is good for people to have transport options. Currently some people can only drive to work because the public transport/active transport networks are not developed sufficiently to be able to meet their needs. I think that if public transport was competitive in time compared to cars, a lot more people would use it.</p> <p>[Q2: Yes]</p>
131.9	Erin Spencer	<p>Thise impacted by noise pollution should have an option to live away from city centers.</p> <p>[Q2: Unsure]</p>
133.9	Multiples Canterbury	<p>Again, we support the GCSP, because we want our children to grow up in as safe a climate as possible.</p>

		<p>We acknowledge that this will require families to re-examine their expectations in terms of housing density, backyards, and transport. This is 100% worthwhile.</p> <p>Increased density around transport routes will help improve housing affordability for all residents, including our members. Our families often struggle financially due to the increased costs of multiples. More affordable housing and diverse typologies will help them access what they need more easily.</p> <p>We request that accessibility needs always be considered in the requirements for medium- and high-density homes, as well as the design of footpaths. We recognise that there are many reasons that universal design is key, and highlight that ours is the constant need to handle (as a minimum) a double buggy.</p> <p>[Q2: Yes]</p> <p>[Cross reference general focus on accessibility and universal design]</p>
134.7	Alex Greaves	<p>I still think there should be a mix of housing types- some apartments are good but also ensuring there are traditional houses and sections that remain affordable</p> <p>[Q2: Unsure]</p>
135.9	David Gardner	<p>Yes, urban centres should also be allowed to develop apartments on top of commercial, like they do overseas.</p> <p>[Q2: Yes]</p>
136.8	Alex Perrott	<p>Higher density housing works if people have transport options other than cars. Or we will see more congestion and urban sprawl as seen in Auckland</p> <p>[Q2: Yes]</p>
138.8	Riley Brosnahan	<p>Public transport needs people to use it, and people only use public transport if it's reliable, frequent and nearby. All along the corridors should be high density apartment buildings with mixed uses.</p> <p>[Q2: Yes]</p>
139.9	Waikura Trust	<p>I support the development of Transportable Homes Villages near transport corridors, but disagree that apartments and terraced housing are truly affordable. They will still cost \$350,000 minimum to buy, or \$450 pw minimum to rent.</p> <p>True affordable housing is a small, comfortable, Cosy Home costing \$90,000 to \$200,000 to buy, or \$250-\$350 pw to rent. There are many companies in NZ making these popular homes now, however local authorities, especially Waimak, Selwyn, and Hurunui District Councils are very slow - to the point of being obstructive - regarding the development of Transportable Homes Villages to locate them in.</p> <p>There are also some great examples of other places in NZ embracing the concept of TH Villages, with great success. As one said: we change lives, just not the environment of housing.</p> <p>[Q2: Unsure]</p>
141.7	Climate Club	<p>Densification and more public transport usage is great for the planet!</p>
142.8	Portia Bishop	<p>In order for the sustainability of the environment and our population, we need to start moving away from car dependency. It is not fair to assume that everybody will have equal access to private vehicles, whether it be due to disability or finances, and developments around urban centres and transport corridors will ensure that accessibility to both necessities and leisure activities (e.g. malls, work,</p>

		<p>education) is achieved. For instance, while waiting at the bus stop with my partner, we met this old lady who seemed very distressed with the inaccessibility of public transport: due to age-related health reasons she could no longer drive, and expressed frustration of missing the bus and having to wait another 30 minutes just so she could be dropped at a bus stop 10 minutes away to go shopping, as she also had mobility issues. Likewise, my partner's grandmother constantly expresses extreme sadness over her "loss of freedom" after losing her license. Situations like these, or similar, are ones that should not exist. Ensuring that we concentrate housing along accessible routes, whether by walk or public transit, is an important step towards equal access, including other reasons such as decreased expenses towards travel for those who may not have the money.</p> <p>On a side note, this may also increase foot traffic for businesses: if it is easier to access stores for people who cannot drive, or reduces the time, cost or effort spent driving, it will incentivise people to shop more.</p> <p>[Q2: Yes]</p> <p>[cross ref to general re accessibility]</p>
143.8	Raymond Bachert	<p>I agree. Urban density is intrinsically more efficient for infrastructure and transport than spread out, car-centric commuting suburbs, and concentrating our housing development within pre-existing transport corridors and urban centres will allow people in Christchurch to achieve greater living outcomes in terms of community (as they can live closer to more people, and more people means more communities and events to engage with), work-life balance (easier commuting between work and home), and efficiencies in reducing their carbon footprint and costs of living. Some of the recent townhouse developments within the CBD have been nice to see, but building more apartment style housing would be the next great step in building up our urban centres, particularly if they can be seen less as a luxury inner-city living option and more as an affordable alternative to the classic one-story four-bedroom house in the outer suburbs.</p> <p>Adding to this, I would also like to see more medium-density housing projects like the courtyard style apartments seen in cities like Barcelona, which I think are wonderful buildings for building local building communities and engagement within larger neighbourhoods.</p> <p>[Q2: Yes]</p>
145.8	Mick Stephenson	<p>It's more efficient for everyone</p> <p>[Q2: Yes]</p>
147.7	Brooke McKenzie	<p>This is also delusional dreamed up by people with degrees, no actual experience and promoting ideas from overseas to sell the idea to try to prove they are smart.</p> <p>I will agree that in many cities overseas with hugely higher populations that intensive population will reside in high rise etc building near transport stops and hubs. However such rapid transport systems are developed around a network of arterial routes making comprehensive delivery to destinations. the simple twin track hornby to belfast route will have limited demand and lead to a limited intensification simply because the great powers expect the intensification in the areas to start immediately whereas this rapid transit is at least 30 years in the future.</p> <p>This section talks about greater choice of housing including more affordable options such as apartments and terraced housing. Wonderful. Affordable housing. Nothing about who will inhabit such affordable housing. A 30 square metre apartment will be</p>

		<p>affordable? Will a 90 square metre be affordable? How many people will cram into these low cost apartments. Will occupation be limited so we dont see a family of 5 in a small apartment as with a multitude of other countries.</p> <p>so the powers that be determine where the high density development areas will be based around urban centres and the transport corridors and suddenly the affordable housing problem is solved as developers will rush in, buy up the land and build these wonderful multi story rat traps and people will rush in and buy them and live happily ever after Walking to the shopping centre, biking to work and the whole neighbourhood loving each other and meeting in the new green space down the road where the kids will play happily and in harmony ever day after they walk to and from school. utopia. I am not arguing about intensification per se. such development will meet a demand market but forcing people into these developments through lack of choice is wrong.</p> <p>Affordable housing is a fantasy and these high rise rabbit warrens of 30 metres may well still be unaffordable. where intensification is going to be permitted the cost of the house on the section to be developed will be double, triple, quadruple what it was prior to being determined for intensification.</p>
148.8	Jane Higgins	<p>Clearly it makes sense that housing should be developed around infrastructure that people can easily access. I very much support the 15 minute city concept and would like to see this across the whole city. Working on these urban centres and transport corridors is an excellent way forward.</p> <p>[Q2: Yes]</p> <p>[Cross ref general 15 min city]</p>
152.10	Louis Williams	<p>There should be an eastern development node.</p> <p>The current layout of development nodes has the central city as the eastern most node - a misnomar.</p> <p>A development node in the eastern of the city would:</p> <ol style="list-style-type: none"> 1. assist with affordable transportation and housing for the existing community in the east, 2. should have lower infrastructure connection costs given proximity to the CBD and existing Chch services. <p>[Q2: Yes]</p>
153.4	Hamish Cuthbert	<p>There should be an eastern development node. The current layout of development nodes has the central city as the eastern most node - a misnomar. A development node in the eastern of the city would: 1 assist with affordable transportation and housing for the existing community in the east, 2 should have lower infrastructure connection costs given proximity to the CBD and existing Chch services.</p>
154.9	Aileen Lowe	<p>Absolutely not. Concentrating housing developments have taken place internationally and failed abysmally. It increases mental illness and crime. To recommend this is short-sighted and ignorant.</p> <p>[Q2: No]</p>
156.9	David H Ivory	<p>There are multiple benefits in developing urban centres densifying along transit corridors. Creating urban environments that encourage active modes, walkable neighbourhoods, and less use of cars means a more interesting and lively city. People are healthier and wealthier because they move more, and spent less on car costs. Agglomeration effects emerge where success breeds success for urban centres</p>

		<p>and this accrues to those districts with the highest number of visitors, residents, and pedestrians. The Oxford Terrace pedestrian zone is evidence of this.</p> <p>Walkable Cities</p> <p>As the population ages there will be a need for more support for the elderly, but when it is possible to live within walking distance of most amenities then aging populations can live car-free, healthy, in supportive environments. It is also true that busier places are safer places, eyes on the street.</p> <p>The downside of denser urban areas is that while relative rates of crime go down, individual crime figures increase - this can be counter-intuitive to some who therefore believe inner cities are dangerous. But such areas are much more easily policed so crime is easier to counter.</p> <p>There really is no alternative to densification and supporting this process with high quality frequent turn up and go public transit - and it should be light rail or priority trams.</p> <p>[Q2: Yes]</p>
157.8	Nika Klok	<p>People in New Zealand enjoy living here because there is a more rural lifestyle while being close to modern conveniences. Building apartments and other multi-level buildings will disrupt that landscape and cover all the lovely views. I also think that living in small spaces is disruptive to mental health which is something that we are trying to focus on in our communities.</p> <p>[Q2: No]</p>
162.8	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls' High School	<p>(Refer to Map attached - areas are highlighted in yellow) We think these places are important because they are places we go often and where we think people our age go. We highlighted malls because it's a main hangout spot.</p>



[Q2: Yes]

166.7 Jessica Lamb

Yes I do agree that it should be focused around urban centres because that would mean that the people that live there live in close proximity to town where the things they require (such as food shops, education, and work) are close by. If future development was instead focused away from the main urban centres, it would make it extremely difficult for the people living there to access the things they require in order to live a healthy lifestyle.

[Q2: Yes]

167.9 Okirano Tilaia On Behalf Of GC2050 Facilitator - 4

In some areas in our city and some towns outside of the city, transport is a big problem because people are missing buses and local transport and being late to work school and other places. In some places transport can't be reached due to car and other thing. I think we should have more transport system to provide people a chance to get to places they need to go to. Key areas for the transport to

	students from Rolleston High School	<p>pass by include Riccarton Mall (main area for youth to hang) and centre city (riverside, bus exchange etc), Attached are two maps - there is a yellow highlighted route and an orange one (for the central city); these are our ideal routes for the public transport system. The areas circled in green are important and key to us.</p> <p>[Q2: Yes]</p>
169.9	osokind	<p>this is not what any community would aspire to be or have. experience shows the denser we live, the more people in a defined area the less each person knows or cares about their neighbour.</p> <p>[Q2: No]</p>
170.9	Harriet Riley	<p>Absolutely!</p> <p>We need denser housing to prevent urban sprawl and to reduce our transport pollution. Denser housing is one of the most cost-effective ways of reducing emissions, because it reduces the amount of roading/concrete/infrastructure that needs to be laid down to service sparsely populated suburbs, and reduces the transport emissions of everyone that lives in the area. It means more foot traffic, greater community connection and less reliance on cars!</p> <p>Densely populated urban centres are crucial, and it is something I absolutely want to see more of in Christchurch and look forward to seeing this.</p> <p>[Q2: Yes]</p>
171.3	Summerset Group Holdings Ltd	<p>Summerset considers that the DGCSP:(i) Fails to adequately consider and provide for the needs and housing demand of elderly persons and an ageing population;(ii) Places an overwhelming reliance on meeting stated demand capacity through intensification (particularly that in close proximity to identified centres and public transportation corridors), including that proposed to be rezoned through plan changes currently being processed by Selwyn, Waimakariri and Christchurch City Councils (the outcomes of which have not yet been determined);Summerset considers that sufficient consideration has not been given to enabling for the future development of greenfield sites in the circumstances where these are necessary to meet the growth and choice needs of the community; and(iii) Fails to address the demand for specific types of development capacity to meet the range of different housing choices needed, including specific provision for retirement villages in greenfield areas.</p> <p>[See full attachment.]</p>
171.16	Summerset Group Holdings Ltd	<p>Summerset seeks that the DGCSP:</p> <ul style="list-style-type: none"> (a) recognises and makes adequate provision for the needs of, and lifestyle options sought by, an aged and ageing population; (b) provides for a nuanced and effects-based approach to: (i) identified 'areas to protect, avoid and enhance'; (ii) infrastructure constraints; and(iii) other development constraints noted in the DGCSP; which enables development in a manner consistent with existing legislative and policy requirements; (c) provides for the recognition of additional greenfield priority growth areas to ensure adequate provision is made for varying demands and needs of all aspects of the population, including comprehensive care requirements for aged persons; (d) otherwise ensures that appropriate greenfield development capacity is enabled, particularly for master planned comprehensive care retirement villages that cater for the housing needs of an aged and ageing population. <p>[See full Attachment.]</p>

174.8	Water and Wildlife Habitat Trust	Social efficiency, encourages use of public transport. [Q2: Yes]
175.8	Anne Scott	Cities work best as a series of villages that meet the unique needs of those that live in the area. Christchurch city center should also have priority for development and the living and cultural centre of greater Christchurch [Q2: Yes]
177.9	Scott Kilkelly	Forward planning allows Christchurch to be best set up for the future. Housing is very important to me and without great planning the supply of houses could fall when compared to population growth. [Q2: Yes]
178.7	Bryce Harwood	encourages use of public transport, will help with cost of living for many people - especially for younger people who want to live in the more urban areas and dont have families [Q2: Yes]
179.8	Bruce Mackenzie	This model doesn't work anywhere in the world. [Q2: No]
180.9	Peter Galbraith	We need to stop the urban sprawl over our green spaces and food-growing land, and that locks us into driving our polluting vehicles to work and back every day. It will also help combat the urban heat issue, which we are going to struggle with going forward with global heating, as evidenced by what is happening in the Northern Hemisphere currently. Denser cities also are cheaper, as infrastructure is spread between more residents. [Q2: Yes]
181.10	Tom Norcliffe	This is the approach pretty much every mature European city, as well as those in other jurisdictions, have adopted. It allows for the concentration of amenities within easy (ie, non private car) access of locals, while equally enabling effective commuter access via mass rapid transport, to key city locations. Beyond this tho, it opens up these centres to evolve into their own local and organic communities. One of the things that sadly distinguishes Chch from other global cities is our relative lack of 'villages-within-city' compared to, say, Melbourne, Sydney or even Wellington. Concentrating housing developing in and around urban centres and transport hubs/corridors, will enable this development. This will encourage the organic growth of the '15 minute city' concept, equivalent to (for example, Chatswood in Sydney). Community growth and cohesion in turn have a range of positive social and environmental benefits, including reduction in crime and other uncivil behaviours, reduced isolation, reduced vehicle emissions etc... [Q2: Yes]
182.9	Jonathan Newcombe	Long term, maybe. Medium to short term, no. The only way house prices drop is if we start to build them at a far more rapid rate that what we are seeing currently. Ergo we cannot afford to limit future development and investment to urban centres and transport corridors. [Q2: No]

182.15	Jonathan Newcombe	<p>Same answer as above: Long term, maybe. Medium to short term, no. The only way house prices drop is if we start to build them at a far more rapid rate than what we are seeing currently. Ergo we cannot afford to limit future development and investment to urban centres and transport corridors.</p> <p>[Q3a: No]</p>
184.2	Hill Street Ltd	<p>Is generally supportive of the Spatial Plan in respect to fostering growth around significant urban centres, major towns, and locally important urban centres and towns (including Rolleston) by providing sufficient land for residential use in a well-connected urban and town centre network that is integrated with transport links to accommodate the project population.</p>
185.9	Ruth Grey	<p>If the council expects such population growth as stated in the plan, that can only be through immigration not through an increased birth rate. That level of immigration brings its own set of problems. To house people in tower blocks without storage or space for cars is too much like housing in China - soulless, utilitarian and with the huge potential to become ghetto like. It is the complete antithesis to the house and garden ethos of previous generations that saw this model as the best to raise a family in. High density housing works in Europe and other places as they've been doing that for hundreds of years. This model of housing will only increase poor mental health and to make it affordable, they will be constructed as cheaply as possible but with the best financial outcome for the developers.</p> <p>[Q2: No]</p>
186.9	Michael Wilson	<p>Given the current situation with the ongoing densification, which is happening all across the city due to government intervention. it appears that the council completely lost control over the situation..</p> <p>Therefore, I propose a complete halt to any form of intensification until we are certain that we have the necessary means to manage it. it seems that intensification is spiraling out of control.</p> <p>[Q2: No]</p>
187.10	Waipapa Papanui-Innes-Central Community Board	<p>The Board acknowledges the case for this focus but supports a big picture view being taken that considers what could be significant impacts, across a number of areas and communities. For example:</p> <ul style="list-style-type: none"> • The Board is concerned that development and investment around the urban centres and transport corridors in the Board area should include developing and investing in, community facilities, sport and recreation facilities, greenspace, and other amenities. Clearly this would include around Papanui, Central City, Shirley and Phillipstown/Linwood Village, but the Plan needs to consider the downstream effects of the Christchurch Northern Corridor around St Albans, and factor in the changes seen as a result in downstream effects and the resulting Downstream Effects Management Plan (DEMP). • The Plan should also be cognisant of the risk of flooding in the area's as well as the vehicle congestion that intensification may further exacerbate. Community concerns are well documented on both of these issues, particularly around St Albans/Edgware, Shirley, and the Cranford Basin development area. The Board strongly recommends that additional flood mitigation is considered in new developments to ensure existing networks are not overwhelmed, and remain effective in significant rain events. • The Board asks that the Ōtautahi Christchurch Climate Resilience Strategy is considered in all decision making. The Board notes it supports active transport initiatives that safely promote walking, cycling, and using public transport, which may include rail. • The Board reiterates its support for effective safety measures and improved efficiency along the Langdons Road corridor from Northlands Shopping Centre to the Northlink Shopping Centre. This area has become increasingly busy both vehicle and pedestrian-wise, and one of the city's largest High Schools (Papanui High School) is in this corridor.

		<ul style="list-style-type: none"> The Board recommends that Crime Prevention through Environmental Design (CPTED) principles are considered where appropriate. <p>Overall, it is noted that the wider community and Board believe that the community infrastructure may not be adequate to support the continual growth in the Board area. Concerns include the lack of amenities, community facilities and recreational greenspace, and the impact intensification will have on transport corridors and connecting transport networks. Partnering with the community to address these concerns, including in the context of the Plan, is important to finding dynamic and innovative solutions that bring residents on the journey.</p> <p><i>[FULL ATTACHMENT AVAILABLE]</i></p>
197.10	Lynette Bay	<ul style="list-style-type: none"> high densification is like living in a cage, too close together, housing very small and too compact, little light/sun being able to most, thin walls you hear everything going on in the next unit or the one above or below depending on how high buildings are. I've lived in Europe and it was like living in a jungle. You don't know your neighbours or are unable to choose who you live next door to. mid to high density equals how many stories high? How much light and sun is being blocked from lower housing in the area? these change the shape and aesthetics of an area. high density in an earthquake or other event would have more risk of greater consequences for the community such as death toll much higher high density - crime rate is higher, saw that when living in Europe in such a jungle of high rise apartments No private space to relax in. People do not want to interact and be with others continually in communal spaces. unable to have small gardens - flowers or plants to give colour to surroundings, grow a few organic vegetables etc. Gardening is very useful for relaxation and mental wellbeing of people no carparks as those planning are forcing us into a lesser lifestyle where we would be dependent on what is provided for us not what we can do for ourselves <p>[Q2: No]</p>
198.9	Paul Bryant	<p>I think this proposal is doomed. Focus on getting the plan right first then ask the above question.</p> <p>[Q2: No]</p>
198.16	Paul Bryant	<p>I think this proposal is doomed. Focus on getting the plan right first then ask the above question.</p> <p>[Q2: No]</p>
198.19	Paul Bryant	<p>So carbon causes climate change? So we reduce carbon? Isn't that what we are doing - electric and hydrogen economy in the future? Where is your climate change forecasts coming from? If the planet was cooling, would this be called climate change too?</p> <p>I think concrete jungles concentrating people are not the answer.</p> <p>Building high rise infrastructure in earthquake prone areas and concentrating people in these buildings = bad idea. What happens in a pandemic? Fire?</p>

		<p>Whose going to do all this work? I suspect a lot of it will be from overseas. Use the skills on our door step, keep our money in the country.</p> <p>[Q4: No. Also coded to 4.1 and 4.2]</p>
199.9	George Laxton	<p>I support the increase in density around the hubs, but also everywhere else too. We have to start somewhere though and focusing around the hubs is a good idea.</p> <p>I don't think that we should be ONLY be focusing on those areas though, we need to increase density through the whole city.</p> <p>Also the environment is an important factor for me and not only is higher density housing better for the environment, (reducing carbon emissions) it also means we have the opportunity for large areas to be set aside as city green zones (parks)</p> <p>Recently back from Japan and they have these everywhere in the middle of their cities. Large AND small spaces set aside forming breaks the city where you can go and relax in the shade of trees and let the city noise (all the cars because cities aren't loud, cars are) fade away.</p> <p>[Q2: Yes]</p>
205.13	Karen Silvers	<p>#4 - Diverse and affordable housing is important for a thriving city but at what cost are we willing to change the character of existing neighbourhoods? We must respect communities and not allow a desire for development to take precedence over the well-being of existing residents. Development should also be balanced with heritage values. An article in The Press mentioned the recent demolition of an historic house in Linwood to make way for a new development. Our city has already undergone radical change since the earthquakes and what we now have is not necessarily better despite the promise!</p>
208.13	Living Streets Otautahi	<p>Living Street Ōtautahi Christchurch agrees with the focus on high density areas that facilitate and encourage walking (and cycling) rather than the current urban sprawl where vehicles dominate.</p>
208.15	Living Streets Otautahi	<p>Living Street Ōtautahi Christchurch prefers development areas to be permeable allowing for easy and safe walking (and cycling) routes which are reasonably direct routes to services</p>
212.15	Ingrid Mesman	<p>I do not agree with #4. Leave people to decide where and how to live. As long as they are living in honour and with respect to their neighbours. Housing should be the choice of the individual, family, group. People should be able to go where they want to satisfy their needs. Not be forced into communities where the perceived needs are being decided by bodies of people who do not have an idea of what their individual wants and needs are.</p>
213.9	John Gudgeon	<p>How about having a garage for most apartments? They can be used for storing things such as an electric scooter even if the occupier doesn't have a car. The United Nations 15-minute city concept is all about control and eventual depopulation. Why follow them? They are an unelected globalist organization run by billionaires.</p> <p>Further, NZ should pull out of the WHO and have nothing to do with the WEF.</p>
215.9	Victoria Wicks	<p>it would appear we are all be crammed into high density crowded suburbs who then take their rapid transit options to visit the safely tucked away nature areas.</p> <p>Why not let homeowners have liveable spaces with gardens in which to actually live rather than cram them into high rises to then have to take the mass rapid transit to visit a tree?</p>
217.9	Davinia Sutton	<p>because of the impact on historical architectural elements that have lasted post earthquakes. We set loosing our heritage..</p>

		[Q1.2. No]
222.3	Graeme McCarrison On Behalf Of Spark, Chorus, One NZ, FortySouth and Connexa	We support the draft strategy, the prioritisation of development areas supported by public transport corridors and an improved public transport system. [Also recoded under 8.1.]
224.8	Tobias Meyer	Yes! Great to enable choice for people to live close to facilities and to be able to live without a car. [Q2: Yes. Also coded to 8.7]
225.8	jenny Gilgenberg	No this is a bad idea [Q2: No]
226.9	Caroline Syddall	Yes, however I believe this should include the east of ChCh, particularly the Linwood and Woolston/Philipstown areas as these are close to town with direct road connections to the city centre, have a relatively good basis of existing facilities and low-income populations that would benefit from better public transport and housing. These areas are also experiencing considerable private development of intensive housing showing little sign of good planning, and would benefit from better planning leading to improved quality of life for residents. Intensification of housing must include good design principles- both that support the natural environment and encourage community, and that provide comfortable houses- houses that do not get sun for three months of the year are not acceptable in Christchurch. Housing should support mixed communities- families, individuals, younger and older people and differently abled people. We should not build complexes with a single type of housing. Housing should enable people to remain in the community as they move through different phases of their lives. There should be enough flexibility in regulations to allow exceptions to rules where the benefit is clear- e.g. allow intensive housing on a Southerly boundary if it does not block other residents' sun, has good infrastructure including transport, wastewater and services, and creates quality housing. [Q2: Yes] [Second and third paras also recoded under 6.1.5]
227.10	Jocelyn Papprell	Yes, but was surprised that whilst Linwood and Shirley were designated locally important urban centres, Woolston was not. It seems potentially to be a good spot for intensification; it already has a good number of services available, has a good public transport service, is close to the city and easy access to recreational areas. As a low income community it may benefit from investment in diverse, good quality, community-focused affordable housing that incorporates well-planned community spaces. Through policies and planning regulations we need to encourage development that creates and enhances community connectedness rather than prioritises the profit motive. Incentivise (or force) developers to build better housing options that allow for mixed housing options that ensure mixed communities ethnically and generationally. Important to have the flexibility to go beyond rigid guidelines when a different solution could be a better solution.... Locally relevant guidelines. [Q2: Yes]

237.9	Alastair McNabb	<p>Do not restrict how people may dwell. We are not your slaves. Congested urban living contributes to mental health issues.</p> <p>[Q2: No]</p> <p>[Comment about congested urban living also recoded under 6.1.5]</p>
242.9	Carolyn Skinner	<p>Whilst I support good safe and efficient public transport in general, I am worried that the use of cars is being overly strongly discouraged in policy. I think it is unrealistic to expect people to not to use cars. This is due to people not always living near employment, working late shifts, or that employment in many cases can be located away from public transport corridors. People often need to carry bulky/heavy items which would be impractical on public transport. I also have concerns around the safety of hydrogen/electric vehicle transportation, ie fire risk. My biggest concern revolves around the development of higher rise apartments/ terraced housing around these proposed transport corridors.</p> <p>[Q1: No. Also coded to 8.2 and 8.7]</p>
242.10	Carolyn Skinner	<p>People should feel that they are free to live and work in places of their choice and should not be discriminated against because they are not located in a "transport corridor". I assume that in order to create these urban centers /transport corridors, that many homes/buildings would need to be demolished some of which will have significant historical value to make way for apartment style living. This is terrible bearing in mind the losses that Christchurch has experienced post earthquake with loss of beautiful old homes and buildings. To see homes bulldozed and existing communities decimated which is a concern in itself, is only going to exacerbate the housing shortage. I am concerned for standalone homes that remain, whose residents will experience the value and enjoyment of their home ruined by neighbouring higher rise apartments that causes loss of privacy, and loss of sun along with the loss of their pre-existing surrounding community in the name of intensification. Will these apartments be quality and also affordable for people or will they become ghettos and centers of crime like I have seen in many places overseas. I worry about the wellbeing of people and are aware that the great kiwi dream and ideal for many is to be able to afford a standalone house with garage and section even if small, and not be crammed into a higher rise apartment. We need to make homes more affordable and not cram families into apartments. All this development will be immensely expensive and will ratepayers be left to foot the bill?</p> <p>[Q2: No]</p>
242.15	Carolyn Skinner	<p>If we have intensification/densification with higher rise apartments, I am concerned that issues with flooding may develop if great care is not taken with adequate drainage.</p> <p>[Q6. Also coded to 4.1]</p>
243.9	Phillipa Lamborn	<p>There are a wide variety of different cultures and communities throughout the Christchurch and out of Selwyn areas and these groups are need community in a way that suits with their culture and heritage this is important for the development especially with families and schools there is also often a risk with built-up areas in terms of crime and concerns around mental health issues in small spaces.</p> <p>[Q2: No]</p>
246.9	Greg Bluck	<p>All you will do is create ghettos with all the social problems of overcrowding.</p> <p>[Q2: No]</p>
247.8	Luke Chandler	<p>There are concerns raised about the level of intensification and building up in existing areas that may not be adequately prepared to support such development. It's essential to carefully assess the capacity of existing infrastructure, services, and amenities to handle</p>

		<p>increased population density. Inadequate planning could lead to issues like overcrowding, strain on resources, and decreased livability for residents.</p> <p>The idea of moving towards a European-style living with taller apartment buildings and ample green spaces is a valid approach to consider. Such a model promotes efficient land use, preserves natural environments, and encourages a sense of community and connection with nature. However, it's crucial to strike a balance between intensification and ensuring that infrastructure can cope with increased demands.</p> <p>[Q1: No]</p>
247.9	Luke Chandler	<p>Focusing future housing development solely around urban centers and along public transport corridors may present several challenges and negatives that need to be carefully considered. It's essential to explore alternative approaches, taking inspiration from European countries like Finland and Sweden, where intensified cities and close proximity to public transportation have shown positive outcomes.</p> <p>One of the main negatives of concentrating growth around urban centers is the potential strain on existing infrastructure and services. As more people move into these areas, there might be increased demand for transportation, healthcare, schools, and other essential amenities, which could lead to congestion and overcrowding if not adequately planned for. Additionally, limited available land within urban centers may drive up property prices, making housing less affordable for many residents. The increased competition for limited space might also result in the displacement of lower-income communities, exacerbating social inequality and segregation.</p> <p>Moreover, urban intensification without sufficient green spaces and recreational areas may impact residents' quality of life and well-being. The lack of open spaces for leisure and relaxation can lead to a decrease in physical and mental health, reducing overall community satisfaction.</p> <p>On the other hand, looking to European cities like Finland and Sweden for inspiration offers numerous positives. Embracing intensified living arrangements can lead to more efficient land use and better utilization of existing infrastructure. This, in turn, can reduce urban sprawl and limit the environmental impact of new developments.</p> <p>Intensified cities with a strong focus on public transportation can reduce the dependency on private vehicles, leading to decreased traffic congestion and lower carbon emissions. The accessibility to well-connected public transport systems also enhances mobility for all residents, regardless of income, promoting inclusivity and social cohesion.</p> <p>By incorporating European influences, such as prioritizing pedestrian-friendly neighborhoods, ample green spaces, and mixed-use developments, we can create more vibrant and livable communities. These features encourage a sense of community, promote active lifestyles, and improve overall urban aesthetics.</p> <p>In conclusion, while concentrating development around urban centers and public transport corridors may have its drawbacks, embracing European-inspired intensified living arrangements can offer numerous positive outcomes. By carefully planning and integrating the best</p>

		<p>aspects of both approaches, we can work towards creating a more sustainable, inclusive, and enjoyable urban environment for our city's residents.</p> <p>[Q2: No]</p>
248.8	Jono de Wit	<p>Having more housing close to centres and good public transport will make it easier and cheaper for people to get around.</p> <p>[Q2: Yes]</p>
248.9	Jono de Wit	<p>Limiting urban sprawl is a must to reduce emissions and ensure a more financially viable urban form.</p> <p>[Q3a: Yes]</p>
248.13	Jono de Wit	<p>i agree mostly with numbers 4 and 6, about allowing more housing close to centres and providing better public transport.</p> <p>[Q5: Yes. Also coded to 8.1]</p>
249.9	Anne Ferguson	<p>Because I dont like terraced housing development or high rise apartments like Auckland has which in time turn urban centres into ugly, stark gettos that will decrease land values in those areas and besides there are earthquake restrictions to high rises.</p> <p>[Q2: No]</p>
250.8	John Maitland	<p>There is no need to have such high density living for a 1million people. Living like this is undesirable.</p> <p>[Q2: No]</p>
251.8	Alexander Morton	<p>100% yes. Christchurch is currently a nice city to live in despite it's layout and it's density. So long as there are sufficient active and public transport options then I think this is a good idea</p> <p>[Q2: Yes. Also coded to 8.1]</p>
252.10	Logan Brunner	<p>Yes, however there is even more density needed, which is restricted by the current legislation. There needs to be more focus on increased housing, as it is even now difficult to find an affordable living option. New housing should be allowed in low-risk (to natural hazards) areas throughout and around the city.</p> <p>[Q2: Yes. also coded to 4.1]</p>
253.8	jo mcgregor	<p>Concentrating future housing development around urban centres and along public transport corridors will clog up our beautiful suburbs with people. Apartment blocks are ugly. Beautiful historic homes and established large trees will be downed for this 'progress'.</p> <p>[Q1: No]</p>
254.10	Nikki Chippendale	<p>We dont want condensed housing unit blocks along a transport network.</p> <p>[Q6]</p>
255.10	Leanne Farrar	<p>This is not the New Zealand dream. concentrated housing creates poor outcomes for those who live in those areas.</p> <p>[Q2: No]</p>

257.10	shaun white	<p>New Zealand has always being a Country with an economy based around the Rural Sector and that is how it should stay. This plan to urbanize and move people into condensed housing is not the New Zealand way.</p> <p>[Q2: No]</p>
258.8	Brendon Harre	<p>I agree growth corridors should be planned around public transport that can be upgraded to MRT. But it is not necessary for all future housing development to be concentrated on existing urban centres. New centres (transit oriented development) can be created.</p> <p>[Q2: Unsure]</p>
258.18	Brendon Harre	<p>Questions the validity of the claim that higher density housing around the proposed MRT corridor would be able to cope with Christchurch growing to 1 million residents.</p>
259.9	John Antill	<p>I strongly disagree with anything that destroys the old established character and buildings of Christchurch.</p> <p>I strongly disagree with high rise, high density housing which alienates Christchurch residents and is designed for a huge immigration of men from overpopulated countries where there is an imbalance of men to women</p> <p>[Q2: No. Also coded to 11.1]</p>
264.10	Environment Canterbury Youth Rōpū	<p>We believe that an improved public transport system like that above is vital to connecting city-outskirts and supporting the community. Ideally this system will act to bring people together into the urban centres of Ōtautahi and further interconnect our city. By concentrating future growth along public transport corridors it will increase the appeal of public transport and make community facilities more available to those in further out areas on Ōtautahi.</p> <p>[Q1: Yes]</p>
269.20	CRAIG LAMBIE	<p>The plan is for a mass transit network from Belfast to Papanui, through Merivale, over to Riccarton, then to Hornby. Never mind all the houses in the way, including Heritage buildings, they will have to go. This network will have high story housing, up to 10 stories, without garaging and storage facilities, along side the transit network. Do Merivale residents know about this - that there beautiful historical home could be bulldozed down?</p> <p>[Q4: No]</p>
282.8	Rebekah Couper-Wain	<p>I don't think this was a detailed explanation of what concentrated housing development would look like along public transport routes. So no I don't agree with this statement.</p> <p>[Q2: No]</p>
283.9	George Bluck	<p>I do not agree with the fact that we should focus future housing development around urban centers and transport corridors. These areas are already urbanized, it doesn't appear to be a sensible choice. The idea that urbanizing an already urban area will lead to a 'more affordable options' is a ludicrous statement. Firstly, you are limiting housing two just two types in this statement, apartments and terraced housing. Secondly, placing more housing in an increasingly smaller area, by importing a larger population will not make things more affordable in the slightest, as it will just add to housing competition between new people for the 'best' areas, i.e places closest to areas of commerce and transportation access, this would push up the price of real-estate, especially for multi-person homes. Stuffing people into small areas will reduce the quality of the life for the residents who find themselves there.</p> <p>{Q2: No}</p>

286.8	Michelle Tabb	<p>Concentrated housing should be in the central city and inner city suburbs eg Sydenham. Not in Prebbleton or Lincoln, that will just cause more traffic on the roads and be worse for the environment in the long run</p> <p>[Q2: No]</p>
294.9	Michael Blewett	<p>This is likely to create lower property values in certain areas that people have chosen to live and alter the nature of the area with short term rentals as these will obviously not be options for families or elderly residents.</p> <p>[Q2: No]</p>
297.9	Fiona Bennetts	<p>I envisage a future where people live car-free. They can walk, bike, scoot, or bus where they need to go over 90% of the time. Other times, they can car-pool with friends, share an uber/taxi/etc., or they could hire an electric car. High density living supports high-frequency public transport, and vice versa.</p> <p>[Q2: Yes]</p>
300.9	Benjamin Love	<p>I support focusing future development and investment around urban centres and transport corridors. However, the Greater Partnership draft submission does not allow for enough intensification, and long-term growth. Also, the need to be the prevention of low-density greenfield suburban sprawl. Other existing areas of the city should still be allowed to intensify.</p> <p>[Q2: Yes]</p> <p>[Coder Note: This submission points is from a wider point answered under Q2]</p> <p>[See attachment for figures, diagrams and images]</p>
301.1	Halswell Residents Association	<p>Strongly agree with Q2</p> <p>In our view, the key statement in the Draft Plan is: “Focus growth through targeted intensification in urban and town centres and along public transport corridors”.</p>
303.4	Waihoru Spreydon-Cashmere-Heathcote Community Board	<p>The Waihoru Board Area is a great place to live, and the Board welcomes the prospect of growing communities and affordable housing within easy reach by active modes and public transport of the central city, job opportunities, nature, and recreation opportunities. Investing in existing suburbs is, as the draft Plan notes, far cheaper than building greenfields. The opportunity exists to leverage the existing strengths of the historic communities of the Board area to deliver on the goals of the Plan but ongoing investment in those communities is a prerequisite to unlocking this potential.</p>
306.3	Equus Trust	<p>Disagree.</p> <p>Apartments and terraced housing are not necessarily more affordable than other housing typologies for many first time home buyers. The background work on Proposed Change 14 demonstrates this. Moreover as mass transit becomes more established housing near stations becomes sought after, thereby pushing up prices and contributing to gentrification. This is not to say that this urban structure does not have validity but there are fishhooks. There needs to be a balance between and ample provision for greenfield development and intensification, including our land (the Site) in accordance with the mandatory requirement of the National Policy Statement -Urban Development (NPS-UD) Policy 1 to have or enable a variety of homes that meet the needs, in terms of type, price, and location, of different households.</p> <p>The Spatial Plan is proposed as the Future Development Strategy for Greater Christchurch, as required by the NPS-UD (Subpart 4). However, the background document ‘Urban Form Scenarios Evaluation Report’ acknowledges that the it does not meet the mandatory</p>

		<p>NPS-UD requirement for every local authority to provide at least sufficient development capacity in its region or district to meet expected demand for housing and business land (see p 13).</p> <p>There is a projected a shortfall in Selwyn and Waimakariri Districts.</p> <p>Whilst over time, and with an ageing population, there may be a gradual shift towards more apartment living (with lifts), this cannot be forced by unrealistically restricting other forms of housing.</p>
306.4	Equus Trust	<p>The inadequate supply of land for other forms of housing will result in scarcity, greater potential for monopolistic practices and continued escalation in land and house prices, and a continuation of the price escalation which has occurred in recent times. This is contrary to the NPS-UD which requires planning decisions to improve housing affordability by supporting competitive land and development markets (Objective 2).</p>
308.5	Rob Nicol	<p>Disagree. [Disagrees that concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.]</p> <p>Apartments and terraced housing are not necessarily more affordable than other housing typologies for many first time home buyers. The background work on Proposed Change 14to the Christchurch District Plan demonstrates this. Moreover as mass transit becomes more established housing near stations becomes sought after, thereby pushing up prices and contributing to gentrification. This is not to say that this urban structure does not have validity but there are fishhooks.</p> <p>It is worth noting that an important key reason why Rolleston and Rangiora have grown so rapidly post earthquakes is because they have met the very high market demand for quality affordable housing, the consenting process has been generally far easier than for multi-unit development and the local councils more enabling of development, including a flexible approach towards provision of required infrastructure. More recently there has been a surge in generally two storey townhouse development Christchurch City, with some larger apartment complexes where developers have succeeded in amassing the necessary titles to achieve development at scale. This has occurred at the same time as continued greenfield development.</p> <p>There needs to be ample provision for both in accordance with the mandatory requirement of the National Policy Statement -Urban Development (NPS-UD) Policy 1 to have or enable a variety of homes that meet the needs, in terms of type, price, and location, of different households.</p>
308.9	Rob Nicol	<p>There is a potential conflict between transit orientated development and centres based development. Both are partly based on achieving agglomerations of scale and there needs to be sufficient growth in the short to medium term to achieve both.</p> <p>The 'compact urban form' proposed focuses future development and investment around the MRT corridor and core PT corridor - rather than other urban centres and other important transport corridors, and other locations which will contribute to well functioning urban environments.</p> <p>Reductions in greenhouse emissions can also be achieved by other private and public transport modes – electric vehicles, including scooters and bikes rather than a sole focus on a fixed MRT 'solution'.</p>

		<p>The Spatial Plan needs to support urban consolidation, rather than a total focus on a containment urban form i.e. compact scenario, with flexibility in the planning process to extend the urban area in particular circumstances. There are gaps in the existing urban form in a number of the townships (including as identified in this submission at south Rangiora) where urban development should be enabled, to achieve a well functioning urban environment and enable people and communities to continue to develop in areas with existing good accessibility between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport (as required by NPS-UD Policy1c).</p>
310.18	Richard and Geoff Spark	<p>Considers there is a potential conflict between transit orientated development and centres based development. Both are partly based on achieving agglomerations of scale and there needs to be sufficient growth in the short to medium term to achieve both. Considers the 'compact urban form' proposed focuses too much future development and investment around the MRT corridor – rather than other urban centres and other important transport corridors, and other locations which will contribute to well functioning urban environments.</p> <p>Considers the Spatial Plan needs to support urban consolidation, rather than a total focus on a containment urban form i.e. compact scenario, with flexibility in the planning process to extend the urban area in particular circumstances. There are gaps in the existing urban form in a number of the townships, including at SE Rangiora where the submitter seeks rezoning. In these locations urban development can be enabled, to achieve a well functioning urban environment and enable people and communities to continue to develop in areas with existing good accessibility between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport (as required by NPS-UD Policy1c).</p> <p>In summary the submitter considers that more comprehensive time based modelling of land use –transportation option is needed so that intensification options can be better evaluated and staged across the sub region as a whole. Recognition should be made of gaps in the existing urban form in a number of the townships, including at south east Rangiora, where urban development and urban consolidation can be enabled.</p>
310.26	Richard and Geoff Spark	<p>Considers there needs to be amendments to Directions of Opportunity 4.</p> <p>#4Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs</p> <p>4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand Reason – consistent with wording and policy intent of NPS-UD.</p> <p>Reason – consistent with wording and policy intent of NPS-UD.</p> <p>4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</p> <p>4.4 Provide housing choice and affordability to meet housing needs in terms of type, price, and location, of different households, including large lot and low density housing as well as medium and high density housing</p> <p>Reason – consistent with NPS-UD and better gives effect to the NPS-UD policy framework.</p>
311.4	Robbie McIlraith	[Full submission available]

313.9	Miles Premises Ltd	<p>Disagree. [Disagrees that concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.]</p> <p>Apartments and terraced housing are not necessarily more affordable than other housing typologies for many first time home buyers. The background work on Proposed Change 14 demonstrates this. Moreover as mass transit becomes more established housing near stations becomes sought after, thereby pushing up prices and contributing to gentrification. This is not to say that this urban structure does not have validity but there are fishhooks.</p> <p>There needs to be a balance between and ample provision for greenfield development and intensification, including our land (the Site) in accordance with the mandatory requirement of the National Policy Statement -Urban Development (NPS-UD) Policy 1 to have or enable a variety of homes that meet the needs, in terms of type, price, and location, of different households.</p> <p>The Spatial Plan is proposed as the Future Development Strategy for Greater Christchurch, as required by the NPS-UD (Subpart 4). However, the background document ‘Urban Form Scenarios Evaluation Report’ acknowledges that it does not meet the mandatory NPS-UD requirement for every local authority to provide at least sufficient development capacity in its region or district to meet expected demand for housing and business land (see p 13). There is a projected a shortfall in Selwyn and Waimakariri Districts.</p> <p>Whilst over time, and with an ageing population, there may be a gradual shift towards more apartment living (with lifts), this cannot be forced by unrealistically restricting other forms of housing.</p> <p>The inadequate supply of land for other forms of housing will result in scarcity, greater potential for monopolistic practices and continued escalation in land and house prices, and a continuation of the price escalation which has occurred in recent times. This is contrary to the NPS-UD which requires planning decisions to improve housing affordability by supporting competitive land and development markets (Objective 2).</p>
313.10	Miles Premises Ltd	<p>There is a potential conflict between transit orientated development and centres based development. Both are partly based on achieving agglomerations of scale and there needs to be sufficient growth in the short to medium term to achieve both.</p> <p>The ‘compact urban form’ proposed focuses future development and investment around the MRT corridor and core PT corridor. Our land (‘the Site’) is located on a core PT corridor (and potential future MRT route) and is an ideal location for residential development, including potential medium/high density residential development and mixed development. Its development for residential purposes will contribute to a well functioning urban environments.</p>

314.11	Red Spur Limited	<p>Apartments and terraced housing are suitable in a wide range of urban settings, including the Redmund Spur hill suburb. Redmund Spur is particularly suited to medium density housing because it includes substantial areas of flatter north facing land suitable for high density development. The Spatial Plan should not focus these typologies just around urban centres and along PT corridors. They should be enabled in a wider range of urban settings, including at Redmund Spur. This will provide greater housing choice, support mixed age communities, enable people to age in place as well as offering a smaller more affordable housing choice than many of the larger homes which typify most Christchurch hill suburbs.</p> <p>It should also be recognised that apartments and terraced housing are not necessarily more affordable than other housing typologies on flat land or along core PT corridors including MRT. As mass transit becomes more established housing near stations becomes sought after, thereby pushing up prices and contributing to gentrification.</p> <p>A key reason why Rolleston has grown so rapidly post earthquakes is because it has met the very high market demand for quality affordable housing, and the local council has generally been enabling of development, including a flexible approach towards provision of required infrastructure. More recently there has been a surge in generally two storey townhouse development Christchurch City, with some larger apartment complexes where developers have succeeded in amassing the necessary titles to achieve development at scale. This has occurred at the same time as continued greenfield development.</p> <p>There needs to be ample provision for intensification and greenfield development in accordance with the mandatory requirement of the National Policy Statement -Urban Development (NPS-UD) Policy 1 to have or enable a variety of homes that meet the needs, in terms of type, price, and location, of different households.</p>
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This requires a balance between housing intensification and greenfield development. The Spatial Plan does not achieve this. The Spatial Plan is proposed as the Future Development Strategy as required by the NPS-UD (Subpart 4). However, the background document 'Urban Form Scenarios Evaluation Report' acknowledges that the Spatial Plan does not meet the mandatory NPS-UD requirement for every local authority to provide at least sufficient development capacity in its region or district to meet expected demand for housing and business land (see p 13). There will be a shortfall in Selwyn and Waimakariri Districts.

Whilst over time, and with an aging population, there may be a gradual shift towards more apartment living (with lifts), this cannot be forced by unrealistically restricting other forms of housing, including medium density 'infill' and greenfield development, including some provision for lower density/large lot residential development, retirement villages and medium density living at Redmund Spur.

The inadequate supply of land for other forms of housing will result in scarcity, greater potential for monopolistic practices and continued escalation in land and house prices, and a continuation of the price escalation which has occurred in recent times, including at Prebbleton. This is totally contrary to the NPS-UD which requires planning decisions to improve housing affordability by supporting competitive land and development markets (Objective 2).

[Q2: Unsure. Full Submission Available]

314.12	Red Spur Limited	<p><u>Limitations of compact urban form</u></p> <p>The 'compact urban form' proposed focuses far too much future development and investment around the MRT corridor – rather than other urban centres and transport corridors, and other locations which will contribute to well functioning urban environments.</p> <p>Reductions in greenhouse emissions can also be achieved by other private and public transport modes – electric vehicles, including scooters and bikes rather than a sole focus on a fixed MRT 'solution'.</p> <p>See also Appendix A – comparison between 'distributed village community' and compact city form approaches to urban growth and discussion above.</p> <p><u>Urban consolidation</u></p> <p>The Spatial Plan needs to support urban consolidation, rather than a total focus on a compact urban form, with intensification centred along a possible future MRT corridor and a few major centres. There are gaps in the existing urban form in a number of existing urban areas, where urban development needs to be enabled, to achieve a well functioning urban environment and enable people and communities to continue to develop in areas with existing good accessibility between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport (as required by NPS-UD Policy 1c). This includes land between Redmund Spur and Upper Kennedys Bush existing areas, which should be rezoned for urban purposes to facilitate a road (and active transport) connection between these two hill suburbs.</p> <p>[Q2: Unsure. Full Submission Available]</p>
315.10	West Melton Holdings Ltd	<p>There is a potential conflict between transit orientated development and centres based development. Both are partly based on achieving agglomerations of scale and there needs to be sufficient growth in the short to medium term to achieve both.</p>
315.11	West Melton Holdings Ltd	<p>The 'compact urban form' proposed focuses far too much future development and investment around the MRT corridor – rather than other urban centres and transport corridors, and other locations which will contribute to well functioning urban environments, including the WMH land at West Melton.</p>
315.14	West Melton Holdings Ltd	<p>The GCSP needs to support urban consolidation, rather than a total focus on a compact urban form, with intensification centred along a possible future MRT corridor. Urban consolidation of existing townships, including by rezoning the WMH land at West Melton, needs to be enabled to achieve a well functioning urban environment and enable people and communities to continue to develop in areas with existing good accessibility between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport (as required by NPS-UD Policy 1c).</p>
315.15	West Melton Holdings Ltd	<p>Considers there needs to be amendments to Directions of Opportunity 4.</p>

		<p>#4 Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs</p> <p>4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand Reason – consistent with wording and policy intent of NPS-UD.</p> <p>Reason – consistent with wording and policy intent of NPS-UD.</p> <p>4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</p> <p>4.4 Provide housing choice and affordability to meet housing needs in terms of type, price, and location, of different households, including large lot and low density housing as well as medium and high density housing</p> <p>Reason – consistent with NPS-UD and better gives effect to the NPS-UD policy framework.</p>
317.2	Brent and Rebecca Macauley and Reid	<p>Enable a more dispersed/distributed urban growth approach, including further growth of existing townships and settlements rather than the focus on a compact city form which concentrates on housing intensification along core Public Transport corridors (including Mass Rapid Transit) and in and around major centres. Any alternative, additional or consequential amendments to the Spatial Plan which give effect to the intent of this submission and our interests.</p> <p>{Full Attachment Available}</p>
318.4	Andrew McAllister	<p>The Spatial Plan proposes a compact urban form, intensifying development in and around existing major centres and along core Public Transport corridors, including a proposed Mass Rapid Transport (MRT) route for which there is no funding in place and no approved business case. Yet 75% of (presumably new) homes and 81% of jobs are anticipated along the MRT corridor. There is only a 5 % difference between the three urban growth scenarios (compact, consolidated and dispersed) in terms of reductions in greenhouse gas emissions i.e. between 40-45% reduction (Urban Form Scenarios Evaluation Report 2022) which is a minimal difference and does not justify the very large investment required for MRT (\$3-\$4billion to build).</p> <p>The ‘compact urban form’ proposal focuses far too much future development and investment around the MRT corridor – rather than other urban centres and existing settlements, and other locations which will contribute to well functioning urban environments, including my land at Swannanoa. A distributed/dispersed ‘urban village’ urban form is more appropriate for Greater Christchurch, having regard to the existing radial hub and spoke settlement pattern, which is evident on Maps 2 and 14.</p> <p>Reductions in greenhouse emissions can also be achieved by other private and public transport modes – electric vehicles, including scooters and bikes rather than a sole focus on a fixed MRT ‘solution’.</p> <p>There needs to be a balance between housing intensification and greenfield development in order to meet the mandatory requirement of the National Policy Statement -Urban Development (NPS-UD) Policy 1 to have or enable a variety of homes that meet the needs, in terms of type, price, and location, of different households.</p> <p>The Draft Greater Christchurch Spatial Plan (GCSP) does not achieve this. The Spatial Plan is proposed as the Future Development Strategy as required by the NPS-UD (Subpart 4).However, the background document ‘Urban Form Scenarios Evaluation Report’</p>

		<p>acknowledges that the Spatial Plan does not meet the mandatory NPS-UD requirement for every local authority to provide at least sufficient development capacity in its region or district to meet expected demand for housing and business land (see p 13). There will be a short fall in Selwyn and Waimakariri Districts.</p> <p>The inadequate supply of land for other forms of housing will result in scarcity, greater potential for monopolistic practices and continued escalation in land and house prices, and a continuation of the price escalation which has occurred in recent times, including at Prebbleton. This is totally contrary to the NPS-UD which requires planning decisions to improve housing affordability by supporting competitive land and development markets (Objective 2).</p>
328.2	Toni Pengelly	BUILDING HEIGHTS SHOULD BE LIMITED TO A MAXIMUM OF 4 FLOORS IN ANY CITY AREA. THE PROPENSITY FOR EARTHQUAKES IN CHRISTCHURCH WOULD RESULT IN A VERY HIGH RISK OF SIGNIFICANT FURTHER LOSS OF LIFE, PROPERTY AND RESOURCES OF THE NATION. [Full Attachment Available]
331.2	Carter Group Limited	<p>Supports:</p> <p>6 Carter Group support the general intent of the draft Spatial Plan, in particular:</p> <p>6.1 The future planning of development to ensure integrated and well-functioning urban environments into the future;</p> <p>6.2 The identification of constraints to development, including areas to be protected and avoided;</p> <p>6.3 The identification and strengthening of the network of urban and town centres (except to the extent these are opposed below); and</p> <p>6.4 The continued use of greenfield development to provide capacity in appropriate locations.</p>
331.5	Carter Group Limited	<p>Cross ref from hazards:</p> <p>Constraints – areas to protect and avoid</p> <p>9 One of Carter Group’s key submission points is that it is imperative that the high-level direction to avoid constraints is appropriately translated into where growth is directed.</p> <p>10 A clear example of where this has not occurred in the draft Spatial Plan is with respect to Map 7 and the areas subject to natural hazards risks. This map shows a significant extent of flooding (1:500 year, high hazard) in and around Kaiapoi.</p> <p>11 The key directions in the draft Spatial Plan relating to reducing and managing natural hazards and climate change to provide resilience are as follows:</p> <p>11.1 Focus and incentivise growth in areas free from significant risks from natural hazards; and 11.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards.</p> <p>12 Despite these clear directions and the fact that Kaiapoi has multiple areas to protect and avoid identified over it, Kaiapoi has been identified as a ‘locally important urban centre/town’ intended to support greater intensification of people, services, and employment. This is a real internal dichotomy in the draft Spatial Plan that must be considered further.</p> <p>13 The draft Spatial Plan provides an excellent opportunity to encourage and discourage growth in certain areas. The thinking around where growth should occur and issues regarding natural hazards and climate change has changed substantially in recent years.</p> <p>14 The draft Spatial Plan should not be restricted by previous iterations of the Spatial Plan (such as Our Space) showing where growth should occur where there is new, robust information to suggest a particular location is no longer appropriate. That is the exact reason why the Spatial Plan needs to be revisited on a regular basis to ensure it still aligns with what we know on the ground.</p>
333.4	Jos Unterschuetz	<p>In principal, I agree that urban development should be concentrated around urban centres and along transportation corridors, especially public mass transit corridors where it would be relatively easy for families living in dense affordable apartment housing are able to catch commuter rail to work, university, or school with no need to take a car.</p> <p>However, Map 1 - Draft Greater Christchurch Spatial Plan, clearly depicts green belts cutting off growth of housing between Hornby,</p>

		<p>Prebbleton, Lincoln, and Rolleston along said public mass transit corridors, which is not inline with the proposed focus of concentrating development and investment around transport corridors.</p> <p>[Q2: Unsure]</p>
335.8	Waimakariri Youth Council Waimakariri Youth Council	<p>Yes - although in the context of potential expansion, more consideration of outer areas in Waimakariri is important. Considering the transport networks to areas such as Woodend, Pegasus/Ravenswood, Oxford etc.</p> <p>Concerned about the implication on community demographics - want intergenerational communities and intensified housing options/apartments likely not suitable for older generations. [Full Attachment Available]</p> <p>[Q2: yes]</p>
336.14	Orion Group Limited	<p><i>Urban centres and transport corridors</i></p> <p>According to the draft, concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.</p> <p>In principle Orion supports the focus of future development and investment around urban centres and transport corridors. In order to ensure that intensification in these (or any) areas is successful and that there is a reliable and resilient supply of electricity, there must be consideration given to how and where the upgrading of infrastructure that will inevitably be necessary is to occur.</p> <p>As with transport, housing development has significant impacts on our investment in network infrastructure. Orion is attempting to model these potential changes, including the potential energy system impact of housing intensification and typology; building energy efficiency; industrial development and decarbonisation; and transport plans, as part of our Future Energy Scenarios, in order to understand how different outcomes can change energy demand and so enabling investment in the electricity network. We welcome the opportunity to engage with the Komiti on the Spatial Plan and would welcome the opportunity to engage on the development of our Future Energy Scenarios.</p> <p>The Mass Rapid Transit corridors and intensification in surrounding areas and urban centres will have a significant impact on requirements for network investment. New houses need to be connected to the network and serviced from existing infrastructure. High density infill housing can have high impacts where individual properties with a single connection suddenly become multiple units servicing many households. The speed of change, particularly for infill housing, can have impacts where there are lags for building infrastructure. Space for new 11kV/415V transformer kiosks is required in conjunction with high density infill housing.</p> <p><i>Practical Implications for Orion</i></p>

		<p>As traversed in the section above, Orion has submitted on PC14 and Variation 1 that are currently being consulted on. The Orion submissions seek amendments to the provisions as notified to ensure that where there is intensification of lower density areas, the provision of additional infrastructure is not only possible but actively enabled.</p> <p>The Orion submissions on PC14 and Variation 1 have also sought that where the density of built form is likely to be higher (in medium and high density zones) there are setbacks from all electricity infrastructure to ensure that where the built form is closer to the boundaries of properties and greater in height the likelihood of negative interactions is reduced.</p> <p>Without the amendments sought by Orion, the ability to react and ensure reliable supply of electricity will be difficult. The infrastructure most commonly required to meet such increases in supply is fixed in size and needs to be located in close proximity to the demand.</p>
338.3	Waka Kotahi NZ Transport Agency	<p>13. Map 2 - Waka Kotahi supports the direction for future housing development around urban centres and along public transport corridors. In particular, the focus to enable greater intensification and higher densities around centres and public transport routes as identified in section 4.3. Waka Kotahi considers this a critical factor to successfully provide good quality, frequent public transport services and active mobility choices that are attractive and sustainable. The benefits of such intensification provide positive outcomes that support broader strategic outcomes including emission reduction and VKT reduction.</p>
338.5	Waka Kotahi NZ Transport Agency	<p>15. Furthermore, with reference to the research on Household Expenditure on Infrastructure Services published by NZ Infrastructure Commission, which indicates an average household is likely to spend more than half its income on transport. The focus to enable people to live within accessible locations of existing amenities will contribute towards improving living affordability.</p> <p>16. Waka Kotahi would like to recognise the potential impact of some of the qualifying matters being proposed under Christchurch City Council Plan Change 14 – Draft Housing and Business Choice Plan Change, which may limit development potential and the realisation of the direction and outcomes set out in the Draft Spatial Plan. We note this is being considered under a separate planning process.</p>
339.10	Fletcher Living	<p>In principle there may be sound rationale to focus development and investment around urban centres and along transport corridors. However, we have concerns about both the feasibility of providing the necessary level of infill and intensification at the appropriate scale in many of these areas, and making this a focus of the Spatial Plan. Encouraging and providing for future development should not be limited to areas around the “significant urban centres” and “core public transport routes” shown on Map 2. A broader approach for future development throughout Greater Christchurch is required for the reasons addressed below. Firstly, due to the large number of additional dwellings and associated services that will be required over the next 30 years and beyond it is important to enable denser development throughout Greater Christchurch and not just focusing on Christchurch City, subject to avoiding land which has important values or is subject to limitations such as natural hazards. Secondly, it is not critical that people live near “significant urban centres”. These centres are places that most people go to occasionally rather than on a regular basis. The most frequent shopping is at a supermarket which is often done as part of trip to work or home and some other destination. Therefore there is no logistical reason to only encourage and provide for higher densities in these areas. Thirdly there are real concerns about both the feasibility of providing the necessary level of infill and intensification at the appropriate scale in many of these ‘brownfield’ areas and making this a focus of the Spatial Plan. While intensification of ‘brownfield’ sites and areas may be philosophically appealing, the feasibility of achieving this is unlikely to be possible due to a number of barriers, including:</p> <ul style="list-style-type: none"> • Fragmented land ownership, with the ability to re-develop at scale potentially thwarted due to landowners reluctance to sell, or sell at reasonable market rates • Miscalculating infill capacity by failing to properly account for the size, shape, value, access, and location of existing dwellings, utilities and other improvements.

- High cost of redeveloping sites which have existing buildings, utilities and other improvements on them, which in many cases may still have many years of viable use remaining
- Assumes a voracious appetite for much smaller sections sizes than have previously been provided, especially in key townships in Selwyn and Waimakariri, but also in parts of Christchurch City
- Assumption that giving effect to the Medium Density Residential Standards (MDRS) will result in significant levels of redevelopment in accordance with those provisions. There is a strong possibility that this may not come to pass; the MDRS are enabling and there is no requirement on landowners to intensify. In addition, developers often place encumbrances on developments to ensure the quality and amenity of their developments are protected. As such, any assumptions about the potential for infill to provide significantly for increased dwelling capacity in existing urban areas in the Greater Christchurch area over the life of the Spatial Plan should be approached with caution.

Additional areas of concern with the proposed approach include:

- Cost efficiency and effectiveness – providing infrastructure and utilities to service the level of intensification anticipated.
- Detrimental effects on amenity effects for those areas subject to infill and intensification, and associated adverse effects on people’s well-being and lifestyle, especially in cases where intensification is carried out in an ad-hoc and piecemeal way, as seems most likely.
- The Spatial Plan does not show future growth areas beyond the 2050 timeframe (see Map 2) and relies solely on infill and development of greenfield areas currently being considered by Council plan changes and District plan reviews. This implies that all future growth to accommodate an extra 300,000 population beyond the 2050 population of 700,000 will be through intensification into existing urban areas. This is at odds with Policy 1 of the NPS-UD which require that:

Planning decisions contribute to well-functioning urban environment, which are urban environments that, as a minimum:

(a) have or enable a variety of homes that:

(i) meet the needs, in terms of type, price, and location, of different households; and

(ii) enable Māori to express their cultural traditions and norms; and

(b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and

(c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and

(d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and

(e) support reductions in greenhouse gas emissions; and

(f) are resilient to the likely current and future effects of climate change.

The Spatial Plan is also at odds with Central Government’s Urban Growth Agenda which is “to improve housing affordability by removing barriers to the supply of land and infrastructure and making room for cities to grow up as well as out.” This agenda clearly anticipates providing for growth both out and up, whereas the Spatial Plan predominantly provides only for upward development, especially beyond 2050. Greenfield development is largely ignored in the Spatial Plan despite its proven role in providing for housing within Greater Christchurch. The high number of new houses achieved in recent years by way of greenfield development has occurred for a number of reasons, the most significant of which is that large blocks of land are only available outside existing urban areas. These blocks can and have enabled a large number of new sections and houses to be efficiently created in a relatively short time frame. This has resulted in a variety of housing options being available in well-designed, accessible developments.

Additionally, caution must be applied to the notion that greenfield development is the antithesis of intensification and is therefore not a preferred source of housing supply. Greenfield development can deliver higher housing densities which typically create more optimal outcomes than brownfield intensification. The ability of greenfield development to masterplan and deliver density which includes amenity such as greenspace and community space along with provision for public transport services and sustainable and efficient infrastructure far surpasses the ability for similar outcomes to be achieved in brownfield setting.

The draft Natural and Built Environment Bill, and associated draft Spatial Planning Bill reinforces and builds on the Urban Growth Agenda's requirement to provide for housing choice, as set out in Clause 5 – System outcomes, of the NBE Bill:

To assist in achieving the purpose of this Act, the national planning framework and all plans must provide for the following system outcomes:

(a) ...

(b) ...

(c) well functioning urban and rural areas that are responsive to the diverse and changing needs of people and communities in a way that promotes—

(i) the use and development of land for a variety of activities, including for housing, business use, and primary production; and

(ii) the ample supply of land for development, to avoid inflated urban land prices; and

(ii) housing choice and affordability; and

		<p>(ii) an adaptable and resilient urban form with good accessibility for people and communities to social, economic, and cultural opportunities; and</p> <p>(d) ...</p> <p>(e) ...</p> <p>Clause 3 of the Spatial Planning Bill sets out that Regional Spatial Strategies are to assist in achieving the system outcomes established in the NBE Bill.</p> <p>A Spatial Plan that emphasises infill without regard to other housing types, and making provision for an ample supply of land would appear to be at odds with the direction of the urban growth agenda, and risks inflating urban land prices and limiting housing choice for the community.</p> <p>[Q2: Unsure. Full Submission Available]</p>
340.7	Hughes Developments Limited	Encouraging and providing for future development should not be limited to areas around the “significant urban centres” and “core public transport routes” shown on Map 2. The Spatial Plan has an overly Christchurch City centric approach to providing for future growth, almost to the point of consciously excluding areas in Selwyn and Waimakariri Districts which, based on the constraints mapping and other information provided in the Spatial Plan appear equally suitable for future growth.
340.8	Hughes Developments Limited	<p>A broader approach for future development throughout Greater Christchurch is required for the reasons addressed below.</p> <p>Firstly, due to the large number of additional dwellings and associated services that will be required over the next 30 years and beyond it is important to enable denser development throughout Greater Christchurch and not just focusing on Christchurch City, subject to avoiding land which has important values or is subject to limitations such as natural hazards..</p>
340.9	Hughes Developments Limited	<p>A broader approach for future development throughout Greater Christchurch is required for the reasons addressed below.</p> <p>It is not critical that people live near “significant urban centres”. These centres are places that most people go to occasionally rather than on a regular basis. The most frequent shopping is at a supermarket which is often done as part of trip to work or home and some other destination. Therefore there is no logistical reason to only encourage and provide for higher densities in these areas.</p>
340.22	Hughes Developments Limited	<p>Support Direction 4.2 in part. Amend as follows:</p> <p>'Ensure at least sufficient ...' to align with Central Governments Urban Growth Agenda</p> <p>Support in part Direction 4.3,, for the reasons set out in Section 2.2 and section 2.5. In addition, it is not clear what incentives will be provided and how realistic this Direction will be in terms of implementation.</p> <p>Support in part Direction 4.4., for the reasons set out in Section 2.2</p>

		Support in part Direction 4.5. This direction seems unrealistic as it largely depends on economics and attitudes. In addition ,it is not clear that thriving neighbourhoods with quality developments and supporting community infrastructure is realistic in brownfield intensification areas.
344.9	Ann Hamilton	<p>Life is lived outside the very narrow parameters your plan considers.</p> <p>Right now the population is declining, deaths are up, births are down, and it may be many more years before this trend changes so any plan based on population growth is now obsolete. NZ does not need the king of immigrants that are causing huge social problems in Europe right now, either.</p> <p>[Full Attachment Available]</p>
345.4	Trojan Built Property Holdings Limited	<p>Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.</p> <p>Disagree.</p> <p>Apartments and terraced housing are not necessarily more affordable than other housing typologies for many first time home buyers. The background work on Proposed Change 14 demonstrates this. Moreover as mass transit becomes more established housing near stations becomes sought after, thereby pushing up prices and contributing to gentrification. This is not to say that this urban structure does not have validity but there are fishhooks. There needs to be a balance between and ample provision for greenfield development and intensification, including our land (the Site) in accordance with the mandatory requirement of the National Policy Statement -Urban Development (NPS-UD) Policy 1 to have or enable a variety of homes that meet the needs, in terms of type, price, and location, of different households. The Spatial Plan is proposed as the Future Development Strategy for Greater Christchurch, as required by the NPS-UD (Subpart 4). However, the background document ‘Urban Form Scenarios Evaluation Report’ acknowledges that the it does not meet the mandatory NPS-UD requirement for every local authority to provide at least sufficient development capacity in its region or district to meet expected demand for housing and business land (see p 13). There is a projected a shortfall in Selwyn and Waimakariri Districts. Whilst over time, and with an ageing population, there may be a gradual shift towards more apartment living (with lifts), this cannot be forced by unrealistically restricting other forms of housing. The inadequate supply of land for other forms of housing will result in scarcity, greater potential for monopolistic practices and continued escalation in land and house prices, and a continuation of the price escalation which has occurred in recent times. This is contrary to the NPS-UD which requires planning decisions to improve housing affordability by supporting competitive land and development markets (Objective 2).</p>
348.23	Balance Developments Limited	<p>Map 2 and Map 14 would restrict future urban development of Greater Christchurch to only within the Waimakariri and Selwyn Districts. Forcing future urban development away from Christchurch City and out to the Districts creates urban sprawl and does the opposite of reducing greenhouse gas emissions.</p> <p>Many, if not most, of the people who would reside in these district suburbs will likely work, socialise and shop in Christchurch City. Without fast, frequent and cost-effective public transport, futures residents will likely drive to Christchurch. This will result in an increase in greenhouse gas emissions. Instead, future greenfield residential locations should be sited to reduce greenhouse gas emissions, by being located close to where people work and close to public transport.</p> <p>The draft Spatial Plan proposes that a mass rapid transit service will be implemented, which will be extended to Belfast (see Map 15 of the Spatial plan) in the North and to Hornby in the West. Residences located in Waimakariri and Selwyn Districts would not have access</p>

		<p>to that service. Having higher density residential development within the walkable catchment of the mass rapid transit service would reduce the number of car trips people make in their daily commute.</p> <p>The Belfast Block is located on the outskirts of Belfast and new residential development in this block would be connected to the mass rapid transport service. New residents would be able to reduce their carbon emissions by being well connected to carbon-neutral transport in their daily commute to workplaces in Christchurch.³⁹ The draft Spatial Plan states that a well-functioning urban environment should support reductions in greenhouse gas emissions,²¹ reflecting the definition in Policy 1 of the NPS-UD. However, in failing to provide for any future greenfield residential development in the CDP area, the draft Spatial Plan will exacerbate increases in greenhouse gas emissions, rather than support reductions.</p> <p>The NPS-UD Objective 8 requires that New Zealand’s urban environments support reductions in greenhouse gas emissions and are resilient to the current and future effects of climate change.</p>
352.11	Waitai Coastal-Burwood-Linwood Community Board	<p>The Community Board has a number of issues and concerns we wish to raise with the panel.</p> <p>The Board does not wish to see further urban sprawl and supports residential intensification in areas with the capacity. The implication of the plan, in terms of residential development, is that further intensification close to the coast or in areas particularly prone to inundation should not continue. The Board supports this. The Board is in favour of intensification where the land is suitable and where the infrastructure is or can be provided at reasonable cost, but within the blue areas (Map 7) there should be none.</p> <p>Intensification also shouldn’t occur within any of the areas with vacuum sewer – per the Council’s submissions on PC14 regarding the Aranui, Prestons, and Shirley catchments. The Board also supports better controls on the residential-industrial interface, ensuring that industrial activities do not unreasonably impinge on the quiet enjoyment of people’s homes. We have numerous examples of this in our ward area, notably in Bromley and Woolston.</p> <p>[Full Attachment Available]</p>
353.1	John Laugesen	<p>Q1 The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions. Do you support the improved public transport system proposed in the draft Spatial Plan?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unsure</p> <p>Why? <i>It would mean demolishing perfectly good buildings including possible heritage buildings</i></p>

353.2	John Laugesen	<p>Q2 Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing. Do you agree that we should focus future development and investment around urban centres and transport corridors?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unsure</p> <p>Why? <i>It would drive people who can't afford owning their own home into multi storey apartment building. address crimes</i></p>
354.2	Anthea Laugesen	<p>Q2 Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing. Do you agree that we should focus future development and investment around urban centres and transport corridors?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unsure</p> <p>Why? <i>I don't see enough green space for the children is no parking.</i></p>
362.2	Danne Mora Ltd	<p>In principle there may be sound rationale to focus development and investment around urban centres and along transport corridors. However, we have concerns about both the feasibility of providing the necessary level of infill and intensification at the appropriate scale in many of these areas and making this a focus of the Spatial Plan.</p> <p>Encouraging and providing for future development should not be limited to areas around the “significant urban centres” and “core public transport routes” shown on Map 2. A broader approach for future development throughout Greater Christchurch is required for the reasons addressed below.</p> <p>Firstly, due to the large number of additional dwellings and associated services that will be required over the next 30 years and beyond it is important to enable denser development throughout Greater Christchurch and not just focusing on Christchurch City, subject to avoiding land which has important values or is subject to limitations such as natural hazards.</p> <p>Secondly, it is not critical that people live near “significant urban centres”. These centres are places that most people go to occasionally rather than on a regular basis. The most frequent shopping is at a supermarket which is often done as part of trip to work or home and some other destination. Therefore there is no logistical reason to only encourage and provide for higher densities in these areas.</p>

Thirdly there are real concerns about both the feasibility of providing the necessary level of infill and intensification at the appropriate scale in many of these 'brownfield' areas and making this a focus of the Spatial Plan. While intensification of 'brownfield' sites and areas may be philosophically appealing, the feasibility of achieving this is unlikely to be possible due to a number of barriers, including:

- Fragmented land ownership, with the ability to re-develop at scale potentially thwarted due to landowners reluctance to sell, or sell at reasonable market rates
- Miscalculating infill capacity by failing to properly account for the size, shape, value, access, and location of existing dwellings, utilities and other improvements.
- High cost of redeveloping sites which have existing buildings, utilities and other improvements on them, which in many cases may still have many years of viable use remaining
- Assumes a voracious appetite for much smaller sections sizes than have previously been provided, especially in key townships in Selwyn and Waimakariri, but also in parts of Christchurch City
- Assumption that giving effect to the Medium Density Residential Standards (MDRS) will result in significant levels of redevelopment in accordance with those provisions. There is a strong possibility that this may not come to pass; the MDRS are enabling and there is no requirement on landowners to intensify. In addition, developers often place encumbrances on developments to ensure the quality and amenity of their developments are protected. As such, any assumptions about the potential for infill to provide significantly for increased dwelling capacity in existing urban areas in the Greater Christchurch area over the life of the Spatial Plan should be approached with caution.

Additional areas of concern with the proposed approach include:

- Cost efficiency and effectiveness – providing infrastructure and utilities to service the level of intensification anticipated.
- Detrimental effects on amenity effects for those areas subject to infill and intensification, and associated adverse effects on people's well-being and lifestyle, especially in cases where intensification is carried out in an ad-hoc and piecemeal way, as seems most likely.
- The Spatial Plan does not show future growth areas beyond the 2050 timeframe (see Map 2) and relies solely on infill and development of greenfield areas currently being considered by Council plan changes and District plan reviews. This implies that all future growth to accommodate an extra 300,000 population beyond the 2050 population of 700,000 will be through intensification into existing urban areas. This is at odds with Policy 1 of the NPS-UD which require that:

Planning decisions contribute to well-functioning urban environment, which are urban environments that, as a minimum:

- (a) have or enable a variety of homes that:
 - (i) meet the needs, in terms of type, price, and location, of different households; and
 - (ii) enable Māori to express their cultural traditions and norms; and
- (b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and
- (c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and
- (d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and support reductions in greenhouse gas emissions; and
- (e) are resilient to the likely current and future effects of climate change.

The Spatial Plan is also at odds with Central Government's Urban Growth Agenda which is "to improve housing affordability by removing barriers to the supply of land and infrastructure and making room for cities to grow up as well as out." This agenda clearly anticipates providing for growth both out and up, whereas the Spatial Plan predominantly provides only for upward development, especially beyond 2050. Greenfield development is largely ignored in the Spatial Plan despite its proven role in providing for housing within

		<p>Greater Christchurch. The high number of new houses achieved in recent years by way of greenfield development has occurred for a number of reasons, the most significant of which is that large blocks of land are only available outside existing urban areas. These blocks can and have enabled a large number of new sections and houses to be efficiently created in a relatively short time frame. This has resulted in a variety of housing options being available in well-designed, accessible developments.</p> <p>Additionally, caution must be applied to the notion that greenfield development is the antithesis of intensification and is therefore not a preferred source of housing supply. Greenfield development can deliver higher housing densities which typically create more optimal outcomes than brownfield intensification. The ability of greenfield development to masterplan and deliver density which includes amenity such as greenspace and community space along with provision for public transport services and sustainable and efficient infrastructure far surpasses the ability for similar outcomes to be achieved in brownfield setting.</p> <p>The draft Natural and Built Environment Bill, and associated draft Spatial Planning Bill reinforces and builds on the Urban Growth Agenda's requirement to provide for housing choice, as set out in Clause 5 – System outcomes, of the NBE Bill: To assist in achieving the purpose of this Act, the national planning framework and all plans must provide for the following system outcomes:</p> <ul style="list-style-type: none"> (a) ... (b) ... (c) well functioning urban and rural areas that are responsive to the diverse and changing needs of people and communities in a way that promotes— <ul style="list-style-type: none"> (i) the use and development of land for a variety of activities, including for housing, business use, and primary production; and (ii) the ample supply of land for development, to avoid inflated urban land prices; and (ii) housing choice and affordability; and (ii) an adaptable and resilient urban form with good accessibility for people and communities to social, economic, and cultural opportunities; and (d) ... (e) ... <p>Clause 3 of the Spatial Planning Bill sets out that Regional Spatial Strategies are to assist in achieving the system outcomes established in the NBE Bill. A Spatial Plan that emphasises infill without regard to other housing types, and making provision for an ample supply of land would appear to be at odds with the direction of the urban growth agenda, and risks inflating urban land prices and limiting housing choice for the community.</p>
363.8	Richmond Residents' and Business Association	<p>The pattern of growth should not focus solely on increased capacity to house an increased population. The critical capacity levels of supporting infrastructures must be considered so that housing intensification and population growth do not get out of alignment when increased capacity is being proposed. We would consider Richmond to be an example of an area which is at capacity in terms of population growth and density and that the pressure on the capacity of its supporting infrastructure is threatening its ability to thrive.</p> <p>[Full Attachment Available]</p>
368.8	Christchurch Envirohub	[Q2: Yes]

		It is crucial to provide housing for the growing population in Greater Christchurch. Intensified urban development allows more people to have access to facilities, such as supermarkets, libraries, and healthcare. We need to ensure people living in these areas with little personal space, i.e. apartments/townhouses, have access to space nearby, such as parks and community gardens. To encourage active transport in these areas, include cycle lanes along the streets. It is great intensification will occur along the public transport corridors as more people will find public transport convenient due to living nearby an efficient system.
369.4	E and C Hobbs	We do not need to cram people into high rise buildings without spirit and squeeze them all in cheek-by-jowl. Attractive enough in drawings by landscape architects, but in reality they can fast become lifeless and in need of upkeep in many places. Part of the beauty of NZ is the space. We need to retain that in balance as well. We need to keep the balance and ensure any immigration is also balanced.

Opportunity 4 > Greenfield General - See Sections 4.5.3 and 4.5.4 of the Officers Report

Point	Submitter	Position
37.10	Neil Stewart	By spreading out we can create more green spaces and prepare for our city to double in the future [Q3a: No] [Also recoded under 5.1.4]
91.18	Gareth Hunter	The plan is for a mass transit network from Belfast to Papanui, through Merivale, over to Riccarton, then to Hornby. Never mind all the houses in the way, including Heritage buildings, they will have to go. This network will have high story housing, up to 10 stories, without garaging and storage facilities, along side the transit network. Do Merivale residents know about this - that there beautiful historical home could be bulldozed down? [Q4: No]

155.11	CVI Projects Limited	<p>1.3.4. Opportunity 1: Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places</p> <p>Comment (1) Significant consideration of Iwi values was implemented in the Christchurch district plan review and similar considerations have been brought in through the reviews of the Selwyn and Waimakariri district plans.</p> <p>Comment (2) The submitters are not opposed to the focus of this consideration.</p> <p>1.3.5. Opportunity 2: Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change</p> <p>Comment (1) Acknowledgement of the risks through natural hazards and climate change that the adaptive process required will create greater need on greenfield and infilled development within the greater Christchurch area.</p> <p>Comment (2) The submitters are not opposed to the focus of this consideration.</p> <p>1.3.6. Opportunity 3: Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people.</p> <p>Comment (1) The applicant meets the requirements of this consideration and are not opposing the focus of this consideration. They are not opposed to the expansion of green belt around urban areas. It is however considered that appropriate developed greenfield areas with outlined development plans do provide green areas and space of immediate benefit to the residents of those areas.</p> <p>1.3.7. Opportunity 4: Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs.</p> <p>Comment (1) The submitters consider that the unaffordability of housing is one of the most significant issues New Zealand are currently facing.</p> <p>Comment (2) There are a number of different measures of what is considered as affordable housing. Linking affordability to the average wage of New Zealanders at or less than six times the average wage.</p> <p>Comment (3) It is considered that council needs to provide more than sufficient development capacity and encourage competition within the sector. Re-zoning of land on its own does not mean that it will come to the market in a timely and affordable manner.</p> <p>1.3.8. Opportunity 5: Provide space for businesses and the economy to prosper in a low carbon future.</p> <p>Comment (1) The submitters are not opposed to the focus of this consideration as they are not directly related or impacted by this consideration.</p> <p>Comment (2) The Greater Christchurch councils should be lobbying central government to provide adequate funding for roading infrastructure.</p>
[Q5: unsure. Full submission available]		

171.5	Summerset Group Holdings Ltd	<p>Summerset supports the continued recognition of the need for greenfield development. However, clause iv, combined with the identified areas to ‘protect, avoid and enhance’ in Part1 of the Plan, effectively limits land use activities requiring larger areas of land and restricts large swathes of the Greater Christchurch area from further development.</p> <p>Map 2 of the Strategy provides a visual presentation of the strategy for the 30+ years scenario (ie 1 million people). This, combined with Map 5 (areas to protect and avoid) visually depicts limitations on the areas available for greenfield development should the Plan be adopted.</p> <p>...</p> <p>Summerset generally supports the acknowledgement that ‘... the intensification focus needs to be combined with continuing to provide for some greenfield areas in appropriate locations’(p70), however Summerset considers that this wording should be strengthened to refer to the provision of ‘sufficient’ greenfield areas. Further, Summerset considers that more detailed consideration should be given to the identification of additional priority areas specifically to provide for the necessary range of housing typologies, and as based on the points raised in this submission.</p> <p>Significant benefits can be provided from greenfield development, including:</p> <ul style="list-style-type: none"> • opportunities for integrated, master-planned developments that better utilise land for open space and community areas, active transport modes, and other engineering; and • provision of a greater variety of housing choices to meet the needs of the communities. For example, the housing needs of the elderly, those with disabilities ,and young families are each going to be very different. <p>[See full Attachment.]</p>
184.11	Hill Street Ltd	<p>Considers that leaving greenfield development to be addressed through other statutory processes would highly likely result in a haphazard, disconnected urban form.</p> <p>[Refer to attachment for further details]</p>
184.12	Hill Street Ltd	<p>Considers that the approach to greenfield in the GCSP is contrary to ensuring sufficient development capacity is provided or planned for to meet demand.</p>
184.13	Hill Street Ltd	<p>Considers that the approach to greenfield in the GCSP is contrary to setting a desired urban form.</p>
184.14	Hill Street Ltd	<p>Considers that the approach to greenfield in the GCSP is contrary to delivering thriving neighbourhoods with quality developments.</p>
184.15	Hill Street Ltd	<p>Considers that the approach to greenfield in the GCSP is contrary to enabling safe, attractive, and connected opportunities for walking, cycling and other travel methods.</p>
184.17	Hill Street Ltd	<p>Considers that the approach to greenfield in the GCSP is contrary to satisfying the requirements of the NPS-UD including Objective 1.</p>
184.20	Hill Street Ltd	<p>Considers that identifying greenfield areas in the GCSP would ensure that the greenfield areas are well connected to recreational, commercial, and transport infrastructure, and integrated with the nearby existing urban area.</p>

196.12	Cashmere Park Ltd, Hartward Investment Trust and Robert Brown	<p>1.3.3. Opportunity 1: Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places</p> <p>Comment (1) Significant consideration of Iwi values was implemented in the Christchurch district plan review and similar considerations have been brought in through the reviews of the Selwyn and Waimakariri district plans.</p> <p>Comment (2) The submitters are not opposed to the focus of this consideration.</p> <p>1.3.4. Opportunity 2: Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change</p> <p>Comment (1) Acknowledgement of the risks from natural hazards and climate change will create greater need on greenfield and infilled development within the Greater Christchurch area.</p> <p>Comment (2) The submitters are not opposed to the focus of this consideration.</p> <p>1.3.5. Opportunity 3: Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people.</p> <p>Comment (1) The applicant meets the requirements of this consideration and are not opposing the focus of this consideration. They are not opposed to the expansion of the green belt around urban areas, but do anticipate difficulty in implementation. It is however considered that appropriate developed greenfield</p>
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		<p>areas with outlined development plans do provide green areas and space of immediate benefit to the residents of those areas.</p> <p>1.3.6. Opportunity 4: Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs.</p> <p>Comment (1) The submitters consider that the unaffordability of housing is one of the most significant issues New Zealand is currently facing.</p> <p>Comment (2) There are a number of different measures of what is considered as affordable housing. Linking affordability to the average wage of New Zealanders at or less than six times the average wage.</p> <p>Comment (3) It is considered that council need to provide more than sufficient development capacity and encourage competition within the sector. Re-zoning of land on its own does not mean that it will come to the market in a timely and affordable manner.</p> <p>1.3.7. Opportunity 5: Provide space for businesses and the economy to prosper in a low carbon future.</p> <p>Comment (1) The submitters are not opposed to the focus of this consideration as they are not directly related or impacted by this consideration.</p> <p>1.3.8. Opportunity 6: Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.</p> <p>Comment (1) The submitters are not opposed to the focus of this consideration as they are not directly related or impacted by this consideration.</p> <p>[Q5: Unsure. Full submission available]</p>
201.16	Property Council New Zealand	Considers that the Plan places some focus on greenfield development, to encourage positive change in our urban form and function.
201.17	Property Council New Zealand	Believes that well-planned greenfield development can deliver appropriate climate mitigations while also delivering types of housing at typologies and price points that may not be achievable in existing urban areas.

207.4	G and L Burgess	<p>The submission is to request that the GCSP diagrams, maps and attachments are updated to account for other RMA related planning decisions prior to being finalised in 2024. Ideally changes will be made prior to October/November hearings on the basis of Selwyn PDP decisions being notified.</p> <p>In particular, the land at 93 Tosswill Road, Prebbleton needs to be added to Map 2 (and any others as required) to reflect the Selwyn Proposed District Plan decision, whether it be an approved urban area that has been rezoned to be shown as grey, or if not, then as green hatched to depict its role as an identified area for growth.</p> <p>Further, the GCSP needs to be worded to ensure that it has provided flexibility in respect of likely future changes for the CRPS and Map A, as well as District Plans where future Significance Criteria may be used to provide for the consideration of additional land for urban use that are not currently shown on the maps in the document.</p> <p>[Full Submission Available]</p>
210.15	Arumoni Developments Limited	<p>8 Arumoni Ltd is a development company interested in purchasing the land outlined in paragraph 3.</p> <p>3 The land parcels subject to this submission are: 3.1 Section 35 Survey Office Plan 474228; Lot 6 Deposited Plan 51890; Lot 5 Deposited Plan 51890; Lot 4 Deposited Plan 51890; Lot 3 Deposited Plan 51890; Lot 2 Deposited Plan 51890; Section 2 Survey Office Plan 489185; Lot 8 Deposited Plan 51890; Lot 10 Deposited Plan 51890; Lot 9 Deposited Plan 51890; Part Lot 1 Deposited Plan 2488.</p> <p>7 Arumoni Ltd’s submission relates to the draft Spatial Plan as a whole, but has a specific focus on: 7.1 Confirming the Russley block’s identification as a new/expanded industrial area; and 7.2 Identifying the Russley block as a Greenfield Priority Area - Business; and 7.3 Amending Map 2 and Map 14 to reflect the change in identification of the land above.</p> <p>9 The Russley block is currently: 9.1 zoned Rural Urban Fringe in the Christchurch District Plan (the CDP).</p> <p>10 Arumoni Ltd’s intentions for the Russley Block are that it will be: 10.1 Confirmed as new/expanded industrial area; and 10.2 identified as Greenfield Priority Area – Business on Map A of Chapter 6 of the CRPS; and 10.3 after which it would seek that the Russley block be zoned Industrial General Zone or Heavy Industrial Zone in the CDP; and then it would seek subdivision and land use consents to enable industrial development of the site.</p> <p>[Full submission available]</p>

Figure 1. Aerial view of the block of land at Russley and Ryans Road, outlined in yellow



210.19	Arumoni Developments Limited	42 Confirm the identification of the Russley block as a new/expanded industrial area; and 43 Identify the Russley block as a Greenfield Priority Area - Business; and 44 Amend Map 2 and Map 14 to reflect the change in identification of the land above; and 45 Such other relief as may be required to give effect to this submission, including alternative, consequential or necessary amendments to the draft Spatial Plan that address the matters raised by Arumoni Ltd.
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214.18	Greg Gaba	This submission relates to the draft Spatial Plan as a whole, but has specific focus on: In order to satisfy the requirements of the National Policy Statement on Urban Development (NPS-UD) for a Future Development Strategy (FDS), to: a. promote long-term strategic planning by setting out how the local authorities intend to:
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		<ul style="list-style-type: none"> i. achieve well-functioning urban environments in their existing and future urban area; and ii. provide at least sufficient development capacity, as required by clauses 3.2 and 3.3 of the NPS-UD, over the next 30 years to meet expected demand; and iii. assist the integration of planning decisions under the Act with infrastructure planning and funding decisions and <p>b. spatially identify the broad locations in which development capacity will be provided over the long term, in both existing and future urban area, to meet the requirements of clauses 3.2 and 3.3 of the NPS-UD the draft Spatial Plan must identify 184-250 Johns Rd as a Future Urban Development Area and as a Greenfields Priority Areas -Business.</p> <p>The draft Spatial Plan does not currently enable well-functioning urban environments in the Greater Christchurch area. Specifically, it makes no provision for Future Urban Development Areas or for Greenfields Priority Areas - Business or Residential in the CDP area, and so does not: support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets;</p> <p>This submission seeks to:</p> <ul style="list-style-type: none"> • Identify 184-250 Johns Rd as a Future Urban Development Area in the Spatial Plan; and • Identify 184-250 Johns Rd as a Greenfield Priority Area – Business in the Spatial Plan; and • Amend Map 2 and Map 14 to reflect the change in identification of the land, as above.
220.9	Ministry of Education	<p>Ministry position: We agree that the cost (both tangible / intangible) of greenfield development is high and as part of a more sustainable settlement pattern we support the balanced emphasis on growth within existing brownfield areas, centres and corridors as part of overall growth in the region. Understanding the changing nature of intensification instruments and the investment planned to prioritise certain areas over others will enable MoE to plan in a more responsive way.</p> <p>It is important to note that the demand for Primary and Secondary education is dynamic, with different communities demonstrating significantly different age profiles. This can result in significant changes in local demand for education over time, even in areas of limited change in housing, or can exacerbate surges in demand that result from some changes in housing typology.</p> <p>Decision sought: The complexity of addressing brownfield growth for MoE needs to be understood and we seek further engagement at a much greater level of detail than that provided by the draft Spatial Plan. This is in accordance with our position as providers of ‘additional infrastructure’ and is further outlined in the section on the FDS components below.</p> <p>This will help enable us to understand the impacts on our networks and the opportunities that could result from more integrated planning. Challenges of limited land supply in urban areas and the impacts of new intensification policies will also require significant collaborative work to enable an integrated response to growth when it occurs.</p> <p>We welcome greater inclusion into the process of development / implementation of PDAs, understanding transformational projects such as Mass Rapid Transit (MRT) and other more focused levels of planning (such as structure / centre / area plans). We agree that partners and stakeholders need to show leadership and shape this growth and we welcome the opportunity to contribute to methods of</p>

		<p>incentivisation, partnership and investment as outlined in Part 2 section 4.3 of the draft Spatial Plan. This includes a desire to work to develop new responses to growth if required. [Full submission available]</p>
220.12	Ministry of Education	<p>Part 2 Section 4.4 discusses Greenfield areas. Decision sought: It would be good to make it clear that point one of this section includes education as a community facility / service. Part 2 Section 4.5 outlines the features of connected neighbourhoods.</p>
258.32	Brendon Harre	<p>Considers that the evidential basis that restricting outward expansion of urban areas is how overseas cities have achieved higher urban density and lower per capita transport energy use is actually weak. [See full submission for reasoning]</p>
300.16	Benjamin Love	<p>I heavily oppose allowing almost all greenfield suburban sprawl, including around the surrounding areas of Rangiora and Rolleston.</p> <p>Most of Greater Christchurch is unwalkable, due to its low-density suburban design, and allowing for more greenfield sprawl only makes it worse. Since the widespread adoption of personal automobiles in the mid-20th century the city has been designed around cars. Quality public transportation, density, and well-designed urban areas are limited to non-existent in most of the city. These poor planning decisions have negatively impacted residents, the local economy, and environment.</p> <p>On average personal transport usage (car usage) in low density areas is 3.7 times higher than in higher density areas. This also means 3.7 times more vehicle emission. People are forced to travel further distances to get to places. More driving, more greenhouse gas emissions which are a major contributing factor to climate change [37].</p> <p>In Low density suburbs distances are too far for people to walk, so most people are forced to drive. This is often made worse by euclidean/single use zoning typically found in low density suburbs. Not only is this bad for the environment, but also the economy and society.</p> <p>It is difficult to provide quality public transit in low density suburban areas, as it is hard to provide ample coverage, as well as make the route economically sustainable [38]. Public transit that is not within walking distance is often considered unattractive by residents, and they chose to drive instead [39][40].</p> <p>A 2015 report found that the average New Zealand commuter pays \$11,852.98 per annum in car ownership and running costs. This is a substantial amount of the average annual income. However, commuters who did not own a car and used public transportation to commute spent on average \$1,879.32 for transportation costs (saving of \$9,065.78). Car owners that used public transportation to only commute to work spent on average \$9,733.95 for transportation costs [41]. Car transportation costs have likely increased since, and people living in further out from the Christchurch, such as in Rangiora and Rolleston will likely travel more by car. Car ownership and usage is extremely expensive. People need access to quality public transportation, but also the ability to live car-free in an urban/suburban environment. This is very important during a cost-of-living crisis, but also for improved long-term economic stability.</p>

Since people living in low density car dependent areas drive more, they have transportation costs as they spend more on fuel and other car running costs. However, more money is also spent on roading infrastructure, parking, and road maintenance. There is also an economic loss from increased traffic congestion, crashes, and environmental impacts [42].

People living in low-density, single-zoned, and car dependent areas typically have low levels of physical activity, often below recommended levels. Since walking to destinations is unfeasible, and driving is the only option. This is linked to higher rates of obesity, and other health problems. Those in denser, more walkable areas mixed-use areas, with good access to public transport have higher and healthier rates of Physical Activity [34].

Car dependency strips the independent mobility of those who cannot drive. This often affects the elderly, people with certain disabilities, adolescents too young to legally drive, those who can afford to drive, people without access to a car and those who simply choose not to drive. Without access to walkable areas and public transport these people are forced to rely on others who can drive, which is often costly and not always feasible. People without independent mobility often unwillingly have sedentary lifestyles, as well as higher rates of loneliness, depression, obesity, and less of a sense of community [43][44][45][46]

Creating more greenfield car-dependent suburbs increases car traffic and congestion across area [47]. However, attempting to decrease congestion by expanding and widening the roading network leads to induced demand, meaning that overtime car usage will increase, and traffic congestion will become even worse [48][49].

Low density areas have higher supporting infrastructure costs than denser areas, especially for long term maintenance and replacements. These costs put stress on both local councils and government. Rates are often increased, as well as more tax money is spent attempt to fix these problems. Sprawling low density is often deemed economically unsustainable [50][51].

Low density car dependent sprawl areas also negatively impact stress, productivity, and the rate of innovation, as people are spending more time commuting and higher amounts on transportation costs, leading to less free time and disposable income [52][53][54][55].

Greenfield property should not be allowed to have influence in the development of Greater Christchurch, as their long track record of personal greed for profit, over the longer-term wellbeing of residents and the environment is unsuitable for a sustainable future for the region.

I would support the intensification existing areas of Rangiora and Rolleston, however a passenger rail transit connection and intensification through transit-oriented development will be highly preferable to prevent car dependency. However, if no rail transit connection is provided, other areas of Christchurch should be prioritized.

[Q4: Partially]

[Coder note; This point is from a wider submission point on q5 on the Focus areas (PDAs)]

		[See attachment for figures, diagrams and images]
303.5	Waihoru Spreydon-Cashmere-Heathcote Community Board	It is also important to note that when growth occurs in green fields areas, investment in the existing communities that connect those (generally residential) green field areas to economic centres needs to occur. This is especially true when developments lead to large increases in car traffic along key commuter routes owing to a failure to “bake in” public transport provision from day one. For instance, growth in the Halswell area has caused significant growth in traffic through Spreydon, along Lincoln Road and along Cashmere Road. The Board is also strongly of the view that simply responding to this by e.g. widening roads and encouraging further car traffic is deeply unhelpful, due to knock on effects such as induced demand, which further erodes public transport patronage.

304.10 Urban Estates Ltd

Encouraging and providing for future development should not be limited to areas around the "significant urban centres" and "core public transport routes" shown on Map 2. A broader approach for future development throughout Greater Christchurch is required for the reasons addressed below.

Firstly, due to the large number of additional dwellings and associated services that will be required over the next 30 or so years it is important to enable denser development throughout Greater Christchurch, subject to avoiding land which has important values or is subject to limitations such as natural hazards.

Secondly, it is not critical that people live near "significant urban centres". These centres are places that most people go to occasionally rather than on a regular basis. The most frequent shopping is at a supermarket which is often done as part of trip to work or home and some other destination. Therefore there is no logistical reason to only encourage and provide for higher densities in these areas.

Thirdly there are real concerns about both the feasibility of providing the necessary level of infill and intensification at the appropriate scale in many of these areas and making this a focus of the Spatial Plan. The feasibility of achieving this is unlikely to be possible due to a number of barriers, including:

- Fragmented land ownership, with the ability to re-develop at scale potentially thwarted due to landowners' reluctance to sell, or sell at reasonable market rates
- Miscalculating infill capacity by failing to properly account for the size, shape, value, and location of existing dwellings, sheds and utilities.
- High cost of redeveloping sites which have existing buildings, structures and utilities on them, which in many cases may still have many years of viable use remaining.
- Limited number of development companies that undertake this form of development.
- Assumes a voracious appetite for much smaller sections sizes than have previously been provided, especially in key townships in Selwyn¹ and Waimakariri, but also in parts of Christchurch City
- Assumption that giving effect to the Medium Density Residential Standards (MDRS) will result in significant levels of redevelopment in accordance with those provisions. There is a strong possibility that this may not come to pass; the MDRS are enabling and there is no requirement on landowners to intensify. In addition, developers often place encumbrances on developments to ensure the quality and amenity of their developments are protected. As such, any assumptions about the potential for infill to provide significantly for increased dwelling capacity in existing urban areas in the Greater Christchurch area over the life of the Spatial Plan are questionable and will be seriously over confident.

Additional areas of concern with the proposed approach include:

- Detrimental effects on amenity effects for those areas subject to infill and intensification, and associated adverse effects on people's well-being and lifestyle, especially in cases where intensification is carried out in an ad-hoc and piecemeal way, as seems most likely.
- The Spatial Plan does not show future growth areas beyond the 2050 timeframe (see Map 2) and relies solely on infill and development of greenfield areas currently being considered by Council plan changes and District plan reviews. This implies that all future growth to accommodate an extra 300,000

¹ Recent analysis of consent data reveals a clear and overwhelming preference for stand-alone houses in the Selwyn District, which are unlikely to change materially over the short to medium term.

population beyond the 2050 population of 700,000 will be through intensification into existing urban areas. This is at odds with Policy 1 of the NPS-UD which requires that:

Planning decisions contribute to well-functioning urban environment, which are urban environments that, as a minimum:

(a) have or enable a variety of homes that:

(i) meet the needs, in terms of type, price, and location, of different households; and

(ii) enable Māori to express their cultural traditions and norms; and

(b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and

(c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and

(d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and

(e) support reductions in greenhouse gas emissions; and

(f) are resilient to the likely current and future effects of climate change.

It is also at odds with Central Government's Urban Growth Agenda which is "to improve housing affordability by removing barriers to the supply of land and infrastructure and making room for cities to grow up as well as out." This agenda clearly anticipates providing for growth both out and up, whereas this Draft Spatial Plan provides only for upward development. **Greenfield development is completely ignored in this draft Spatial Plan despite its proven role in providing for housing within Greater Christchurch.** The high number of new houses achieved in recent years by way of greenfield development has occurred for a number of reasons, the most significant of which is that large blocks of land are only available outside existing urban areas. These blocks can and have enabled a large number of new sections and houses to be efficiently created in a relatively short time frame. This has resulted in a variety of housing options being available.

The draft Natural and Built Environment Bill, and associated draft Spatial Planning Bill¹ reinforces and builds on the requirement to provide for housing choice, as set out in Clause 5 – System outcomes, of the NBE Bill:

To assist in achieving the purpose of this Act, the national planning framework and all plans must provide for the following system outcomes:

(a) ...

(b) ...

(c) well functioning urban and rural areas that are responsive to the diverse and changing needs of people and communities in a way that promotes—

(i) the use and development of land for a variety of activities, including for housing, business use, and primary production; and

(ii) the ample supply of land for development, to avoid inflated urban land prices; and

(ii) housing choice and affordability; and

		<p>A Spatial Plan that emphasises infill without regard to other housing types, and making provision for an ample supply of land would appear to be at odds with the direction of the urban growth agenda, and risks inflating urban land prices and limiting housing choice for the community.</p> <p>[Q2: No. Full Submission Available]</p>
306.5	Equus Trust	<p>There is a potential conflict between transit orientated development and centres based development. Both are partly based on achieving agglomerations of scale and there needs to be sufficient growth in the short to medium term to achieve both. The 'compact urban form' proposed focuses future development and investment around the MRT corridor and core PT corridor. 76 Hawthornden Road is located close to two core PT corridors (and potential future MRT route) – along Russley Road and Memorial Avenue - and is an ideal location for urban development, including potential medium/high density residential development. Its development for residential purposes will contribute to a well functioning urban environments.</p>
306.8	Equus Trust	<p>Partially – there need to be amendments to as set out below (shown in bold and underlined or strike out)</p> <p><i>#4Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs</i></p> <p>4.2 Ensure <u>at least</u> sufficient development capacity is provided or planned for to meet demand</p> <p>Reason – consistent with wording of NPS-UD.</p> <p>4.3 <i>Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</i></p> <p>4.4 Provide housing choice and affordability <u>to meet housing needs in terms of type, price, and location, of different households, including large lot and low density housing as well as medium and high density housing</u></p> <p>Reason – consistent with NPS-UD.</p> <p>#6 Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities We support #6 in principle, noting that this focus is necessary to give effect to the Government's Emission Reduction Plan (ERP) targets. However, we do not consider that a focus on attempting to manipulate the current urban form of GC to one that will create sufficient population density to help support the viability of the proposed mass rapid transit system is the appropriate key move to achieve this. It is not realistic, may never 'see the light of day', and will have negligible benefits in terms of reduced greenhouse gas emissions. Further residential and business development opportunities, including for 76 Hawthornden Road need to be enabled by the Spatial Plan.</p>

		<p>NPS-UD</p> <p>As acknowledged in the background document assessing alternative growth scenarios, the proposed Spatial Plan is a Future Development Strategy as required under the NPS-UD which does not meet the mandatory requirements of the NPS-UD. It doesn't provide for sufficient development capacity in Selwyn and Waimakariri. In addition, it will not meet the NPS-UD requirement for planning decisions to contribute to well functioning urban environments – in terms of Policy 1, it will not - have or enable a variety of homes that:</p> <p>(i) meet the needs, in terms of type, price, and location, of different households (1a)</p> <ul style="list-style-type: none"> - support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; - support reductions in greenhouse gas emissions to any greater extent than other growth scenarios (a mix of consolidated and dispersed growth) which meet all the other requirements of the NPS-UD including providing at least sufficient development capacity for housing and business land. <p>It simply cannot proceed in its current form as it will not give effect to higher planning documents, specifically the NPS-UD.</p> <p>Maps 2 and 14</p> <p>The Spatial Plan does not meet the requirement for a FDS to spatially identify the 'broad locations' in which at least sufficient development capacity for housing and business land will be provided over the long term, in both existing and future urban areas. Maps 2 and 14 only show existing urban areas and approved rezonings, and is cadastrally based rather than showing broad locations. It continues the current CRPS approach of applying a firm immovable Metropolitan Urban Limit. Decisions on private plan change for rezoning in Selwyn District have consistently found that this is in direct conflict with the NPS-UD direction and associated guidance documents.</p> <p>Implementation</p> <p>The Draft Spatial Plan does not meet the NPS-UD implementation and review requirements for a FDS.</p> <p>The NPS-UD requires a FDS to include an Implementation Plan which must be updated annually (Clause 3.18). The Spatial Plan has no provision for updating the Implementation Plan, simply noting that progress on the proposed Joint Work Programme will be updated every two years.</p> <p>The FDS must be reviewed every 3 years (Clause 3.16) whereas the Draft Spatial Plan only commits to a review every 5 years. Ongoing monitoring and review is essential, and a firm written commitment as a minimum to the FDS mandatory review and updating requirements. The Spatial Plan needs to be a 'living' and flexible document if it has any chance of keeping pace and being responsive to urban growth needs in a fast changing world/receiving environment and in the context of some very significant and immediate environmental challenges (in particular climate change) and the focus of the entire urban form / future on one which will support costly and uncertain public transport initiatives including MRT.</p>
308.6	Rob Nicol	<p>There needs to be a balance between and ample provision for greenfield development and intensification, including my land (the Site) in accordance with the mandatory requirement of the National Policy Statement -Urban Development (NPS-UD) Policy 1 to have or enable a variety of homes that meet the needs, in terms of type, price, and location, of different households.</p>

The Spatial Plan appears to almost exclude further greenfield development through:

- Considering adopting a greenbelt policy which is in effect fundamental to an urban containment policy, and
- Not identifying any additional greenfield development in addition to what has already been approved in the Selwyn and Waimakariri District Plans

310.1 Richard and Geoff Spark

The submitters seek that the area in Figure 1 be identified on Maps 2 and 14 of the Greater Christchurch Spatial Plan for urban growth purposes as illustrated on Figure 2 below (in the Draft Spatial Plan Block A is shown as within Future Urban Development Area but Block B is not).

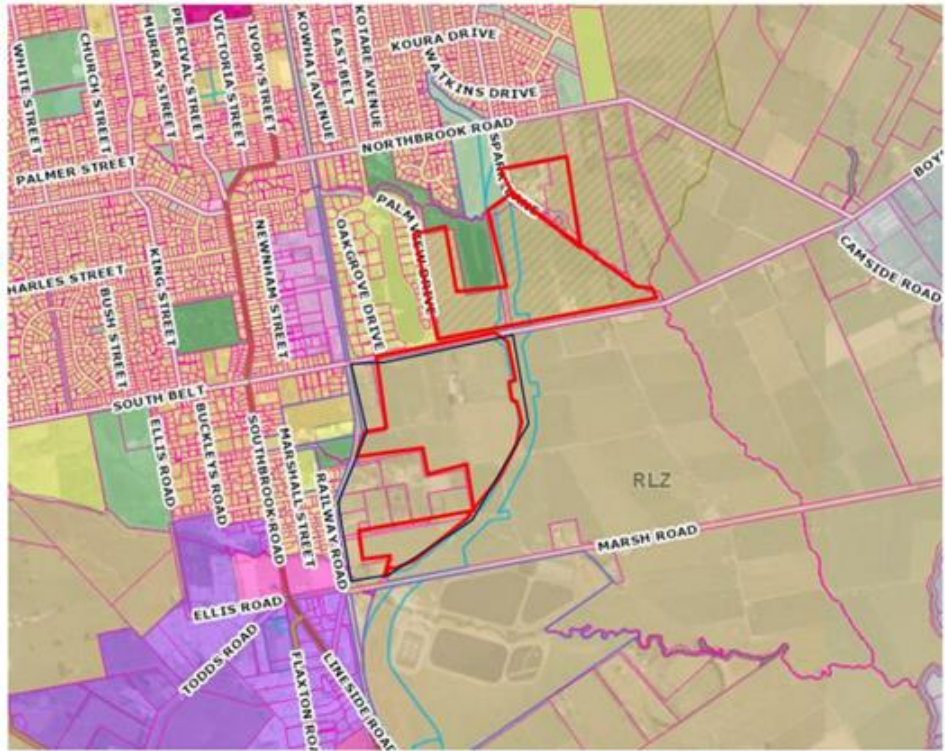


Figure 1: Sparks land sought to be rezoned for urban residential purposes. Proposed road bypass shown in light blue.

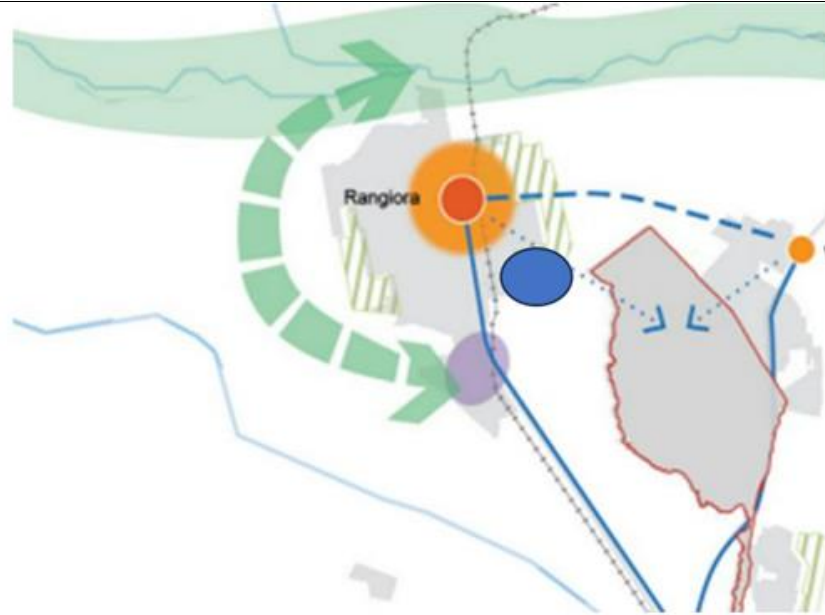


Figure 2: Approximate area sought for inclusion on Maps 2 and 14 as Existing Urban Area or New/Expanded Residential Area shown with blue oval

The area identified for urban growth on Figure 2 (blue overall) includes some adjoining rural land which it would be appropriate to include for strategic reasons and to achieve urban consolidation.

In summary:

1. The Block A and Block B are a logical and planned location for further urban growth of Rangiora. Rezoning this land will contribute to achieving a compact, and efficient, urban form with excellent connectivity by multiple transport modes.
2. The land forms part of a bigger and logical extension to the growth of SE Rangiora and linking with proposed growth areas to the east including Tuahiwi, Ravenswood, Woodend and Pegasus, as shown on Maps 2 and 14.
3. The proposed Rangiora eastern by-pass road will bisect the current Spark farm, and leave the southern block sought to be rezoned as an isolated block of rural land sandwiched between existing urban development and the proposed Rangiora eastern bypass (as shown on the Figure 1 planning map)
4. The alternatives of retaining Rural Lifestyle zoning or developing as Large Lot Residential are not an efficient use of this block of land located as it is immediately adjoining the intended urban area of Rangiora, and in a location accessible to the town centre by active transport modes as well as car.

Considers that urban development here will contribute to a well functioning urban environment, as defined in the NPS-UD and will help meet the imminent housing capacity shortfall at Rangiora.

		[Refer to full submission for reasoning including the submission on the Proposed Waimakariri District Plan]
310.9	Richard and Geoff Spark	Considers that further greenfield development is still going to be needed. It is worth noting that an important key reason why Rolleston and Rangiora have grown so rapidly post earthquakes is because they have met the very high market demand for quality affordable housing. More recently there has been a surge in generally two storey townhouse development Christchurch City, with some larger apartment complexes where developers have succeeded in amassing the necessary titles to achieve development at scale. This has occurred at the same time as continued greenfield development. Therefore there still needs to be a balance between housing intensification and greenfield development.
310.10	Richard and Geoff Spark	The Spatial Plan appears to almost exclude further greenfield development through:- <ul style="list-style-type: none"> • Considering adopting a greenbelt policy which is in effect fundamental to an urban containment policy, and • Not identifying any additional greenfield development in addition to what has already been approved in the Selwyn and Waimakariri District Plans.
315.5	West Melton Holdings Ltd	A key reason why Rolleston, for example, has grown so rapidly post earthquakes is because it has met the very high market demand for quality affordable housing, the has generally been far easier than elsewhere and the local council more enabling of development, including a flexible approach towards provision of required infrastructure. More recently there has been a surge in generally two storey townhouse development Christchurch City, with some larger apartment complexes where developers have succeeded in amassing the necessary titles to achieve development at scale. This has occurred at the same time as continued greenfield development. There needs to be a balance between and ample provision for greenfield development and intensification, including our the WMH submission land, in accordance with the mandatory requirement of the National Policy Statement -Urban Development (NPS-UD) Policy 1 to have or enable a variety of homes that meet the needs, in terms of type, price, and location, of different households.
316.9	Lynn, Malcolm and Lynn Townsend and Stewart	See 'Relief Sought' above and our further comments below. Table 2: Sufficiency of housing development capacity to meet projected demand (2022 – 2052) Table 3: Sufficiency of industrial land to meet projected demand (2022 – 2052) Table 4: Sufficiency of commercial land to meet projected demand (2022 – 2052) Decisions on recent Selwyn private plan change requests consistently agreed with evidence that the Council's housing and business capacity assessments underestimated housing and business capacity, and overestimated available capacity, and did not meet the requirements of the National Policy Statement – Urban Development (NPS-UD). We understand that essentially the same Council methodology underlines Tables 2 and 3. They should be revised to reflect best practice and ensure that they comply with the NPS-UD. With respect to business land, they must “have or enable a variety of sites that are suitable for different business sectors in terms of location and site size”. (Policy 1). This is clearly not the case at Lincoln, where there is effectively no provision for industrial land and a tightly constrained town centre, with a need for alternative locations for commercial development, including potentially the land the subject to this submission NPS-UD As acknowledged in the background document assessing alternative growth scenarios, the proposed Spatial Plan is a Future Development Strategy as required under the NPS-UD which does not meet the mandatory requirements of the NPS-UD. It doesn't provide for sufficient development capacity in Selwyn and Waimakariri. In addition, it will not meet the NPS-UD requirement for planning decisions to contribute to well functioning urban environments – in terms of Policy 1, it will not have or enable a variety of homes that: (i) meet the needs, in terms of type, price, and location, of different households (1a) - support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; - support reductions in greenhouse gas emissions to any greater extent than other growth scenarios (a mix of consolidated and dispersed growth) which meet all the other requirements of the NPS-UD including providing at least sufficient development capacity for housing

and business land. It simply cannot proceed in its current form as it will not give effect to higher planning documents, specifically the NPS-UD.

Maps 2 and 14

The Spatial Plan does not meet the requirement for a FDS to spatially identify the 'broad locations' in which at least sufficient development capacity for housing and business land will be provided over the long term, in both existing and future urban areas. Maps 2 and 14 only show existing urban areas and approved rezonings, and is cadastrally based rather than showing broad locations. It continues the current CRPS approach of applying a firm immovable Metropolitan Urban Limit. Decisions on private plan change for rezoning in Selwyn District have consistently found that this is in direct conflict with the NPS-UD direction and associated guidance documents.

Highly Productive land and the NPS-HPL

The compact urban form scenario is stated as preferable in terms of minimising the amount of HPL lost for urban development. The NPS-HPL interim definition of HPL is all LUC 1-3 land. However, the land adjoining the existing urban areas in GC is already highly fragmented into rural lifestyle blocks which are too small to be highly productive, as is the case with the Townsend & Ors submission land. This land is typically subject to a range of constraints such as a lack of available irrigation in over allocated catchments, which means that there is no realistic prospect of it being utilised for productive purposes in the short, medium and long term. Loss of HPL is simply not a significant issue in the context of urban growth scenarios for Greater Christchurch.

Implementation

The Draft Spatial Plan does not meet the NPS-UD implementation and review requirements for a FDS. The NPS-UD requires a FDS to include an Implementation Plan which must be updated annually (Clause 3.18). The Spatial Plan has no provision for updating the Implementation Plan, simply noting that progress on the proposed Joint Work Programme will be updated every two years. The FDS must be reviewed every 3 years (Clause 3.16) whereas the Draft Spatial Plan only commits to a review every 5 years. Ongoing monitoring and review is essential, and a firm written commitment as a minimum to the FDS mandatory review and updating requirements. The Spatial Plan needs to be a 'living' and flexible document if it has any chance of keeping pace and being responsive to urban growth needs in a fast changing world/receiving environment and in the context of some very significant and immediate environmental challenges (in particular climate change) and the focus of the entire urban form / future on one which will support costly and uncertain public transport initiatives including MRT. See 'Relief Sought' above and our further comments below.

Table 2: Sufficiency of housing development capacity to meet projected demand (2022 – 2052)

Table 3: Sufficiency of industrial land to meet projected demand (2022 – 2052)

Table 4: Sufficiency of commercial land to meet projected demand (2022 – 2052)

Decisions on recent Selwyn private plan change requests consistently agreed with evidence that the Council's housing and business capacity assessments underestimated housing and business capacity, and overestimated available capacity, and did not meet the requirements of the National Policy Statement – Urban Development (NPS-UD). We understand that essentially the same Council methodology underlines Tables 2 and 3. They should be revised to reflect best practice and ensure that they comply with the NPS-UD. With respect to business land, they must "have or enable a variety of sites that are suitable for different business sectors in terms of location and site size". (Policy 1). This is clearly not the case at Lincoln, where there is effectively no provision for industrial land and a tightly constrained town centre, with a need for alternative locations for commercial development, including potentially the land the subject to this submission NPS-UD. As acknowledged in the background document assessing alternative growth scenarios, the proposed Spatial Plan is a Future Development Strategy as required under the NPS-UD which does not meet the mandatory requirements of the NPS-UD. It doesn't

		<p>provide for sufficient development capacity in Selwyn and Waimakariri. In addition, it will not meet the NPS-UD requirement for planning decisions to contribute to well functioning urban environments – in terms of Policy 1, it will not have or enable a variety of homes that:</p> <ul style="list-style-type: none"> (i) meet the needs, in terms of type, price, and location, of different households (1a) - support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; - support reductions in greenhouse gas emissions to any greater extent than other growth scenarios (a mix of consolidated and dispersed growth) which meet all the other requirements of the NPS-UD including providing at least sufficient development capacity for housing and business land. It simply cannot proceed in its current form as it will not give effect to higher planning documents, specifically the NPS-UD. <p>Maps 2 and 14</p> <p>The Spatial Plan does not meet the requirement for a FDS to spatially identify the ‘broad locations’ in which at least sufficient development capacity for housing and business land will be provided over the long term, in both existing and future urban areas. Maps 2 and 14 only show existing urban areas and approved rezonings, and is cadastrally based rather than showing broad locations. It continues the current CRPS approach of applying a firm immovable Metropolitan Urban Limit. Decisions on private plan change for rezoning in Selwyn District have consistently found that this is in direct conflict with the NPS-UD direction and associated guidance documents. Highly Productive land and the NPS-HPL. The compact urban form scenario is stated as preferable in terms of minimising the amount of HPL lost for urban development. The NPS-HPL interim definition of HPL is all LUC 1-3 land. However, the land adjoining the existing urban areas in GC is already highly fragmented into rural lifestyle blocks which are too small to be highly productive, as is the case with the Townsend & Ors submission land. This land is typically subject to a range of constraints such as a lack of available irrigation in over allocated catchments, which means that there is no realistic prospect of it being utilised for productive purposes in the short, medium and long term.</p> <p>Loss of HPL is simply not a significant issue in the context of urban growth scenarios for Greater Christchurch.</p> <p>Implementation</p> <p>The Draft Spatial Plan does not meet the NPS-UD implementation and review requirements for a FDS. The NPS-UD requires a FDS to include an Implementation Plan which must be updated annually (Clause 3.18). The Spatial Plan has no provision for updating the Implementation Plan, simply noting that progress on the proposed Joint Work Programme will be updated every two years.</p> <p>The FDS must be reviewed every 3 years (Clause 3.16) whereas the Draft Spatial Plan only commits to a review every 5 years. Ongoing monitoring and review is essential, and a firm written commitment as a minimum to the FDS mandatory review and updating requirements. The Spatial Plan needs to be a ‘living’ and flexible document if it has any chance of keeping pace and being responsive to urban growth needs in a fast changing world/receiving environment and in the context of some very significant and immediate environmental challenges (in particular climate change) and the focus of the entire urban form / future on one which will support costly and uncertain public transport initiatives including MRT.</p>
318.17	Andrew McAllister	<p>Do you agree with the draft spatial strategy outlined above? No – there need to be amendments to as set out below (shown in bold and underlined or strike out)</p> <p>#4 Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs</p> <p>4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand</p>

		<p>Reason – consistent with wording of NPS-UD. 4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth 4.4 Provide housing choice and affordability to meet housing needs in terms of type, price, and location, of different households, including large lot and low density housing as well as medium and high density housing Reason – consistent with NPS-UD.</p> <p>#6 Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities</p> <p>I support #6 in principle, noting that this focus is necessary to give effect to the Government’s Emission Reduction Plan (ERP) targets. However, I do not consider that a focus on attempting to manipulate the current urban form of GC to one that will create sufficient population density to help support the viability of the proposed mass rapid transit system is the appropriate key move to achieve this. It is not realistic, may never ‘see the light of day’, and will have negligible benefits in terms of reduced greenhouse gas emissions compared to other more realistic urban form scenarios i.e a combination of consolidation and dispersed growth around existing townships – the ‘urban villages’ approach discussed above.</p> <p>[Relevant submission points also recoded under Opp 4 and Opp 6.]</p>
326.2	Infinity Investment Group Holdings Limited	<p>Future greenfield development areas should be broadly identified in the Spatial Plan</p> <p>Whilst the Spatial Plan accepts that the greenfield areas will continue to be part of how the population can be accommodated, it does not identify where new greenfield areas should locate. The Spatial Plan states that³<i>“Further additional greenfield development may be required for the longer term and to provide for a population towards one million. Additional greenfield will be assessed through other statutory processes”</i></p> <p><i>That approach does not achieve the purpose of a Future Development Strategy (FDS). Clause 3.13 of the NPS-UD specifies that purpose and content of an FDS</i></p> <p>By not identifying broad locations where new development capacity will be provided over the long term, the Spatial Plan is deficient - it does not achieve the purpose of an FDS, and does not facilitate integrated provision of infrastructure</p> <p>Infinity supports a flexible and responsive approach to greenfield growth that achieve a well-functioning environment and align with criteria similar to those outlined above, and particularly supports the identification of locations for growth that are integrated with existing urban areas. However, Infinity is concerned that, as currently drafted, the Spatial Plan will constrain growth to within existing urban areas or the identified FUDA, and that other planning processes and documents such as Canterbury Regional Policy Statement and district plans would be constrained in their ability to provide for future greenfield development on the basis that this was not consistent with the Spatial Plan.</p> <p>What is required is an approach that both identifies suitable indicative locations for future greenfield development, and retains flexibility to consider other opportunities to provide for growth to achieve a well-functioning urban environment.</p>

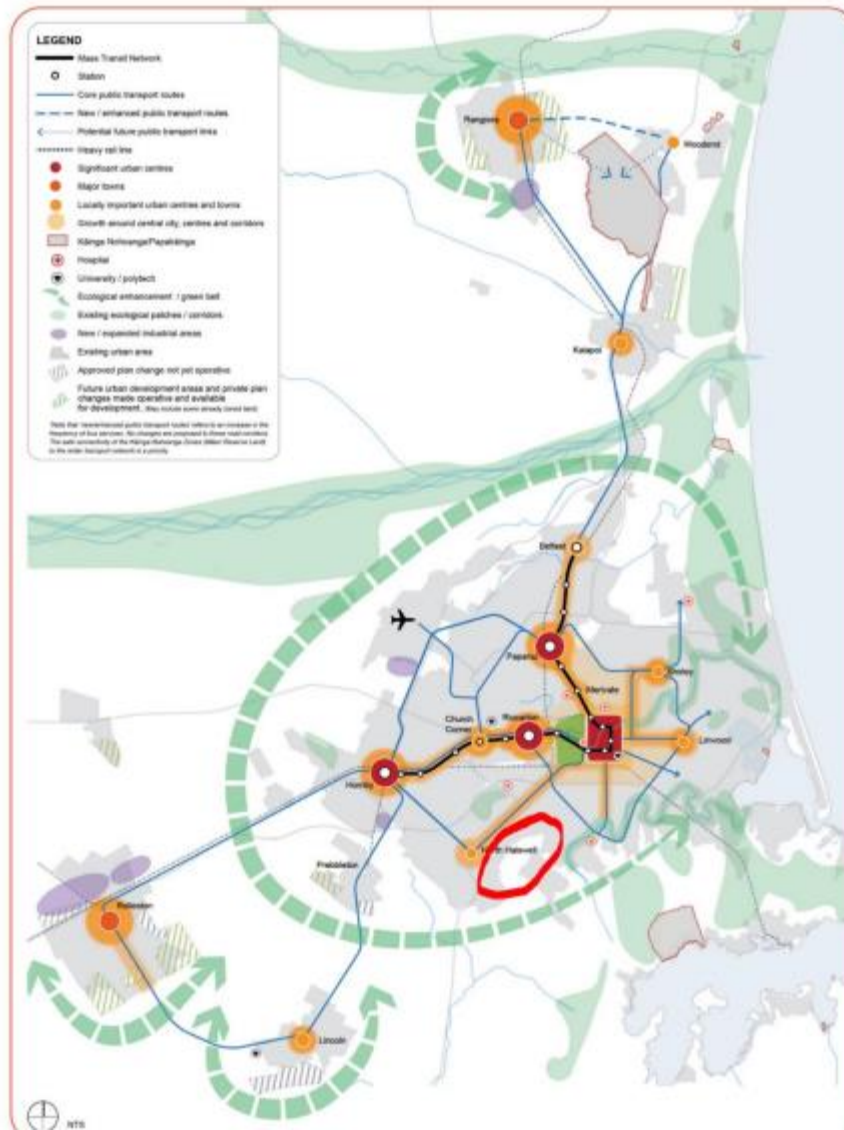
		[Full Attachment Available]
327.3	Birchs Village Limited and WDL Enterprises Limited	Considers the GCSP makes insufficient provision for greenfield development or criteria which would enable future growth, and only identifies areas for future development which have already been effectively confirmed through planning documents and captured in capacity figures.
327.8	Birchs Village Limited and WDL Enterprises Limited	Considers that the Spatial Plan is inconsistent with the NPS-UD as Direction 4.4 states "Provide housing choice and affordability". The focus on intensification of existing urban areas fails to take advantage of the unique potential for greenfield development to provide higher density development supported by comprehensive urban design, delivered in a way that significantly contributes to housing capacity. Those outcomes are much harder to achieve through sporadic infill. Figure 9 of the Spatial Plan shows that demand for housing capacity in Selwyn is outstripping supply. No new Future Urban Development Areas (FUDA) have been identified beyond those that currently exist. Direction 4.4 needs to be amended to specifically provide for recognition of greenfield development.
327.10	Birchs Village Limited and WDL Enterprises Limited	Given the significant anticipated population growth for Greater Christchurch, the identification of where growth should go is critical, and the use of the Spatial Plan for this purpose is supported by the Submitter.
327.12	Birchs Village Limited and WDL Enterprises Limited	Considers that whilst the GCSP accepts that the greenfield areas will continue to be part of how the population can be accommodated whilst providing a range of lifestyle choices it does not identify where new greenfield areas should locate and therefore fall outside the desired pattern of growth identified by the GCSP. Considers that this will result in other relevant strategic planning documents such as the Canterbury Regional Policy Statement and district planning documents being constrained in where FUDA's can be provided across Greater Christchurch.
327.13	Birchs Village Limited and WDL Enterprises Limited	Considers that the GCSP fails to identify significance criteria for greenfield development.
327.15	Birchs Village Limited and WDL Enterprises Limited	Considers that the requirement for greenfield development to be integrated with existing urban areas is also inappropriate and does not give effect to the NPS-UD. Policy 8 NPS-UD directs local authorities to be responsive to plan changes providing development capacity that are unanticipated by RMA planning documents or out-of-sequence with planned land release.
340.13	Hughes Developments Limited	Caution must be applied to the notion that greenfield development is the antithesis of intensification and is therefore not a preferred source of housing supply. Greenfield development can deliver higher housing densities which typically create more optimal outcomes than brownfield intensification. The ability of greenfield development to masterplan and deliver density which includes amenity such as greenspace and community space along with provision for public transport services and sustainable and efficient infrastructure far surpasses the ability for similar outcomes to be achieved in brownfield settings. [Excerpt of submission point 340.12]

Opportunity 4 > Greenfield CCC - See Sections 4.5.4 of the Officers Report

Point	Submitter	Position
63.17	Chris Reddell	Yes, but I do have concerns that development in Rolleston is focused on heading South and I think there should be more development in the space between Rolleston and Christchurch which would allow for more coordinated public transport development, shorter commute times [Q4 - Yes - in relation to CCC greenfield]

196.8	Cashmere Park Ltd, Hartward Investment Trust and Robert Brown	<p>1.2. Submitter's Site</p> <ul style="list-style-type: none">• The submitter's sites are located at the following addresses with the corresponding legal descriptions.<ul style="list-style-type: none">▪ 126 Sparks Road (Lot 1 DP 412488)▪ 17 Northaw Street (Lot 2 DP 412488)▪ 36 Leistrella Road (Lot 3 DP 412488)▪ 240 Cashmere Road (Lot 23 DP 3217)▪ 236 Cashmere Road (RS 41613)▪ 200 Cashmere Road (Lot 1 DP 547021)• Initial investigations that have been carried out on the submitter's site in relation to their submission on the Christchurch District Plan and PC14 are flooding risk assessment, transport assessment report, urban design report, infrastructure servicing report, economic assessment report, preliminary site investigation (PSI), water supply report, geotechnical assessment and Mahaanui Kurataiao Ltd (MKT) assessment.• The submitter's site meets the definition of the National Policy Statement of Urban Development (NPS-UD) of a well-functioning urban environment.
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- It is important to consider that enabling the submitter's sites and other sites that are similar for residential development will contribute towards addressing the housing supply shortage in New Zealand.
- We propose that the plans within the GCSP are amended to reflect sites that are currently going through either private plan changes or re-zoning through the PC14 hearing process, so there is consistency when referring to sites that are potential future development areas.
- Our submitter's site as circled in red within Figure 1 is currently not shown as a potential future development area but is currently requesting re-zoning under the PC14 process. If this re-zoning was to be successful, then our submitter's site needs to be reflected as future development area within the GCSP.



		<p>The matters that we wish to submit on are detailed below.</p> <p>1.3. Matters that require a submission</p> <p>1.3.1. The GCSP refers to zoning needing to provide for a “well-functioning community and urban environment” throughout the draft version.</p> <p>Comment (1) It is important to consider that within the city limits of Christchurch that there is land that is suitable for residential re-zoning and would be able to contribute towards providing a well-functioning community and urban environment. This cannot be ignored, and it links back to the National Policy Statement for Urban Environment (NPS-UD) as well as being able to contribute towards the increasing housing supply shortage. Flexibility is needed for opportunities for re-zoning to not be missed. Reference to Map A which has not been updated needs to be considered and amended as not the only factor to limit or allow for re-zoning requests.</p> <p>1.3.2. Development being restricted by Map A in the Regional Policy Statement (RPS) is an inaccurate and inefficient method of assessing development capacity.</p> <p>Comment (1) There is no specific identification in Map A of areas that are subject to hazards and that are not suitable for development.</p> <p>Comment (2) It is suggested that a significance criterion is developed. Providing greater flexibility and accuracy around development capability.</p>
314.2	Red Spur Limited	<p>Amend Maps 2 and 14 to correctly show the existing urban area at Redmund Spur and Upper Kennedys Bush (see Figure 1 below or area to be amended); and to show an extension to the existing urban area to include land linking Upper Kennedys Bush and Redmund Spur as shown on Figures 2 and 3 below; and other extensions to the Redmund Spur residential development where urban development is proposed, including as shown on Figure 4 below.</p>

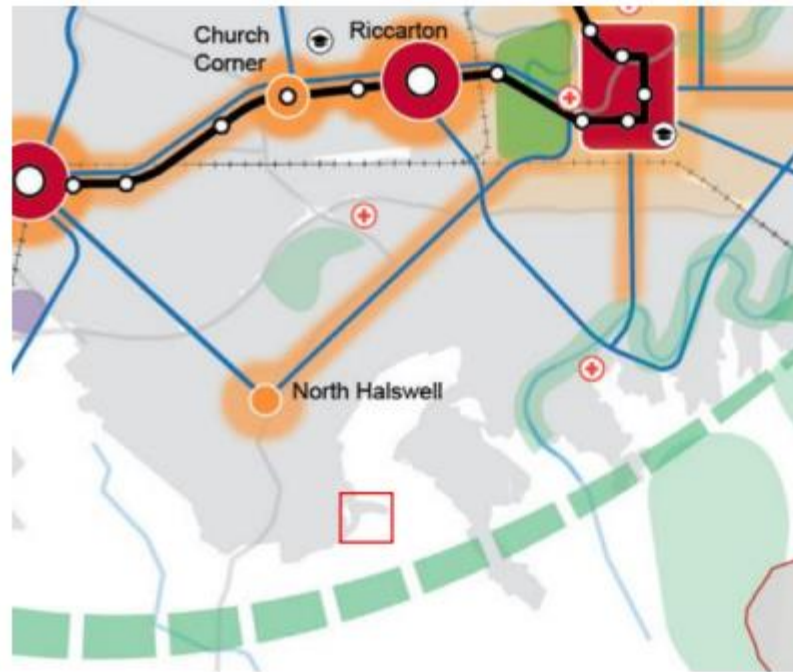


Figure 1: Amendments Sought to Maps 2 and 14 – area outlined in red to be amended to correctly show the Upper Kennedys Bush and Redmund Spur existing urban areas and to show and extension to the existing urban area to include land linking Upper Kennedys Bush and Redmund Spur as shown on Figures 2 and 3 below.

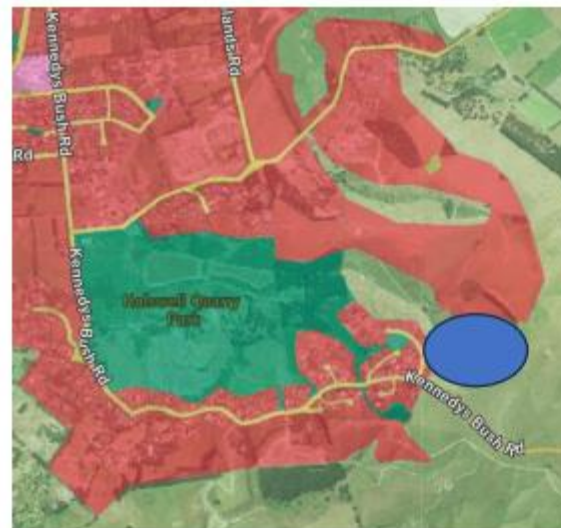


Figure 2: location of proposed urban residential rezoning linking Redmund Spur and Kennedys Bush Road shown as blue oval. Existing residential zoned areas shown in red.

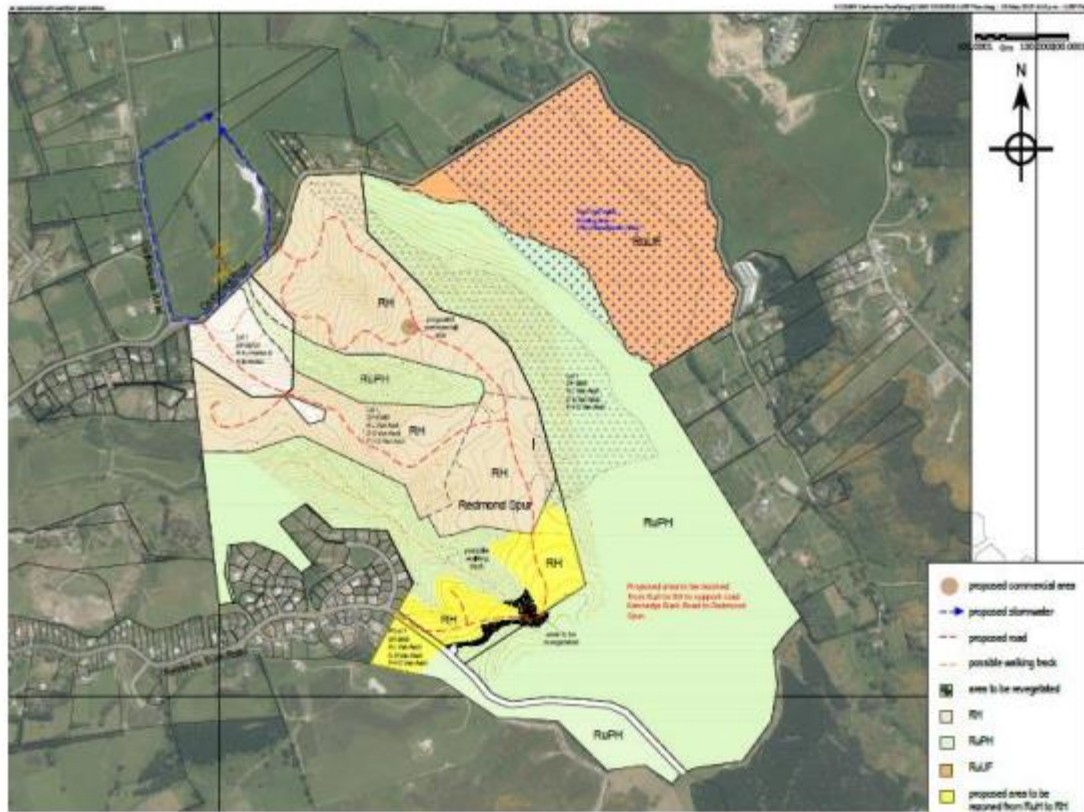


Figure 3: Proposed urban residential extension linking Redmund Spur and Upper Kennedys Bush existing urban areas

[Full Submission Available]

326.3 Infinity Investment Group Holdings Limited

Preferred locations for greenfield growth²⁴ Infinity considers that land located in proximity to the existing Yaldhurst Park development, to the south of State Highway 73 and west of State Highway 1 in Yaldhurst, is an appropriate location for future greenfield residential development. The land is adjacent to, and can be readily integrated with, the existing urban area. It is also in relatively close proximity to the identified 'significant urban centres' of Hornby and Riccarton. The Spatial Plan identifies that the land is also relatively close proximity to a core public transport route along State Highway 1. Infinity seeks that this land be included within identified broad locations for future greenfield development.

Infinity seeks the following decisions:

		<p>Identification of areas for growth - that additional broad locations for future urban growth areas are identified on the maps (including Map 2), including land located adjacent to existing residential development in Yaldhurst, as indicatively shown on the first plan below, and specifically including Lots 20 & 21 DP 323203 and Lot 400 DP 562281(shown on the second plan below).</p>
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Indicative broad location for growth area



Specific area to be included (shown in red, existing Yaldhurst Park development shown in green)



		[Full Attachment Available]
327.28	Birchs Village Limited and WDL Enterprises Limited	<p>We note that there is a significant portion of land adjacent to the Papanui centre and surround by existing urban areas that is not zoned for urban development. It appears that this includes land owned by the Submitter (legally identified as Part Lot 5 DP 1729, Part Lot 3 DP 1729, Part Lot 4DP 1729, Part Lot 1 DP 1729, Part RS 308, Lot 2 DP 1729 and Section 4 SO 509157) which has been identified in the Christchurch City Council Plan Change 14 as Future Urban Zone. It seems inconsistent with the identification of Papanui as a significant urban centre that this land (which is part of a larger area of land not part of the existing urban area) located in close proximity to Papanui, the mass transport network route and a core public transport route is not identified as appropriate for urban development. Accordingly, the Submitter seeks that this land is identified in the GCSP as a FUDA.</p>
330.2	Tapper Family Trust	<p>The Trust owns land at 133 and 137 Huntsbury Avenue on the Port Hills being comprised within Certificate of Titles 283237 and 283238 being Lots 2 & 3 DP 369793 and approximately 2.68ha in area (the Land).</p> <p>The Trust seeks recognition within the draft Spatial Plan that growth and intensification on the Port Hills, ‘in pockets’ is appropriate. For example, where such growth is readily able to be absorbed i.e., those locations surrounded by existing development, being below ridge lines and with no prominence or significance be acceptable.</p> <p>The Trust considers the focus on Priority Development Areas within the draft Spatial Plan is too restrictive. It misses an easy opportunity to provide a general direction or signal towards the infilling on the Port Hills where appropriate. That is, the blanket restrictions proposed on the Port Hills in accordance with Part 1 – Areas to protect, avoid and enhance seem disproportionate and may arbitrarily and unnecessarily restrict growth in places where it is acceptable to do so. This is especially the situation where such areas are located close to the City Centre and with the ability to utilise existing infrastructure.</p> <p>In this regard we note the Hon David Parker as Minister for Environment in moving that the Natural and Built Environment Bill be read a second time stated: “... Consenting costs have ballooned and urban land prices soared. Overly restrictive planning rules have hindered much-needed housing and other development. No one is enforcing intensification, but plans have prevented people doing what they wanted and the country needs. ...”</p> <p>Accordingly, we believe providing some balance to intensification/infilling within appropriate pockets of the Port Hills in the draft Spatial Plan would:</p> <ul style="list-style-type: none"> (a) address a practical need to access land for housing; (b) allow growth that is acceptable to the community; (c) be more sustainable due to the location being within the existing urban environment; (d) be efficient by utilising land already available; (e) improve resilience (by spreading development across the various available pockets on the Port Hills); (f) provide broader sustainable management gains; and (g) help reduce the effects of climate change;

Further we consider the recognition of parts of the Port Hills would create linkages to the network of green spaces for relaxation and recreation on the Port Hills. Overall it would promote and enhance the social economic and cultural well-being of the community.

The Trust also seeks the draft Spatial Plan be made in accordance with the Natural and Built Environment Bill and Spatial Planning Bill.

Relief sought

At page 51 of the draft Spatial Plan:

Layering all the areas to protect and avoid on top of each other highlights the most constrained areas of Greater Christchurch for development (see Map 5). These areas generally include the eastern areas along the coastline, the Port Hills and Te Pātaka a Rākaihautū / Banks Peninsula, the areas to the north-west of Christchurch, and the areas surrounding Kaiapoi. These parts of the city region are affected by a variety of natural and man-made factors. The presence of Wāhi Tapu, Wāhi Taonga and Ngā Wai are also matters of further significance, where any urban encroachment will require engagement with and consideration by mana whenua. In noting the above there may be pockets of landholdings within the Port Hills that are appropriate for development and that may be readily absorbed within the environment. In particular infilling and intensification of parts of the Port Hills may occur where considered appropriate.

At page 52 of the draft Spatial Plan remove any part of the Land from Map 5: Areas to protect and avoid.

At page 63 of the draft Spatial Plan:

Direction

3.1 Avoid development in areas with significant ~~natural~~ indigenous values

That in relation to timing the draft Spatial Plan be made in accordance with the Natural and Built Environment Bill and Spatial Planning Bill.

In addition to all the above, the following relief is also sought:

- (i) Any additional or alternative relief that achieves the same or similar outcome;
- (ii) Consequential or ancillary changes to the above or global amendments as required
- (iii) Such further relief as may be necessary or appropriate to address the reasons of this submission or to give effect to the relief sought

[Full Attachment Available]

[Coder Note: Aspects of this submission point have also been coded to the Opportunity 3]

348.24 Balance Developments Limited

Balance Ltd's submission relates to the Draft Spatial Plan as a whole, but has a specific focus on:

- Confirming the Belfast block as part of the existing urban area in the Spatial Plan; and
- Identifying the Belfast block as a Greenfield Priority Area – Residential in the Spatial Plan; and
- Amending Map 2 and Map 14 to reflect the change in identification of the land above.

Location Maps: Belfast Block

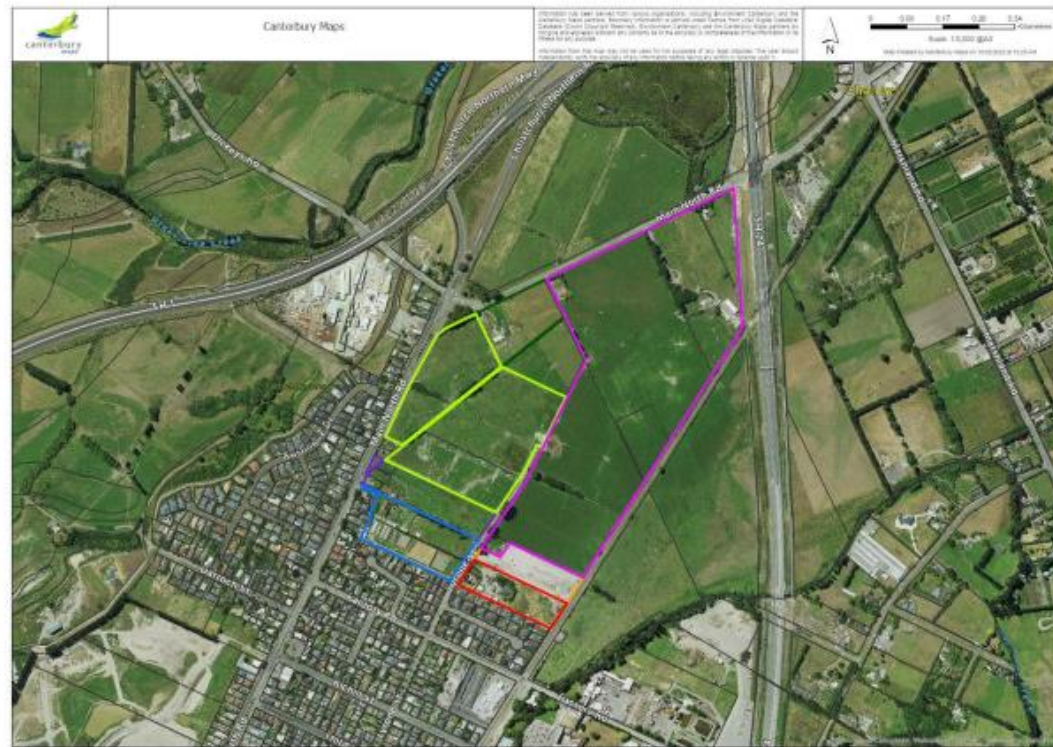


Figure 1 – Aerial image showing the Belfast Block with separate properties outlined in different colours. See the below table for further details of each property.

The Belfast block is currently:

		<p>identified as Greenfield Priority Area – Business on Map A of Chapter 6 of the Canterbury Regional Policy Statement (the CRPS); and zoned Industrial General in the Christchurch District Plan (the CDP).</p> <p>Balance Ltd plans to develop the Belfast block for residential purposes.</p> <p>A series of location maps are enclosed with the submission in Attachment 1. The aerial photograph at Figure 1 show the different properties within the Belfast block. The Belfast block is primarily pasture at present, with several farmhouses or farm sheds spread across the larger properties. The exceptions are properties at the southeast end of the Belfast block, which are generally contractors yards (or similar); and market gardens, see Attachment 1, Figure 2.</p> <p>The properties in question are shown in Table 1 of the Attachment 1. Table 2 shows the status of purchase agreements across each of the seven blocks that collectively comprise the Belfast block. The total area of the Belfast block is approximately 36 ha.</p> <p>Figure 3 shows that the Belfast block is within the Projected Infrastructure Boundary on Map A in the Canterbury Regional Policy Statement (the CRPS). However, Map A identifies the land as a future Greenfield Priority Area - Business rather than Greenfield Priority Area - Residential.</p> <p>The site is connected to the transportation network via Main North Road laying immediately to the west and road access to the south via Tyrone Street. Further to the east lies State Highway 74, being the northern motorway leading to Central Christchurch. The main north railway line runs along the eastern boundary of the site, see Figure 2. The site is also connected to the Metro Bus network, see Figure 4.</p> <p>[Full Submission available.]</p>
348.25	Balance Developments Limited	<p><i>Locally important urban centre</i></p> <p>The Draft Spatial Plan’s strategy is to “focus growth through targeted intensification in urban and town centres and along public transport corridors.”²²</p> <p>The Belfast block meets both aspects of the above strategy. Firstly, the Belfast block is located on the northern fringe of Belfast (see Attachment 1, Figure 1). The Draft Spatial Plan identifies Belfast as a locally important urban centre. ²³ The Draft Spatial Plan supports greater intensification of urban centres in Belfast.</p> <p><i>Well connected to public and active transport</i></p>

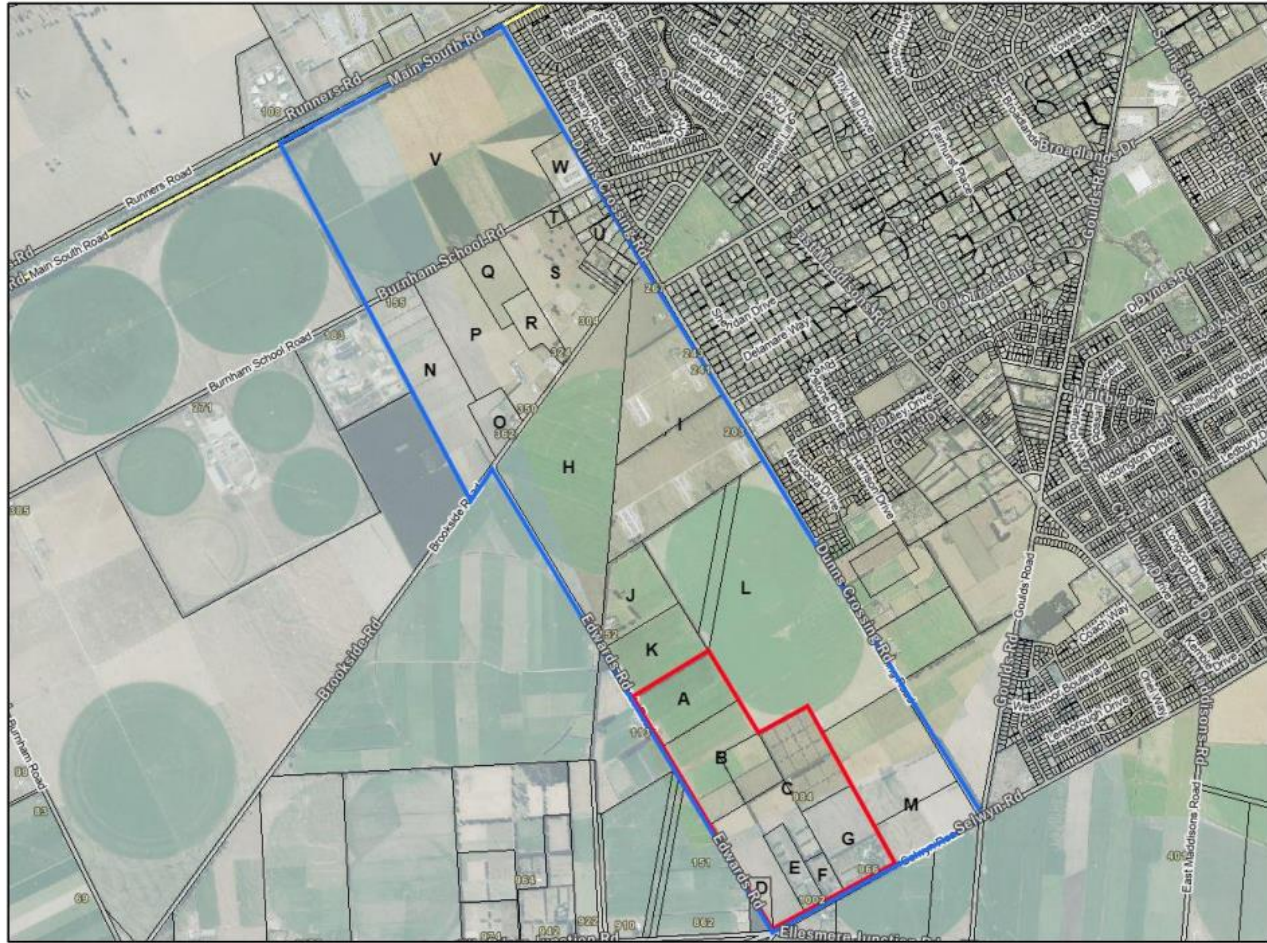
		<p>The Belfast block is well connected to existing public transport corridors, such as Main North Rd and SH1 to the west and SH74 to the east. (see Attachment 1, Figure 4). The Draft Spatial Plan, in Map 14 also sets out that a Mass Transit Network will be extended to Belfast. Future residents living in the Belfast block will be able to make use of this future Mass Transit Network.</p> <p><i>Well integrated with existing urban areas</i></p> <p>The Belfast block is zoned Industrial General in the CDP, see Attachment 1, Figure 2). It is surrounded by a mix of other zones. To the south and west is land zoned Residential Suburban, and presents as a logical extension to that zone.</p> <p>To the east is land zoned Industrial General, and land to the northeast and northwest is zoned Rural Urban Fringe. However, due to the low-lying nature of the land and presence of wetlands and springs, the Christchurch City Council have commented that developing this site into an industrial park would be challenging due to requirements under the National Policy Statement on Freshwater Management (NPS-FM) and the presence of natural springs and wetlands on this site. Redevelopment into residential areas, with natural waterways set aside as reserves would be better aligned with the objectives and policies of the NPS-FM.</p> <p>Future residential growth within Christchurch City is constrained by the airport noise contours, natural hazards from the coast, liquefaction, and the Port Hills. The Belfast block presents a unique opportunity to provide for future residential growth in Christchurch without the above constraints.</p> <p>[Full Submission available.]</p>
348.27	Balance Developments Limited	<p>Balance Ltd seeks the following decision:</p> <ul style="list-style-type: none"> - Confirm the Belfast block as part of the existing urban area in the Spatial Plan; and - Identify the Belfast block as a Greenfield Priority Area – Residential in the Spatial Plan; and - Amend Map 2 and Map 14 in the Spatial Plan to reflect the change in identification of the land above; - Such other relief as may be required to give effect to this submission, including alternative, consequential or necessary amendments to the Draft Spatial Plan that address the matters raised by Balance Ltd <p>[Full Submission available.]</p>

Opportunity 4 > Greenfield SDC - See Sections 4.5.3 and 4.5.4 of the Officers Report

Point	Submitter	Position
63.16	Chris Reddell	<p>Yes, but I do have concerns that development in Rolleston is focused on heading South and I think there should be more development in the space between Rolleston and Christchurch which would allow for more coordinated public transport development, shorter commute times</p> <p>[Q4 - Yes - in relation to SDC greenfield]</p>

Opportunity 4 > Greenfield SDC > Rolleston - See Sections 4.5.3 and 4.5.4 of the Officers Report

Point	Submitter	Position
184.10	Hill Street Ltd	Considers that the Spatial Plan fails to identify any greenfield areas within Rolleston to also accommodate the growth, rather it intends for greenfield development to be assessed through other statutory processes. [Refer to attachment for further details]
184.18	Hill Street Ltd	Considers that allocating greenfield areas within Rolleston would be a quicker and more cost effective approach in providing residential land to accommodate the anticipated growth and projected population over the next 30 to 60 years when compared to the current strategy of brownfield development.
184.21	Hill Street Ltd	Considers that the submission site west of the township of Rolleston (shown on the map) is ideally located to accommodate the growth due to the reasons set out in the full submission.



[Refer to attachment for full submission]

299.9 Jason Herrick

Yes, but Rolleston should be allowed to grow as the land is good to build on and it allows people to be able to afford a quality house. More unproductive land around Rolleston should be zoned residential. This will improve housing affordability.

[Q2: Yes]

300.17 Benjamin Love

I heavily oppose allowing almost all greenfield suburban sprawl, including around the surrounding areas of Rangiora and Rolleston.

[Q4: Partially]

[Coder note; This point is from a wider submission point on q5 on the Focus areas (PDAs)]

[See attachment for figures, diagrams and images]

309.4

Four Stars Development
Ltd & Gould
Developments Limited

Include the area shown on **Figure 1** below within the Existing Urban Area or show as
'New/expanding residential area' on Maps 2 and 14 of the Greater Christchurch Spatial Plan
(GCSP) as shown in **Figure 3** below.

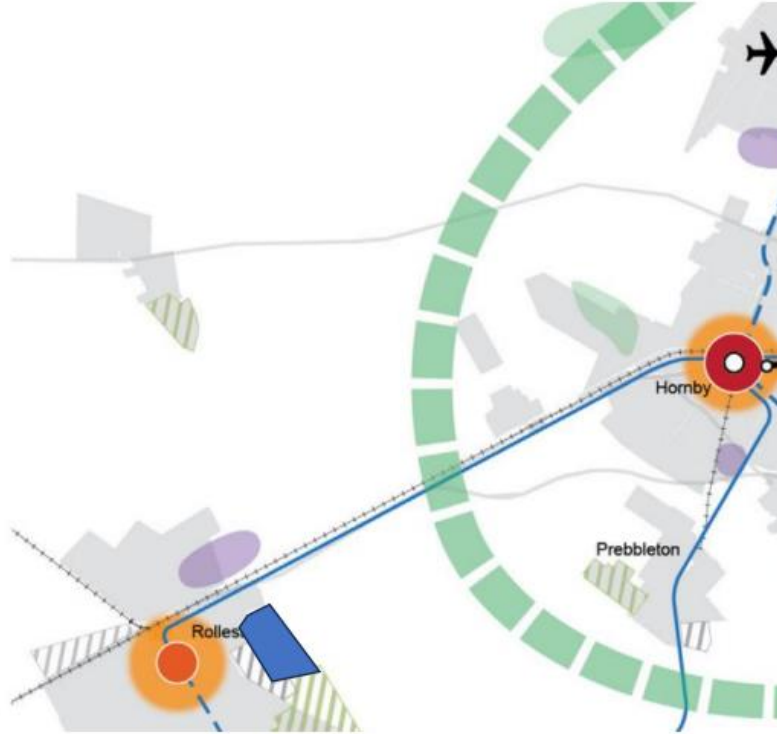


Figure 3 Amendment sought to Maps 2 and 14 – include the area shown in blue as 'existing urban area' or 'new/expanding residential area'

Four Stars Development Ltd and Gould Developments Limited (Four Stars and Gould) lodged a submission on the Proposed Selwyn District Plan (PSDP) requesting the 53ha (approx.) land in **Figure 1** be rezoned General Residential, except that those parts currently under the CIAL 50 dBA Ldn airport noise contour as shown on the Proposed Selwyn District Plan (PSDP) planning map to be zoned General Residential Deferred or Future General Residential Zone or Future Urban Zone.

Four Stars Development Limited and Gould Developments Ltd also lodged a private plan change request to the Operative Plan with the Council (PC 71) seeking a similar outcome. The Commissioner approved PC 71 apart from the land under the 50Ldn airport noise contour and the Council has made that approved PC71 operative.

The decision however excluded that part of the Site within the 50 dBA airport noise contour denoted in both the Regional Policy Statement and the Operative District Plan. However, in his recommendation, the Commissioner found that in all other respects this land was entirely suitable for residential development and directly achieved the purpose of the National Policy Statement – Urban Development (NPS-UD).

A similar submission was lodged on Variation 1 to the PSDP seeking Medium Residential Zone (MRZ) with a decision on that submission expected in August. However, the Council has also notified a Variation to the various rezoning private plan changes and for PC 71 the land subject to the 50 dBA contour was identified as Inner Plains, Future Residential (**Figure 2**). In summary a significant portion of the Four Stars and Gould land has been rezoned for urban residential purposes. All that remains is for the remaining portion to be clear of the restrictions imposed by the current 50 dBA airport noise contour and rezoned for urban residential purposes.



Figure 2 Appendix 3: Variation to Private Plan Change 71 – Rolleston

[Full Submission Available]

Opportunity 4 > Greenfield SDC > Lincoln - See Sections 4.5.3 and 4.5.4 of the Officers Report

Point	Submitter	Position
307.1	Manmeet Singh	For the Greater Christchurch Spatial Strategy to identify the land shown in Figure 1 below as part of the existing urban area or as a new/expanding residential area i.e amend Maps 2 and 14 as shown in Figure 3 below.

Figure 3 illustrates the connection between the Approved Plan Change 69 area, and the existing residential area via the subject site. It also shows the Site's proximity to the town centre

Key reasons why the land should be included within the urban area are:

The land is already in an Urban Growth Overlay and we expect its zoning to residential will be confirmed in August when decisions on the PSDP are issued.

The development of the land promotes urban consolidation as it in effect constitutes infill development.

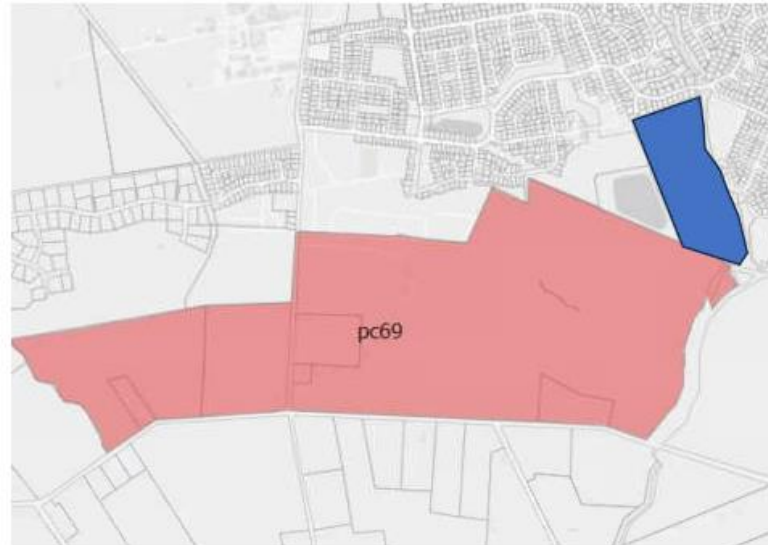
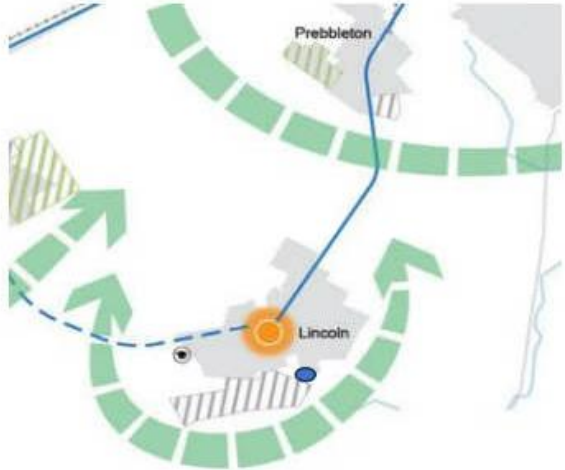


Figure 1. Location of Site shown in blue. PC69 (shown in pink) for residential zoning has been approved but is subject to appeal.

		 <p data-bbox="541 727 1388 792">Figure 3: Subject site shown, by the blue dot, to be shown as existing urban area or new/expanding residential area on Maps 2 and 14.</p>
317.1	Brent and Rebecca Macauley and Reid	<p data-bbox="491 818 1969 911">Identify land at north east Lincoln as an Existing Urban Area or Expanded Urban/Residential Area on Maps 2 and 14 of the Spatial Plan ie. north to Trancreds Road, east to Ellesmere Road, and other land as appropriate on the urban zoned edge of Lincoln to provide for future housing and business land at Lincoln over the timeframe of the Spatial Plan (50 years +).</p> <p data-bbox="491 954 785 980">[Full Attachment Available]</p>

Opportunity 4 > Greenfield SDC > Prebbleton - See Sections 4.5.3 and 4.5.4 of the Officers Report

Point	Submitter	Position
207.2	G and L Burgess	<p data-bbox="512 1138 1570 1203">The submitter's site is located at 93 Tosswill Road in Prebbleton with the corresponding legal description of Lot 4 DP 538252, with an area of 16.48 hectares.</p>

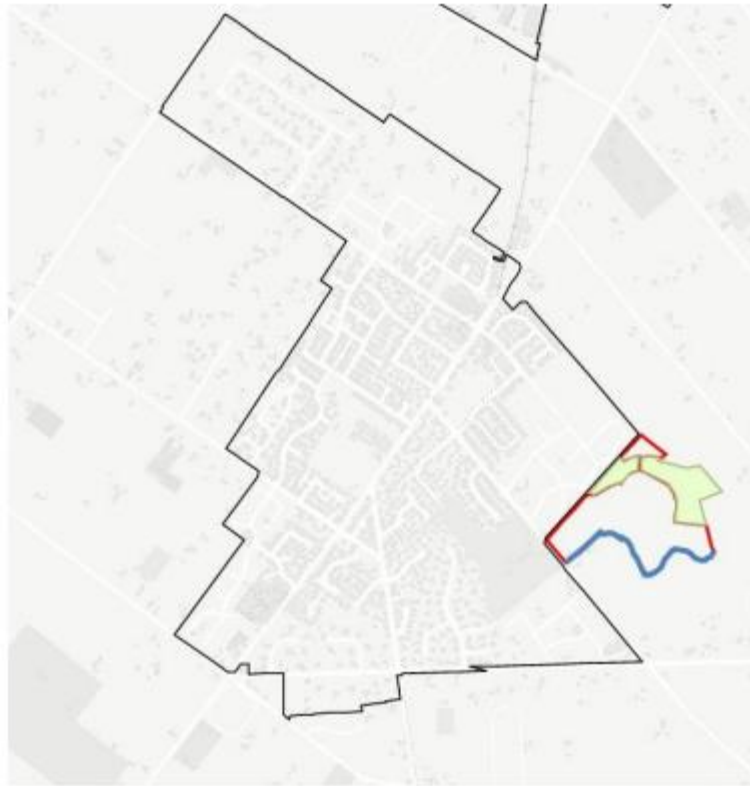
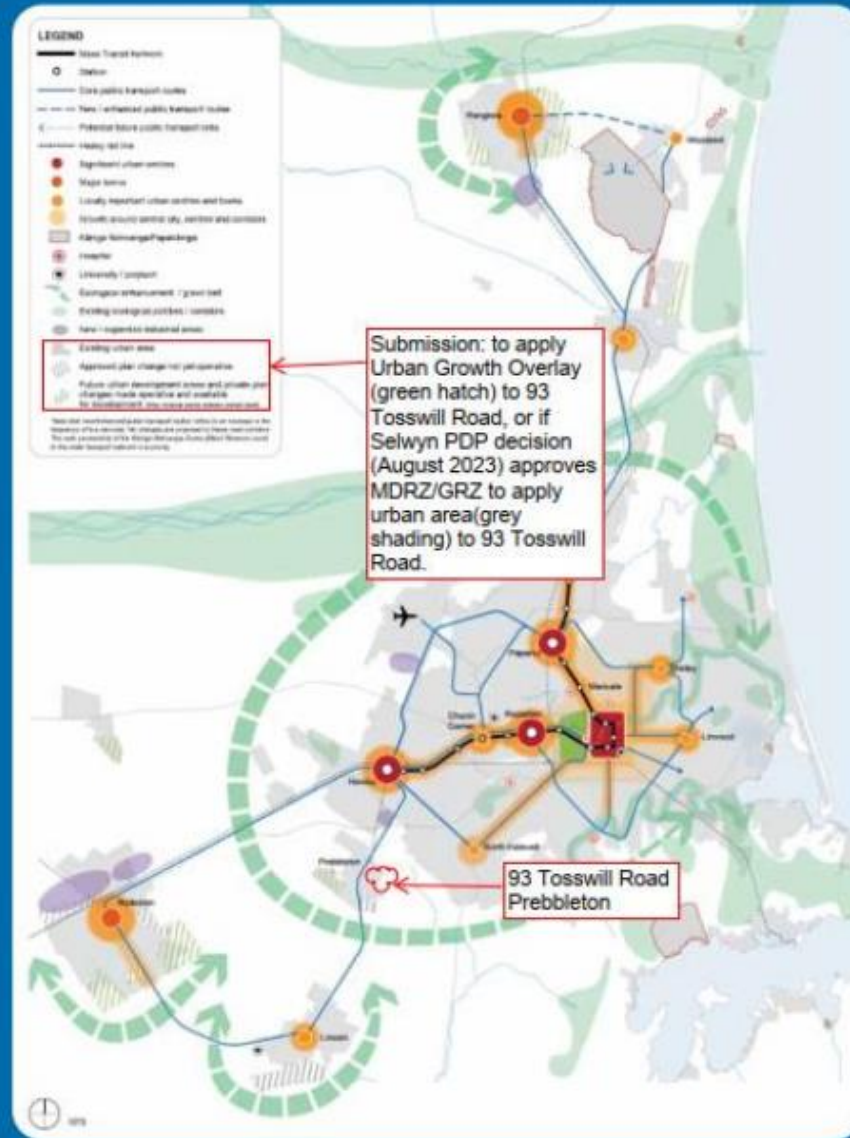


Figure 1: Site Location and Projected Infrastructure Boundary (CRPS)

All relevant maps within The Greater Christchurch Spatial Strategy will need to be updated before being finalised and adopted to take account of other current RMA Planning processes (such as the Selwyn District Plan review and Variation 1) when decisions are released in August 2023.

Development being restricted by Map A in the Regional Policy Statement (RPS) is an inaccurate and inefficient method of assessing development capacity.

Map 2: The Greater Christchurch spatial strategy (1 million people)



		[Full Submission Available]
311.9	Robbie McIlraith	<p>Relief Sought (see also 'Response to online submission form questions' below) Amend Maps 2 and 14 to correctly show the existing urban area at Prebbleton as shown on Figure 1 below (mid grey) to include all PSDP Large Lot Residential Zones (LLRZ), as shown on Figure 2 below.</p> <p>Maps 2 and 14 omit some zoned LLR zones. LLRZ is a form of low density residential living and part of the urban form of Prebbleton (and some other Greater Christchurch townships, including Rolleston, West Melton, Lincoln, Tai Tapu, Rangiora, and Woodend). Further amend Maps 2 and 14 to identify land west of Shands Road as an Existing Urban Area or New/Expanding Residential Area as shown on Figure 1 below (blue circle), including all of the land the subject to the McIlraith and Dally Trust submission on the PSDP identified in Figure 2 below.</p> <p>Reason: this land is ideally suited for full urban residential or LLR development for all the reasons set out in the expert evidence presented in support of the rezoning at the PSDP hearing (and as further discussed below). It is a 'left over' area of small rural lifestyle blocks (predominately 4 ha or smaller) 'wedged' between the Southern Motorway and the existing Prebbleton urban area which extends to the opposite (east) side of Shands Road. Key reasons for rezoning include:</p> <ul style="list-style-type: none"> - These small rural lifestyle lots are too small for any economic productive use; - The rezoning will contribute to well functioning urban environment with good accessibility between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; - It will meet the unmet demand LLR lots, and go so way towards replacing the 15 preferred rural residential areas in the Selwyn Rural Residential Strategy 2014 (with a total yield of appx 600 LLR lots) which are now fully developed for LLR purposes, rezoned or proposed for full urban residential rezoning; - It will help meet the mandatory requirement of the National Policy Statement -Urban Development (UDS-NPS) to have or enable a variety of homes that meet the needs, in terms of type, price, and location, of different households; - Rezoning meets the NPS-Highly Productive Land (NPS-HPL) Clause 3.6 criteria for rezoning HPL for urban purposes. <p>Any alternative, additional, consequential or other relief which gives effect to the intent of my submission and my interests.</p>

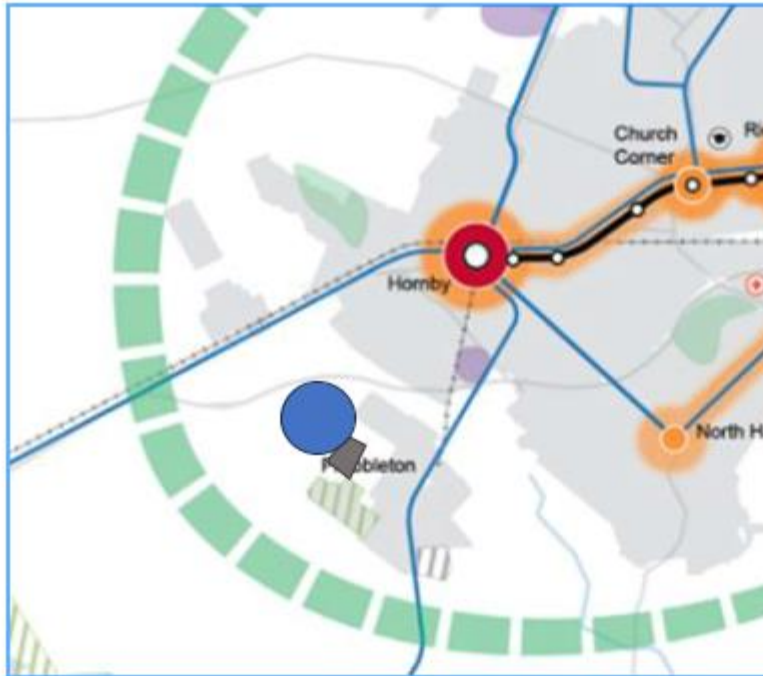


Figure 2: Amendments sought to Maps 2 and 14. Dark grey – Existing Urban Area. Blue Oval – Existing Urban Area or New/Expanding Residential Area



Figure 2: PSDP Variation 1 Prebbleton planning map - land sought to be zoned LLR in McIlraith and Dally Family Trust submission on PSDP outlined in red.

[Full submission available]

312.1 Trices Road Rezoning Group

The submitter supports the Draft Greater Christchurch Spatial Plan (Spatial Plan) as notified, including but not limited to inclusion of the Plan Change 72 (PC72) land at Trices Road, Prebbleton ('the Site', as shown on Figure 1 below) as an 'approved plan change not yet operative' area on Maps 2 and 14. The 'approved plan change not yet operative' classification is presently accurate, however following release of the Environment Court's decision on PC72 and/ or the Selwyn District Council's Variation decision(s) this will change and more accurately be classified as 'Future urban development areas and private plan changes made operative and available for development' or 'existing urban area'. The submitter seeks to ensure that the Site is afforded the appropriate classification on Maps 2 and 14 (or any maps in substitution thereof) in the final form Spatial Plan

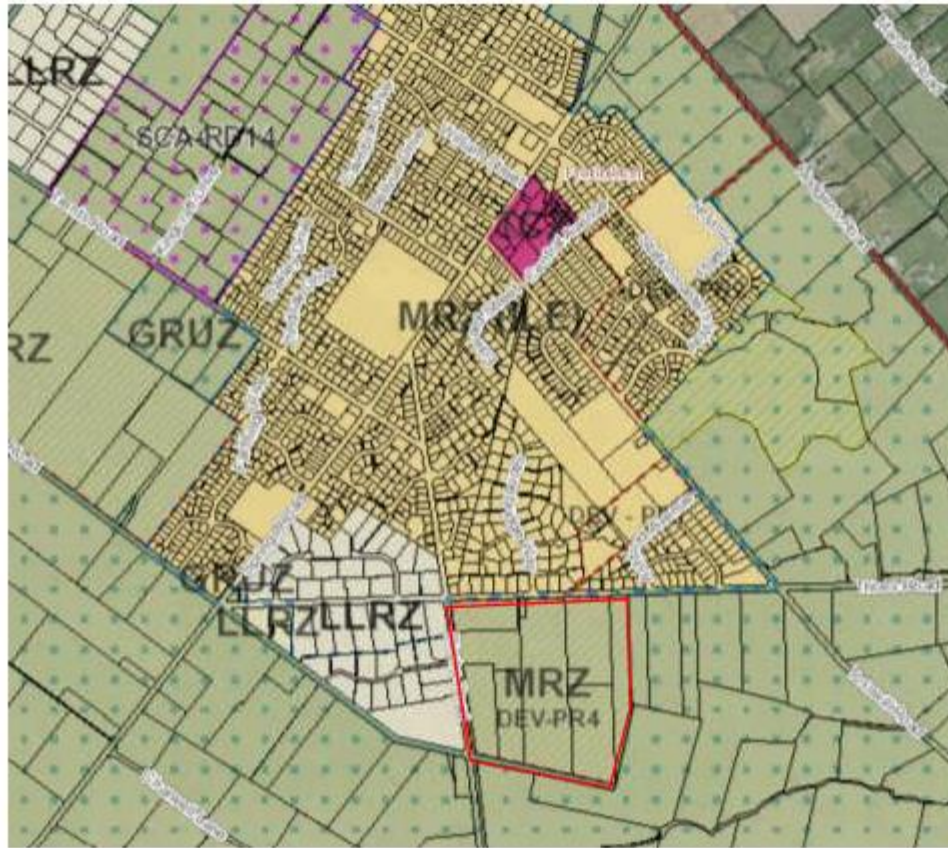


Figure 1: Variation 1 to the PSDP planning map – Trices Road Rezoning Group land outlined in red.

327.1 8	Birchs Village Limited and WDL Enterprises Limited	Considers it would be a logical extension of the Prebbleton township boundary to include the site of private plan change request 79 to the Selwyn District Plan for the reasons set out in the submission [see attachment for reasoning].
327.2 0	Birchs Village Limited and WDL Enterprises Limited	Considers that the urban form of Prebbleton should be updated to include all the new and proposed plan change areas and the new Kakaha Park (as open space on Map 10).
327.2 5	Birchs Village Limited and WDL Enterprises Limited	<p>The Submitter seeks that the area south of Hamptons Road, west of Birchs Road and east of Springs Road, Prebbleton and adjacent to Kakaha Park (legally identified as Lot 1DP 407808; Lot 2 DP 29035, Lot 1 DP 43993, Lot 2 DP 43993; Lot 2 DP 42993, Lot 3 DP29035; Lot 1 DP 21433, Lot 1 DP 27551, Lot 2 DP 27551, Lot 1 DP 344727, and Lot 2 DP344727) is included as a FUDA in the Spatial Plan.</p> <p>The relevant documents to support this area for growth can be found here: https://extranet.selwyn.govt.nz/sites/consultation/PartA/SitePages/Hearings.aspx?RootFolder=%2Fsites%2Fconsultation%2FPartA%2FShared%20Documents%2F9%2E%20Prebbleton%20Hearing%2FSubmitter%20evidence%2FV1%2D0066%20B</p>

Opportunity 4 > Greenfield SDC > Other - See Sections 4.5.3 and 4.5.4 of the Officers Report

Point	Submitter	Position
287.9	Opal Consortia	<p>The basic idea is good. My main point is extend Map A to include Dunsandel. Growing Dunsandel provides an efficient growth node 'further out yet close' more efficiently than Rolleston was to Christchurch. Since your earlier plan a lot more services and opportunities have come to Rolleston so a lot more people can live around that. There will be some who would prefer to be a little back from the action with cheaper house prices and slightly longer commute to Rolleston or town and Dunsandel is fantastic location for that. Plus the Map would look a lot better! :)</p> <p>[Q2: Unsure]</p> <p>[Full Attachment Available - Attachment is evidence for expanding Dunsandel generally]</p> <p>The basic idea is good. My main point is extend Map A to include Dunsandel thus gaining another efficient node of say 2500 people for very little extra</p> <p>[Q1: No]</p> <p>[Full Attachment Available - Attachment is evidence for expanding Dunsandel generally]</p>
305.1	Roger & Jillian Rosemary Howard & Marshall	<p>The land at 664 West Melton Road, West Melton comprising 10.4 hectares is already in an Urban Growth Overlay and we expect its re-zoning to General Residential to be confirmed in late August 2023 when decisions on the Proposed Selwyn District Plan submissions are to be released. The subject land has been omitted from the urban area in the Spatial Plan, Maps 2 and 14. We would expect that these Maps will be updated prior to the hearings on the Spatial Plan through the recommendations of the reporting officer. Include the site shown in Figure 1 (see attachment) within the existing urban area at West Melton on Maps 2 and 14 of the GCSP.</p>

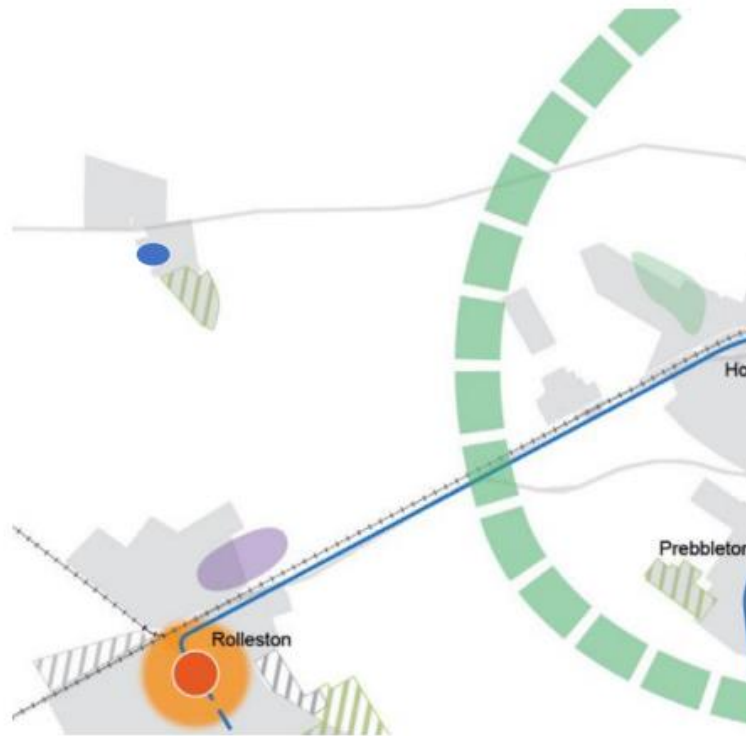


Figure 1: Amendments to Maps 2 and 14.

Site shown as 

Considers that the development of the land promotes urban consolidation as it in effect constitutes infill development.

[See full submission for reasoning and supporting evidence]

315.1 West Melton Holdings Ltd

Include the area shown on Figure 1 below within the Existing Urban Area or as anew/expanded residential area on Maps 2 and 14 of the Draft Greater Christchurch Spatial Plan (GCSP).



Figure 1: Amendment to Maps 2 and 14 – identify land marked blue at West Melton as an Existing Urban Area or New/Expanding Residential Area.

Or in the alternative, identify the slightly larger area marked blue in Figure 2 as within the Existing Urban Area or as a new/expanded residential area on Maps 2 and 14 of the Draft Greater Christchurch Spatial Plan (GCSP).



Figure 2: Alternative relief - Amendment to Maps 2 and 14 – identify land marked blue at West Melton as an Existing Urban Area or New/Expanding Residential Area.

The alternative amendment to Maps 2 and 14 extends the proposed urban growth area to include adjoining land to the north, enabling a future road connection with Haketts Road (in addition to the proposed connection via the existing urban area to the east) and possible growth to the east.

Any alternative, additional or other amendments to the Spatial Plan which give effect to the intent of this submission and our interests.

[Refer to submission in full for reasoning]

Opportunity 4 > Greenfield WDC > Rangiora - See Sections 4.5.3 and 4.5.4 of the Officers Report

Point	Submitter	Position
308.2	Rob Nicol	Relief Sought [see also Response to Online Questions] I seek that 91 Townsend Road as identified on Figure 2 (the Site) and other land within the area identified as a gap in the South Rangiora urban form on Figure 2 (outlined in blue) be identified on Maps 2 and 14 of the Greater Christchurch Spatial Plan (the Spatial Plan) for future urban growth as shown on Figure 3; remove or amend the proposed Green Belt around southern Rangiora to enable urban growth

here; and any other additional, consequential or alternative amendments which give effect to the intent of our submission and my interests.

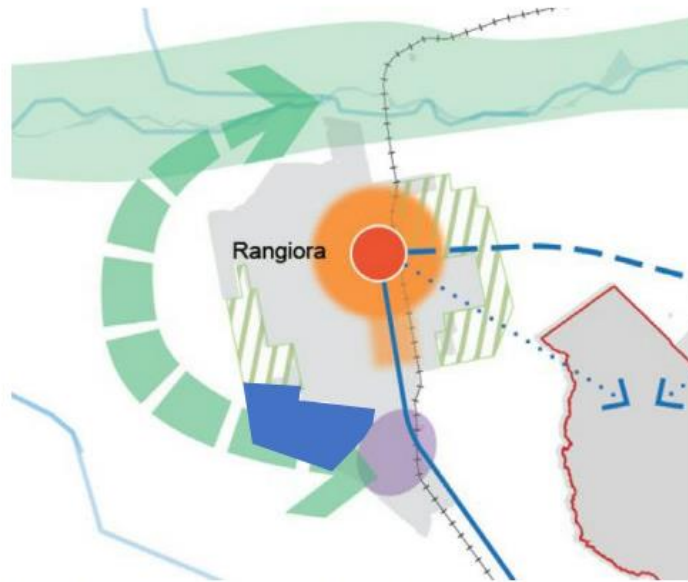


Figure 1: Area sought for inclusion on Figures 2 and 14 for urban growth purposes shown in blue.

I own 91 Townsend Road south Rangiora (the Site) as identified on the aerial photograph (Figure 5) and Proposed Waimakariri District Plan (PWDP) Variation 1 planning map (Figure 2) below. The Site adjoins the West Rangiora Future Development Area (to the north) and the Southbrook General Industrial area is located to the east, with several intervening rural lifestyle blocks in between.

My land is ideally suited for urban residential development for the reasons outlined below. I have not submitted on the PWDP seeking rezoning as I have only very recently become aware of the planning processes involved. My intention now is to pursue rezoning utilising the various planning processes available to me.

The Site is identified as a medium flood hazard area (see Figure 3 below) where minimum finished floor levels are required to manage any potential flood risk.

The Site is ideally located and suited for residential development (subject to flood mitigation measures as outlined above). It offers the potential for very high amenity residential sites with an attractive north facing outlook to the Southbrook Stream. There is excellent off road pedestrian/cycleway connectivity via the Southbrook Stream to the wider Southbrook and Rangiora area.

Urban development here, including potentially other land in the current 'gap' in the South Rangiora urban form, as identified on Figure 2 below will consolidate and complete the theological 'urban form' of this part of South Rangiora. It is also consistent with the residential growth directions for Rangiora identified in the Waimakariri District Development Strategy 20481 (see Figure 3 below).



Figure 5: Aerial photograph of Site (outlined in red)

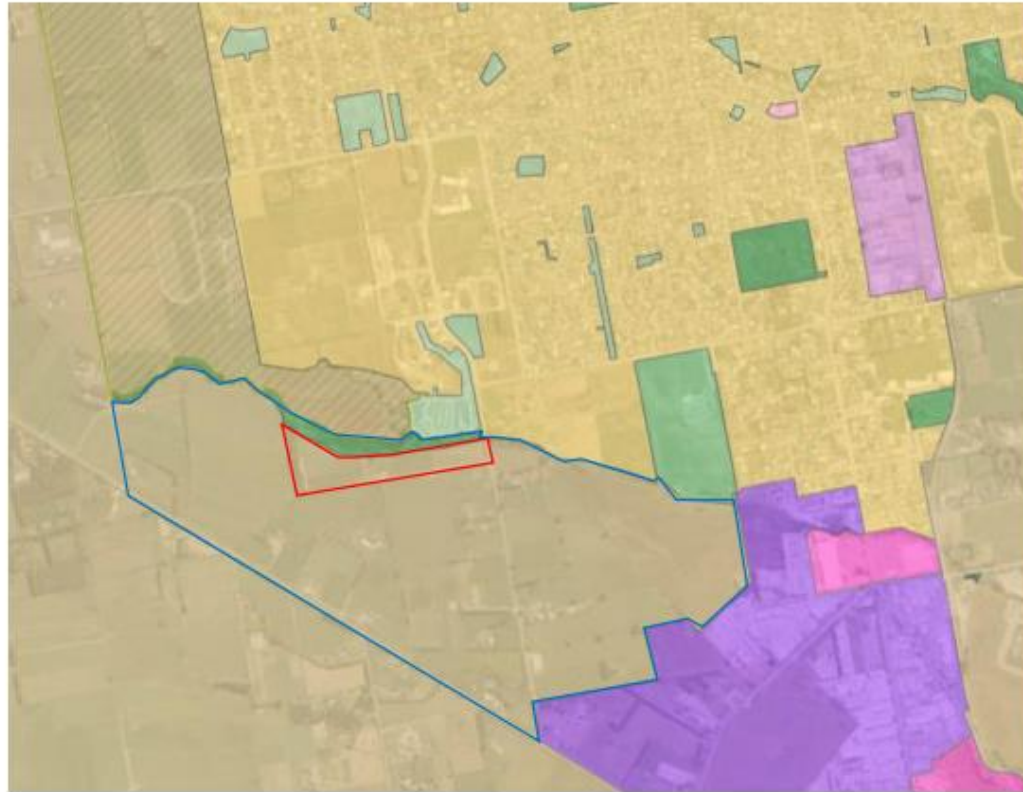


Figure 2: PWDP Variation 1 planning map – south Rangiora. The Site is outlined in red. Current gap in Rangiora urban form outlined in blue.

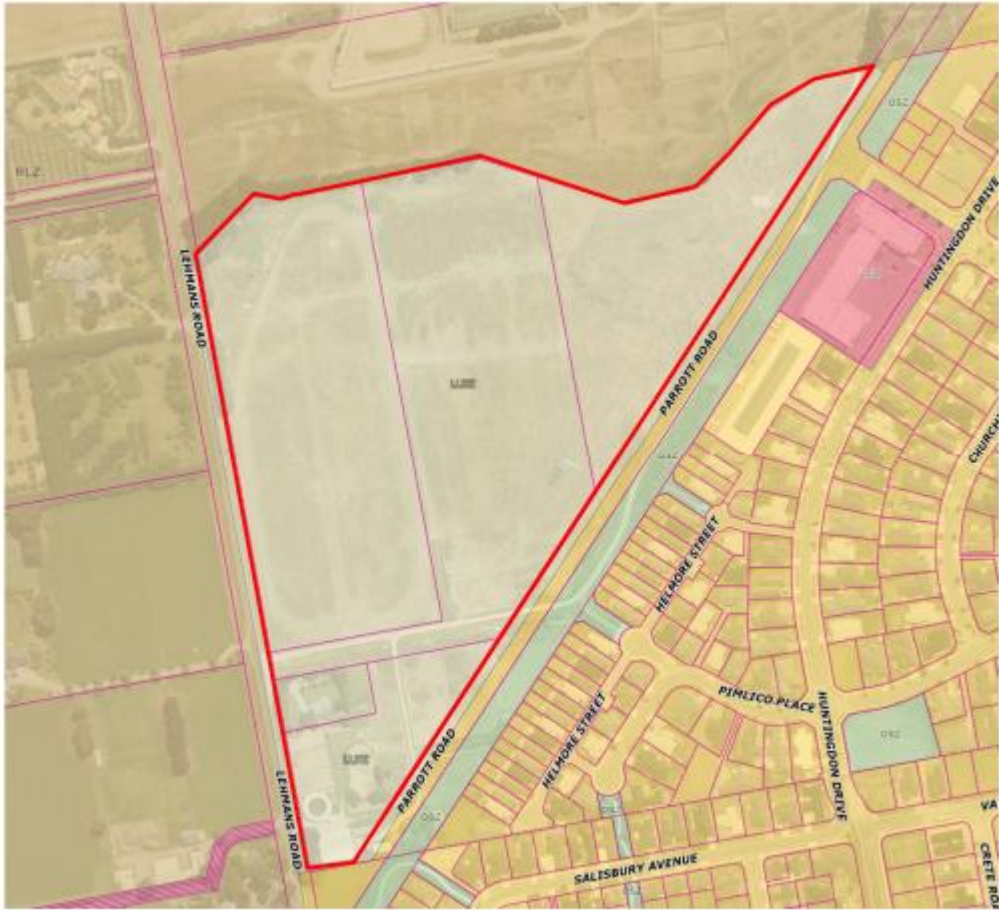
[Full Attachment available.]


310.24	Richard and Geoff Spark	The Submitters agree with the Rangiora Priority Area and the identification of Rangiora as the major town in Waimakariri. As housing stock in Rangiora (and older suburbs in Christchurch City and Selwyn) ages and communities evolve, community renewal with a multi agency approach will be needed to deliver redevelopment packages. However this will not substitute the need for more consolidated greenfield development in Rangiora and elsewhere.
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Opportunity 4 > Greenfield WDC > Rangiora - See Sections 4.5.3 and 4.5.4 of the Officers Report

Point	Submitter	Position
125.14	Doncaster Development	<ol style="list-style-type: none"> 1. The Spatial Plan should include indications of long term preferred directions for urban growth beyond the existing urban areas and those other areas of approved district plan changes. This would deliver long term guidance and coordination with the future transport network shown on Map 15, and provide some flexibility for the provision for urban growth. 2. The Spatial Plan should identify land adjoining Rangiora as a “Major Town” and accelerated growth centre, as part of an interconnected triangle of towns comprising Rangiora, Kaiapoi and Woodend-Ravenswood-Pegasus, with support from the strategic transport and other strategic infrastructure as the framework for a long term vision. 3. Maps 2 and 14 of the Spatial Plan should be amended to include the subject property at Rangiora (as shown on the attached site plan and described in the attached WDC district plan submission) as “proposed future urban growth area”. This land has been identified by the WDC as being suitable for future residential development and is subject to a submission on the Proposed WDC District Plan. It would be unfortunate if the district plan submission process is adversely affected by shortcomings in the content and vision of the Spatial Plan. 4. The lack of inclusion on Maps 2 and 14 of the Doncaster property at north west Rangiora in the area shown as “existing urban area”, leaving the site subject to the provisions related to the Green Belt area which are completely inappropriate to its location and physical characteristics as well as its existing and proposed zoning. 5. The residential future of the Doncaster site has already been settled. It is zoned Res 4B in the operative district plan and Large Lot Res in the proposed review. It is also the subject of a submission to the proposed review (submission number 290.3) seeking that the zoning should be changed to General Res. Once the zoning issue has been resolved it will be developed for residential use. 6. The land is in all respects suitable for residential use, services are available, it adjoins existing areas of housing and can be coordinated with, and integrated with, the existing Rangiora residential area. A copy of the district plan review submission is attached as part of this submission.

1. The Doncaster site, as shown on the site plan being part of the district plan submission, should be recognised in the GCSP as part of the Rangiora residential area. For the purposes of the Spatial Plan a residential development at rural-residential density is still residential in character, and by its location in this case could not be considered anything other than part of the Rangiora urban area.
2. Maps 2 and 14 should be amended to show the Doncaster site as part of the “existing urban area”, together with any other necessary amendments.



Zoning Map - Site 

		[Q6. Also partly coded to 6.17. Full Submission Available]
155.10	CVI Projects Limited	<p>Relief Sought (see also 'Response to online submission form questions' below)</p> <p>Amend Maps 2 and 14 to include existing LLR zones including at Ohoka. LLR is a form of low density urban zoning. Existing LLR zones in Greater Christchurch appear to be excluded from Maps 2 and 14.</p> <p>Amend the Spatial Plan including Maps 2 and 14 to recognise and provide for a diversity of housing types in a range of locations, including LLR, including my land (and neighbouring land) at Ohoka as shown on Figure 1 below. I have lodged a submission on the Proposed Waimakariri District Plan (PWDP) seeking LLR rezoning of this land (lot sizes averaging appx 2000m² or the less preferred alternative, 5000m²) – see https://www.waimakariri.govt.nz/ data/assets/pdf file/0011/112214/244-SUBMISSION-DAVID-COWLEY-ASTON-CONSULTANTS.pdf</p>



Figure 1: The Site (outlined in red). Potential addition to rezoning outlined blue.

Address	Legal description	Size	Current Use
405 Bradleys Road	Lot 2 DP 46148	46.96 ha	Dairying
547 Mill Road	Lot 1 DP 495408	4.03 ha	Rural Lifestyle
351 Bradleys Road	Lot 2 DP 19391 Blk X Rangiora Survey District	0.15 ha	Residential
566 Mill Road	Lot 2 DP 495408	0.03 ha	Vacant
	Total	51.143 ha	

Figure 1: Land sought to be rezoned LLR by David Cowley submission on PWDP.

[Full Submission Available]

300.18 Benjamin Love

I heavily oppose allowing almost all greenfield suburban sprawl, including around the surrounding areas of Rangiora and Rolleston.

[Q4: Partially]

		<p>[Coder note; This point is from a wider submission point on q5 on the Focus areas (PDAs)]</p> <p>[See attachment for figures, diagrams and images]</p>
323.3	Rick and Lionel Allaway and Larsen	<p>Amend the Spatial Plan including Maps 2 and 14 to recognise and provide for a diversity of housing types in a range of locations, including LLR, including our land (and neighbouring land) at north west Rangiora west of Lehmans Road and north of Oxford Road. We have lodged a submission on the Proposed Waimakariri District Plan (PWDP) seeking LLR rezoning of this land (lot sizes averaging appx 2000m2 or the less preferred alternative, 5000m2). It would also be suitable for full urban residential development and should be shown as a future urban residential growth area in the Spatial Plan – see https://www.waimakariri.govt.nz/__data/assets/pdf_file/0012/112206/236-SUBMISSIONRICK-ALLAWAY-AND-LIONEL-LARSEN-ASTON-CONSULTANTS.pdf</p> <p>[Also recoded under 6.1.7.]</p>

Opportunity 4 > Greenfield WDC > Kaiapoi - See Sections 4.5.3 and 4.5.4 of the Officers Report

Point	Submitter	Position
347.12	Momentum Land Limited	<p>Momentum seeks to develop the North Block for residential purposes and the South block for retirement village purposes.</p> <p>Momentum land as Greenfields Priority Areas – Residential is necessary to meet the expected demand for a variety of homes in Kaiapoi over the medium to long term.</p> <p>Lot 5 DP 313322, Lot 2 DP 4532, and Lot 1 DP5010 (28.5ha), being part of 177 Ferry Road (North Block):</p> <p>2.2 Lot 2 DP 89191 (6.05ha), being 310 Beach Road (South Block)</p>



Figure 1 – Aerial view of Momentum’s landholdings in Kaiapoi

... the Draft Spatial Plan fails to provide for any Greenfields Priority Areas - Residential in the Greater Christchurch area. Although it provides for some Future Urban Development Areas in Kaiapoi and other towns in Waimakariri District and Selwyn District, the identification of land as a FUDA enables both potential Residential and potential Business uses, and so does not make certain and sufficient provision for either.

Failure to identify Greenfields Priority Areas – Residential will result in a failure to enable a variety of homes to meet the needs, in terms of type, price and location of different households, particularly for the medium and long terms. Reliance on infill housing and

		<p>intensification will mean that, as the population of Kaiapoi grows over the next 30 years, the number of standalone homes, in relation to the population will fall, making those homes scarcer and therefore less affordable. Identifying the</p> <p>Relief Sought</p> <p>Confirm the Momentum land as part of the Future Urban Development Area in Kaiapoi; and Identify the Momentum land as Greenfield Priority Areas - Residential; and Amend Map 2 and Map 14 to reflect the identification of the Momentum land as Greenfield Priority Areas – Residential;.</p> <p>[Full Attachment Available]</p> <p>[Coder note: The wider submissions contain other points around FDS compliance and the need for identifying more 'greenfield' priority areas]. These points are under the Evidence Base code]</p>
348.28	Balance Developments Limited	<p>Balance Ltd's submission relates to the draft Spatial Plan as a whole, but has a specific focus on:</p> <p>Identifying the Balance South Kaiapoi Block as a Future Urban Development Area; and</p> <p>Identifying the Balance South Kaiapoi Block as a Greenfields Priority Area - Residential; and</p> <p>Amending Map 2 and Map 14 to reflect the change in identification of the land above; and</p> <p>Amending Map 9 and Map 5 to remove the 50 dBA Ldn Christchurch International Airport noise contour, and instead show only the 55 dBA Ldn Christchurch International Airport Annual Average noise contour, as remodelled and shown in the Christchurch Airport Remodelled Contour Independent Expert Panel Report June 2023, as the Airport Noise Control boundary within which urban development should be avoided to ensure the safety and wellbeing of residents, and to safeguard the effective operation, maintenance and potential for upgrades of the Christchurch International Airport.</p>



Figure 1 – Aerial view of Balance South Kaiapoi Block

The Balance South Kaiapoi Block is currently zoned Rural in the Operative Waimakariri District Plan (OWDP) and Rural Lifestyle in the Proposed Waimakariri District Plan (PWDP). Balance Ltd plans to develop the Balance South Kaiapoi Block for residential purposes.

A series of Location Maps are enclosed with the submission in Attachment 1. The aerial photography at Figure 1 & Figure 2 show the different properties within the Balance South Kaiapoi Block. The Balance South Kaiapoi Block is primarily pasture at present, with some cropping, a single dwelling in the southwestern corner, and some minor farm buildings. It is bounded by Kaikainui Stream, with an esplanade reserve, to the north, the Main Trunk Railway Line to the east, the Main North Road to the west, and Courtenay Stream to the

		<p>south. The current southern extent of Kaiapoi’s residential area is immediately across the Kaikainui Stream to the north of the Balance South Kaiapoi Block.</p> <p>The total area of the Balance South Kaiapoi Block is approximately 14 ha.</p> <p>The site is connected to the transportation network via Main North Road lying immediately to the west.</p> <p>[Full Submission available.]</p>
348.35	Balance Developments Limited	<p><i>Choice and competitiveness</i></p> <p>Clause 3.22 of the NPS-UD defines “a competitiveness margin” as “a margin of development capacity, over and above the expected demand that tier 1 and tier 2 local authorities are required to provide, that is required in order to support choice and competitiveness in housing and business land markets.” That is consistent with the part of the definition, in Policy 1(d) of the NPS-UD, of “well-functioning urban environments” as being ones which “support and limits much as possible adverse impacts on, the competitive operation of land and development markets”.</p> <p>The capacity requirements of the NPS-UD are minima, not targets, and they must be achieved “at all times”. Even if a Council appears to have “sufficient” capacity to meet demand, that does not negate the benefits of providing more. The opposite is generally true. All other things being equal, the greater the capacity provided, the greater the degree of land market competition and the more efficiently the market operates (for the wider benefit of the community). The risks of an oversupply typically pale in comparison to those of an undersupply if the cost and risk of providing the necessary infrastructure can be shifted onto developers, which is normally the case for greenfield developments.²⁶</p> <p>The identification of the Kaiapoi South Block as part of the Future Urban Development Area Kaiapoi will help create additional Medium Density zoning over this block of land and will enable forms and densities of residential development which will provide improved choice for housing availability in Kaiapoi. This is achieved by having larger areas available for reserves (adjoining the Kahikinui and Courtenay Streams and the railway line) which compensates residents for the lack of open areas and visual relief associated with higher density development.</p> <p><i>Greenhouse gas emissions</i></p> <p>Development of the Balance South Kaiapoi Block will help create critical mass for a range of local services in Kaiapoi. This is important, because the town and the wider Waimakariri District are currently very reliant on Christchurch City to supply a wide range of everyday household goods and services. MarketView (electronic transaction) data provided by the Council has shown that nearly half of all Waimakariri district resident spending on core retail goods and services leaked out to Christchurch City in 2019. The development of the Balance South Kaiapoi Block, along with existing residents and the future residents of other growth areas, will provide critical mass to gradually improve the viability of local service provision. As a result, it will reduce the need for residents to commute to Christchurch City, which will in turn reduce fossil fuel use, reduce harmful emissions, and reduce the scope for motor accidents.²⁷</p>

		<p>This is another way in which the Balance South Kaiapoi Block meets the criteria of a well-functioning urban environment.</p> <p>The NPS-UD Objective 8 requires that New Zealand’s urban environments support reductions in greenhouse gas emissions and are resilient to the current and future effects of climate change.</p> <p><i>Locally important urban centre</i></p> <p>The Draft Spatial Plan’s strategy is to “focus growth through targeted intensification in urban and town centres and along public transport corridors.”</p> <p>The Balance South Kaiapoi Block meets both aspects of the above strategy. Kaiapoi is shown on Maps 2 and 4 of the Draft Spatial Plan as a “locally important urban centre and town” and it is located on a “core public transport route”.</p> <p>The proposed development area is located relatively close to key community infrastructure such as the high school, the primary school and a small commercial hub on Williams Street containing dentists and similar services. This proximity is similar or better than a number of sectors of Kaiapoi town.</p> <p>With regard to community infrastructure and employment within Christchurch City, residential development in South Kaiapoi provides the closest possible location in Waimakariri District to accessing these services. It therefore meets the requirements of good accessibility in the NPS-UD.</p> <p>[Full Submission available.]</p>
348.37	Balance Developments Limited	<p>Although about one third of the Balance South Kaiapoi Block is mapped as having Class 1w1 soil and about two-thirds of the Block has Class 3s5 soil, the NPS-HPL does not prevent its identification as Future Urban Development Area and Greenfields Priority Area – Residential, because the Balance South Kaiapoi Block is subject to a Council initiated notified plan change /review to rezone it from General Rural to Rural Lifestyle.</p> <p>At any rate, use of the Balance South Kaiapoi Block for residential purposes:</p> <ul style="list-style-type: none"> – Is required to provide sufficient development capacity to meet the demand for housing land to give effect to the NPS-UD; and – There are no other reasonably practicable and feasible option for providing at least sufficient development capacity within the same locality and market while achieving a well-functioning urban environment; and – The environmental, social, cultural and economic benefits of using the Block for residential purposes outweigh the long-term environmental, social, cultural and economic costs associated with the loss of highly productive land for land-based primary production, taking into account both tangible and intangible values. <p>[Full Submission available.]</p>

348.39	Balance Developments Limited	<p>Balance Ltd seeks the following relief:</p> <p>Identify the Balance South Kaiapoi Block as part of the Future Urban Development Area in Kaiapoi; and</p> <p>Identify the Balance South Kaiapoi Block as Greenfield Priority Areas - Residential; and</p> <p>Amend Map 2 and Map 14 to reflect the identification of the Balance South Kaiapoi Block as Future Urban Development Area and Greenfield Priority Areas – Residential; and</p> <p>Amend Map 9 and Map 5 to remove the 50 dBA Ldn Christchurch International Airport noise contour, and instead show only the 55 dBA Ldn Christchurch International Airport Annual Average noise contour, as remodelled and shown in the Christchurch Airport Remodelled Contour Independent Expert Panel Report June 2023, as the Airport Noise Control boundary within which urban development should be avoided to ensure the safety and wellbeing of residents, and to safeguard the effective operation, maintenance and potential for upgrades of the Christchurch International Airport; and</p> <p>Such other relief as may be required to give effect to this submission, including alternative, consequential or necessary amendments to the Draft Spatial Plan that address the matters raised by Balance Ltd.</p> <p>[Full Submission available.]</p>
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Opportunity 4 > Greenfield WDC > Other - See Sections 4.5.3 and 4.5.4 of the Officers Report

Point	Submitter	Position
318.16	Andrew McAllister	I own land at Swannanoa adjoining the existing Large Lot Residential Zone (LLRZ) as shown on Figure 1 below. Two Chain Road runs north-south between my western blocks (1401 and 1419 Tram Road) and the existing Swannanoa LLRZ. Two Chain Road is the western boundary of the Greater Christchurch Area i.e. 1275 is within Greater Christchurch, but 1401 and 1419 are outside.



Figure 1: PWMD planning map – Swannanoa. 1275 Tram Road outlined in red. 1401 and 1419 Tram Road outlined in blue. Existing LLRZ – light grey. LLR overlay (LLRO) – grey hatch.



Figure 2: PWDP planning map showing location of Swannanoa (circled in red) in wider context. LLRZ – light grey

I have lodged a submission on the PWDP supporting the LLRO for 1401 and 1419 Tram Road and a LLRO for 1275 – see https://www.waimakariri.govt.nz/_data/assets/pdf_file/0025/112858/8-SUBMISSIONANDREW-MCALLISTER-resized.pdf

I wish to develop 1401, 1419 and 1275 (the Sites) for LLR purposes in the immediate future. I am working with Survus in support of their submission on the PWDP which seeks LLR zoning for preferred rural residential areas in the Waimakariri Rural Residential Development Strategy 2019, and other areas adjoining existing LLR zones, such as 1275 Tram Road.

I am concerned to ensure that the Spatial Plan recognizes the need for diversity of housing types in a range of locations, including provision for some additional LLR zones, including my land at Swannanoa. Further LLR development here will build on and support the existing Swannanoa community, which includes a primary school, reserve and church. 1275 is ideally located, next to the primary school. I am in discussion with the Swannanoa School Board, regarding gifting some land to the school as part of my proposed LLR development for an extension of the school car park. This will address current severe car parking and safety issues associated with the current car parking and access arrangements (Tram Road is a busy arterial route).

[Full Attachment available.]

319.3	David Cowley	<p>Relief Sought (see also 'Response to online submission form questions' below)</p> <p>Amend Maps 2 and 14 to include existing LLR zones including at Ohoka. LLR is a form of low density urban zoning. Existing LLR zones in Greater Christchurch appear to be excluded from Maps 2 and 14.</p> <p>Amend the Spatial Plan including Maps 2 and 14 to recognise and provide for a diversity of housing types in a range of locations, including LLR, including my land (and neighbouring land) at Ohoka as shown on Figure 1 below. I have lodged a submission on the Proposed Waimakairi District Plan (PWDP) seeking LLR rezoning of this land (lot sizes averaging appx 2000m² or the less preferred alternative, 5000m²) – see https://www.waimakariri.govt.nz/_data/assets/pdf_file/0011/112214/244-SUBMISSION-DAVID-COWLEY-ASTON-CONSULTANTS.pdf</p>
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Figure 1: The Site (outlined in red). Potential addition to rezoning outlined blue.

Address	Legal description	Size	Current Use
405 Bradleys Road	Lot 2 DP 46148	46.96 ha	Dairying
547 Mill Road	Lot 1 DP 495408	4.03 ha	Rural Lifestyle
351 Bradleys Road	Lot 2 DP 19391 Bik X Rangiora Survey District	0.15 ha	Residential
566 Mill Road	Lot 2 DP 495408	0.03 ha	Vacant
	Total	51.143 ha	

Figure 1: Land sought to be rezoned LLR by David Cowley submission on PWDP.

[Full Submission Available]

Opportunity 4 > Intensification - See Sections 4.5.5 of the Officers Report

Point	Submitter	Position
27.9	Chessa Crow	<p>We have RIDICULOUS land zoning and building happening here [Christchurch East] and horrible town homes replacing single family dwellings and they are being built without parking spaces or garaging for cars but there is no inclusion of the east into the public transport plan.</p> <p>[Q1: No]</p> <p>[Comment also recoded under 8.1 as additional comments were made re PT in response to Q1]</p>

27.17	Chessa Crow	<p>I have lots of feed back on my neighbourhood having been zoned as Medium Density Residential and cowboy 'developers' being backed by the 'spatial plan' to tear down perfectly good houses and build mammoth monstrosities (townhouses) with little to no parking or garaging but there is zero transport to/from the area and zero depicted in the future plans too.</p> <p>I live in fear every day that my neighbour is going to sell their property and my home will be cut off from all sunlight because someone will come along and build a two or three story building in the current ones space. We live a block from the beach and this area is a coastal/estuary area and should be treated as such. So not allow for major intensification between the sea and the estuary.</p> <p>[Submission point in response to Q6]</p>
32.9	Murray Allison	<p>I am not in favour of apartments and terraced housing that is currently being built in the city. I think that yes there is a place for some of this but we have to be very careful that we don't create "slums" like in cities around the world.</p> <p>[Q2: Unsure]</p>
62.12	Jo Eason	<p>Transport corridors should be developed to service urban centres, but not necessarily have high density housing.</p> <p>[Q2: Unsure]</p>
66.10	Andrew McDowell	<p>Again, local government is being dictated to by the agenda of the non-elected UN. High density housing, 15 minute Smart Cities, and digital surveillance ghettos may suit some people and their lifestyles or the place in their life journey, but it certainly doesn't suit everyone, and would be detrimental to the health and freedom of many.</p> <p>[Q2: No]</p>
66.30	Andrew McDowell	<p>Who has defined the "desired" pattern of growth that puts a focus on intensification of housing and incentivises this? What will the incentives be, and how will traditional housing developments be disadvantaged by this? What will be the social and health impacts of significant housing intensification?</p> <p>[Q5: No]</p>
67.10	Josh Kelleher	<p>I think we as a city needs to become more open and make it easier to build up. There's obvious trepidation post quake with this idea, but that was a knee jerk reaction – realistically there's no reason why we can't safely do so. There's plenty of resource and successful case studies with the likes of Japan and San Francisco/Californian cities as two examples.</p> <p>Not only is this an obvious answer to population density and land good land use, but building up will undoubtedly set Christchurch up for further growth towards a major/ international city.</p> <p>[Q5: Partially]</p>
69.15	Malachy Lynch	<p>With more dense housing built within the current city, the less valuable land we are wasting. provides more space for farming and ecosystems/habitats.</p> <p>[Q3a: Yes]</p>
70.9	Jingyuan Hou	<p>Remove or relax height restriction on high rise building, it conflicts with the goal of intensification in urban centres.</p> <p>[Q6: N/A]</p>

74.10	Marilyn Yurjevich	<p>The concept was adopted during the Urban Development Strategy years ago, is a good one and still needs to be kept alive. Greater urban intensity makes public transport more affordable, gets more cars off the road and encourages people to get out of their silos.</p> <p>[Q4: Yes]</p>
74.13	Marilyn Yurjevich	<p>Creates greater efficiencies in transport, healthy living arrangements, preserves productive land for growing food through more intensive urban areas. Make sure there are green spaces in areas that have intensified urban residences.</p> <p>[Q5: Yes]</p>
76.11	Madeleine Price	<p>High density living must also be safe, especially at night. well lit streets and alley -ways are essential.</p> <p>[Q2: Yes]</p>
76.17	Madeleine Price	<p>Only if the city council plays a leading role and responsibility for development.</p> <p>Progress with developing hubs one by one. Assess outcome and modify further hub development as necessary.</p> <p>I have been deeply upset that "greedy property developers" have such a free licence to destroy perfectly good properties in order to squeeze as many "apartments" as possible on the land.</p> <p>These have mostly been designed to make as much money/profit as possible. These developers must be reined in. They have been creating potential slums.</p> <p>They have also been allowed to build on narrow streets with no on -site parking, thus reducing these streets to a single lane thoroughfare, e.g. Mansfield Avenue.</p> <p>[Q4: Partially]</p>
80.9	creative transitions to sustainable futures	<p>We do need this (to prevent urban sprawl onto prime agricultural land on which our material standard of living depends), but we urban ecologists have known for decades, the way to design green, sustainable, regenerative cities that cater for human well-being. E.g. Urban Greening Manual. How to Put Nature into Our Neighbourhoods. Landcare Research Science Series 35.</p> <p>[Full Attachment Available]</p>
102.9	David Moore	<p>We are too reliant on cars. Intensification is good for people's health, the environment, and will minimise costs associated with growth in the future. Cars are highly destructive and their impact on society should be minimised. This starts by creating a city where we are less dependent on them.</p> <p>[Q2: Yes}</p>
103.7	Derek Milne	<p>Brownfield sites along the transport corridors is the only sensible option. No further expansion into green spaces.</p> <p>[Q2: Yes]</p>

108.12	Andrew Livingstone	<p>I support greater urban density because, if done well, it also maximises green and blue space. I believe it is better to have denser housing (with less backyard space) and more public green and blue space - it's more equitable, better for the environment and enhances social cohesion.</p> <p>[Q3a: Yes]</p> <p><i>[Coder note: This submission point has also been included under Opportunity 3 - Blue Green network- to reflect the submitter point about more public green and blue space]</i></p>
156.15	David H Ivory	<p>It would be very curmudgeonly to disagree with such a statement. Densification does not mean a reduction in the amenity afforded by the natural environment. However it does mean that responsibility is increasingly transferred from the private realm to public spaces. Councils must step up the quality of their support for public environments.</p> <p>In Dense Areas ban side yards</p> <p>Good residential and neighbour commercial density should face the street and not to side yards - the planning of recession planes should be scrapped along the densest areas with a focus on requiring light and sight lines to the street, and to rear courtyards. Such rear spaces can be planted with trees, gardens, and vegetable patches - the focus on recession planes and side yards is not appropriate. district plans should be revised so that truly dense European style streetscapes can develop with pocket gardens and not concreted side-yards driveways devoid of nature. There can be building set backs for new high density to allow for some trees along frontages, but the great European cities have a focus on public street trees, public parks, and high quality street furniture and paving.</p> <p>As to more generally, by focussing population growth along corridors and urban centres less pressure is placed on existing parks, and the red zone open spaces. A green belt around the city that has useful amenity to residence is also sensible.</p> <p>[Q3a: Yes]</p>
196.11	Cashmere Park Ltd, Hartward Investment Trust and Robert Brown	<p>1.4. General comments</p> <p>1.4.1. The submitters are generally in support of higher density living but acknowledge that there are difficulties that have been identified by FENZ in building closer and more densely. Council, if possible, needs to recognise these limitations and plan appropriately.</p>

		<p>1.4.3. A 2022 Global Cost of Poverty Report, released by Compare the Market, shows New Zealand housing is less affordable than 32 countries, including the UK, Australia and Canada. New Zealand is currently the 6th least affordable of the 32 countries.</p> <p>1.4.4. The way Christchurch City Council (CCC) developed the SW Christchurch Area Plan provides a model on how an up to date "Map A" should be developed for greater Christchurch. Although it was prepared long ago, the methods used for the SW Christchurch Area Plan were good, and if updated, would be excellent as a comprehensive planning tool. However, this takes time, and a more rapid flexible Regional Policy Statement on development is required in the interim.</p> <p>1.4.5. The city has had its boom of multi-unit flats and exhausted the demand. Hence, relying solely on more intensive inner city and hub living for the future growth of Christchurch City is likely to fail, especially if the Government acts against their use for Airbnb.</p> <p>[Q2: Unsure. Full submission available]</p>
201.6	Property Council New Zealand	Supports good, well-planned intensification as it enables housing affordability, provides greater connectivity to city centres, town centres or near key transport nodes, creates positive urban design outcomes and reduces transport related emissions.
201.9	Property Council New Zealand	Targeted intensification in urban centres, town centres, and along public transport corridors is a first step towards encouraging people to mode shift.
206.8	Leslie McAuley	Apartment and terraced housing lacks storage facilities for families and lacks parking and green spaces.
212.8	Ingrid Mesman	I do not support more high rise dense housing. Mental health is already at a high. How will pushing the public into high rise apartments address this issue. I do not see the Christchurch population rising by the amount you are referring to. We do not have the immigration numbers that are being forced onto European cities where this extra housing would be required. Our net migration gain is 52,000 per year. I believe NZ is big enough to cope with that without these specific major housing developments projects.
226.10	Caroline Syddall	<p>Intensification of housing must include good design principles- both that support the natural environment and encourage community, and that provide comfortable houses- houses that do not get sun for three months of the year are not acceptable in Christchurch. Housing should support mixed communities- families, individuals, younger and older people and differently abled people. We should not build complexes with a single type of housing. Housing should enable people to remain in the community as they move through different phases of their lives.</p> <p>There should be enough flexibility in regulations to allow exceptions to rules where the benefit is clear- e.g. allow intensive housing on a Southerly boundary if it does not block other residents' sun, has good infrastructure including transport, wastewater and services, and creates quality housing.</p> <p>[Q2: Yes]</p> <p>[Also recoded under 6.1]</p>
234.9	Dianne Downward	How things are developed is key, There is already a lot of intensification going on but it is not all suitable for the diverse needs of the community. 2 bedroom townhouse is the norm these days with such small rooms that these are more suited to a couple with extra room used for a study or storage. Still these are not affordable.

		<p>Couples and Families need space and possibly space to take care of elderly parents as well as children, therefore more bedrooms and extra living area. One size does not fit all.</p> <p>Green spaces are needed as part of the townhouse or apartment so children have a place to play, pets have an area and people can grow there own food/flowers</p> <p>Sound insulation needed so people can't hear everything neighbours and family members are up to through the walls.</p> <p>Wellbeing is a huge issue that needs to be addressed.</p> <p>This and much more is needed for everyone's health and wellbeing. People don't do well in crowded spaces, tensions arise when needs aren't met and constantly living on top of each other in a crowded situation with no</p> <p>[Q2: No]</p> <p>[Note: last sentence incomplete in original comment.]</p>
237.14	Alastair McNabb	<p>Congested urban living contributes to mental health issues.</p> <p>[Q2: No]</p> <p>[Submission point also recoded under 6.1]</p>
252.17	Logan Brunner	<p>More housing densification is needed to create affordable options. New builds need to require various levels of incomes, so as to not gentrify the city in various neighbourhoods, as is currently happening, pushing low-income families to the more inaccessible suburbs, exacerbating inequalities.</p> <p>[Q4: Partially. Also coded to 9.1]</p>
254.11	Nikki Chippendale	<p>we want to maintain single houses with lawns, gardens and trees</p> <p>[Q3a: No]</p>
263.9	Martin Pinkham	<p>Except that in WDC the PDP has inadequate tools to result in intensification in the central Rangiora area, and in Kaiapoi all the best land for intensive urban development has been turned into greenspace or given away for inappropriate uses.</p> <p>[Q4: Yes]</p>
269.12	CRAIG LAMBIE	<p>I have concerns for the wellbeing of the people caged up so densely with a loss of large open spaces immediately around you now, Christchurch known currently as the Garden city is Earthquake prone and dense housing is not a good idea.</p> <p>[Q2: No]</p>
269.13	CRAIG LAMBIE	<p>more intense development of houses means decrease in quality of life. In Glasgow multi storey building didn't work so they are now been demolished.</p> <p>[Q3a: No]</p>

271.9	Joanne Zervos	<p>New Brighton is substantial hub, and although not signaled as one, it plays an important role in the city. There is currently a bit of intensification going on in New Brighton, North New Brighton, Wainoni and Prestons, and many of our school rolls are at capacity.</p> <p>[Q1: Yes]</p>
275.9	Patrick Kennedy	<p>Future major development should definitely be concentrated in areas where it will have the most impact. However, I do worry that the main transport corridor does only cover the northwest corner of the city. There is huge potential for densification in the inner suburbs to the south and east, however they will need to be serviced and invested in.</p> <p>[Q2: Yes]</p>
276.7	Rachel Clark	<p>Because we are not China or any other heavily populated nation. Let us have space to breathe and spread out... We don't want to look out window to see neighbours in the bathroom.. 2 metres away.. It is safer for families to have a backyard where parents can keep an eye on them than let them roam off to a green space... A realestate woman was kidnapped this week. Still unfound... Let alone kids on streets.</p> <p>[Q2: No]</p>
276.12	Rachel Clark	<p>We don't need intensification. This causes more domestic violence... Give us all a quarter acre and go back to a more relaxed way of life. Population is on the decline. There are many young people not having children. Many transgender popping up will be unfertile...</p> <p>This is what the medical establishment call "gender affirming care".</p> <p>This "thing" has NO FUNCTION.</p> <ul style="list-style-type: none"> -No sexual function. -No reproduction function. -No urination function. -No feeling, <p>This young confused girl is likely going to regret it at some point.</p> <p>@DrAnastasiaMariaLoupis</p> <p>[Image Removed]</p> <p>With all the schools pushing this we will become an extinction ... So we won't need intensified housing...</p> <p>[Q4: Not Stated - seeking advice on deleting as completely inappropriate]</p>
277.9	Maggie McKenzie	<p>need green space where urban densification is planned need to ensure everyone has space</p> <p>[Q3b: Yes]</p>
277.11	Maggie McKenzie	<p>loads of 2 storey boxes are not conducive to good living environments</p> <p>[Q4: No]</p>

278.8	Anita Vulling	It need to remove to much of existing houses and infrastructure. It will create a unsafe environment, to many people in high rise buildings [Q1: No]
279.10	Colleen Philip	I am pleased I don't currently live along the proposed MRT routes. Moving toward the density planned for may be hard for current residents. That will have to be worked through sensitively. I am concerned there could be considerable distress caused as this is implemented. [Q1: Unsure]
279.11	Colleen Philip	All housing but particularly high density housing needs to be done with 'good design'. This does not mean developer -led. It seems many current developers think good design is that which enables the most building on every square metre of available land. We are not just building houses however affordable; we should be building communities. I was a little underwhelmed and somewhat depressed by the pictures of the housing types at different levels of density that is used in this plan document in figure 11. There are a range of interesting innovative types of housing other than the boring types illustrated that can allow more density and work to achieve other objectives but also fit in with nature and be aesthetically pleasing. I hope we don't 'plan' out imagination, creativity and excellence. [Q2: Yes]
280.7	David Wilson	Hello, did we not have a massive earthquake in 2011, have multiple story housing in these areas not recommendable unless you know something i don't? [Q2: No]
280.11	David Wilson	Let me point out a few things..... the death rate is up, the birth rate is lower than ever before, the push for trans-gender among the children in schools will reduce the amount of future offspring.... so tell me where are all the people that you say will be in Christchurch coming from overseas???? i hope not look at England and the problems they are having now in especially high density areas. [Q5 - Partially]
281.14	Robina Dobbie	We are a city still recovering from a set of serious earthquakes and have a high likelihood of the Alpine Fault rupturing within the next 15 years. Until the Alpine Fault ruptures I am against any intensification.
281.16	Robina Dobbie	How can we possibly justify investing rate payer's money into intensification? This simply does not make sense.
281.18	Robina Dobbie	I agree that the natural environment is key to quality of life so why build 7 level high infrastructure in the city? That is not natural!
281.20	Robina Dobbie	Considers that with our cool northeast wind, building 7 storeys will just create a cold wind tunnel. Considers we are not ready for that until we fix the existing infrastructure anyway.
292.9	Donna Rurehe	There is enough violence/burglary now...we do not want apartments & terraced housing like in the UK & USA. [Q2: No]
296.9	justin barton	changing to higher densities should only be done with consultation and consent of affected neighbourhoods. Some neighbourhoods are communities that have evolved over generations but have been suddenly changed in character and properties devalued by developments.

		<p>Higher density houses also impact neighbours available sun & light, privacy and ability to grow food.</p> <p>[Q2: Unsure]</p>
298.10	Jane McKenzie	<p>Do I approve of condensed city living.. NO</p> <p>Those who live in an area that may be subject to the concentrated housing may find the thought of intensive accommodation on their doorstep quite alarming. Specifically Papanui Rd, a proposed corridor which has many palatial houses. They have chosen this area for its exclusiveness and not to suddenly find their properties are undervalued because of an concentration of unexpected neighbours.</p> <p>If this is the intent, these condensed buildings would be better situated on the outskirts of the city, as they have the potential to become a slum area and therefore not desired in 'good' areas.</p> <p>High density living also has the potential for mental health problems and cramped conditions to name only two of the problems then there's the talk of affordable, with the extra building costs now, nothing will be affordable. And, there's also the problem with high rise fires which seem to be happening more and more.</p> <p>[Q2: No]</p>
300.10	Benjamin Love	<p>Intensification is a sustainable way to provide affordable residential/housing to the masses and improve the lifestyles of residents.</p> <p>Intensification is often linked to increased housing affordability, as it can quickly and cost effectively increase supply to the market, thus zoning reform is needed to allow for it. It is more affordable to build multi-unit dwellings/apartments than single-detached houses, as they require less land, materials, and labour to build per unit, as well as have lower operating costs [19][20]. To meet varying demands/needs from different demographics, multi-unit dwellings should be available in a variety of sizes and styles. Priority should also be given to personal buyers, instead of investors [21].</p> <p>Many choose to live in intensified areas for the improved lifestyle. People like the proximity of stores, services, schools, parks, public transport, and other facilities/amenities within walking distance when mixed-use zoning is allowed. It is difficult to provide the desired levels of amenities within walking distance in lower density areas. Denser areas can also provide a better sense of community, as well as a more active lifestyle [22][23].</p> <p>Increased affordability and access to amenities can increase the attractiveness of neighbourhoods and cities. This includes attracting new residents/immigrants from other costs can also increase disposable income and expenditure in other sectors of the local economy [24][25].</p> <p>The highest percentage of car trips in New Zealand are for shopping. People are driving more, and further than they used to, as well as spending more time in congestion [26]. Allowing for mixed-use zoning, combined with intensification will increase walkability and</p>

		<p>decrease car dependency, time spent driving, as well as personal transportation costs. However, zoning policy needs to change to allow for mixed-use zoning [27][28].</p> <p>New commercial (especially supermarkets, cafes, restaurants, convenience stores/dairies, and other stores selling essential items), as well as schools, other community facilities should be allowed in residential areas, especially those which are being densified. Commercial buildings can be amongst residential, and apartment buildings can the first few floors designated for commercial.</p> <p>[Q2: Yes]</p> <p>[Coder Note: This submission points is from a wider point answered under Q2]</p> <p>[See attachment for figures, diagrams and images]</p>
300.19	Benjamin Love	<p>I would support the intensification existing areas of Rangiora and Rolleston, however a passenger rail transit connection and intensification through transit-oriented development will be highly preferable to prevent car dependency. However, if no rail transit connection is provided, other areas of Christchurch should be prioritized.</p> <p>[Q4: Partially]</p> <p>[Coder note; This point is from a wider submission point on q5 on the Focus areas (PDAs)]</p> <p>[See attachment for figures, diagrams and images]</p>
303.3	Waihoru Spreydon-Cashmere-Heathcote Community Board	<p>Fundamentally there is a tension between the Plan's focus on "going up" and the fact that the infrastructure provision continues to focus on "out" in many ways – e.g., the extension of MRT to Belfast before the provision of MRT to inner areas like Sydenham, Ferry Road, or Addington.</p> <p>The Board has concerns that there is currently significant 'brown fields' intensification of housing occurring in a number of the suburbs in its area; growth which appears to follow no identified growth pattern, and which does not appear to have a coordinated approach to planning for community infrastructure.</p> <p>This un-planned and therefore un-structured and un-coordinated 'intensification donut' of suburbs around the central city. It is where the bulk of the current intensification is taking place, which is completely overlooked in the spatial plan. This needs to be added as another priority focus if this is to be a truly coherent plan for the whole region.</p> <p>As this 'brown-fields' intensification increases, the implications for the people residing in these areas (both existing residents and new residents) will mean:</p> <ul style="list-style-type: none"> • increased traffic congestion; • decreased green space and tree canopy cover;

		<ul style="list-style-type: none"> pressure on community facilities. <p>This will ultimately impact the wellbeing of the people, which is of great concern to the Board. While the goal of planning around the MRT routes from Riccarton to Hornby and along Papanui Road is admirable, the reality is that for the foreseeable future it is the ring of inner suburban communities that will be both the areas of growth and the areas where meeting mode shift goals are most productive.</p>
310.4	Richard and Geoff Spark	Considers that apartments and terraced housing are not necessarily more affordable than other housing typologies for many first time home buyers. The background work on Proposed Change 14 demonstrates this.
310.5	Richard and Geoff Spark	Considers that as mass transit becomes more established housing near stations becomes sought after, thereby pushing up prices and contributing to gentrification. This is not to say that this urban structure does not have validity but there are fishhooks.
310.8	Richard and Geoff Spark	Considers that further greenfield development is still going to be needed. It is worth noting that an important key reason why Rolleston and Rangiora have grown so rapidly post earthquakes is because they have met the very high market demand for quality affordable housing. More recently there has been a surge in generally two storey townhouse development Christchurch City, with some larger apartment complexes where developers have succeeded in amassing the necessary titles to achieve development at scale. This has occurred at the same time as continued greenfield development. Therefore there still needs to be a balance between housing intensification and greenfield development.
311.3	Robbie McIlraith	<p>[Q2: Disagree]</p> <p>Disagree. Apartments and terraced housing are not necessarily more affordable than other housing typologies. The key reason why Rolleston has grown so rapidly post earthquakes is because it has met the very high market demand for quality affordable housing, and the local council generally enabling of development, including a flexible approach towards provision of required infrastructure. More recently there has been a surge in generally two storey townhouse development Christchurch City, with some larger apartment complexes where developers have succeeded in amassing the necessary titles to achieve development at scale. This has occurred at the same time as continued greenfield development.</p> <p>There needs to be ample provision for both in accordance with the mandatory requirement of the National Policy Statement -Urban Development (NPS-UD) Policy 1 to have or enable a variety of homes that meet the needs, in terms of type, price, and location, of different households.</p> <p>This requires a balance between housing intensification and greenfield development. The Draft Greater Christchurch Spatial Plan (GCSP) does not achieve this. The Spatial Plan is proposed as the Future Development Strategy as required by the NPS-UD (Subpart 4). However, the background document 'Urban Form Scenarios Evaluation Report' acknowledges that the Spatial Plan does not meet the mandatory NPS-UD requirement for every local authority to provide at least sufficient development capacity in its region or district to meet expected demand for housing and business land (see p 13). There will be a shortfall in Selwyn and Waimakariri Districts. Whilst over time, and with an aging population, there may be a gradual shift towards more apartment living (with lifts), this cannot be forced by unrealistically restricting other forms of housing, including medium density 'infill' and greenfield development, including some provision for lower density/large lot residential development.</p>

		<p>The inadequate supply of land for other forms of housing will result in scarcity, greater potential for monopolistic practices and continued escalation in land and house prices, and a continuation of the price escalation which has occurred in recent times, including at Prebbleton. This is totally contrary to the NPS-UD which requires planning decisions to improve housing affordability by supporting competitive land and development markets (Objective 2).</p>
316.3	Lynn, Malcolm and Lynn Townsend and Stewart	<p>[Q2: Disagree]</p> <p>Concentrating future housing development around urban centres and along public transport corridors will enable a greater choice of housing to be developed, including more affordable options such as apartments and terraced housing.</p> <p>Disagree.</p> <p>Apartments and terraced housing are not necessarily more affordable than other housing typologies. The background work on Proposed Change 14 demonstrates this. Moreover as mass transit becomes more established housing near stations becomes sought after, thereby pushing up prices and contributing to gentrification. This is not to say that this urban structure does not have validity but there are fishhooks.</p>
321.1	Survus Consultants	<p>Decision requested.</p> <p>Amend the Spatial Plan to enable consolidation of existing urban areas and other settlements (including Large Lot Residential areas) including where there are 'gaps' in the current urban form of Greater Christchurch.</p> <p>Enable a more dispersed/distributed urban growth approach, including further growth of existing townships and settlements rather than the focus on a compact city form which concentrates on housing intensification and business growth along core Public Transport corridors (including Mass Rapid Transit) and in and around major centres.</p> <p>Amend the Spatial Plan so that it is clear that the Map 2 and 14 broad locations identified as suitable for future urban development do not preclude consideration of other areas including where these are located adjacent to major road or rail infrastructure, core Public Transport (PT) or Mass Rapid Transport (MRT) routes and other suitable locations, including the land identified on Figure 1 as suitable for urban development.</p> <p>Any alternative, additional or consequential amendments to the Spatial Plan which give effect to the intent of this submission and our interests.</p> <p>Amend the Spatial Plan to enable consolidation of the existing urban areas at upper Harewood as shown in Figure 1 below.</p>

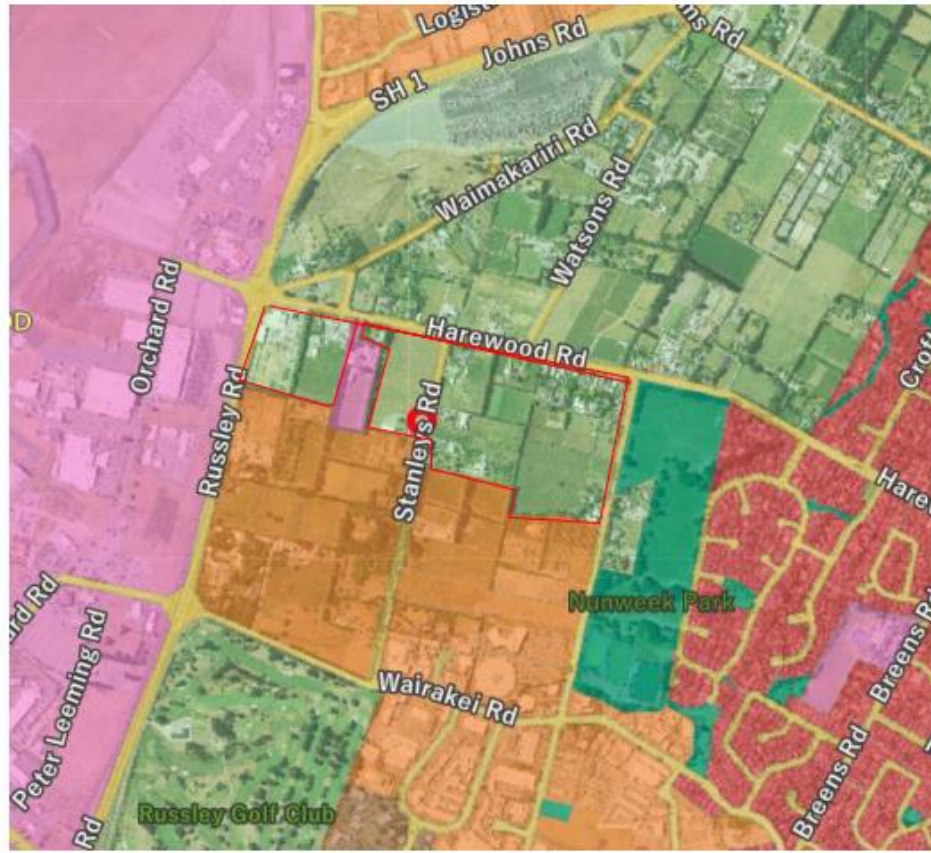


Figure 1: Gap in urban form at Upper Harewood – identify the land outlined in red in the Spatial Plan as suitable for urban development (on Maps 2 and 14 and/or by policy support for urban consolidation or similar).

Amend the Spatial Plan so that it is clear that the Map 2 and 14 broad locations identified as suitable for future urban development do not preclude consideration of other areas including where urban development supports urban consolidation, including the land identified on Figure 1 as suitable for urban development. Any alternative, additional or consequential amendments to the Spatial Plan which give effect to the intent of this submission and our interests.

327.7 Birchs Village Limited and WDL Enterprises Limited

Considers that the Spatial Plan is inconsistent with the NPS-UD as Direction 4.3 states "Focus and incentivise intensification of housing to areas that support the desired pattern of growth". Considers that this does not give effect to Objective 3 NPS-UD which seeks to enable more people to live in areas of an urban environment in which there is a high demand for housing relative to other areas within the urban environment.

		<p>The Submitter is concerned that Council "desired" growth has not appropriately considered actual demand from the development community, where people want to live, or demonstrated how it will actually achieve the extensive capacity said to be achieved through intensification of existing urban areas.</p> <p>Direction 4.3 should be deleted. The rate and extent which intensification can be achieved should be realistic, and it should not be incentivised by failing to provide for other development in areas of demand (such as greenfield development), effectively reinforcing the urban boundary of the Regional Policy Statement.</p>
327.9	Birchs Village Limited and WDL Enterprises Limited	<p>Considers that the Spatial Plan is inconsistent with the NPS-UD as Direction 4.4 states "Provide housing choice and affordability". The focus on intensification of existing urban areas fails to take advantage of the unique potential for greenfield development to provide higher density development supported by comprehensive urban design, delivered in a way that significantly contributes to housing capacity. Those outcomes are much harder to achieve through sporadic infill. Figure 9 of the Spatial Plan shows that demand for housing capacity in Selwyn is outstripping supply. No new Future Urban Development Areas (FUDA) have been identified beyond those that currently exist. Direction 4.4 needs to be amended to specifically provide for recognition of greenfield development.</p>
327.11	Birchs Village Limited and WDL Enterprises Limited	<p>Intensification alone cannot meet the requirements of the NPS-UD, and the provision of greenfield development is required to satisfy Direction 4.4 to provide housing choice and affordability, along with providing thriving neighbourhoods with quality developments supporting community infrastructure as required by Direction 4.4. Adopting a key focus on intensification and existing FUDA's fails to take a forward-looking approach to providing for growth in Greater Christchurch and does not give effect to the NPS-UD.</p>
327.16	Birchs Village Limited and WDL Enterprises Limited	<p>Considers that requiring urban development density and scale to protect primary production and highly productive land doesn't reflect the effectiveness or appropriateness of mitigation measures and design. The focus should be on managing effects of the activity.</p>
336.5	Orion Group Limited	<p>Where intensification occurs it can be difficult for Orion to find appropriate locations for the additional infrastructure that is inevitably required to meet the increase in demand. Infrastructure must be located close to the demand and as such Orion have sought amended provisions through Plan Change 14 to the Christchurch District Plan (PC14) and through Variation 1 to the proposed Selwyn District Plan (Variation 1) that require developers of intensified sites to discuss provision of space with Orion as part of the resource consent of a development. The need to allow for additional infrastructure will continue to be important and should be central in the implementation of the Spatial Plan.</p> <p>Intensification will also result in reduced setbacks from the front of properties and increased height limits; the resulting potential for conflict between electricity lines and built form needs to be addressed when the Spatial Plan is implemented. Orion have sought amendments through PC 14 and Variation 1 to this effect and reiterate here that this will continue to be an issue that should be considered in all areas where intensification occurs.</p>
338.4	Waka Kotahi NZ Transport Agency	<p>14. Waka Kotahi supports the need for sufficient development capacity for housing in Greater Christchurch. As stated in section 4,2, there is sufficient housing capacity for the medium (0-10 years) and long term (0-30 years), as a result of the recent greenfield areas being rezoned, from the NPS-UD and Resource Management (Enabling Housing Supply and Other Matters) Amendment Act. Waka Kotahi supports this alignment with planned medium- and long-term investment in the transport system, enabling sufficient housing supply within existing zoned areas allows for better utilisation and optimisation of existing transport infrastructure, and a clearer forecast of maintenance and operational needs for the sub-region.</p>
340.10	Hughes Developments Limited	<p>A broader approach for future development throughout Greater Christchurch is required for the reasons addressed below.</p> <p>There are real concerns about both the feasibility of providing the necessary level of infill and intensification at the appropriate scale in many of these 'brownfield' areas and making this a focus of the Spatial Plan. While intensification of 'brownfield' sites and areas may be philosophically appealing, the feasibility of achieving this is unlikely to be possible due to a number of barriers, including:</p>

		<ul style="list-style-type: none"> • Fragmented land ownership, with the ability to re-develop at scale potentially thwarted due to landowners reluctance to sell, or sell at reasonable market rates • Miscalculating infill capacity by failing to properly account for the size, shape, value, access, and location of existing dwellings, utilities and other improvements. • High cost of redeveloping sites which have existing buildings, utilities and other improvements on them, which in many cases may still have many years of viable use remaining • Assumes a voracious appetite for much smaller sections sizes than have previously been provided, especially in key townships in Selwyn and Waimakariri, but also in parts of Christchurch City • Assumption that giving effect to the Medium Density Residential Standards (MDRS) will result in significant levels of redevelopment in accordance with those provisions. There is a strong possibility that this may not come to pass; the MDRS are enabling and there is no requirement on landowners to intensify. In addition, developers often place encumbrances on developments to ensure the quality and amenity of their developments are protected. As such, any assumptions about the potential for infill to provide significantly for increased dwelling capacity in existing urban areas in the Greater Christchurch area over the life of the Spatial Plan should be approached with caution.
340.12	Hughes Developments Limited	<p>Additional areas of concern with the proposed approach (brownfield, intensification and infill) include:</p> <ul style="list-style-type: none"> • Cost efficiency and effectiveness – providing infrastructure and utilities to service the level of intensification anticipated. • Detrimental effects on amenity effects for those areas subject to infill and intensification, and associated adverse effects on people’s well-being and lifestyle, especially in cases where intensification is carried out in an ad-hoc and piecemeal way, as seems most likely. • The Spatial Plan does not show future growth areas beyond the 2050 timeframe (see Map 2) and relies solely on infill and development of greenfield areas currently being considered by Council plan changes and District plan reviews. This implies that all future growth to accommodate an extra 300,000 population beyond the 2050 population of 700,000 will be through intensification into existing urban areas. This is at odds with Policy 1 of the NPS-UD which require that: <p>Planning decisions contribute to well-functioning urban environment, which are urban environments that, as a minimum:</p> <ol style="list-style-type: none"> (a) have or enable a variety of homes that: <ol style="list-style-type: none"> (i) meet the needs, in terms of type, price, and location, of different households; and (ii) enable Māori to express their cultural traditions and norms; and (b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and (c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and (d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and (e) support reductions in greenhouse gas emissions; and (f) are resilient to the likely current and future effects of climate change.

It is also at odds with Central Government's Urban Growth Agenda which is *"to improve housing affordability by removing barriers to the supply of land and infrastructure and making room for cities to grow up as well as out."* This agenda clearly anticipates providing for growth both out and up, whereas the Spatial Plan predominantly provides only for upward development, especially beyond 2050. Greenfield development is largely ignored in the Spatial Plan despite its proven role in providing for housing within Greater Christchurch. The high number of new houses achieved in recent years by way of greenfield development has occurred for a number of reasons, the most significant of which is that large blocks of land are only available outside existing urban areas. These blocks can and have enabled a large number of new sections and houses to be efficiently created in a relatively short timeframe. This has resulted in a variety of housing options being available in well-designed, accessible developments. Additionally, caution must be applied to the notion that greenfield development is the antithesis of intensification and is therefore not a preferred source of housing supply. Greenfield development can deliver higher housing densities which typically create more optimal outcomes than brownfield intensification. The ability of greenfield development to masterplan and deliver density which includes amenity such as greenspace and community space along with provision for public transport services and sustainable and efficient infrastructure far surpasses the ability for similar outcomes to be achieved in brownfield settings.

The draft Natural and Built Environment Bill, and associated draft Spatial Planning Bill reinforces and builds on the Urban Growth Agenda's requirement to provide for housing choice, as set out in Clause 5 – System outcomes, of the NBE Bill:

To assist in achieving the purpose of this Act, the national planning framework and all plans must provide for the following system outcomes:

(a) ...

(b) ...

(c) *well functioning urban and rural areas that are responsive to the diverse and changing needs of people and communities in a way that promotes—*

(i) the use and development of land for a variety of activities, including for housing, business use, and primary production; and

(ii) the ample supply of land for development, to avoid inflated urban land prices; and (ii) housing choice and affordability; and

(ii) an adaptable and resilient urban form with good accessibility for people and communities to social, economic, and cultural opportunities; and

(d) ...

(e) ...

		<p>Clause 3 of the Spatial Planning Bill sets out that Regional Spatial Strategies are to assist in achieving the system outcomes established in the NBE Bill.</p> <p>A Spatial Plan that emphasises infill without regard to other housing types, and making provision for an ample supply of land would appear to be at odds with the direction of the urban growth agenda, and risks inflating urban land prices and limiting housing choice for the community.</p> <p>And for any other applicable reasons set out in Section 2.7 of the submission.</p>
340.26	Hughes Developments Limited	The Spatial Plan recognises that it will be necessary to incentivise higher density residential living. The previous and now current Christchurch District Plan have provided for higher densities. While there had been some demand for this housing typology, recent experience indicates that demand is now tailing off. This indicates that unless there are significant incentives that the desired increase in density will not occur. It is not sufficient to enable this development. This is recognised in Direction 4.3 but no examples of this critical component for densification are provided or discussed.
343.5	Waipuna Halswell-Hornby-Riccarton Community Board	<p>The Board supports the Christchurch Central City being the primary centre for Greater Christchurch, however, the Board does not agree that Papanui/Riccarton should be incentivised through planning. The Board considers that, through past poor planning decisions, Riccarton is situated very close to the central city and, in fact, competes with the central city for retail and housing and that the more intensified housing is encouraged in Riccarton, the more the central city will decline.</p> <p>The projection of 70 to 150 households per hectare for Riccarton and Hornby is far beyond the current medium density requirements of 30 Households per hectare. At present the number of households for the current medium density areas is 75 households per hectare. The Board believes that the aim should be for Riccarton and Hornby as per Papanui 50 to 100 households per hectare.</p>
343.7	Waipuna Halswell-Hornby-Riccarton Community Board	It is important to look at the reality of six or three storied housing development. The Board suggests that generally the images portrayed look better than it is likely to be in reality (e.g. Images on Page 41). Attached as an example are two schematic drawings of what three and six storeys will look like done by WSP in a report to Council for District Plan Change 14. The Board is concerned that overseas where intensification has occurred there are very few trees and large concrete developments.
343.15	Waipuna Halswell-Hornby-Riccarton Community Board	<p>With reference to 4.3, the Board considers that growth needs to be factored in to Rolleston and Rangiora. With reference to Figure 11 the Board is unclear why Riccarton and Hornby have higher density than Papanui as both are on a major transport corridors. There may be a technical error in the numbers over the “walkup apartment”. The apartment block shown has not been viewed positively by residents.</p> <p>The Board considers the 4.5 goal to deliver thriving neighbourhoods with quality developments and supporting community infrastructure including Vibrant Communities with Access to Services is a worthwhile goal but the reality likely to be different. The area represented by Central Riccarton Residents' Association has been zoned medium density of approximately 30 units per hectare. It has not worked in terms of social connectedness. The area largely has a more transient population and has lost greenspace. It is congested, with cars parking on footpaths and Council berms. The Board suggests the Panel walks around this area to see the effects of the current medium density provisions.</p> <p>In terms of Community facilities and open, green and public spaces the Board considers it is difficult to see how an existing area can be intensified and open space created. This is much more easily achieved in new developments. The risk is that intensification will occur with no further outdoor space being provided, which will increase social deprivation, isolation and at-risk young people.</p>

343.19	Waipuna Halswell-Hornby-Riccarton Community Board	<p>The Board requests that the Whakawhanake Kāinga Komiti takes into consideration the above submission on The Greater Christchurch Spatial Plan and in particular request that:</p> <ul style="list-style-type: none"> • That infrastructure and future greenspaces are in place before any intensification. • There is further consideration of the current rail network. • That Riccarton /Hornby and Papanui should be similar in terms of intensification. • That clarification is required as to why Rolleston and Rangiora cannot be included. <p>While the Board acknowledges that the Plan is an aspirational document it is concerned that it was not consulted/briefed at an earlier stage. Residents in the Board area are generally against the intensification proposed in Plan Change 14 and the Spatial Plan takes intensification to another level.</p> <p>[Full Attachment available. Relevant submission points also recoded against 6.1.5, 8.2 and 8.3.]</p>
348.20	Balance Developments Limited	<p>Relying so heavily or exclusively on intensification of existing areas is likely to cause difficulties for the continued use and upgrading of wastewater and storm water networks in the CDP area. The draft Spatial Plan has not assessed the capacity of installed infrastructure to meet future intensified development. The Christchurch City Council is yet to carry out detailed modelling to assess the capacity to service all plan-enabled and expected capacity within existing residential areas. Whereas for greenfield areas, new infrastructure can be appropriately sized and designed to meet the scale of new neighbourhoods.</p> <p>[Full Submission available.]</p>
349.16	Susanne Antill	<p>I strongly disagree with anything that destroys the old established character and buildings of Christchurch.</p> <p>I strongly disagree with high rise, high density housing which alienates Christchurch residents and is designed for a huge immigration of men from overpopulated countries where there is an imbalance of men to women.</p> <p>[Q2: No]</p>
350.9	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 young people from University of Canterbury/Ara	<p>9) Careful with High density housing in creating cluster of high density housing connected to the city by RTM, these houses CAN overwhelm the system and cause challenges, especially with the local areas doesn't have good amenities.</p> <p>[Submission point also recoded under 8.1, as was provided in response to Q1.]</p>

354.4	Anthea Laugesen	<p>Q3b One aspect of the blue-green network approach is to maintain green space to act as a buffer between urban and rural areas, known as a Greenbelt. This has multiple benefits and could include a range of different uses and activities including protection of nature, rural production and recreation. Do you support the concept of a Greenbelt around our urban areas?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unsure</p> <p><i>Why? But do not agree to high intensity building, no compromising freedom of choice.</i></p>
359.3	The Greater Hornby Residents Association	<p>We agree that housing density has to increase, but question how you are going to do this, when the infrastructure is already failing in many locations. Perhaps it may be best to limit these builds to follow behind new infrastructure as it is put in place.</p> <p>[cross ref to infrastructure]</p> <p>We note that 1.1 says to avoid urban development over Wahi Tapu. Why then are quarry development's happening on land on which housing could be placed. It must be remembered that once quarried that land is useless for anything else, and ratepayers should not be expected to pick up this useless land as has happened in the past.</p>
363.7	Richmond Residents' and Business Association	<p>Ensure sufficient development capacity is provided or planned for to meet demand• Current HRD and MRD guidelines should be revised to acknowledge the overall effects on the surrounding infrastructure and the accumulative effect on social amenities. Is there a balance to be considered when striving for an increased population and the area which will ultimately support that increased population? The terms 'capacity to thrive', 'ability to thrive', 'capacity to contribute to the wider community', 'ability to contribute to the wider community', and importantly, 'sustainability', should be central to all future planning discussions</p> <p>[Full Attachment Available]</p>

Opportunity 4 > Urban Sprawl - See Sections 4.5.3 of the Officers Report

Point	Submitter	Position
37.13	Neil Stewart	<p>The Status Quo should remain.</p> <p>New Zealand and especially Canterbury has no issue with space and it should be utilised</p> <p>[Q4: No]</p> <p>[Also recoded under 9.1 as submission point was made in response to Q4]</p>

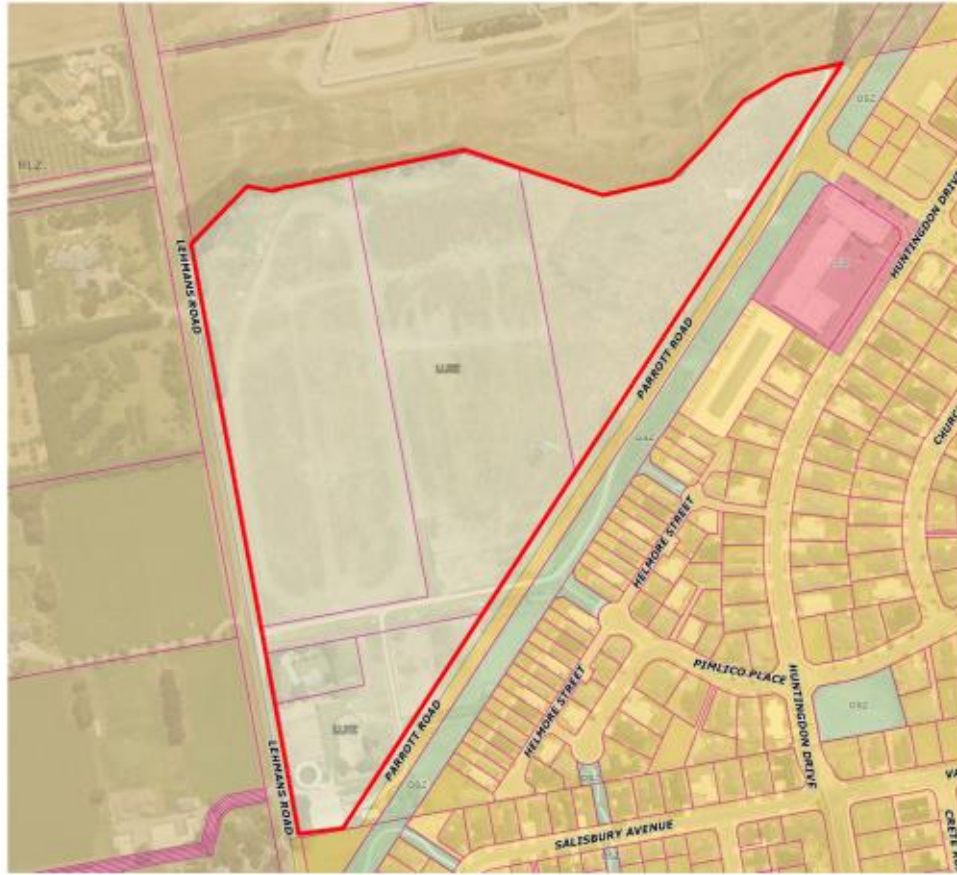
63.7	Chris Reddell	<p>It is clear to me that we need to be reducing the travel distances we embark on for day to day travel and we should be looking to limit the urban sprawl that could happen increasing costs of infrastructure.</p> <p>[Q2: Yes]</p>
63.10	Chris Reddell	<p>I support the development and protection of green space, we need it for wellbeing. However I am concerned that this drives a degree of urban sprawl that is not sustainable.</p> <p>[Q3a: Unsure]</p>
69.14	Malachy Lynch	<p>To enable more vibrant communities and lessen dependence on cars.</p> <p>[Q2: Yes]</p>
72.16	David Robinson	<p>Yes, but the subsidies for greenfields development need to go to achieve this.</p> <p>Greenfield developments need to pay the full costs via targeted rates not be cross subsidised by ratepayers.</p> <p>This will make brownfield intensification relatively cheaper.</p> <p>This is the only way land use development can be forced into the needed development patterns otherwise we are going to see continued sprawl.</p> <p>Also vehicle user need to pay much closer to their full costs of travel rather than being heavily subsidised as they currently are. If the current pricing continues they will just keep driving to their new greenfields homes.</p> <p>[Q2 - Yes]</p>
73.8	Murray Sanders	<p>This way rural productive land is not gobbled be urban sprawl. Infrastructure construction is easier.</p> <p>[Q2 - Yes]</p>
74.9	Marilyn Yurjevich	<p>Because it gives urban dwellers easy access to nature, it may prevent urban sprawl even further.</p> <p>[Q3b - Yes]</p>
75.13	Anna Rumbold	<p>Urban sprawl is wrecking the environment and arable land. We must build, particularly terraced, homes that are functional, warm, efficient, surrounded by green space and are able to be used by all.</p> <p>[Q2 - Yes]</p>
77.8	Callum Robertson	<p>I think that expanding in far away suburbs is not so good because people will be more likely to drive into town than walk, bike, or take public transport.</p> <p>[Q4 - Partially]</p>
126.24	Tim Frank	<p>The Concept of Greenbelt would provide some green space close to Christchurch. Instead of one sprawling mass, a Greenbelt would encourage a network of settlement.</p>

		[Q3b - Yes]
238.14	Jack Gibbons	<p>I do not support green belts. They serve as a way to artificially constrain development, more than it would otherwise be. It is a concerted effort by planners to enlist environmentalists to oppose housing development. If sprawl is being developed, it is because that is the cheapest, highest amenity housing development on offer on the market. If planners wish to constrain the growth of the urban area (which they should and are doing), this needs done through a focus on improving the attractiveness of (re)development within the existing urban area, not banning the alternative.</p> <p>A potential flow on effect is in the event of planning / housing cost failure in Christchurch, that then there is enough political will created to develop green belt land, it will be the case that these developments will have been explicitly not planned for and will likely be poorly served by public transport or other services. It raises the stakes of a failure to provision enough housing in the existing urban area. And consequently raises the potential for housing cost outcomes.</p> <p>Sprawl land is a critical safety net / blow off valve in the event that infill development is made too hard by future councils / planner. Otherwise the results of those failures will be solely carried by low income earners, and those not lucky enough to already own a home.</p> <p>[Q3b: No]</p> <p>[Also recoded under 5.2]</p>
272.9	Tim Lindley	<p>Green belts help define the rural urban boundary and help protect against urban creep, as well as providing a beautiful resource for recreation, close to the city</p> <p>[Q3a: Yes]</p>
275.14	Patrick Kennedy	<p>Fully support. I would hope it helps to prevent unnecessary sprawl around the edges of the city, while also providing good recreation and natural spaces within easy reach of the city.</p> <p>[Q3b: Yes]</p>
289.15	Paula Bevilacqua	<p>A plan for good transport, housing and work and recreation opportunities is useful, no restrictions should be in place to where we go, how we get there, how often and what we do - of course being legal.</p> <p>[Q6]</p> <p>{Coder Point: This point was pulled from a wider comment in the submitter response to Q6}</p>
290.9	Andrew Sprouse	<p>unlike most cities there is huge land around Christchurch which could be used giving us a better less congested city</p> <p>{Q2: No}</p>

Opportunity 4 > Housing Capacity - See Sections 4.8 of the Officers Report

Point	Submitter	Position
66.31	Andrew McDowell	What demand modelling has been done, and by who?

		[Q5: No]
72.15	David Robinson	<p>I also note that the NPS-UD 3 houses 3 storeys high per section in going to provide significant housing supply across most of G.Chch. Its going to be harder to corral growth into the proposed areas.</p> <p>[Q2: Yes]</p>
72.24	David Robinson	<p>I dont think it meets the spirit of the NPS-UD requirements.</p> <p>Every FDS must spatially identify: the broad locations in which development capacity will be provided over the long term, in both existing and future urban areas, to meet the requirements of clauses 3.2 and 3.3; and the development infrastructure and additional infrastructure required to support or service that development capacity, along with the general location of the corridors and other sites required to provide it; and any constraints on development.</p> <p>I would have expected to see quantified growth area numbers by at least community board area. CCC, WDC, SDC are too large and are the only tabled quantitative numbers.</p> <p>[Q6: N/A]</p>
125.15	Doncaster Development	<p>2. Maps 2 and 14 should be amended to show the Doncaster site as part of the “existing urban area”, together with any other necessary amendments.</p>



Zoning Map - Site 

[Q6. Also partly coded to 7.3.1. Full submission available]

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		<p>1. The Spatial Plan should include indications of long term preferred directions for urban growth beyond the existing urban areas and those other areas of approved district plan changes. This would deliver long term guidance and coordination with the future transport network shown on Map 15, and provide some flexibility for the provision for urban growth.</p> <p>[Q6. Full submission available]</p>
171.11	Summerset Group Holdings Ltd	<p>Demand for Specific Types of Development Capacity – Diverse and Affordable Housing²⁰. Summerset broadly supports the intention of the DGCSPP to enable diverse and affordable housing within the Greater Christchurch area ‘in locations that support thriving neighbourhoods that provide for people’s day- to – day needs’ (Opportunity 4).</p> <p>Summerset’s primary concern with this aspect of the DGCSPP is that the demand for aged persons housing has not been sufficiently recognised, assessed nor addressed in the Plan.</p> <p>The Greater Christchurch Housing Development Capacity Assessment (March 2023²⁴) market limited reference to retirement villages. An analysis of plan enabled theoretical and expected capacity for Christchurch City notes that ‘Retirement villages are permitted activities throughout the Residential Suburban Zone and could also increase the total theoretical capacity, however more detailed analysis work is required to understand and identify future potential retirement village locations and significance on capacity. Therefore, retirement villages are currently excluded from the capacity assessment density calculation’ (p47). Notes on meetings with developers in Selwyn District contained in this document make reference to feedback received that there is a growing demand for retirement [f]or lifestyle villages, which presents housing choice and a general trend observed of wanting to live closer to family since 2019 (p16).</p> <p>Further, the commercial feasible capacity information contained does not assess the feasibility of retirement care, government (Kainga Ora), community providers and private builds (p76). Summerset considers that the modelling and associated demand capacity for retirement living options within the Greater Christchurch area has not been fully considered. Additionally, an assessment should distinguish between comprehensive care retirement villages and lifestyle villages. Comprehensive care retirement villages provide residential aged care on site (the provision of which in New Zealand is currently at a crisis point). These are required to be developed at a sufficient scale [in terms of both resident numbers and site areas] to be viable, which is not readily achievable in many brownfield areas.</p> <p>The DGCSPP does not sufficiently recognise the nuances associated with aged care (in particular retirement village living). Figure 10 clearly identifies a projected increase in persons aged 65 and over in the period 2018 – 2073. However, the associated commentary refers to an aging population only in the context of intensification: ‘Greater intensification around centres and along public transport routes will help provide a range of dwelling types to meet the changing demand profile in Greater Christchurch, particularly from an aging population.</p>

		<p>This includes providing for the projected higher demand for smaller, more affordable units' (p70). The stated move towards medium and higher density housing needs to consider the way in which retirement villages fit into the spectrum of housing choices available and the need for substantial land areas to develop comprehensive care retirement villages.</p> <p>The housing typologies by density outlined in Figure 11 do not recognise the nuances of the requirements of comprehensive care retirement villages, which typically require large sites with a low-density appearance (but with a higher population density). Further, the typologies do not recognise the health and transportation needs and mobility restrictions of residents of these villages.</p> <p>Summerset is concerned that the DGCSF has inadequately considered the needs of elderly persons or the type of housing demand that elderly persons have, and therefore has not adequately provided for housing that will meet their needs in the future. The DGCSF does not explicitly indicate that these housing typologies have different land requirements and locational attributes from other more 'typical' residential housing or even lifestyle retirement villages. Forcing retirement villages to align with other housing typologies will not enable such activities.</p> <p>[See full Attachment. Relevant points also recoded under 6.1.8.]</p>
184.8	Hill Street Ltd	<p>Focusing growth mostly along core public transport routes will encourage high densification as intended by the Spatial Plan. However, this approach may face challenges in sufficiently and efficiently providing residential land to accommodate the projected population within the next 30 to 60 years. For example, the availability of these properties would be subject to the landowners selling to developers, or these properties being acquired by Central or Local Government, with both approaches potentially being a drawn-out process spanning generations. Additionally, this approach seems contrary to providing for housing choice and affordability.</p>
184.19	Hill Street Ltd	<p>Considers that allocating greenfield areas within Rolleston would be a quicker and more cost effective approach in providing residential land to accommodate the anticipated growth and projected population over the next 30 to 60 years when compared to the current strategy of brownfield development.</p>
238.12	Jack Gibbons	<p>I do not believe that enough housing is being enabled or planned for. An important consideration is that the more is enabled, the lower the cost of each development opportunity, and the lower the marginal cost of housing.</p> <p>[Comment made in response to Q6 - also recoded under 11.1]</p>
240.10	Ross Clarke	<p>I oppose the strategy above to the extent that it is directive as to where development should be enabled or avoided.</p> <p>As stated above, I am concerned that the spatial strategy will preclude sensible development proposals that can deliver required housing or business capacity more effectively and/or efficiently than 'planned' alternatives that are unlikely to be delivered by the market.</p> <p>Whilst promoting planned growth in specific areas is commendable, it is critically important that the Spatial Plan be enabling of and responsive to unanticipated development within or beyond existing urban areas, where such proposals have merit, provide housing or business capacity and contribute to Greater Christchurch as a well functioning urban environment.</p> <p>[Q5: No]</p>
258.14	Brendon Harre	<p>For most possible futures Christchurch's proposed draft spatial strategy has insufficient housing development capacity</p>

258.21	Brendon Harre	<p>A spatial plan for Greater Christchurch doubling to a population of 1 million people needs to make room for an additional 200,000 housing units (assuming 2.5 people per household).The proposed 22km long MRT corridor from Hornby to City to Belfast is estimated to provide only25% of that needed housing capacity — it could provide 50,000 houses out of the required 200,000houses.</p> <p>Given the draft spatial strategy assumes that going forward half of all residential construction will be in the MRT growth corridor. This means we can determine how many years of growth at the 2018 to2023 building rates is being catered for. Annually, this would require between 2,117 and 3795 houses to be constructed within the corridor. Meaning, the growth corridor will provide space for residential construction for between 13 to 24 years before its capacity limit is reached. In terms of future generations — only one generation is being planned for.</p>
258.25	Brendon Harre	The Greater Christchurch draft spatial strategy provides a developmental capacity of only a 50% increase in population to 750,000, not a 100% increase to 1 million people the draft spatial strategy initially appears to provide. Considers that even if the draft spatial strategy is successful, it is likely to quickly run out of capacity.
258.26	Brendon Harre	Considers that the negative consequences of the cost-of-living and housing crisis that New Zealand is now familiar with will be exacerbated by Greater Christchurch’s proposed reduced developmental capacity.
258.29	Brendon Harre	Considers that for the GCSP to be successful it must learn from both the successes and failures of the previous UDS strategy. In particular it must ensure it has sufficient development capacity so that competitive tension provides housing choice and affordability.
258.34	Brendon Harre	Considers that Christchurch could develop a significant infrastructure deficit in its proposed primary growth corridor. This is especially problematic because the draft spatial strategy is that half of all new housing will be within the walkable catchment of the mass rapid transit corridor. Meaning, a transit infrastructure deficit would translate to a housing deficit.
263.10	Martin Pinkham	<p>The data associated with Waimakariri District is extremely suspect. In particular the data that suggests that there can be a jump from 5950 units to 14450 units from 2032 to 2052 is completely inconsistent with the WDC PDP and the proposed Spatial Plan. The WDC is not making any provision in its PDP for infrastructure associated with the improvements to the public transport system.</p> <p>[Q6 - N/A]</p>
299.15	Jason Herrick	<p>There has been a shortage of residential sections over the last few years, and the price of a residential section has increased significantly. The Greater Christchurch Partnership should be more supportive of developers trying to rezone their land to residential, as demand has exceeded supply, and now we have a housing crisis.</p> <p>[Q5: Partially]</p> <p>[Coder note: This submission point is part of a wider submission point on Q5]</p>
308.7	Rob Nicol	The Spatial Plan is proposed as the Future Development Strategy for Greater Christchurch, as required by the NPS-UD (Subpart 4). However, the background document ‘Urban Form Scenarios Evaluation Report’ acknowledges that the it does not meet the mandatory NPSUD requirement for every local authority to provide at least sufficient development capacity in its region or district to meet expected demand for housing and business land (see p 13).There is a projected a shortfall in Selwyn and Waimakariri Districts.
310.13	Richard and Geoff Spark	The Spatial Plan is proposed as the Future Development Strategy for Greater Christchurch, as required by the NPS-UD (Subpart 4). However, the background document ‘Urban Form Scenarios Evaluation Report’ acknowledges that the it does not meet the mandatory NPSUD requirement for every local authority to provide at least sufficient development capacity in its region or district to meet expected demand for housing and business land (see p 13). There is a projected a shortfall in Selwyn and Waimakariri Districts.
310.15	Richard and Geoff Spark	Considers the inadequate supply of land for other forms of housing will result in scarcity, greater potential for monopolistic practices and continued escalation in land and house prices, and a continuation of the price escalation which has occurred in recent times. This is

		contrary to the NPS-UD which requires planning decisions to improve housing affordability by supporting competitive land and development markets (Objective 2).
310.29	Richard and Geoff Spark	As acknowledged in the background document assessing alternative growth scenarios, the proposed Spatial Plan is a Future Development Strategy as required under the NPS-UD which does not meet the mandatory requirements of the NPS-UD. It does not provide for sufficient development capacity in Selwyn and Waimakariri. In its current form the Submitters question whether it will give effect the NPS-UD.
315.6	West Melton Holdings Ltd	The Spatial Plan is proposed as the Future Development Strategy for Greater Christchurch, as required by the NPS-UD (Subpart 4). However, the background document 'Urban Form Scenarios Evaluation Report' acknowledges that the it does not meet the mandatory NPSUD requirement for every local authority to provide at least sufficient development capacity in its region or district to meet expected demand for housing and business land (see p 13).There is a projected a shortfall in Selwyn and Waimakariri Districts.
315.9	West Melton Holdings Ltd	The inadequate supply of land for other forms of housing will result in scarcity, greater potential for monopolistic practices and continued escalation in land and house prices, and a continuation of the price escalation which has occurred in recent times. This is contrary to the NPS-UD which requires planning decisions to improve housing affordability by supporting competitive land and development markets (Objective 2).
318.6	Andrew McAllister	<p>There needs to be a balance between housing intensification and greenfield development in order to meet the mandatory requirement of the National Policy Statement -Urban Development (NPS-UD) Policy 1 to have or enable a variety of homes that meet the needs, in terms of type, price, and location, of different households.</p> <p>The Draft Greater Christchurch Spatial Plan (GCSP) does not achieve this. The Spatial Plan is proposed as the Future Development Strategy as required by the NPS-UD (Subpart 4). However, the background document 'Urban Form Scenarios Evaluation Report' acknowledges that the Spatial Plan does not meet the mandatory NPS-UD requirement for every local authority to provide at least sufficient development capacity in its region or district to meet expected demand for housing and business land (see p 13). There will be a shortfall in Selwyn and Waimakariri Districts.</p> <p>The inadequate supply of land for other forms of housing will result in scarcity, greater potential for monopolistic practices and continued escalation in land and house prices, and a continuation of the price escalation which has occurred in recent times, including at Prebbleton. This is totally contrary to the NPS-UD which requires planning decisions to improve housing affordability by supporting competitive land and development markets (Objective 2).</p> <p>[Also recoded under 6.1.]</p>
318.19	Andrew McAllister	<p>Amend Maps 2 and 14 to include existing LLR zones including at Swannanoa. LLR is a form of low density urban zoning. Existing LLR zones in Greater Christchurch appear to be excluded from Maps 2 and 14.</p> <p>Amend the Spatial Plan to recognise and provide for a diversity of housing types in a range of locations, including LLR, including my land at Swannanoa.</p> <p>Any additional, alternative or consequential amendments which give effect to the intent of this submission and my interests.</p> <p>Any alternative, additional, consequential or other relief which gives effect to the intent of my submission and my interests.</p>
320.5	Cockram Premises Limited	Revise Tables 3 and 4 (and 2) to reflect best practice and ensure that they comply with then PS-UD.

		<p>Table 3: Sufficiency of industrial land to meet projected demand (2022 – 2052)</p> <p>Table 4: Sufficiency of commercial land to meet projected demand (2022 – 2052)</p> <p>Decisions on recent Selwyn private plan change requests consistently agreed with evidence that the Council’s housing and business capacity assessments underestimated housing and business capacity, and overestimated available capacity, and did not meet the requirements of the National Policy Statement – Urban Development (NPS-UD). We understand that essentially the same Council methodology underlines Tables 2, 3 and 4. With respect to industrial and commercial land, they need to recognise that there are a range of industrial and commercial locations required to meet the specific needs of different types of business, For example, businesses requiring large land areas and storage and display, (including heavy machinery which can damage sealed surfaces) rather than industrial or commercial buildings and may not require reticulated services are generally best accommodated outside conventional industrial zones, including the land identified in Figures 1 and 2.</p>
323.4	Rick and Lionel Allaway and Larsen	<p>Amend Maps 2 and 14 to include existing LLR zones in Greater Christchurch. LLR is a form of low density urban zoning. Existing LLR zones in Greater Christchurch appear to be excluded from Maps 2 and 14.</p> <p>Amend the Spatial Plan including Maps 2 and 14 to recognise and provide for a diversity of housing types in a range of locations, including LLR, including our land (and neighbouring land) at north west Rangiora west of Lehmans Road and north of Oxford Road. We have lodged a submission on the Proposed Waimakairi District Plan (PWDP) seeking LLR rezoning of this land (lot sizes averaging appx 2000m2 or the less preferred alternative, 5000m2). It would also be suitable for full urban residential development and should be shown as a future urban residential growth area in the Spatial Plan – see https://www.waimakariri.govt.nz/__data/assets/pdf_file/0012/112206/236-SUBMISSIONRICK-ALLAWAY-AND-LIONEL-LARSEN-ASTON-CONSULTANTS.pdf</p> <p>Any additional, alternative or consequential amendments which give effect to the intent of this submission and our interests.</p> <p>[Relevant submission points also recoded under 6.1.4.1.]</p>
327.1	Birchs Village Limited and WDL Enterprises Limited	Currently, the Spatial Plan only focuses growth through targeted intensification in existing urban and town centres and along public transport routes, regardless of its short, medium and potential long-term feasibility.
327.2	Birchs Village Limited and WDL Enterprises Limited	Considers the GCSP assesses capacity across the entire Greater Christchurch area, and not within areas of high demand.
327.4	Birchs Village Limited and WDL Enterprises Limited	Considers that the approach in relation to providing development capacity is inadequate for a future focussed and strategy document and does not properly give effect to NPS-UD
327.5	Birchs Village Limited and WDL Enterprises Limited	Considers that the Spatial Plan is informed by coarse capacity figures which are applied across the entire Greater Christchurch area, and are based on plan enabled and Council desired infill capacity, but not on actual feasibility.
327.6	Birchs Village Limited and WDL Enterprises Limited	Considers that the Spatial Plan is inconsistent with the NPS-UD as Direction 4.2 states "Ensure sufficient development capacity is provided or planned to meet demand". Considers that this does not reflect the NPS-UD requirement to provide at least sufficient feasible development capacity at all times, and needs to be amended.

327.14	Birchs Village Limited and WDL Enterprises Limited	Considers that it is unacceptable and inappropriate to require greenfield development to be demonstrated against the latest Housing and Business Development Capacity Assessment, as this would be at the control of Council and not appropriately provide for private developer lead plan changes pursuant to Policy 8 NPS-UD.
327.24	Birchs Village Limited and WDL Enterprises Limited	Prebbleton as an area of high demand, on transport routes (including rail on Map 9), and with a new District Park, there will be significant investment from private property developers including the Submitter, and the ability to achieve significant development capacity.
331.12	Carter Group Limited	<p>Comments with respect to particular maps: Carter Group generally support Map 2 of the draft Spatial Plan showing the spatial strategy, subject to the inclusion of other development areas as shown in Appendix 1 to reflect recent plan change processes and the associated evidence base supporting urban growth in these locations.</p> <p>Carter Group notes that in Maps 2 and 14 the area subject to PC80 is marked as an “approved plan change not made operative”. PC80 was made operative on 1 June 2023 and should therefore be recognised as such in these maps. On this basis, Carter Group also consider PC80 should be shown in Map 13 as an extension of the IZone ‘Industrial Type Employment’ area.</p> <p>Carter Group also notes that decisions on the proposed Selwyn District Plan are imminent, and whilst the outcome of decisions on the rezoning are not known at this point the draft Spatial Plan and its maps should account for land rezoned through that process.</p> <p>Finally, Carter Group question the relevance or need for Map 4 generally, and specifically insofar that ‘Priority Development Areas Arising from Technical Assessment’ are spatially defined on the plan. The Spatial Plan as a whole generally describes the priority areas for Greater Christchurch and depicts these priority areas with greater clarity and broader context on Map 2.</p> <p>Conversely, Map 4 narrowly and inappropriately frames ‘Priority Areas for Greater Christchurch’, despite the text on page 43 of the draft Spatial Plan acknowledging these are only ‘broad locations’ and that ‘further work is required to define the extent and description of some of these areas’. For these reasons, Carter Group consider Map 4 should be deleted.</p> <p>[Cross ref to PDAs]</p>
340.11	Hughes Developments Limited	<p>A broader approach for future development throughout Greater Christchurch is required for the reasons addressed below.</p> <p>There are real concerns about both the feasibility of providing the necessary level of infill and intensification at the appropriate scale in many of these ‘brownfield’ areas and making this a focus of the Spatial Plan. While intensification of ‘brownfield’ sites and areas may be philosophically appealing, the feasibility of achieving this is unlikely to be possible due to a number of barriers, including:</p> <ul style="list-style-type: none"> • Fragmented land ownership, with the ability to re-develop at scale potentially thwarted due to landowners reluctance to sell, or sell at reasonable market rates • Miscalculating infill capacity by failing to properly account for the size, shape, value, access, and location of existing dwellings, utilities and other improvements. • High cost of redeveloping sites which have existing buildings, utilities and other improvements on them, which in many cases may still have many years of viable use remaining • Assumes a voracious appetite for much smaller sections sizes than have previously been provided, especially in key townships in Selwyn and Waimakariri, but also in parts of Christchurch City • Assumption that giving effect to the Medium Density Residential Standards (MDRS) will result in significant levels of redevelopment in accordance with those provisions. There is a strong possibility that this may not come to pass; the MDRS are enabling and there is no requirement on landowners to intensify. In addition, developers often place encumbrances on developments to ensure the quality and amenity of their developments are protected. As such, any assumptions about the

		<p>potential for infill to provide significantly for increased dwelling capacity in existing urban areas in the Greater Christchurch area over the life of the Spatial Plan should be approached with caution.</p>
343.14	Waipuna Halswell-Hornby-Riccarton Community Board	<p>The Board supports ensuring sufficient development capacity is provided or planned for to meet demand.</p> <p>The Board supports the concept that the projected demand for housing over the next 30 years is not a major issue for Greater Christchurch but does not accept one can project to 60 years. The Board accepts, however, that a reasonably conservative view has been taken i.e. the understanding that a 60 year plan is based on housing remaining reasonably constant over time.</p>
348.21	Balance Developments Limited	<p><i>Demand for standalone dwellings in Christchurch City District</i></p> <p>The Greater Christchurch Housing Development Capacity Assessment (Housing Capacity Assessment) considers the maximum amount of development achievable on residential land in Christchurch City, and asserts that much of this development capacity will not be enabled due to insufficient demand.</p> <p>The above claim is incorrect, as a research report prepared by Livingston and Associates, found there is a demand in Christchurch, but that demand is strongly focussed on standalone dwellings.¹⁸ According to this report, the projected demand for standalone dwellings between 2021 – 2051 is 24,850 units. The demand for multi-unit dwellings in the same time frame is 10,750 units.¹⁹ This data is backed up by engagement carried out with the development sector in Christchurch, as part of the background work for the Draft Spatial Plan. Developers state they prefer to build standalone single and two story dwellings and single and two storey multi-unit complexes in residential areas, as this is where the demand lies.²⁰</p>
348.22	Balance Developments Limited	<p>Clause 3.22 of the NPS-UD defines “a competitiveness margin” as “a margin of development capacity, over and above the expected demand that tier 1 and tier 2 local authorities are required to provide, that is required in order to support choice and competitiveness in housing and business land markets.” That is consistent with the Policy 1(d) part of the definition of “well-functioning urban environments” as being ones which “support and limit as much as possible adverse impacts on, the competitive operation of land and development markets”.</p> <p>Under the draft Spatial Plan, new residential development in the CDP area would be focused solely or heavily on intensifying current residentially zoned land, which does not support choice and competitiveness in housing markets and will exacerbate adverse impacts on the competitive operation of land and development markets.</p>
348.34	Balance Developments Limited	<p>The Draft Spatial Plan does not meet the above requirements as it does not provide for any Greenfields Priority Areas - Residential within the Kaiapoi area. The Draft Spatial Plan projects that the feasible capacity of the Waimakariri District, over the next 30 years, is 14,450 additional households, while the expected demand (with a margin) is 13,250 households over that time frame, and on that basis asserts that there is a small surplus of housing capacity over demand (350 in the medium term and 1200 in the long term).</p> <p>The Draft Spatial Plan has not provided any assessment of feasible housing capacity or housing demand in Kaiapoi, and has simply assessed the whole of the Waimakariri District as if it is one housing market. As Kaiapoi is the closest Waimakariri town to Christchurch, the demand for housing is likely to be greater in Kaiapoi than in Waimakariri overall, so deficits of housing capacity to meet demand are more likely to result in Kaiapoi.</p> <p>In making its capacity and demand assessments for the Waimakariri District, the Draft Spatial Plan overestimates capacity and underestimates demand. In relation to demand, it estimates 5600 households in the medium term (ie average 560 households per year for 10 years, including margin) and 13250 household in the long term (ie average 442 households per year for 30 years, including margin),</p>

but Waimakariri District building consents averaged more than 700 per year for the 5 years up to 2022, and more than 570 per year over the last 30 years.

In relation to feasible capacity, the Draft Spatial Plan overestimates capacity in the following ways:

- It assumes that, in existing greenfields areas, 75% of land will be available for development, and in FUDAs, 100% of land will be available for development. The actual yields of recent developments (taking into account land used for infrastructure and commercial uses) are 60 - 65% for greenfields and 85% for FUDAs.
- It assumes an unrealistically low development margin of 6.6%, rather than the usual required development margin of at least 20%.¹⁶
- It fails to take account of the effect of the National Environmental Standards on Freshwater (NES-FW) which negatively affects the development potential of greenfields areas and FUDAs, particularly areas which are low-lying and flood-prone, as is the case throughout most of the eastern parts of the Waimakariri District, where development is most likely to take place.
- It assumes house prices, building costs and official cash rates from 2020/21, all of which have changed markedly since then, in ways which discourage the development of housing supply compared to that time.
- It fails to take account of the following factors which mean that likely market supply of homes will fall short of the calculated feasible capacity:
 - a. Developer intentions: not all landowners have clear intentions to develop their land in the short-medium-long terms, nor to sell their land to others who may wish to develop it.
 - b. Tax implications: greenfield land-owners are liable for taxes on recent land value uplift caused by rezoning, these taxes being greatest in the first year following the rezoning, but gradually diminishing over time and then ceasing 10 years later. This can cause land to be withheld from the market for up to a decade.
 - c. Land banking and drip-feeding: Some landowners intend to develop in the future, but are currently withholding supply to capitalise on inevitable land price inflation, while some are drip-feeding supply to maintain prices and maximise returns.
 - d. Site constraints: the estimates of feasible capacity consider only some infrastructure site constraints while ignoring others such as power and telecommunications, and also overlook other factors that affect developability, such as contamination or awkward site shape/topography.
 - e. Operational capacity: some landowners face operational capacity constraints, which limit the number of new residential lots that they can supply per annum.
 - f. Financing: similarly, some landowners face capital/financing constraints that also limit their ability to supply.
 - g. Given these various market forces, it follows that actual market supply will only ever be a modest proportion of feasible capacity, and that reliance on “just enough” feasible capacity to meet demand will invariably lead to significant and prolonged market shortages.

The Draft Spatial Plan estimates of feasible capacity also overestimate the impacts of the medium density residential standards (MDRS) in that:

- a. Much of the existing zoned urban area in Waimakariri District is already built out, and in Kaiapoi, is relatively new.
- b. The rate of intensification which can be achieved is limited by the capacity of existing infrastructure networks. The Council is yet to carry out detailed modelling to assess the capacity to service all plan-enabled and expected capacity within existing

		<p>residential areas. Whereas for greenfield areas, new infrastructure can be appropriately sized and designed to meet the scale of new neighbourhoods.</p> <ul style="list-style-type: none"> c. In provincial districts such as Waimakariri, there is currently only limited demand for the intensified types of housing enabled by MDRS. Housing consents in the Waimakariri District over the last decade were 88% stand-alone dwellings, only 7%flats/units/duplexes and 5% retirement units (of which there has been and still is a shortage of supply to meet the demand in the District). d. Maori and Pasifika people prefer 2-3 bedroom + standalone housing.² e. Engagement carried out with the development sector in Christchurch, as part of the background work for the Draft Spatial plan, showed that developers prefer to build standalone single and two story dwellings and single and two storey multi-unit complexes in residential areas, as this is where the demand lies.²⁴ <p>Currently, there is little greenfields land available for development in Kaiapoi, with the BeachGrove development being the only significant undeveloped land left in the town. 300 lots have already been developed in Beach Grove, with a further 100 currently underway, leaving only a further 200 lots to be developed in 2023/24, after which there will be no more greenfield land to accommodate ongoing growth in demand for living in Kaiapoi. New areas like the Balance South Kaiapoi Block need to be opened up as soon as possible to keep pace with demand.²⁵</p> <p>[Full Submission available.]</p>
348.38	Balance Developments Limited	<p>Providing sufficient development capacity</p> <p>Part 2 of the Draft Spatial Plan sets out the guiding directions for an urban environment that enables vch and affordable housing. Direction 4.4 discusses housing choice and affordability and states that:</p> <p><i>(A)dditional greenfield development may be required for the longer term and to provide for a population towards one million. Additional greenfield will be assessed through other statutory processes.³¹</i></p> <p>This statement is contrary to the requirements on local authorities under the NPS-UD(cl.3.13(1)(ii)) to provide in the FDS sufficient development capacity in future urban areas that meets the criteria set out in cl. 3.2 and 3.3.</p> <p>Clause 3.3 refers to development capacity for business land, while clause 3.2 refers to sufficient development capacity for housing. These specific types of areas must be plan enabled and capable of meeting expected demand plus the appropriate competitiveness margin.</p> <p>What is considered sufficient development capacity?</p> <p>Clause 3.4(1)(c) provides that development capacity is plan-enabled for housing if:</p>

		<p>a. in relation to the short term, it is on land that is zoned for housing in an operative district plan</p> <p>b. in relation to the medium term, either (a) applies or it is on land that is zoned for housing in a proposed district plan</p> <p>c. in relation to the long term, either (b) applies or it is on land identified by the local authority for future urban use or urban intensification in an FDS.</p> <p>By stating that additional greenfield sites will be assessed through other statutory processes, the draft Spatial Plan is not complying with cl.3.4(1)(c). It is the intent of the NPS-UD that future land for housing is identified in a FSD. The Draft Spatial Plan should therefore identify land in the CDP area for future urban use, including Greenfield Priority Areas – Residential and Greenfield Priority Areas - Business. Simply identifying generic Future Urban Development Areas does not provide enough certainty of either type of supply.</p> <p>[Also recoded under 11.4.1.]</p>
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Opportunity 4 > Housing Provision - See Sections 4.5.6 of the Officers Report

Point	Submitter	Position
1.13	Alison Donley	<p>We need more affordable housing everywhere though. Don't be scared of stairs - the rest of the world isn't</p> <p>[Q2: Yes]</p>
70.8	Jingyuan Hou	<p>May drive up housing prices unnecessarily.</p> <p>[Q3b: Unsure]</p>
72.19	David Robinson	<p>No artificial greenbelts should be implemented.</p> <p>Yes there should be continuous green and blue connectivity corridors but a greenbelt shouldnt just be implemented as a generic policy if it restricts development in an area that would otherwise provide a medium or high density development node.</p> <p>If its an artificial greenbelt then it will push up land prices artificially as well.</p> <p>[Q3b: No- <i>in relation to affordable housing</i>]</p>
75.12	Anna Rumbold	<p>Urban sprawl is wrecking the environment and arable land. We must build, particularly terraced, homes that are functional, warm, efficient, surrounded by green space and are able to be used by all.</p> <p>[Q2: Yes]</p>
76.12	Madeleine Price	<p>A choice of housing is essential to cater for all age groups and group sizes. Privacy is a vital element.</p> <p>Housing areas should be designed to ensure mixed populations/communities.</p> <p>All housing sizes must include adequate storage space to comfortably store bulky items.</p> <p>Solar panels must also be included as an alternative energy source.</p>

		<p>Will our stormwater drainage systems need to be upgraded to cope with the watershed from increased rooftops and sealed street surfaces?</p> <p>Will the sewer systems cope adequately in high density areas?</p> <p>We do not want flooding and sewage failures in adverse weather.</p> <p>All housing development should be designed for lasting well into the future and still look good. Quality design and building materials must be included. We want to maintain Christchurch's image as a garden city</p> <p>[Q2: Yes]</p>
76.18	Madeleine Price	<p>If this is to be successful, the biggest challenge for residents is respect for their neighbours and respectful care care of their neighbourhoods.</p> <p>We regularly observe respect is wanting in low cost housing areas and are potentially dangerous environments.</p> <p>[Q5: Partially]</p>
117.14	Alice Holmes	<p>'Housing choice' must include housing that is suitable for families. One or two bedroom shoe box sized apartments without outdoor space are not attractive or suitable for many people. To promote good resilience urban gardening/ growing your own food should also be encouraged. Apartment living does not offer opportunities to enhance the natural environment.</p> <p>[Q5: Partially]</p>
124.4	Tim O'Sullivan	<p>Under the topic of housing there is a questionable statement that "Greater Christchurch has maintained a good supply of housing that is relatively affordable for middle to high income households, especially compared to other parts of the country" (page 67). What does relatively affordable mean in this context? Does it mean "Relatively affordable for middle to high income earners"? (page 73).</p> <p>What about low and average income earners? Lower income families have a social rights as well including the right to own their own home. The plan should include the necessity of reducing construction, planning, compliance, and subdivision costs for new housing so that lower income people can purchase their own home.</p> <p>[Also recoded under 6.1]</p>
139.16	Waikura Trust	<p>The following statements found in the Draft Spatial Plan demonstrate the urgent need for Transportable Homes Villages:</p> <p>[Q5: no comments in field past the colon.]</p>
171.4	Summerset Group Holdings Ltd	<p>Summerset considers that the DGCS:(i) Fails to adequately consider and provide for the needs and housing demand of elderly persons and an ageing population;(ii) Places an overwhelming reliance on meeting stated demand capacity through intensification (particularly that in close proximity to identified centres and public transportation corridors), including that proposed to be rezoned through plan changes currently being processed by Selwyn, Waimakariri and Christchurch City Councils (the outcomes of which have not yet been determined);Summerset considers that sufficient consideration has not been given to enabling for the future development of greenfield sites in the circumstances where these are necessary to meet the growth and choice needs of the community; and(iii) Fails to address the</p>

		<p>demand for specific types of development capacity to meet the range of different housing choices needed, including specific provision for retirement villages in greenfield areas.</p> <p>[See full attachment.]</p>
171.12	Summerset Group Holdings Ltd	<p>The DGCSP does not sufficiently recognise the nuances associated with aged care (in particular retirement village living). Figure 10 clearly identifies a projected increase in persons aged 65 and over in the period 2018 – 2073. However, the associated commentary refers to an aging population only in the context of intensification: ‘Greater intensification around centres and along public transport routes will help provide a range of dwelling types to meet the changing demand profile in Greater Christchurch, particularly from an aging population. This includes providing for the projected higher demand for smaller, more affordable units’ (p70). The stated move towards medium and higher density housing needs to consider the way in which retirement villages fit into the spectrum of housing choices available and the need for substantial land areas to develop comprehensive care retirement villages.</p> <p>The housing typologies by density outlined in Figure 11 do not recognise the nuances of the requirements of comprehensive care retirement villages, which typically require large sites with a low-density appearance (but with a higher population density). Further, the typologies do not recognise the health and transportation needs and mobility restrictions of residents of these villages.</p> <p>Summerset is concerned that the DGCSP has inadequately considered the needs of elderly persons or the type of housing demand that elderly persons have, and therefore has not adequately provided for housing that will meet their needs in the future. The DGCSP does not explicitly indicate that these housing typologies have different land requirements and locational attributes from other more ‘typical’ residential housing or even lifestyle retirement villages. Forcing retirement villages to align with other housing typologies will not enable such activities.</p> <p>[See full Attachment. Submission points also recoded under 6.1.7.]</p>
171.18	Summerset Group Holdings Ltd	<p>In its current form, the DGCSP: (a) does not fully recognise or properly provide for retirement living options (in greenfield, brownfield and intensification scenarios); (b) applies overly blunt principles as ‘opportunities’ in a manner which is inconsistent with the provisions of current legislation and policy documents; (c) places too much reliance on intensification anticipated to be enabled through Plan Change 14 (“PC14”) to the Christchurch District Plan, and other plan changes currently under consideration by Waimakariri and Selwyn District Councils, to provide for that capacity, despite these still being in their infancy. The outcomes of these process are yet to be determined and are not aimed at the full range of housing choices that the community needs; and (d) does not provide for well-functioning urban environments by failing to adequately consider the significant opportunities that greenfield development can provide for master planned, well-integrated development that requires larger land areas than are available within the existing urban framework.</p> <p>[Coded from pdf attachment - submission points expanded on and summarised under Opportunity 4)</p>

173.2	Ara Poutama Aotearoa Department of Corrections	<p>The Spatial Plan includes the following key directions relevant to the provision of non-custodial corrections activities:</p> <ul style="list-style-type: none">• <i>Direction 4.5 Deliver thriving neighbourhoods with quality developments and supporting community infrastructure.</i>• <i>Direction 5.2 A well connected centres network that strengthens Greater Christchurch's economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services.</i> <p>The Spatial Plan further recognises that it is important to have neighbourhood meeting places, and community facilities and services, that support the needs of individuals and whanau, and which keep up with growth and adapt to the particular needs of each community.</p> <p>Ara Poutama is supportive of the directions of the Spatial Plan to provide for supporting community infrastructure, including within the centres network. Ara Poutama however considers that explicit recognition should be provided in the Spatial Plan of the importance of providing for community social infrastructure and services such as health, education, and community corrections activities which are also important to deliver strong, healthy, and vibrant communities. Intensification and population growth in urban areas creates more demand for these types of facilities. Specifically with the higher population, the proportion of those people needing community corrections services will correspondingly increase.</p> <p>Ara Poutama therefore requests that direction 4.5 therefore should be amended to read as follows:</p> <ul style="list-style-type: none">• <i>Direction 4.5 Deliver thriving neighbourhoods with quality developments and supporting community <u>and social infrastructure and services.</u></i> <p>These outcomes need to also be considered when preparing other planning documents. That is, providing permitted activity status for the establishment, use and upgrading of community corrections activities in commercial and industrial zones (subject to appropriate development standards).</p>
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184.9	Hill Street Ltd	Focusing growth mostly along core public transport routes will encourage high densification as intended by the Spatial Plan. However, this approach may face challenges in sufficiently and efficiently providing residential land to accommodate the projected population within the next 30 to 60 years. For example, the availability of these properties would be subject to the landowners selling to developers, or these properties being acquired by Central or Local Government, with both approaches potentially being a drawn-out process spanning generations. Additionally, this approach seems contrary to providing for housing choice and affordability.
201.19	Property Council New Zealand	Believes that well-planned greenfield development can deliver appropriate climate mitigations while also delivering types of housing at typologies and price points that may not be achievable in existing urban areas.
216.9	Glenis Youngman	Apartments and terraced housing are no good for families who want outdoor areas at their homes for children to play. There has been nothing for families with children at all in your housing plans.
258.27	Brendon Harre	Considers that Christchurch in the past five years has built at a fast rate because it is one of the few places in New Zealand where housing can affordably be built at scale. Yet the draft spatial strategy risks Christchurch losing that role. This would not only be bad for Christchurch it would be bad for New Zealand.
258.30	Brendon Harre	Considers that for the GCSP to be successful it must learn from both the successes and failures of the previous UDS strategy. In particular it must ensure it has sufficient development capacity so that competitive tension provides housing choice and affordability.

272.8	Tim Lindley	<p>It is important housing growth is planned rather than just happens opportunistically, with careful provision to meet the needs of all its people including those disadvantaged by the increasing disparity in where wealth is spread in our nation</p> <p>[Q2: Yes]</p>
289.9	Paula Bevilacqua	<p>Christchurch is not yet at the point of being a city where people live in like Auckland and Wellington. Plan needs to look at next decade only for housing, not 60 years as there is plenty to fix in our urban areas and transport access is better. This will help movement to a city living.</p> <p>[Q2: No]</p>
302.5	Disabled Persons Assembly (NZ) Inc	<p>DPA welcomes the goal of enabling diverse and affordable housing that support thriving neighbourhoods that provide for people's day-to-day needs.</p> <p>DPA believes that the need for fully accessible housing be added as a goal alongside that of the desire for it to be diverse and affordable.</p> <p>Recommendation 4: that enabling accessible housing be added to the opportunity for goal to read "Enabling diverse, accessible and affordable housing..."</p> <p>[Full Attachment Available]</p>
302.6	Disabled Persons Assembly (NZ) Inc	<p>We noted earlier the estimate that there could be between 140,000 and 200,000 disabled people residing in the Greater Christchurch area by 2051. This means that diverse housing designs which are fully accessible and built to at least Universal Design Life mark Standard 5 should be consented throughout the Greater Christchurch area enabling disabled people the ability to have greater choice in terms of the housing options which are available to us as a community.</p> <p>Post-earthquakes, there was the expectation that more housing and public buildings in are built Christchurch would be designed and built to UD accessibility standards and that disabled people would be able to access a wider choice of homes and buildings as a result.</p> <p>Disappointingly, this has not been the case in that while an increasing number of new dwellings have been constructed, not all are fully accessible to disabled people and their families/whānau especially given the high proportion of two-storey housing developments which have been built since 2011.</p> <p>However, the new Spatial Plan affords the disabled community another opportunity to call for Greater Christchurch to have more accessible housing built to meet both current and future projected demand, especially given our ageing population.</p> <p>We also note the Spatial Plan's call for more compact communities in some areas and the impact this will have on the housing designs which could be permitted in these areas in the form of multi-storey dwellings.</p>

		<p>When it comes to potentially building more multi-storey housing, the Building Code and other associated legislation needs to be changed by Parliament to make the growing number of high-rise apartments and dwellings necessitated by this policy fully accessible.</p> <p>This is since under the current Building Code, building owners/developers are not legally required to have accessibility features, including lifts, installed in private dwellings (i.e., houses and business premises) if they are less than three floors in height.</p> <p>In the absence of any changes to the Building Code for even part of the timeframe of this plan, Greater Christchurch councils will need to incentivise private, government and non-government organisations through capital contributions to build more housing and business premises to Lifemark UD standards.</p> <p>The use of capital contributions will also help offset any additional costs involved.</p> <p>Recommendation 5: that Greater Christchurch councils incentivise the building of more compact, accessible to Lifemark UD standards houses and public buildings through capital contributions.</p> <p>[Full Attachment Available]</p>
302.7	Disabled Persons Assembly (NZ) Inc	<p>All communities in Christchurch should be suitable for every disabled person to live in too, and this includes people with mobility impairments, blind and low vision people, neurodiverse people (i.e., Autistic people), people with psychosocial disabilities/mental distress and Deaf/deaf communities.</p> <p>Some of Greater Christchurch’s growing communities, including Selwyn, Rolleston, Papanui, Rangiora and Eastern Christchurch could become real leaders in developing accessible communities where disabled people feel fully included through the ability to participate freely without barriers.</p> <p>This can be achieved through having NZ Sign Language, Braille, Large Print, Easy Read/Plain English and Māori signage in public spaces/places, mobility crossings with kerb cut outs, quiet spaces where people can retreat to in busy areas (which are suitable for neurodivergent people and people experiencing mental distress), accessible bus stops, mobility parking and vehicle drop off areas, appropriate seating where people can sit and rest as well as good lighting and security features.</p> <p>Building infrastructure to UD standards should support the building of accessible, inclusive communities but more detail needs to be included in the final plan as to how.</p> <p>We believe that the best way to do this is to ensure that Universal Design Standards (to at least Level 5) are written into the final spatial plan so that they are understood by developers, planners and architects.</p>

		<p>Recommendation 6: that the final Spatial Plan fully incorporate Universal Design Standards (at least to level 5) to ensure accessibility.</p> <p>[Full Attachment Available]</p>
302.8	Disabled Persons Assembly (NZ) Inc	<p>DPA believes in the need for councils to conduct extensive barrier free accessibility audits to determine what changes are needed as well.</p> <p>Recommendation 7: that Greater Christchurch councils undertake barrier free audits to determine what changes are needed in all communities.</p> <p>[Full attachment Available]</p>
308.8	Rob Nicol	<p>Whilst over time, and with an ageing population, there may be a gradual shift towards more apartment living (with lifts), this cannot be forced by unrealistically restricting other forms of housing.</p> <p>The inadequate supply of land for other forms of housing will result in scarcity, greater potential for monopolistic practices and continued escalation in land and house prices, and a continuation of the price escalation which has occurred in recent times. This is contrary to the NPS-UD which requires planning decisions to improve housing affordability by supporting competitive land and development markets (Objective 2)</p>
310.3	Richard and Geoff Spark	<p>Considers that apartments and terraced housing are not necessarily more affordable than other housing typologies for many first time home buyers. The background work on Proposed Change 14 demonstrates this.</p>
310.14	Richard and Geoff Spark	<p>Whilst over time, and with an aging population, there may be a gradual shift towards more apartment living (with lifts), this cannot be forced by unrealistically restricting other forms of housing, including medium density 'infill' and greenfield development, including some provision for lower density/large lot residential development and retirement villages.</p>
315.3	West Melton Holdings Ltd	<p>Apartments and terraced housing are not necessarily more affordable than other housing typologies. The background work on Proposed Change 14 demonstrates this.</p>
315.8	West Melton Holdings Ltd	<p>Retirement villages are built at scale and require large vacant sites. Clearly they cannot be accommodated in high density buildings along core PT and MRT routes, to be constructed within existing already fully developed urban environments. Retirement housing will continue to grow in demand as the population ages, and provide an affordable, safe and supportive housing option for the elderly.</p>
318.7	Andrew McAllister	<p>Large Lot Residential Development</p> <p>The Spatial Plan will be implemented as part of the Canterbury Regional Policy Statement (CRPS) review in 2024 and needs to recognise and address the full range of housing needs, including provision for LLR development.</p> <p>The Spatial Plan and subsequent CRPS review should not retain the current CRPS approach to LLR as set in Policy 6.3.9. This limits rural residential development to preferred areas identified in a Council approved rural residential strategy. It is contrary to the NPS-UD and far too restrictive, 'fixed' and 'unresponsive' to housing needs as these change and evolve over time.</p> <p>LLR should enable housing in the appx. 1000m2 + size range rather than be restricted to larger lots averaging 5000m2 as is the current requirement in the CRPS. This is wasteful of land and is larger than required to market demand.</p>

		<p>While the weight of demand (and the planning response) is around affordable housing, around small lots and dense development that supports investment in public facilities and amenities such as public and active transport, reserves, and commercial services, there is always a wide spectrum of preferences at play in the housing market. The demand for high quality, generous houses set on generous sized parcels of land within high amenity settings is an important and no less relevant housing sector. There is a strong unmet demand for larger family homes with room for a pool or similar. Purchasers want to be close the amenities of District towns and Christchurch City and within walking and cycling distance of local schools. They do not want the only other available option – a 4 ha lifestyle block.</p> <p>LLR sites are large enough to accommodate multi-generational living opportunities – and contribute to housing affordability whereby younger or retired family members can be accommodated in minor residential units and provide mutual support (child care, care of elderly family members etc). Apartments, terraced houses and townhouses can't.</p> <p>LLR development is not a 'luxury item' or a form of urban development which cannot support a low carbon future with reduced greenhouse gas emissions given that over time it is anticipated that there will be a shift towards electric vehicles.</p>
339.16	Fletcher Living	<p>The Spatial Plan recognises that it will be necessary to incentivise higher density residential living. The previous and now current Christchurch District Plan have provided for higher densities. While there had been some demand for this housing typology, recent experience indicates that demand is now tailing off. This indicates that unless there are significant incentives that the desired increase in density will not occur. It is not sufficient to enable this development. This is recognised in Direction 4.3 but no examples of this critical component for densification are provided or discussed.</p> <p>We agree that focusing growth away from hazardous locations and investing in infrastructure that reduces exposure and adapting urban areas by incorporating functional elements into the blue-green network can all help to reduce some of the risks. However, we note there does not appear to be any discussion or initiatives that considers managed retreat of existing development that is vulnerable with the next 30 years.</p> <p>Further clarity on implementation and delivery of the Spatial Plan is required. As currently drafted the implementation and delivery is vague and uncertain and it is not clear how each supporting agency will be involved and who is providing leadership on various initiatives, and where there is a coordinating agency in charge of implementation. It is equally uncertain how the development community will be able to take advantage of opportunities to partner with territorial authorities, the Greater Christchurch Partnership and Government Agencies on relevant initiatives.</p> <p>[Q6. Also coded to 4.2 and 10.2 Full Submission Available]</p>
363.9	Richmond Residents' and Business Association	<p>We would consider that Richmond has a balance of the availability of mixed housing types but that the spread of that availability has been compromised by the extensive building of multi-level homes/apartments in concentrated areas of the suburb. The balance of space between all different housing types must be considered more by the planning authorities when granting resource consents.</p> <p>Current heritage plans and special amenity conditions should be preserved.</p>

		<p>The current intensity of social housing units, particularly in South Richmond should also be considered when viewing the overall housing capacity spectrum.</p> <p>{Full Attachment Available}</p>
364.7	Alan Grey	<p>Affordable housing. This seems to be a desired outcome of the plan, but there is nothing to indicate that it would be achieved or achievable through this plan. For one thing, the plan takes an inconsistent approach, saying that there will be an increase in one-person households, and in the next breath, that there will be a need for more multi-generational housing. The main issue, though, is that there is already increased intensification of housing, including all the options laid out in the plan. Therefore, what does the plan add to what is already happening? I would argue ... nothing. Is the plan about defining where those types of housing should go? Such restrictions would be a huge mistake and likely lead to the creation of “ghettos” in certain areas, as happens and has happened overseas. By definition, if you place “affordable” housing in one place, you force all those who have few resources to live primarily in certain areas that you have defined. That is a recipe for disaster</p> <p>[Full Attachment Available]</p>

Opportunity 4 > Kainga Nohoanga - See Sections 4.5.7 of the Officers Report

Point	Submitter	Position
66.27	Andrew McDowell	<p>Are Ewi going to be required to contribute toward the cost of providing infrastructure to the kainga nohoanga reserve areas? This would be more appropriately funded from treaty settlement funds, as would the development within these reserves.</p> <p>[Q5: No]</p>
78.9	Telly Power	<p>Maori land is important, but can't we work do what this is beneficial for Maori and Pakeha alike?</p> <p>[Q5: Partially]</p>
112.11	Sam Spekreijse	<p>More clarification is needed on the structure/location/ownership of infrastructure actually <i>on</i> Māori Reserves to give agreement/disagreement. Additionally, the use of Maori land to provide <i>shared</i> infrastructure with neighbouring land should be allowed for, and is not. In the same way, though, external transport infrastructure absolutely should be extended to service kāinga nohoanga when population levels make it practical.</p> <p>More importantly, the type and magnitude of changes needed to ensure the existence of urban kāinga nohoanga are not clear and could, in the worst case, affect the price/accessibility of housing stock, which goes against the more important goal of increasing density in a way that allows for affordable housing. Housing choice should not be as important as increasing density and affordability, so long as a reasonable standard is maintained.</p> <p>[Q5: Partially]</p>
122.17	Luke Bulger	<p>Good focus on papakāinga, a long overdue regulatory catchup (whether or not the Regional Council is to blame for past barriers to development of Māori land, that I do not know).</p> <p>[Q5: Yes]</p>
126.25	Tim Frank	<p>These are some great opportunities. While it is great to see some emphasis on providing better for Māori reserve land development, I do not think that this is necessarily of key strategic significance for the Greater Christchurch area. The overall area to which this relates is</p>

		<p>fairly small in comparison to Greater Christchurch. It also needs to be supported by those responsible for these lands, not imposed by Greater Christchurch.</p> <p>[Q5 - Partially]</p>
126.33	Tim Frank	<p>These are some great opportunities. While it is great to see some emphasis on providing better for Māori reserve land development, I do not think that this is necessarily of key strategic significance for the Greater Christchurch area. The overall area to which this relates is fairly small in comparison to Greater Christchurch. It also needs to be supported by those responsible for these lands, not imposed by Greater Christchurch.</p> <p>[Q5 - Cross ref]</p>
150.11	Connor McIver	<p>The intended balance between preservation vs development of Māori Land is not entirely clear in this strategy. Also, it would be important that infrastructure investment in such areas is provided on an even footing with other land types, e.g. through development contributions, etc.</p> <p>[Q5: Unsure]</p>
264.15	Environment Canterbury Youth Rōpū	<p>We are unsure if we want to agree with the strategy due to lack of details on it. The strategy is very vague and fails to mention what Māori land will be built on. There is no evidence of a co-governance partnership between Te Rūnanga o Ngāi Tahu and the project (that is more than consultation). If this project takes place will mana whenua be compensated for this land opportunity? Will mana whenua have first right of refusal to housing on their land? We feel that this plan fails to recognise the historical trauma that Māori have with the land and when it comes to the Crown. Is this housing project for Māori or for the economy, or can it be for both? It is good to see there is some thought to replenish the waterways and not build on sacred land but there needs to be more than that.</p> <p>[Q5: Unsure]</p>
269.9	CRAIG LAMBIE	<p>In the plan above it states the safe connectivity of maori reserve lands to the wider transport network is a priority. Shouldn't it be a priority for all citizens to use this transport and I don't think this would be required due to a declining population ie reduced births and deaths up by 10%. It has been predicted (deagle.com) to be a massive decrease in the world population by 2025 . e.g. NZ reducing to 3.2 Million people.</p> <p>[Q1: No]</p>
298.16	Jane McKenzie	<p>The continued mention of the Maori word Kainga nohoanga which apparently means 'a place to sit'.. mainly for the Maori, is dividing the people of this Our land Christchurch New Zealand.</p> <p>[Q3a: No]</p> <p>[Coder note: This point was from broader submission point on the Blue Green network, Q3a]</p>
340.21	Hughes Developments Limited	Supports Direction 4.1.
343.13	Waipuna Halswell-Hornby-Riccarton Community Board	The Board supports enabling the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas.

Opportunity 4 > Connected Neighbourhoods - See Sections 4.5.8 of the Officers Report

Point	Submitter	Position
2.17	Jackson Davey	<p>Christchurch already suffers from significant traffic issues. This is caused by a massive overreliance on cars, which in turn is caused by a lack of density in this city. People often have to travel great distances to where they need to go, as the suburbs are often very far away from places that people work or shop. Increasing density, particularly by using mixed-zoning and high density housing, will allow people to walk to where they need to go, rather than drive as their destination will more likely be a 15 minute walk from their house, rather than an hour. Increasing this density of housing will also allow a greater use of public transport, as there will be far more people within the catchment area and much higher ridership. This will have the benefits of lower congestion, lower emissions, and shorter travel times, particularly for those not driving. Increasing density will also prevent future urban sprawl, which considering that we live around land that would be better used for agriculture than housing, is clearly in our best interest economically and environmentally.</p> <p>[Q2: Also coded to 6.1 and 8.1]</p>
66.22	Andrew McDowell	<p>Again, local government is being dictated to by the agenda of the non-elected UN. High density housing, 15 minute Smart Cities, and digital surveillance ghettos may suit some people and their lifestyles or the place in their life journey, but it certainly doesn't suit everyone, and would be detrimental to the health and freedom of many.</p> <p>[Q2: No - <i>in relation to 15-minute cities</i>]</p>
66.25	Andrew McDowell	<p>The deemed significant risk from natural hazards is part of a natural retreat agenda being promoted by the World Economic Forum, which is also linked to UN Agenda 2030 and is designed to use the fear generated by the climate scam to push people into 15 minute smart neighbourhood digital ghettos.</p> <p>[Q5: No]</p>
66.29	Andrew McDowell	<p>The reality, as seen in neighbourhoods in England that have already established 15 minute neighbourhoods, has shown how impractical these initiatives really are. They try to force behavioural changes on the population without their consent, that simply do not work for the majority of the population. The 15 minute community model must be dropped as the majority of humans are not wired to flourish in this confined environment, it wrongly assumes there will be enough suitable employment for everyone in the community within the said community, it doesn't reflect the need for many residents to travel to remote work locations not served by public transport because of their specific skill sets and occupations, it doesn't adequately cater for tradespeople who have to use a company vehicle for their work, and it will isolate family members who are not residing in the same community.</p> <p>[Q5: No]</p>
124.5	Tim O'Sullivan	<p>Housing choice and location should not be constrained by other people's ideas of what is good. Social satisfaction is increased when people have the freedom to live and work wherever they want. The benign sounding idea of "close proximity" sounds similar to some overseas proposals for "15-minute cities" and if that is the case it is an unacceptable idea.</p> <p>[Also recoded under 6.1]</p>
169.15	osokind	<p>Many people in Christchurch know about the Resilient Cities agenda, the Rothchild and World Economic Forum agenda to design and create 15 minute cities. We see it in Oxford and Birmingham in the UK, and other cities. The amount of digital surveillance required to manage such infrastructure can then easily be used to monitor every man, woman and child. The majority of any city is made up of good</p>

		<p>honest people and this journey to a "Greater Christchurch" proposed and being facilitated is truly the opposite of what any free person would want.</p> <p>[Q5: 15 minute cities]</p>
198.24	Paul Bryant	<p>What was the makeup of the sample group that came up with the 86% in support? Were minors or children part of this including people below the voting age?</p> <p>You state population will may double or more in 60 years. So does it keep doubling every 60 years or less - what does this look like in your future plan? Or is that someone elses problem. This is not a sustainable approach.</p> <p>With deaths higher than births and skilled workers leaving the country at the moment, where are all these people going to come from? Imigrants? Refugees?</p> <p>What is really driving this plan? Council, Government, who? Is this a 15 minute city?</p> <p>What part is AI going to play in the future?</p> <p>I don't think this plan has done much thinking. Look at other places in the word, your plan resembles China. Learn from mistakes others have made, open your mind, think outside the box, dream the future and make it happen.</p> <p>[Q6. also coded to 11.4]</p>
220.14	Ministry of Education	<p>Part 2 Section 4.5 outlines the features of connected neighbourhoods.</p> <p>Decision sought: We strongly agree that community facilities like education are critical to delivering thriving neighbourhoods. Engagement with MoE at more detailed levels of planning, on transformational projects and at PDAs will enable this to occur.</p>
225.12	jenny Gilgenberg	<p>No draft spatial plan is good, ie 15 min cities are out</p> <p>[Q4: No]</p> <p>[Also recoded under 9.1]</p> <p>This is a part of making 15min cities, I strongly oppose.</p> <p>[Q5: No]</p> <p>[Also recoded under 2.1]</p>
229.9	Andrew Fox	<p>Im against World Economic Forum programs infiltrating into our local council (ccc) as they are doing around the world, and they publicly admit to doing, to promote 15 minute cities and control our movements, with the excuse of unfounded climate change rhetoric.</p> <p>[Also recoded under 8.1 - submission point made in response to Q1, 2, 3a, 4 and 5.]</p>

237.12	Alastair McNabb	<p>No 15 minute city. No reckless wasteful spending of public funds on flavour of the month ideas. Try fixing the damaged roads and improving other such infrastructure. Using my money for your pet projects is theft.</p> <p>[Q6 - also recoded under 11.1]</p>
239.8	Joanne Hannah	<p>I do not think that Christchurch should become a fifteen minute city and i know that this proposal is exactly this. It will effect my life greatly and my childrens lives greatly. In my situation I have a father who is a hoon hay rest home, it can take me up 30 minutes to drive there, not 15 minutes. Also i have a child involved in sport and iwill not stop going to games because of this proposal either. Also it will effect my work as an in home carer, going from place to place all over town. So I do not agree with this at all.</p> <p>[Q1: No]</p> <p>[Also recoded under 8.1]</p>
244.9	Anne Bluck	<p>This concept of a greenbelt is a smoke screen to the real purpose of your plans, involving your 15 minute city/ghetto's.</p> <p>[Q3b: No. Also coded to 5.2]</p>
246.12	Greg Bluck	<p>A greenbelt is just a man made park .This will be used to define the perimeters of the 15 minute city.</p> <p>[Q3b: No. Also coded to 11.3]</p>
246.13	Greg Bluck	<p>This will be used to divide the '15 minute city' into further sub groups , e.g housing , industry etc .Also make it easier to control of the citizens in the 15 minute city more effective ,similar to he Chinese model</p> <p>[Q4: No. also coded to 9.1]</p>
249.15	Anne Ferguson	<p>I think this is a destructive plan where its going to affect the lives, homes, families and businesses along the planned route with underlying hidden agendas that, the general public are not aware of, which will support 15 minute city plans and eventually the control of ChCh city citizens who are being led to believe its to cut carbon admissions and for the good of ChCh.</p> <p>What rate payers want to spend the amount of finance on a plan where we already have adequate facilities?</p> <p>The out lying urban areas also have room to expand for the growth.</p> <p>[Q6]</p>
252.8	Logan Brunner	<p>Overall, this is a plan in the right direction regarding increased public transportation and cycleways to reduce accessibility inequality that is caused by requiring a car to get around. The regular costs of car ownership can be debilitating for anyone struggling financially and others needing to get around. There needs to be more reliable public transportation, which may require the mass rapid transit system to branch out more than the 2 arms designed in the plan. Alongside this, to reduce the environmental footprint of Christchurch, more cycle lanes and particularly dedicated cycle lanes are needed to make our streets accessible and safe for residents of all ages.</p>

		<p>There is a lack of discussion of having a more distributed food system, where currently there are large areas that are not in close proximity to healthy food options. Christchurch should strive to be within a 10-15 minute city regarding access to vital services.</p> <p>[Q1: Yes. also coded to 8.1]</p>
276.9	Rachel Clark	<p>SO long as you are not making smart 15 minute cities to make people prisoners.</p> <p>[Q3b: Unsure]</p>
281.25	Robina Dobbie	<p>I am against smart cities. I have been involved in early adoption of technology and can now see the opposite side, not just the benefits. Along with technology comes health issues and these are not considered from what I can see of your plans. Surely the health of our residents is an essential for any risk assessment. Has a risk assessment been undertaken by the council on turning our city into a smart city? Smart cities seem to show very little regard for disabled people.</p>
292.10	Donna Rurehe	<p>This looks very much like the 15 minute City agenda being talked about worldwide</p> <p>[Q5: No]</p>
328.1	Toni Pengelly	<p>I COMPLETELY FREJECT AND OPPOSE ANY PREPARATION, PLANNING AND IMPLEMENTATION OF "15 MINUTE CITIES" CONTAINED WITHIN THIS DOCUMENT. [Full Attachment Available]</p>
337.4	Richard Johnson	<p>The GCSP does not seem to have adopted a whole of community future focus framework around which or from which the various statutory documents can draw. While it is dominated by a housing/PT focus it does not seem to set out a balanced/ whole of community assessment...</p> <p>... There are many "mini-nodes" that provide a local community focus that are not recognised and are not given a role in the GCSP. They, at their own level, have been part of the successful Chch radial pattern of hubs and spokes providing a way point to and from the central city. They are, have potential to be, and can be enabled to contribute to the goals of GCSP as "urban villages"; in many ways these mini-nodes or villages have always had a core servicing/ community services component. As such they are well positioned to support higher density adjacent to the nodes with community focus, community facilities and services</p> <p>[Full Attachment Available]</p> <p>[Coder note: the above are two separate parts of the submission]</p>
363.10	Richmond Residents' and Business Association	<p>We would strongly suggest that all future buildings have a long and sustainable future facilitated by modern design, governed by climate change considerations, and the individual place within the overall jigsaw of the whole Richmond community.</p> <p>Consideration of the physical and social needs of the existing and new residents must be considered so that preservation and awareness of cultural values and opportunities for vibrant social interactions are preserved.</p> <p>The local volunteer groups operating in Richmond generally enjoy good support from the community and local government groups. These relationships must be fostered and encouraged to grow through genuine partnerships rather than through ad hoc conversations and current bureaucratic procedures.</p> <p>[Full Attachment Available]</p>

365.8	H. Marsh	Not true. You are definitely taking away people's rights and intentionally wanting to squeeze them into manageable units, with curtailed movement possibilities, and high density surveillance. [Q2: No]
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Opportunity 5 - See Sections 4.6 of the Officers Report

Point	Submitter	Position
51.16	Justinus Yudistira	Stop creating industrial areas in non-airport noise zone. instead these areas e.g. close to wigram/halswell, and the kiwirail train depot in middleton, is a prime spot to be turned into housing, and instead move them to inland port or somewhere below the airport noise zone, better use of land! [Q6]
68.9	Yuhui Wang	I live in BrokenRun in southwest of the city. The population rapidly increased in our area. Wigram became a urban centre to me now but the bus service was hopeless. The new plan of the bus network has not improved the situation much. There is a big empty area without bus service. We need some buses in our area directly going to city centre instead of changing the bus, please. I would like to see a rout starts from Hornby, runs through Wigram sky centre, then Wigram road and goes to the city centre at least. Wigram should be treated the same as North Halswell, Shirley and Linwood. [Q1: No - related to a strengthened network of urban and town centres - <i>Wigram included within locally important urban centres and towns</i>]
108.13	Andrew Livingstone	Yes, as long as it's balanced against creating more sprawl and longer commutes. [Q3b: Yes]
124.7	Tim O'Sullivan	Opportunity five of the report (page 75) says that the intention is to: "Provide space for businesses and the economy to prosper in a low carbon future." The idea that businesses and the economy should prosper is a good one. But the idea of a low "carbon future" is problematic. Carbon is a benign substance that does not need to be controlled or managed. Those who want to live a low carbon future (maybe the authors of this report?) should be free to do so but those who are busy raising families, working, and getting on with life should not be constrained by artificial low carbon requirements. [Also coded under 4.2]
146.20	Michael de Hamel	Known risk of economic collapse Economic forces almost entirely beyond New Zealand's control or influence can affect the economy and could quite easily lead to an economic collapse in the country as a whole or the Canterbury region in particular. In particular economic collapse could easily follow or be associated with many of the risks highlighted in this submission. An environmental contamination event could takeout the dairy industry in Canterbury, a sustained lack of energy could cripple industry and business, and a flood could take out Christchurch airport. Even a mis-mooring could take out the container cranes at Lyttelton and

		<p>lead to considerable recession until they were replaced. It is important that land close to population centres which could be converted to food production (cabbages, potatoes etc) be available for the purpose.</p> <p>[Recoded from attachment - other risks identified in submission recoded under 2.2, 4.1, 4.2, and 11.2]</p>
159.18	<p>Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls High School</p>	<p><i>the ones that still a priority but not the most important to us are 5(Provide space for businesses and the economy to prosper in a low carbon future)</i></p> <p>[Q5: N/A]</p>
165.16	<p>Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls' High School</p>	<p>5 (<i>Provide space for businesses and the economy to prosper in a low carbon future</i>) this is a lot less important for young taurira to be worried about just yet, but it's still an important thing to be concerned about.</p> <p>[Q5: Yes - <i>Opportunity 5 is 6th priority opportunity</i>]</p>

173.3	Ara Poutama Aotearoa Department of Corrections	<p>The Spatial Plan includes the following key direction relevant to the provision of strategic infrastructure:</p> <ul style="list-style-type: none"> • <i>Direction 5.3 provision of strategic infrastructure that is resilient, efficient, and meets the needs of a modern society and economy.</i> <p>Ara Poutama considers the three prisons are <i>strategic infrastructure</i>¹ and deliver critical social and cultural services and benefits for people and communities. Ara Poutama therefore requests that the prisons should be specifically recognised as strategic infrastructure in the Spatial Plan, including identification of the prisons on Map 9.</p> <p>Ara Poutama considers it is important that the continued operation, upgrading, and expansion of the prisons is provided for and that they are protected from potentially incompatible land uses establishing around them. Ara Poutama does not support any intensive residential development or heavy industrial development near the prison sites as this could pose a security risk to their operation, and generate effects (noise, odour etc) that would not support the health and wellbeing, and rehabilitation of people in Ara Poutama's care. Ara Poutama therefore requests that direction 5.3 be amended to read as follows, and the prisons be identified on Map 5 as areas to protect and avoid:</p> <p><i>Direction 5.3 provision of strategic infrastructure that is resilient, efficient, and meets the needs of a modern society and economy <u>and is protected from incompatible activities.</u></i></p> <p>The spatial strategy depicted on Map 2 and described in the Spatial Plan mostly indicates that no new future development areas are proposed in and around the existing prison sites, which is supported by Ara Poutama. New or expanded industrial areas are however indicated to the northwest of Rolleston near Rolleston prison. Development of this area for heavy industrial activities and resulting increased heavy vehicle traffic using State Highway 1 and Walkers Road past the prison could lead to increased nuisance effects (e.g. noise, odour) that would be detrimental to the health and wellbeing of the people in Ara Poutama's care.</p> <p>Ara Poutama's preference is that further industrial development is not located in this area and considers this would best support the achievement of direction 5.3 of the Spatial Plan above. However, if this area is proposed for future development, Ara Poutama requests that the Greater Christchurch Partnership agencies engage with Ara Poutama as part of all its future planning processes to ensure its operational needs are suitably provided for.</p>
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		<p>The Spatial Plan includes the following key directions relevant to the provision of non-custodial corrections activities:</p> <ul style="list-style-type: none"> • <i>Direction 4.5 Deliver thriving neighbourhoods with quality developments and supporting community infrastructure.</i> • <i>Direction 5.2 A well connected centres network that strengthens Greater Christchurch's economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services.</i> <p>The Spatial Plan further recognises that it is important to have neighbourhood meeting places, and community facilities and services, that support the needs of individuals and whanau, and which keep up with growth and adapt to the particular needs of each community.</p> <p>Ara Poutama is supportive of the directions of the Spatial Plan to provide for supporting community infrastructure, including within the centres network. Ara Poutama however considers that explicit recognition should be provided in the Spatial Plan of the importance of providing for community social infrastructure and services such as health, education, and community corrections activities which are also important to deliver strong, healthy, and vibrant communities. Intensification and population growth in urban areas creates more demand for these types of facilities. Specifically with the higher population, the proportion of those people needing community corrections services will correspondingly increase.</p> <p>[Full Submission Available]</p>
178.11	Bryce Harwood	<p>especially the 5th point. Christchurch really needs to angle itself as a city for companies to have head offices or a South Island office as Auckland and Wellington continue to become more and more expensive both for businesses and their staff.</p> <p>[Q5: Yes]</p>
212.16	Ingrid Mesman	<p>#5 Businesses will go where the rent is reasonable and they can operate near transport routes, production areas. I do not support subsidising providing accommodation for businesses where the local do not benefit in some way for that subsidy. I do not support subsidising businesses when their are homeless still on the streets of Christchurch.</p>
214.12	Greg Gaba	<p>The draft Spatial Plan states it provides for a well-functioning urban environment and sets out the criteria for this on p.23, reflecting the content of Policy 1 of the NPS-UD. To the contrary, by not allowing for any Future Urban Development Areas, or Greenfields Priority Areas(Residential or Business) in the CDP area, the draft Spatial Plan does not meet several key aspects of Policy 1, which defines well-functioning urban environments as, at a minimum:</p> <ol style="list-style-type: none"> having or enabling a variety of homes that: i meet the needs, in terms of type, price, and location, of different households; and ii enable Māori to express their cultural traditions and norms; and having or enabling a variety of sites that are suitable for different business sectors in terms of location and site size; and having good accessibility for people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and supporting, and limiting as much as possible adverse impacts on the competitive operation of land and development markets; and supporting reductions in greenhouse gas emissions; and are resilient to the likely current and future effects of climate change.

		<p>The draft Spatial Plan does not meet the above requirements as it does not provide for any future development capacity for commercial land in the CPD area.</p>
267.3	Woolworths New Zealand Limited	<p>The Spatial Plan identifies that over the next 30 years there is a shortfall of 110ha of commercial land in Christchurch and 20ha in Selwyn, which is expected to be met through intensification of existing centres and rezoning industrial land close to Christchurch’s central city, as illustrated in Map 14 of the Spatial Plan. No provision is made for greenfield commercial development, nor does the spatial plan recognise existing commercial areas outside of the identified ‘key’ centres.</p> <p>It is not clear whether, in elevating the importance of the identified ‘key’ centres as the focus for growth through intensification, the Spatial Plan intends to reduce the role of other commercial centres in serving their local communities, including through the provision, retention or expansion of supermarkets. Woolworths acknowledges that the identified centres are intended to be the key focal points for growth and where densities will be highest. Woolworths is generally supportive of the proposed centres network, but requests that the Spatial Plan recognises the practical challenges that Supermarkets will face as existing areas intensify and that supermarkets may need to be located on the fringe or outside of commercial centres.</p> <p>Enabling intensification has the dual consequences of both intensifying residential catchment demand on the existing distribution and provision of supermarkets, and foreclosing, (through increased site fragmentation and redevelopment), edge of centre opportunities for Supermarket redevelopment to meet that increased demand. Woolworths notes that the NPS-UD requires that the local authorities associated with the Greater Christchurch Spatial Plan must provide ‘at least’ sufficient development capacity to enable business development in the short, medium and long term (Objective 3, Policy 1(b), and Policy 2), including competitiveness margins (clause 3.22).</p> <p>In addition, the Spatial Plan is absent of recognition that Supermarkets, which anchor well-functioning commercial centres in urban environments, are space extensive. Contemporary supermarkets include large commercial buildings, extensive carparking requirements, and back of house operations, and, post-COVID19, click and collect operations. It is neither realistic nor appropriate to consider that Supermarkets can be expected to intensify their functions operations through a strategic planning approach that simply seeks to intensify activities incentres, without promoting appropriate opportunities for centre expansion, or indeed new centres to support residential catchments.</p> <p>Supermarkets are a necessary convenience activity and therefore require locations in proximity to the residential areas they serve. Providing for additional greenfield commercial development and enabling some expansion of existing commercial activities outside of the centres enables demand for such convenience activities to be met.</p>

		Woolworths submits that a balance of intensification and infill development and greenfield development is necessary to provide for growth. Planning for new greenfield areas must recognise and provide for Supermarkets to serve the residential population. Providing for some expansion of existing commercial areas outside of the key centres identified in Map 14 of the Spatial Plan is also necessary to enable supermarket redevelopment to meet increased demand from residential growth in surrounding areas. The introduction of the medium density residential zone across greater Christchurch will also enable increased residential densities throughout much of the existing suburban environment, further fragmenting titles and precluding realistic opportunities to agglomerate sites to facilitate an appropriate Supermarket operation. This has potential to preclude appropriate opportunities to cater for growth and put unrealistic pressure on the existing distribution of supermarkets to meet demand.
267.4	Woolworths New Zealand Limited	<p>Woolworths is generally supportive in its position regarding the Spatial Plan in respect of the intention to provide sufficient land for commercial uses that is integrated with transport links and promote a well-connected centres network.</p> <p>However, Woolworths is opposed to the extent that the Spatial Plan does not respond sufficiently to the operational and functional requirements of Supermarket provision to meet the wellbeing needs of the existing and anticipated growing population.</p> <p>Woolworths seeks further clarity in the Spatial Plan around the status of the full hierarchy of commercial centres within Greater Christchurch. Woolworths seek recognition of the essential service that supermarkets provide and their spatial requirements.</p>
303.14	Waihoru Spreydon-Cashmere-Heathcote Community Board	<p>General comment on Opportunities - Opportunity 5</p> <p>The Community Board generally supports this focus, some of the infrastructure for which runs throughway Spreydon-Cashmere-Heathcote.</p>
313.20	Miles Premises Ltd	<p>A strengthened network of urban and town centres</p> <p>We seek amendments to the Spatial Plan which identify the potential for further business and residential growth in the vicinity of the Airport, and for medium and high density residential development in close proximity to core PT routes as follows (or similar) – additions underlined and in bold and deletions strike out:</p> <p>Riccarton corridor and Airport corridor Hagley Park to Upper Riccarton and Airport</p> <p>The opportunity is to develop the currently retail orientated areas of the Riccarton corridor for commercial development and business investment. There is the opportunity to extend knowledge intensive services, high value jobs and innovative activity from the Central City, linking with the University of Canterbury, along the corridors to the Airport; supported by high frequency public transport, and over time, mass rapid transit.</p> <p>There is also the opportunity to incentivise and provide for multi-storey townhouses and apartments, achieving average density yields ranging between 70 and 150 households per hectare. (p 35)</p>
320.7	Cockram Premises Limited	<p>Amend Spatial Plan Opportunity 5 Direction 5.1 to read:</p> <p>At least sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network</p> <p>To be consistent with the NPS-UD.</p>

324.3	AgResearch Limited	<p>Opportunity 5 (Provide space for businesses and the economy to prosper in a low carbon future) includes the following introductory statement (page 75):</p> <p><i>Greater Christchurch has a strong and diverse economy. Leveraging the economic assets and strengths of the city region is important for supporting business growth and increasing quality employment opportunities for the growing population. The Spatial Plan provides for the needs of businesses through a network of centres that are well connected and serviced by infrastructure.</i></p> <p>The "Context" section (page 75) includes the following two bullet point statements relevant to AgResearch:</p> <ul style="list-style-type: none">• <i>Hubs of tertiary and research institutions are found in Christchurch's Central City, including the Ara Institute of Canterbury, the tertiary teaching hospital and the health precinct; and at the University of Canterbury campus in Riccarton, and the Lincoln University and research campus in Lincoln.</i>• <i>Six of the seven Crown Research Institutes in Aotearoa New Zealand are in Greater Christchurch.</i> <p>AgResearch is concerned that the subsequent "Directions" section (page 75) does not include specific directions in relation to research institutions, in particular there are no directions in relation to ensuring that research institutions (e.g. research campuses and farms) are adequately recognised, provided for and protected to ensure their continued efficient operation and future development. The Greater Christchurch Spatial Plan needs to be more consistent with the Greater Christchurch UDS in this regard. By way of example, Section 6.17 (Business Land) of the Greater Christchurch UDS states:</p> <p><i>Greater Christchurch also contains a number and range of research centres and agricultural research farms located in close proximity to each other that are of strategic importance from a local and national perspective. Their retention and continued operation is of importance to the regional economy.</i></p>
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Similarly, in terms of managing the future development of “*Business Land*”, “*Business Infrastructure*” and “*Rural Residential Land*” in the Greater Christchurch UDS, the following relevant “*Key Approach*” has been identified for each of the different land uses (in Sections 6.17.3, 6.19.3 and 6.25.3 respectively):

Manage adverse effects on strategic nationally and regionally important research centres and farms.

Consistent with the Greater Christchurch UDS, a key resource management issue of concern for AgResearch is the potential for reverse sensitivity effects occurring as a result of the establishment of adjacent incompatible activities near Research Centres or Farms. For example, encouraging the establishment of new residential or rural residential areas in the vicinity of AgResearch’s Lincoln Research Farms could constrain existing and future activities and not enable the efficient use of AgResearch’s assets, operations and resources.

In terms of the Research Farms for example, AgResearch is concerned that changing the character of nearby land to residential or rural residential could result in:

- (a) an influx of complaints about the activities of AgResearch (or future tenants) on the basis that they are incompatible with a residential area;
- (b) the need for resource consents for activities that do not currently require resource consent;
- (c) opposition to any resource consent applications required by AgResearch (or future tenants) resulting in additional costs, delays and uncertainty; and
- (d) More restrictive planning provisions that apply to AgResearch’s activities (e.g. setback requirements for buildings housing animals in relation to dwellings or residential areas, more restrictive noise controls).

In terms of (d) above, the Canterbury Air Regional Plan (“CARP”) introduced a 1000m setback requirement for buildings housing 30 or more cattle from Residential Zones and a 500m setback from “sensitive activities” (e.g. houses, schools, community facilities), otherwise a restricted discretionary air discharge permit is required.

Similarly, the Proposed Selwyn District Plan has introduced the following permitted setback requirements for “*all paddocks, hard-stand areas, structures, buildings used to house stock, and wastewater treatment systems associated with intensive primary production*”:

- (a) 300m from the notional boundary of any lawfully established “sensitive activity”¹ on another site; and
- (b) 1000m from any Residential Zone.

Non-compliance with the above setback requirements triggers a restricted discretionary activity land use consent.

Due to the relatively close proximity of existing residential areas and houses to AgResearch’s Lincoln Research Farms, the Company has found itself in a situation where

the Regional and District Council has introduced very restrictive setback requirements that directly affect the location of new research facilities housing stock on the Lincoln Research Farms. This results in a situation where AgResearch requires resource consent for activities that were previously permitted. Any residents located within the permitted setback requirement could be considered a "potentially affected party" and could lodge a submission in opposition.

AgResearch considers that the Greater Christchurch Spatial Plan should provide direction on the need to adequately recognise, provide for and protect the strategic regionally and nationally significant Research Centres and Farms (including protection from potential reverse sensitivity effects) consistent with the Greater Christchurch UDS. Accordingly, AgResearch seeks the following amendments and additions to the Draft Greater Christchurch Spatial Plan section entitled "Opportunity 5 (Provide space for businesses and the economy to prosper in a low carbon future)":

(a) Amend the introductory statement (page 75) as follows:

Greater Christchurch has a strong and diverse economy. Leveraging the economic assets and strengths of the city region is important for supporting business growth and increasing quality employment opportunities for the growing population. The Spatial Plan provides for the needs of businesses through a network of centres that are well connected and serviced by infrastructure.

Greater Christchurch contains a number and range of tertiary and research institutions that are of strategic importance from a local and national perspective. Their retention, protection and continued operation is of regional and national economic importance.

(b) In the "Context" section (page 75), amend the second bullet point as follows:

Hubs of tertiary and research institutions are found in Christchurch's Central City, including the Ara Institute of Canterbury, the tertiary teaching hospital and the health precinct; and at the University of Canterbury campus in Riccarton, and the Lincoln University and various research campuses and farms in and near Lincoln.

(c) In the "Directions" section (page 75), add the following new bullet point:

Provide for and protect strategic regionally and nationally important tertiary institutions and research institutions (e.g. research campuses and farms) including through the management and avoidance of adverse effects (such as reverse sensitivity effects) on these facilities to enable and ensure their continued efficient operation and future development.

[Full Submission Available]

		<p>AgResearch supports that the Draft Greater Christchurch Spatial Plan appropriately recognises that the Greater Christchurch area includes “research institutions” which are “nationally important economic assets”. However, AgResearch considers that new provisions need to be introduced requiring that research institutions (e.g. research campuses and farms) are adequately recognised, provided for and protected to ensure their continued efficient operation and future development (which is inconsistent with the Greater Christchurch UDS).</p> <p>[Full Submission Available]</p>
325.10	Transpower New Zealand Limited	<p>Retain direction 5.3 “Provision of strategic infrastructure that is resilient, efficient and meets the needs of a modern society and economy.”</p> <p>Reason:</p> <p>Transpower supports this statement on the basis that it is consistent with the NPSET.</p>
325.18	Transpower New Zealand Limited	<p>Amend text on page 80, as follows:</p> <p>Telecommunications and energy infrastructure are provided by state-owned enterprises and the private sector. Telecommunications infrastructure is fundamental to the digital transformation of public and private infrastructure, while electricity infrastructure is fundamental to the transition to a low emissions future. In terms of the National Grid, this will involve protection of existing electricity transmission assets and development of connections to new sources of renewable electricity generation.</p> <p>Add new bullet point after penultimate bullet point on page 81 as follows:</p> <p>Growth in the use of electricity for transport will necessitate greater provision of electric charging networks in Greater Christchurch. This is expected to be provided by the private sector. Over time, there may be a requirement for greater local generation of green energy.</p> <p>In light of the role that the National Grid plays in electrification of the economy, the National Grid will need to be protected from inappropriate subdivision, land use and development and the partnership will work with Transpower to facilitate long-term planning for the maintenance, operation, upgrading and development of the National Grid. While existing National Grid assets are identified on the Spatial Plan maps, it is anticipated that in the life of the Spatial Plan, new assets will be needed, particularly to connect to new generation.</p> <p>Reason</p> <p>In principle, Transpower supports the text in this section on page 80 and 81, particularly the role that electricity infrastructure plays in the transition to a low emissions future. It seeks additional text to both pages for the reasons set out below. The NPSET preamble states that</p>

		<p>ongoing investment in the transmission network and significant upgrades are expected to be required to meet the demand for electricity and to meet the Government’s objective for a renewable energy future, therefore strategic planning to provide for transmission infrastructure is required. Throughout New Zealand, the National Grid will play a critical role in electrification of the economy to reduce greenhouse gas emissions. In the context of all FDSs required under the NPSUD, this means ensuring that existing National Grid assets are able to be operated, maintained, upgraded and protected from inappropriate subdivision land use and development. It also means that new development of the National Grid including transmission line connections to renewable energy generation are contemplated by district and regional councils. Transpower seeks additional wording within this section to reflect the significance of the National Grid in achieving climate change mitigation objectives.</p>
329.3	Foodstuffs (South Island) Properties Limited	<p>Foodstuffs is particularly interested in Opportunity 5 of the Spatial Plan. This seeks to provide space for businesses and the economy to prosper in a low carbon future. However, Directions 5.1-5.2 focus on integration with transport links and the centres networks – a very limited area.</p> <p>Direction 5.1 provides: Sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network</p> <p>While Foodstuffs generally supports Direction 5.1 as a primary focus, there are also a range of commercial activities outside of the transport links and centres networks. Supermarkets have specific operational and functional needs which often see them located in residential urban areas in direct response to market need. Examples of this include New World St Martins, New World Ilam and the recently consented Pak'n'Save Rolleston.</p> <p>The commentary for Direction 5.1 provides: Enough commercial land is also supplied in Christchurch, Selwyn and Waimakariri to meet demand over the next 10 years, but there is a shortfall of 110ha in Christchurch and 20ha in Selwyn when looking over the next 30 years. Shortfalls in commercial land are expected to be met through intensification in significant urban centres, major towns, as well as rezoning of industrial land close to Christchurch's Central City to commercial and mixed-use. A focus for providing for commercial land will be those areas identified in Map 14, including the Priority Areas.</p> <p>The assessment of capacity of commercial land in the Spatial Plan does not accurately reflect the market reality for Foodstuffs activities. By way of example, Foodstuffs has very recently gone through the Proposed Selwyn District Plan process. During the hearing, the economist representing both Foodstuffs and the Council both agreed there is demand for several additional district supermarkets and that there is insufficient space to accommodate them within existing centres, and there was no scope to provide rezoned commercial land for supermarkets through that process and submissions. There is a need and demand for supermarket activities to support residential catchments, and a need to provide for new commercial zones to support intensification.</p>

For the GCSP to only encourage and enable commercial development within centres and transport corridors means that a range of commercial activities may not be enabled. These commercial activities range from small retail shops and services like dairies, florists and hairdressers to large format retailers such as supermarkets. These commercial activities primarily service the surrounding community and so they should be acknowledged and supported in the GCSP as well. There should also be express acknowledgement in the Spatial Plan that commercial activities with functional or operational needs can still support a centre through locating outside and near them.

Direction 5.2 provides: A well connected centres network that strengthens Greater Christchurch's economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services

It is unclear how Direction 5.2 will be implemented and what it practically means for a commercial activity. For example, will it mean a new commercial activity such as a supermarket (which is the equivalent to a local centre in Christchurch City under PC14) needs to demonstrate its value against the Greater Christchurch centre's network? What economic assets are being leveraged and how? It is also unclear why the GCSP does not align with the treatment of urban areas in the district plans (applying the National Planning Standards terminology) which require councils to apply the 'centres hierarchy' from neighbourhood centres up to city centre zones, and why Gascony identifies 14 centres across the entire Greater Christchurch area.

Policy 3 of the NPS-UD requires Greater Christchurch to have or enable intensification around neighbourhood, local and town centre zones in order to provide services for communities and to reduce greenhouse gas emissions from private car travel. This is reflected in Direction 4.3 the residential growth perspective. However, the GCSP needs to provide for the corresponding commercial activity within communities to meet the growth in needs.

At the high level of a spatial plan, it is not necessary to identify every one of these commercial activity centres. However, it is necessary to acknowledge that not all commercial activity is required nor should be located in the centres as identified in the GCSP.

Foodstuffs submit the following Directions should replace Direction 5.1:

At least sufficient land is provided for commercial and industrial uses at all times. ~~Well integrated with transport links and the centres network~~

Encourage commercial and industrial uses to be integrated with transport links and centres.

Ensure sufficient land is provided for commercial and industrial uses with functional or operational needs, including outside of the centres network.

[Relevant submission points also recoded under 7.4.]

329.9	Foodstuffs (South Island) Properties Limited	Office activity in industrial areas - Foodstuffs supports the use of industrial land for commercial activity associated with an industrial use (such as accompanying offices) as a way to provide additional land suitable for commercial activities.
332.2	Lyttelton Port Company Limited	<p>Key terms (pages 10 and 11)</p> <p>LPC observes that the list of key terms at the beginning of the draft Spatial Plan is not exhaustive. For example, “infrastructure”, “renewable energy”, “freight network” and other relevant terms used in the draft Spatial Plan are not included. LPC considers that the list of key terms should be more comprehensive, specifically in accordance with the matters outlined in its submission.</p> <p>[Full Submission available]</p>
332.3	Lyttelton Port Company Limited	<p>Introduction (page 13) and aspirations (page 14)</p> <p>LPC supports the introductory text and figures, and the intent to indicate a clear pathway for how Greater Christchurch will grow. However, for reasons outlined above, LPC considers that specific reference to infrastructure is appropriate and necessary upfront in the draft Spatial Plan. Efficient and reliable infrastructure will be essential for Greater Christchurch to support future growth and it is important to recognise that the two run hand-in-hand.</p> <p>[Full Submission Available]</p>
332.4	Lyttelton Port Company Limited	<p>Context (page 19)</p> <p>LPC supports the final paragraph on page 19 which refers to the Port and the Inland Ports as a nationally important economic asset.</p> <p>[Full Submission Available]</p>
332.12	Lyttelton Port Company Limited	<p>Maps 9, 14 and 15</p> <p>The maps must identify the Port and the Inland Ports Operations and Influence Overlays. Furthermore, LPC considers that other major freight network routes should also be included for reasons outlined in its submission.</p> <p>[Alos coded to 11.2. Full Submission Available]</p>
332.14	Lyttelton Port Company Limited	<p>Map 13: key employment areas and economic assets</p> <p>Map 13 broadly identifies the Port and the Inland Ports, which is supported by LPC. However, it is noted that only Izone and Lyttelton are specifically signalled. LPC requests that City Depot is also added to the list of key employment areas within the Central City limb.</p>
332.21	Lyttelton Port Company Limited	<p>Opportunity 5</p> <p>LPC generally supports Opportunity 5, including Direction 5.3 in relation to strategic and efficient infrastructure. However, this must refer to “enablement” as well as “protection” for reasons outlined in LPC’s submission. For example, development, maintenance and upgrades to the integrated rail and land transport networks will be required in the future and it is important that this is recognised in the draft Spatial Plan. In addition, LPC considers that a greater degree of focus should be given to the transportation of goods (i.e. the freight network), which is equally important to society and the economy.</p> <p>[Full Submission Available]</p>

336.21	Orion Group Limited	<p>Direction 5.1 should be amended to also refer to energy infrastructure as follows:</p> <p>5.1 Sufficient land is provided for commercial and industrial uses well integrated with transport links, energy infrastructure and the centres network</p> <p>Many of our commercial and industrial customers are exploring electrification as a pathway to decarbonise their process heat, replacing existing coil boilers and other fossil fuel energy sources. The resulting significant increase in electricity demand will require enabling investment in our network infrastructure.</p> <p>Direction 5.3 should be amended as follows:</p> <p>5.3 Provision of strategic infrastructure that is resilient, efficient, integrated and meets the needs of a modern society and economy</p> <p>The discussion in relation to direction 5.3 refers to establishing strong partnerships with providers of energy and digital technologies, and ensuring that the planning for telecommunications and energy infrastructure is well integrated with new development. We think this should be emphasised in the opportunity itself.</p> <p>We also highlight the need for a strong focus on energy resilience in the face of increasing climate change physical risk; our community's exposure to earthquakes, particularly an Alpine Fault event; and society's increasing reliance on electricity for critical services, including communication, transport and heat, and so vulnerability to outages.</p> <p>See also our discussion about Map 9 as set out above.</p> <p>In addition to strengthening electricity infrastructure, we see the potential for a network of community energy / resilience hubs as an enabler of community disaster resilience, and potentially broader community benefits. There may be benefit in considering the location and design of such hubs in the Spatial Plan, and we would welcome the opportunity to explore this with the Komiti.</p> <p>[Full Submission available.]</p>
340.23	Hughes Developments Limited	<p>Supports Direction 5.1.</p> <p>Oppose in part Direction 5.2. It is not clear what this direction is seeking and whether this Direction is required.</p> <p>Support in part Direction 5.3. The current Christchurch International Airport noise contours are out of date and need to be updated using the Annual Average Noise Contours recently developed, by CIAL, and peer reviewed by Environment Canterbury. The Spatial Plan needs to use the updated noise contours to inform future planning processes and decision making.</p>

340.28	Hughes Developments Limited	The Network of Urban and Town Centres needs revisiting to recognise that Rolleston and Rangiora are both Significant Urban centres in their own right. There is no value in differentiating them as Major towns. It is also concerning to read that some of the network of urban centres will not be the focus for significant growth in the future. It is not clear which urban centres will be prioritised and which will not.
342.5	NZ Pork	<p>We submit that a spatial plan for Greater Christchurch needs to recognise and manage impacts of urban growth on rural land uses; and ensure rural activities and rural communities within the Greater Christchurch area can not only continue but expand and change.</p> <p>Relief Sought</p> <p>Part 2: Opportunity 5 (p.31)</p> <ul style="list-style-type: none"> • Amend Opportunity 5 to read: “Provide space for businesses, including primary production and other rural land uses, and the economy to prosper in a low carbon future.” • Add a new 5.4 which reads: “Ensure urban growth occurs in locations and patterns that sustain the natural resources of Canterbury for primary production, including but not limited to productive soils, avoids reverse-sensitivity effects with rural land uses, and does notwww.pork.co.nz www.nzpork.co.nzcompromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy.” <p>[Full Attachment Available]</p>
343.16	Waipuna Halswell-Hornby-Riccarton Community Board	Regarding 5.3 the Provision of strategic infrastructure that is resilient, efficient and meets the needs of a modern society and economy, the Board comments that there must be provision of appropriate infrastructure before any development occurs. It should indicate that infrastructure, planning, and funding must precede actual intensification.
363.11	Richmond Residents' and Business Association	<p>Concern is often expressed in Richmond about the range of services and shopping facilities. These concerns cover the range of shops, an overabundance of certain types of shops and the complete absence of others. While the type of retail outlet is largely determined by the owner/tenant arrangements, thought could be given to ways to encourage a more diverse range of retail outlets and establishment of premises for professional services. This diversity would contribute towards the community’s ability to develop some degree of self-sustainability and the ability to thrive in this changing world.</p> <p>[Full Attachment Available]</p>

Opportunity 5 > CCC - See Sections 4.6 of the Officers Report

Point	Submitter	Position
202.7	ChristchurchNZ	<p>It is unclear whether the reference to ‘transitioning the south and south-east general business and industrial areas to comprehensive higher density residential and mixed developments’ is referring to the Area South of Moorhouse (Sydenham/Lancaster) or areas within the four avenues covered by the current central city mixed use zone. If the former, we support that acknowledgement but recommend that the words “and surrounds” be added after “Central City” so that it is incorporated into the Central City Priority Development area (with consequential amendments made elsewhere to maps etc).</p> <p>[Full Attachment Available]</p>
214.13	Greg Gaba	Clause 3.22 of the NPS-UD defines “a competitiveness margin” as “a margin of development capacity, over and above the expected demand that tier 1 and tier 2 local authorities are required to provide, that is required in order to support choice and competitiveness in housing and business land markets.” That is consistent with the Policy 1(d) part of the definition of “well-functioning urban environments”

		<p>as being ones which “support and limit as much as possible adverse impacts on, the competitive operation of land and development markets”.</p> <p>Under the draft Spatial Plan, there is no provision made for new commercial development in the CDP. The Business Development Capacity Assessment concludes the supply of future commercial land will come from rezoning old industrial sites around the city, but suggests nothing to provide for future commercial development in the west of the city.¹⁷ This does not support choice and competitiveness in commercial land markets and will exacerbate adverse impacts on the competitive operation of land and development markets.</p> <p>The land at 184-250 Johns Rd will meet a proven demand for commercial land in the Christchurch area. Figure 2 & Figure 3 in Attachment 1 shows the site right next to SH1 and the Clearwater Resort. The location of the site will meet the future lack of choice in surrounding area for commercial land and will support the future operation of a competitive market in the local area.</p>
214.14	Greg Gaba	<p>The Spatial Plan seeks to provide sufficient commercial land that is well integrated with transport links. The 184-250 Johns Rd land is located right next to SH1 and with good access to the airport. It would be ideal for commercial retail or visitor accommodation servicing visitors to the Clearwater Resort, or passing through Christchurch on route to Picton or elsewhere.</p>
214.15	Greg Gaba	<p>The Christchurch International Airport is identified as strategic infrastructure. 184-250 Johns is currently zoned Rural Urban Fringe zone and falls within the 50 dB Ldn Air Noise Contour overlay and the Christchurch International Airport Protection Surfaces, see Attachment 1, Figure 6. 184-250 Johns is unlikely to be suitable for residential use. Rezoning 184-250 Johns Rd for commercial use would not introduce noise sensitive activities into the above Air Noise Contour overlay and would not present a reverse sensitivity risk to Christchurch International Airport.¹⁶ NPS-UD, Policy 1(d).¹⁷ Business Development Capacity Assessment, p.8.- 9 -Submission of Greg Gaba 21 July 2023</p> <p>The use of the 184-250 Johns as commercial/visitor accommodation would meet the criteria of a well-functioning urban environment and will contribute towards meeting future demand for industrial land.</p> <p>The use of 184-250 Johns Rd for commercial purposes is required to provide sufficient development capacity to meet the demand for business land to give effect to the NPS-UD; and</p> <p>There are no other reasonably practicable and feasible options for providing at least sufficient development capacity within the same locality and market while achieving a well-functioning urban environment; and</p> <p>The environmental, social, cultural and economic benefits of using 184-250 Johns Rd for commercial purposes outweigh the long-term environmental, social, cultural and economic costs associated with the loss of highly productive land for land-based primary production, taking into account both tangible and intangible values.</p>
214.16	Greg Gaba	<p>The land at 184-250 Johns Rd is well suited to be identified as a Greenfield Priority Area –Business, as this use fits the needs of the surrounding urban environment, will help meet demand for the long-term shortfall of commercial land in Christchurch, has good transport connections and the ability of the site to be served by infrastructure.</p> <p>Relief Sought:</p>

		<p>Identify 184-250 Johns Rd as a Future Development Area; and</p> <p>Identify 184-250 Johns Rd as a Greenfield Priority Area - Business; and</p> <p>Amend Map 2 and Map 14 to reflect the change in identification of the land above; and</p> <p>Such other relief as may be required to give effect to this submission, including alternative, consequential or necessary amendments to the Draft Spatial Plan that address the matters raised by Greg Gaba.</p>
214.17	Greg Gaba	<p>184-250 Johns Rd is currently: zoned Rural Urban Fringe in the Christchurch District Plan (the CDP), see Attachment 1, Figure 1 & Figure 2.</p> <p>The submitter's intentions for 184-250 Johns Rd are that it will be:</p> <ul style="list-style-type: none"> - identified as a Future Urban Development Area in the Spatial Plan; and - identified as a Greenfields Priority Area – Business in the Spatial Plan; and - identified as a Greenfields Priority Area – Business on Map A of Chapter 6 of the CRPS; and - the subject of a successful application be zoned Commercial Mixed Use Zones, or some other appropriate commercial zone, in the CDP; <p>and then the submitter would seek subdivision and land use consents to enable commercial development of the site.</p> <p>A series of Location Maps are enclosed with the submission in Attachment 1. The aerial photographs at Figure 3 show the different properties within 184-250 Johns Rd. The land is primarily landscaped at present, with a dwelling and single level sheds spread across the property. Figure 4 shows the land in relation to other sites of interest, such as its close proximity to the Clearwater Resort and SH1.</p> <p>The total area of the 184-250 Johns Rd block is approximately 3.5 ha.</p> <p>Figure 5 shows that 184-250 Johns Rd is immediately next to the Projected Infrastructure Boundary on Map A in the CRPS.</p> <p>The site is well connected to the transportation network with two connections to Johns Rd (SH1) to the south east. It is also very close to the Clearwater Resort and approximately 5-10 minutes driving from the Christchurch International Airport and has the ability to be serviced by infrastructure.</p>

		[Full Attachment available.]
218.1	Christchurch International Airport Ltd	<p>70 Christchurch Airport is a valuable multi-generational strategic asset and plays a crucial role in connecting communities, supporting the flow of goods and services and providing a major source of employment in Greater Christchurch and beyond.</p> <p>71 The needs of a modern airport will require CIAL to invest in and provide high quality and efficient air services and infrastructure to accommodate aviation sector growth. This will include services that facilitate decarbonisation of aviation, directly support passenger and freight activity, and provide a functional and well-serviced business environment.</p> <p>72 In recognition of all of these aspects, CIAL considers that the correct characterisation of the Christchurch Airport campus in the draft Spatial Plan is a "Key Transport, Energy and Employment Node". It is also critical that the draft Spatial Plan contains appropriate protection of the Christchurch Airport KTEEN now and into the future so that it can continue to facilitate the social, environmental and economic prosperity of Greater Christchurch and the South Island.</p> <p>[Full Submission Available]</p>
218.3	Christchurch International Airport Ltd	<p>21 Commercial airlines and freight movements aside, even today, the Christchurch Airport campus represents a much broader hub of activity than simply an airport accommodating travelling passengers and the movement of goods in the traditional sense. Other on-campus activities include:</p> <p>21.1 Several international Antarctic science programmes and their associated facilities;</p> <p>21.2 The air rescue hub for the South Island, which is operated by Garden City Helicopters;</p>

- 21.3 A base for civil defence and emergency services, a common feature of all airports which are recognised in statute as lifeline utilities;
- 21.4 An international and domestic aircraft maintenance hub operated by Pratt & Whitney and Air New Zealand;
- 21.5 Dakota Park, the freight, logistics and warehousing precinct;
- 21.6 Mustang Park, the largest rental car hub in the South Island;
- 21.7 The Spitfire Square retail and hospitality hub; and
- 21.8 Harvard Park, a trade and service precinct.

22 To service the broader campus, CIAL owns and manages its own internal transport network and water supply, stormwater and wastewater assets. The provision of water services is secondary to CIAL's core business as an airport owner and operator, but is essential to CIAL's broader business activity and is a desirable element of the services and facilities that the Christchurch Airport campus can offer.

23 The activities at the Christchurch Airport campus make a significant contribution to the social and economic wellbeing of the communities and economies of Greater Christchurch, the South Island and New Zealand. Based on data from 2019 and 2020, which is the best representation of employment levels at Christchurch Airport pre-COVID, more than 9,000 people are employed on the campus in full time, part time or casual roles. This makes it the largest single centre of employment in the South Island.

[Full Submission Available]

218.14	Christchurch International Airport Ltd	<p>Opportunity 5: Provide space for businesses and the economy to prosper in a low carbon future (pages 75 – 81)</p>	<p>CIAL supports Opportunity 5. This Opportunity aligns with CIAL’s sustainability strategy and energy goals, particularly in relation to its initiative and investment in decarbonising aviation. In recognition of this alignment, and for reasons outlined above, CIAL considers that Opportunity 5 and the supporting text needs to describe Christchurch Airport more broadly in terms of its unique and important role as a Key Transport, Energy and Employment Node.</p> <p>Directions:</p> <ul style="list-style-type: none"> • CIAL supports Direction 5.1 as it is important that sufficient space is set aside for businesses and infrastructure to develop alongside urban growth, and for it to prosper in a low carbon future. • CIAL supports Direction 5.2 as a well-connected centres network (including Christchurch Airport as a KTEEN) is a key part of achieving social and economic prosperity for Greater Christchurch. • Direction 5.3, which refers to the provision of strategic infrastructure, is supported: <ul style="list-style-type: none"> ○ The body of CIAL’s submission outlines CIAL’s sustainability strategy, visions for the future and its strategic infrastructure assets including in relation to transport (aviation), energy and water. CIAL considers that this Direction should be more enabling, broader and, most fundamentally, also provide for the protection of strategic infrastructure so that it can continue to deliver important social and economic benefits for Greater Christchurch. ○ CIAL agrees that strong alignment and joint planning will be critical to deliver infrastructure capable of serving the growing and changing needs of communities. CIAL considers alignment could be between infrastructure providers, government agencies and local authorities.
			<p>Maps:</p> <ul style="list-style-type: none"> • CIAL supports the depiction of Christchurch Airport on Map 13, which goes some way to outlining the broader range of activities currently taking place on the campus and which will take place in future. However, CIAL considers that express reference should be made to Christchurch Airport as a Key Transport, Energy and Employment Node and to the full scope of current and future activities at the campus. • Map 14 requires amendments in accordance with CIAL’s submission and the points made above.

[Full Submission Available]

274.13	Christchurch Civic Trust	<p data-bbox="506 103 800 131">Pg 36 Central City Purpose</p> <p data-bbox="506 168 1499 420">It is most likely that the Central City will retain its status as the primary centre for Greater Christchurch. That said, will the future reflect the past and operate in the same manner? Modern electronic communications are helping release reliance on traditional office work all being conducted at the same time at separate foci. The work from home alternative, group shifts that avoided cross-contamination, job sharing options, and other dispersed work models had a test run under Covid-19 lock down regulations. The shakedown from that experience suggests that greater flexibility in work attendance is probable and that productivity measures, where measurable, will not decline but improve. Increasing the</p> <p data-bbox="506 500 1478 553">density of inner city residential and mixed-use developments will help invigorate the Central City experience.</p> <p data-bbox="506 589 1478 794">Therefore, planning for office densities in the city centre may not need to follow historical patterns. If the Central City is underperforming economically, other forms of attraction may be needed to heighten the vibrancy and foot traffic associated with central places that draw people from all over Greater Christchurch for activities that operate around the clock. Might the goal be a city centre that never sleeps but pulses with life and vigour (including with increased residential accommodation above business premises, for example) and is not the cause of frustrating time-wasting rush-hour traffic congestion?</p> <p data-bbox="506 829 1463 943">The Central City must be easily accessible. Getting around within it must be made easy and enjoyable for everyone regardless of physical abilities. Provision for that is not wholly dependent upon <i>employment density, high-rise commercial developments, flagship retail, head offices and knowledge intensive services.</i></p> <p data-bbox="506 979 1478 1183">Linking multi-storey buildings other than at ground level provides increased accessibility, more experiences, besides separation of modes of mobility for greater safety. There are prime examples in other world cities that could be followed, such as Hong Kong. A key to achieving this relies upon planned cooperation between site developers. They need to see individual developments as part of an overall integrated plan that increases benefits for all who participate. It would alleviate pressure on shared street space to have linkages at other levels.</p> <p data-bbox="506 1219 1478 1273">Providing Central City green space must accompany residential intensification as an antidote to apartment confinement.</p> <p data-bbox="495 1328 982 1356">[Also coded to 6.1. Full Submission Available]</p>
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274.20	Christchurch Civic Trust	<p>Pg 36 Central City Purpose</p> <p>It is most likely that the Central City will retain its status as the primary centre for Greater Christchurch. That said, will the future reflect the past and operate in the same manner? Modern electronic communications are helping release reliance on traditional office work all being conducted at the same time at separate foci. The work from home alternative, group shifts that avoided cross-contamination, job sharing options, and other dispersed work models had a test run under Covid-19 lock down regulations. The shakedown from that experience suggests that greater flexibility in work attendance is probable and that productivity measures, where measurable, will not decline but improve. Increasing the</p> <p>density of inner city residential and mixed-use developments will help invigorate the Central City experience.</p> <p>Therefore, planning for office densities in the city centre may not need to follow historical patterns. If the Central City is underperforming economically, other forms of attraction may be needed to heighten the vibrancy and foot traffic associated with central places that draw people from all over Greater Christchurch for activities that operate around the clock. Might the goal be a city centre that never sleeps but pulses with life and vigour (including with increased residential accommodation above business premises, for example) and is not the cause of frustrating time-wasting rush-hour traffic congestion?</p> <p>The Central City must be easily accessible. Getting around within it must be made easy and enjoyable for everyone regardless of physical abilities. Provision for that is not wholly dependent upon <i>employment density, high-rise commercial developments, flagship retail, head offices and knowledge intensive services.</i></p> <p>Linking multi-storey buildings other than at ground level provides increased accessibility, more experiences, besides separation of modes of mobility for greater safety. There are prime examples in other world cities that could be followed, such as Hong Kong. A key to achieving this relies upon planned cooperation between site developers. They need to see individual developments as part of an overall integrated plan that increases benefits for all who participate. It would alleviate pressure on shared street space to have linkages at other levels.</p> <p>Providing Central City green space must accompany residential intensification as an antidote to apartment confinement.</p> <p>[Also coded to 7.1. Full Submission Available]</p>
327.26	Birchs Village Limited and WDL Enterprises Limited	Supports the identification of Papanui as a significant urban centre in the GCSP. It is considered this is an appropriate identification given the key strategic role Papanui has continued to play following the earthquakes, and the significant development that has occurred.

329.7	Foodstuffs (South Island) Properties Limited	South Christchurch growth - Foodstuffs supports the recognition of South of the Central City as a key business area. Map 2, showing the locations of growth capacity for the 1 million population projection, recognises the Colombo Street corridor as a growth area. Map 14, showing growth capacity for 700,000 people, does not recognise this corridor and should. A growth area should be provided for South Christchurch, something that is currently absent from Map 14.
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Opportunity 5 > SDC > Rolleston - See Sections 4.6 of the Officers Report

Point	Submitter	Position
108.10	Andrew Livingstone	<p>Greater density around centres and transport corridors is a must - as is increasing commercial etc. areas in places like Rolleston, which as the document identifies, has a booming residential sector, but apart from the izeone, no work, so everyone commutes to Christchurch. A business park and/or some incentives for companies to set up around there would be ideal, maybe in the area between Rolleston and Lincoln.</p> <p>[Q2: Yes]</p> <p><i>[Coder note: This submission point has also been included under Opportunity 4 - Future Housing Development to reflect the support for development along Corridors]</i></p>
275.15	Patrick Kennedy	<p>Fully support anything that helps accelerate the kind of dense and sustainable growth we need. Focusing on bringing jobs to Rangiora and Rolleston is an important way to curb some of the huge amounts of vehicle traffic coming into the city.</p> <p>[Q4: Yes]</p>
299.16	Jason Herrick	<p>More land around Rolleston should be zoned Industrial.</p> <p>[Q5: Partially]</p> <p><i>[Coder note: This submission point is part of a wider submission point on Q5]</i></p>
329.8	Foodstuffs (South Island) Properties Limited	Rolleston centre - The growth area on Map 14 for Rolleston should be extended to include 157Levi Road which includes the recently consented Pak'nSave Rolleston.

Opportunity 5 > SDC > Lincoln - See Sections 4.6 of the Officers Report

Point	Submitter	Position
316.8	Lynn, Malcolm and Lynn Townsend and Stewart	<p>Include the area shown on Figure 1 below within the Existing Urban Area or as anew/expanded business (including industrial) and/or residential area on Maps 2 and 14 of the Draft Greater Christchurch Spatial Plan (Spatial Plan), such that it reflects the proposed rezoning sought in evidence in support of our submission on the Proposed Selwyn District Plan (PSDP) as detailed below under 'Background' i.e. as shown on Figures 3 and 4.Or in the alternative, identify the slightly larger area marked blue in Figure 2 as within the Existing Urban Area or as a new/expanded industrial or industrial/residential area on Maps 2and 14 of the Spatial Plan</p>

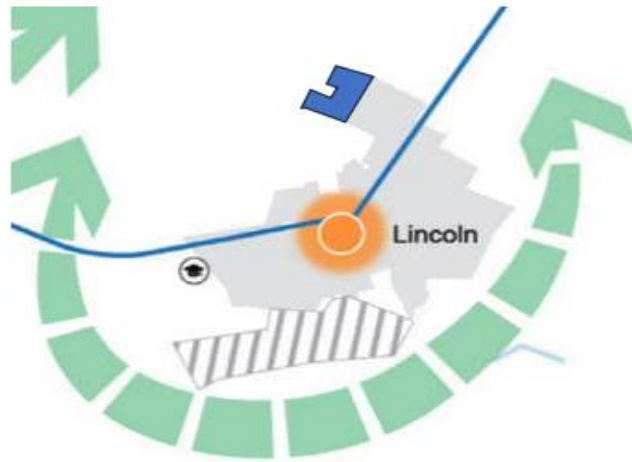


Figure 1: Amendment to Maps 2 and 14 – identify land marked blue at Lincoln as an Existing Urban Area or New Business (including Industrial) Area or New or Expanding Residential Area or New/Expanding Industrial/Business and Residential Area

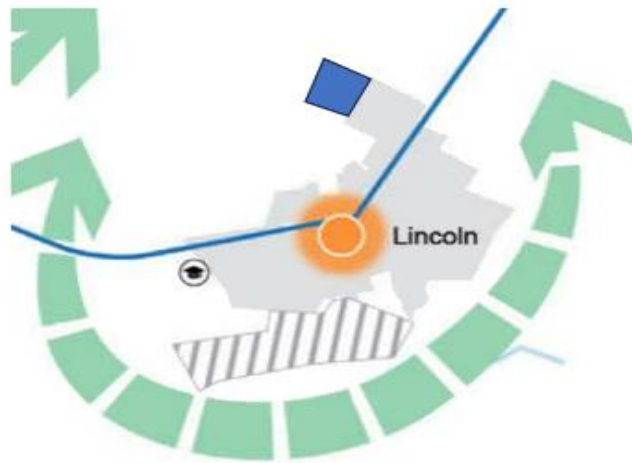


Figure 2: Alternative relief - Amendment to Maps 2 and 14 – identify land marked blue at Lincoln as an Existing Urban Area or New Industrial Area or New or Expanding Residential Area or New/Expanding Industrial and Residential Area

{Full Attachment Available}

Opportunity 5 > SDC > Prebbleton - See Sections 4.6 of the Officers Report

Point	Submitter	Position
327.17	Birchs Village Limited and WDL Enterprises Limited	Considers that Prebbleton has recently undergone significant development to its town centre which is not recognized and appropriately identified within the Spatial Plan. No identifying Prebbleton as a centre in the Spatial Plan is inconsistent with Prebbleton's identification by Selwyn District Council an urban environment that had to incorporate the Medium Density Residential Standard within relevant residential zones through Variation 1 to the Proposed Selwyn District Plan. Prebbleton's commercial area has also being proposed to be upgraded from a Local Centre to a Town Centre Zone, to bring it in line with Rolleston and Lincoln. Accordingly, it is submitted that Prebbleton should be identified as a major town or alternatively, a locally important urban centre and townlike Lincoln.
327.29	Birchs Village Limited and WDL Enterprises Limited	Requests that Prebbleton is identified as a major town or alternatively, a locally important urban centre and town in the GCSP.

Opportunity 5 > SDC > Other - See Sections 4.6 of the Officers Report

Point	Submitter	Position
287.11	Opal Consortia	<p>In Selwyn , you should add Dunsandel as a local center in the existing town center with significantly increased town extents for General Residential Zones (NPS framework).</p> <p>The best way to encourage that is to increase the extents of Map A to include Dunsandel.</p> <ol style="list-style-type: none"> 1. The Town is nicely balanced around a future transport node and growth can be anticipated to be within 10 minutes walk of that. 2. The Town is well situated already on main infrastructure such as SH1 and the main Kiwirail Line. So as a transport node it can be added very efficiently. 3. The Town has a good selection of rural land around it that is not being intensely farmed that is ideal for growth. 4. Growth in Dunsandel would facilitate (or vica versa) the efficient addition of a Municipal Wastewater Connection to Rolleston Pines Wastewater Center which would have considerable environmental outcomes for the existing dwellings. <p>[Q4: No]</p>
320.2	Cockram Premises Limited	Amend the Spatial Plan so that it is clear that the Map 2 and 14 broad locations identified as suitable for future urban development do not preclude consideration of other areas including where these are located adjacent to major road or rail infrastructure, core Public Transport(PT) or Mass Rapid Transport (MRT) routes and other suitable locations, including 5 Dawsons Road Templeton (the Site) shown in Figure 1.



Figure 1: 5 Dawsons Road and 10 Curraghs Road, Templeton outlined in red

Reason: consistent with the NPS-UD including Policy 8. The Spatial Plan has a 50 + year timeframe and needs to be able to respond to changing business and residential needs, particular in locations such as Selwyn which are growing at pace.

[Refer to full submission for reasoning and supporting evidence]

322.1 West Melton Three Limited

Amend the Spatial Plan (Maps 2 and 14) to show the West Melton Tavern site shown on Figure 1 as Existing Urban Area (and other neighbouring sites containing urban facilities at West Melton as appropriate including the West Melton community centre, and sports facilities – see Figure 2 for site context)

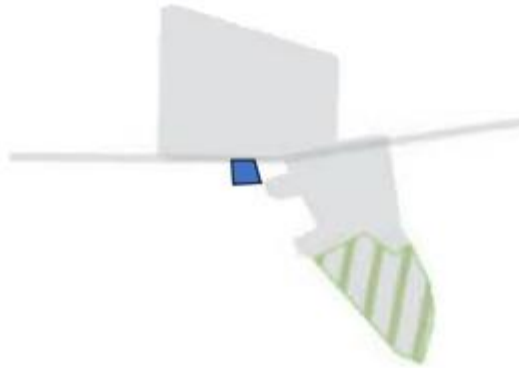


Figure 1: Location of West Melton Tavern site (appx) shown in blue.



Figure 7: Community and commercial facilities at West Melton

- Yellow star: Community Centre
- Blue star: Domain
- Orange star: Existing commercial centre
- Red dot: Tavern site
- Red star: Skate park

Figure 2: Site context

		<p>Reason: Consistent with the existing land use and our submission on the Proposed Selwyn District Plan. West Melton Three Ltd owns land at the corner of State Highway 73 and West Melton Road(West Melton Hotel Site), West Melton comprising 1.21 hectares (Figure 2). The land is completely surrounded by urban activities but is zoned GRUZ in the Proposed Selwyn District Plan (PSDP) (Figure 3).</p> <p>We lodged a submission on the PSDP seeking to rezone the land to Commercial Local Zone to reflect its current use and the hearings were held on 3 March 2023.The Tavern site is currently underutilised with an expansive area of sealed car park, excess3to the Tavern requirements. LCZ zoning will enable more efficient utilisation of the Site and enable a better contribution to the well-being and needs of the West Melton community. A mixed commercial development is proposed including retail and guest accommodation. There were no submissions in opposition, and the Reporting Officer recommended that the submission be rejected until further information was provided on four minor site specific matters, including regarding HPL, which was subsequently provided at the hearing</p> <p>We anticipate that this property will be rezoned when the SDC releases its decisions in August.</p> <p>[Full Attachment Available]</p>
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Opportunity 5 > WDC > Rangiora - See Sections 4.6 of the Officers Report

Point	Submitter	Position
275.16	Patrick Kennedy	<p>Fully support anything that helps accelerate the kind of dense and sustainable growth we need. Focusing on bringing jobs to Rangiora and Rolleston is an important way to curb some of the huge amounts of vehicle traffic coming into the city.</p> <p>[Q4: Yes]</p>

Opportunity 5 > Business Capacity Assessment - See Sections 4.8.5 and 4.8.6 of the Officers Report

Point	Submitter	Position
202.8	ChristchurchNZ	<p>4. Review and update the Business Capacity Assessment (foundation document) to address methodological limitations and additional capacity enabled through Plan Change 14.</p> <p>We recommend you review/update the findings of the commercial land supply assessment and clarify the approach to meeting any shortfall, including the extent to which existing centres can accommodate any forecast shortfalls through redevelopment, vacant floorspace and additional heights and densities.</p> <p>In particular, clarification is sought on the extent of any need for industrial land in Sydenham/Lancaster to accommodate commercial growth, as signalled in the Capacity Assessment, given that Council's PC14 proposes to rezone it to mixed-use without provision for significant new commercial activity.</p>
210.16	Arumoni Developments Limited	<p>20 Clause 3.3 requires every tier 1, 2 and 3 local authority to provide at least sufficient development capacity in its region or district to meet expected demand for business land:</p> <ul style="list-style-type: none"> a. from different business sectors; and; b. in the short term, medium term, and long term. <p>In order to be sufficient to meet expected demand for business land, the development</p>

		<p>must be:</p> <ul style="list-style-type: none"> i. plan-enabled; and ii. infrastructure-ready; and iii. suitable to meet the demands of different business sectors; and iv. meet the expected demand plus the appropriate competitiveness margin. <p>Contrary to these requirements, the draft Spatial Plan fails to provide for new industrial areas within CDP. It states there is more than enough industrial land in Greater Christchurch to meet demand over the next 30 years, with a significant surplus in Christchurch.</p> <p>The draft Spatial Plan also assumes that demand for industrial land will decline in the long term due to global economic trends. It argues that the total supply of industrial land in Greater Christchurch may never be fully utilised. This is contrary to recent research from CBRE, a real estate consultancy, showing there is currently a high demand for industrial land in Christchurch, but with a shrinking supply.</p> <p>This research shows the vacancy rate in prime quality industrial property has fallen to virtually zero, with rents reaching records highs. Overall, the industrial vacancy in Christchurch is now just 0.8% as at December 2022, down from 2.6% in June 2022. The vacancy rate for prime Grade A premises is now just 0.1%. Evidence from real estate agents specialised in industrial land in Christchurch state that ongoing high demand for industrial land in Christchurch is coming up against genuine land and building supply issues and placing upward pressure on rents. As a result industrial buildings are in high demand among investors.</p> <p>[full submission available]</p>
210.17	Arumoni Developments Limited	<p>The Christchurch International Airport is identified as a key freight and logistics hub and the Spatial Plan seeks to ensure sure it is not compromised by development.</p> <p>The Russley block is currently zoned Rural Urban Fringe zone and falls within the 50 dB Ldn Air Noise Contour overlay and the Christchurch International Airport Protection Surfaces, see Attachment 1, Figure 5. The Russley block is unlikely to be suitable for residential use. Rezoning the Russley block for industrial use would not introduce noise sensitive activities into the above Air Noise Contour overlay and would not present a reverse sensitivity risk to Christchurch International Airport.</p>
214.11	Greg Gaba	<p>The draft Spatial Plan states that it satisfies the requirements of a FDS under the NPS-UD.6 However, it does not meet the requirements to provide at least sufficient development capacity, as required by clauses 3.2 and 3.3 over the next 30 years to meet expected demand⁷, nor assist the integration of planning decisions under the Act with infrastructure planning and funding decisions,⁸ because it fails to (as required) spatially identify the broad locations in which development capacity will be provided over the long term, in both existing and future urban areas, (our emphasis) to meet the requirement of clauses 3.2 and 3.3.9</p> <p>Clause 3.3 requires every tier 1, 2 and 3 local authority to provide at least sufficient development capacity in its region or district to meet expected demand for business land:</p>

		<ul style="list-style-type: none"> a. from different business sectors; and; b. in the short term, medium term, and long term. <p>In order to be sufficient to meet expected demand for business land, the development capacity must be:</p> <ul style="list-style-type: none"> a. plan-enabled; and b. infrastructure-ready; and c. suitable to meet the demands of different business sectors; and d. d meet the expected demand plus the appropriate competitiveness margin. 11 (our emphasis) <p>The draft Spatial Plan sets out there will be a significant shortfall of commercial land in Christchurch over the next 30 years. However, Maps 2 and 14 draft Spatial Plan do not provide for any new Greenfield Areas – Business in the Christchurch area.</p> <p>The Business Development Capacity Assessment estimates the shortfall of commercial land is approximately 110.1 ha. There needs to be a variety of business land types, as not all demand for commercial land can be satisfied by high rise buildings in the City Centre.</p> <p>The NPS-UD requires the Christchurch City Council to provide for a variety of types of business land to be supplied, suitable for different business sectors in terms of location and site size¹⁴ and to limit adverse impacts on the competitive operation of land and development markets.</p> <p>The contents of the draft Spatial Plan will affect the future contents of planning instruments under the RMA, such as the CRPS and the CDP; Clause 3.17 of the NPS-UD requires every tier 1 and 2 local authority to have regard to the relevant FDS when preparing or changing RMA planning documents. The failure of the draft Spatial Plan to provide for sufficient development capacity in the CDP area will result in those RMA documents also failing to give effect to the NPS-UD.</p> <p>[Submission points also recoded under 11.4.1.]</p>
320.6	Cockram Premises Limited	<p>Revise Tables 3 and 4 (and 2) to reflect best practice and ensure that they comply with the NPS-UD.</p> <p>Table 3: Sufficiency of industrial land to meet projected demand (2022 – 2052)</p> <p>Table 4: Sufficiency of commercial land to meet projected demand (2022 – 2052)</p>

		<p>Decisions on recent Selwyn private plan change requests consistently agreed with evidence that the Council’s housing and business capacity assessments underestimated housing and business capacity, and overestimated available capacity, and did not meet the requirements of the National Policy Statement – Urban Development (NPS-UD). We understand that essentially the same Council methodology underlines Tables 2, 3 and 4. With respect to industrial and commercial land, they need to recognise that there are a range of industrial and commercial locations required to meet the specific needs of different types of business, For example, businesses requiring large land areas and storage and display, (including heavy machinery which can damage sealed surfaces) rather than industrial or commercial buildings and may not require reticulated services are generally best accommodated outside conventional industrial zones, including the land identified in Figures 1 and 2.</p>
325.31	Transpower New Zealand Limited	<p>Greater Christchurch Business Development Capacity Assessment Appendix Section A3.1 Electricity Transmission Infrastructure (pages 68 and 69).</p> <p>Engage with Transpower directly as part of the Phase 2 development capacity assessment, with regard to assessing electricity supply for the FDS as a whole (rather than by specific land use).</p> <p>Reason:</p> <p>In principle, Transpower supports the text in this section. That said, the assessment of transmission capacity is focused only on business development capacity. There is no similar assessment in the Housing Development Capacity Assessment. Given the scale of electricity transmission resources supplied by the National Grid, Transpower would support a more wholesale approach to assessing transmission supply for Greater Christchurch, rather than in the context of specific land uses. This discussion could occur alongside Orion and include an assessment of the Transmission Planning Report growth assumptions and how these align with growth anticipated by the draft Spatial Plan. Transpower assumes that these discussions will occur as part of the Phase 2 development capacity engagement referenced in the Housing Development Capacity Report.</p>
329.4	Foodstuffs (South Island) Properties Limited	<p>The commentary for Direction 5.1 provides: Enough commercial land is also supplied in Christchurch, Selwyn and Waimakariri to meet demand over the next 10 years, but there is a shortfall of 110ha in Christchurch and 20ha in Selwyn when looking over the next 30 years. Shortfalls in commercial land are expected to be met through intensification in significant urban centres, major towns, as well as rezoning of industrial land close to Christchurch's Central City to commercial and mixed-use. A focus for providing for commercial land will be those areas identified in Map 14, including the Priority Areas.</p> <p>The assessment of capacity of commercial land in the Spatial Plan does not accurately reflect the market reality for Foodstuffs activities. By way of example, Foodstuffs has very recently gone through the Proposed Selwyn District Plan process. During the hearing, the economists representing both Foodstuffs and the Council both agreed there is demand for several additional district supermarkets and that there is insufficient space to accommodate them within existing centres, and there was no scope to provide rezoned commercial land for supermarkets through that process and submissions. There is a need and demand for supermarket activities to support residential catchments, and a need to provide for new commercial zones to support intensification.</p>

		[Also recoded under 7 Opportunity 5.]
329.6	Foodstuffs (South Island) Properties Limited	<p>The Spatial Plan doesn't provide for sufficient development capacity over the short, medium and long term, including for different business sectors. Only a coarse (as opposed to fine grain) analysis of capacity is provided in the Spatial Plan. By not identifying broad locations where needed new development capacity will be provided over the long term it does not achieve the purpose of an FDS. It also does not meet other requirements of a FDS for review and implementation. The Spatial Plan lacks flexibility and seems to be simply mostly showing the existing urban areas and approved rezoned areas. There are no measurable actions or measurements of whether it does (or can) achieve feasible future development.</p> <p>When it comes to implement the Spatial Plan through the lower order planning documents, and if it has been determined there is insufficient development capacity (as described in 3.3 above), Clause 3.7 requires a change to RMA planning documents asap and a local authority must consider other options for increasing development capacity and otherwise enabling development. This is the future vision that needs to be provided now in the Spatial Plan.</p> <p>[Also recoded under 11.4.1.]</p>
345.11	Trojan Built Property Holdings Limited	<p>Table 3: Sufficiency of industrial land to meet projected demand (2022 – 2052)</p> <p>Decisions on recent Selwyn private plan change requests consistently agree with evidence that the Council's housing and business capacity assessments underestimated housing and business capacity, and overestimated available capacity, and did not meet the requirements of the National Policy Statement – Urban Development (NPS-UD). We understand that essentially the same Council methodology underlies the figures in Tables 2 and 3. They should be revised to reflect best practice and ensure that they comply with the NPS-UD.</p>

Opportunity 6 - See Sections 4.7 of the Officers Report

Point	Submitter	Position
26.13	Joy McLeod	<p>It encourages use of public transport which will lead to frequent service and easy access. It's good for the environment</p> <p>[Q2: Yes]</p>
32.18	Murray Allison	<p>I think that most people would like to see better public transport especially light rail in and out of the city center like Rolleston, Rangiora. small buses on some routes out of peak time eg Lincoln.</p> <p>It is good that we can comment but personally I found the lack of detail not very good in making a comment. Too often words or a word used with little clarity to what is meant by them.</p> <p>[Q6]</p> <p>[Submission point about light rail also recoded under 8.3]</p>
51.14	Justinus Yudistira	<p>Start protecting land for mass rapid transit to other suburbs, e.g. north Halswell, Rolleston, Rangiora/Kaiapoi, airport, eastern chch, and on top of light rail, use heavy rail as well</p> <p>[Q5: Yes]</p>

76.21	Madeleine Price	<p>There will be people who will still need a car. Sheltered off- street secure parking must be made available, not on- street. This was an appalling government decision. Why? Because there will still be destination best reached by a private vehicle. I am thinking of rural holiday destinations such as holiday houses and sports such as skiing.</p> <p>On street parking for residents is not safe and cars weather very badly.</p> <p>[Q2: Yes - private vehicle access and parking]</p>
105.15	Gary Durey	<p>inefficient use of limited road space too many bus and cycle lanes and trees should not be planted on center strips or berms they cause too much damage.</p> <p>[Q3A: No]</p>
114.12	Jeremy Thin	<p>Public and sustainable transport will be even more important in the future due to population growth combined with the effects of climate change.</p> <p>[Q2:2]</p>
123.15	Mathew Harris	<p>Transport is big. The proposed rapid transport is good but needs to be extended to rolleston and to the airport. also, the end of the southern motorway at brougham street needs fixed so it flows better and is congested and put some right turn arrows on the traffic lights.</p> <p>[Q5: Cross ref to Q1]</p>
124.13	Tim O'Sullivan	<p>The Christchurch transport plans drawn up in the 1960's that resulted in our excellent system of motorways was in many ways more realistic that this plan even if the proposals for elevated skyways, motorways through Hagley Park and St Albans and a massive motorway interchange in Waltham were excessive and unrealistic and, in the end, unpopular. These plans were focussed on real transport problems did not include imaginary problems such as "climate change." The current draft plan should be rewritten with this in mind.</p> <p>A number of the ideas presented in this report, e.g., "sustainable transport choices," may well have to rely on some form of subsidy for them to succeed. A subsidy in this sense means that these projects are not economic on their own merits and need infusions on money from other sources (usually either local or central government). There are issues of justice here especially in relation to the reduced choices for those on lower incomes. Some form of subsidy may be necessary for public transport but subsidies for electric vehicles for the rich by reducing the transport choices of those less well-off is clearly unjust.</p>
126.34	Tim Frank	<p>The protection and development of the freight network is important. In particular more freight should be transported by rail. This should not impede the development of regional passenger rail, rather a restoration of formerly double-tracked lines and further measures to increase the capacity of railway lines. The railway line between Islington and Rolleston was double-tracked until the 1990s, when it was converted to single track to save on maintenance. The railway track through the city is also partially used on one track only, even though the second track is still present. This could easily be re-activated to increase capacity. Space needs to be protected for additional capacity.</p> <p>[Q5: Cross ref to Q1]</p>
130.15	Gideon Hodge	I like MRT

		[Q5: Yes]
131.16	Erin Spencer	A focus on accessibility is crucial. Those with mobility challenges and parents with strollers rely on ramps and lifts to access many places. [Q5: General comment]
133.16	Multiples Canterbury	Again, we support the GCSP, because we want our children to grow up in as safe a climate as possible. We acknowledge that this will require families to re-examine their expectations in terms of housing density, backyards, and transport. This is 100% worthwhile. Increased density around transport routes will help improve housing affordability for all residents, including our members. Our families often struggle financially due to the increased costs of multiples. More affordable housing and diverse typologies will help them access what they need more easily. We request that accessibility needs always be considered in the requirements for medium- and high-density ,homes, as well as the design of footpaths. We recognise that there are many reasons that universal design is key, and highlight that ours is the constant need to handle (as a minimum) a double buggy. [Q5: Also in Q2 and Q1: accessibility]
151.14	David Daish	Regarding transport, we should leave the option open for sea based passenger transport. It's a low energy way of moving people that I believe will come into its own in the coming century, especially in New Zealand, which is suited so well for it. [Q5]
156.16	David H Ivory	This issues I have are more in the details of how the plan is achieved, and the priorities. The general concept is sound. There need to be more focussed incentives - rewards and costs - for redevelopment so that the plan is achieved. That there are so many parking lots in the central city shows that incentives are broken. That the largest buildings in the central city are car parking structures is ridiculous. That so much prime inner city land is taken up by car sales yards is mind boggling. It is all very well to have a plan but unless there is the will to build it out it will remain just that - a plan. A whole reworking of the way that land value capture is managed in Christchurch needs to be developed, and if laws need to change then central government should work with councils to help implement them. It is not illiberal to require that land owners pay for the cost of externalities, pay for the privilege of enjoying the benefit of public expenditure on public transit and other infrastructure. It is only fairness. There have been many plans in the past - the fear is that this will be watered down, or drawn out over such a long period of time that the benefits do not arrive soon enough. One of the most diabolical notions is that along the public transit corridors land will have to be purchased to enable the tram route to be constructed. This land cost will be applied to the public transit system - the cry will be that we're building a gold plated expensive system... that the transit system will be blamed for disruption to businesses.

		<p>NO.</p> <p>Along the proposed routes there is ample space for two tram tracks, plus two lanes of traffic. There is no need for land purchases.</p> <p>The requirement comes from the fear that CAR PARKS will be lost - that we need a lane of car parks, a driving lane, two lanes of tram, a driving lane, a lane of car parks.</p> <p>NO.</p> <p>The tram does not need the land purchase, the driving lanes have no need of land purchases - so put apply the cost where it truly lies - CAR PARKS. the headline should read <i>\$100 million dollars to be spent on unmetered car parks because some retailer fears people will not drive to their shop.</i></p> <p>The stupidity of this is self-evident. Land Value Capture means benefiting from land value increases - not spending it on land that is wasted with no return in revenue. No wonder the AMETI Bus Way in Auckland is so expensive. Christchurch needs to learn this lesson. These roads had trams in the past - no need for land purchases.</p> <p>Step wise to the goal</p> <p>Make the entire route a clearway. keep two lanes for driving, two lanes for trams - at peak hours give the trams priority - off peak cars can share the tram lanes, and cars can park in the clearway. Once it becomes clear that there is no hit to retailers bottom line - just the reverse with all the tram passengers - then priority can revert to full time to trams, and the clearway made permanent.</p> <p>[Q5: General]</p>
159.17	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls High School	<p>the ones that still a priority but not the most important to us are 6(<i>Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities</i>)</p> <p>[Q5: N/A]</p>
165.13	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls' High School	<p>6 (<i>Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities</i>) feeling safe while commuting is so important for young teens of Christchurch</p> <p>[Q5: Yes - <i>Opportunity 6 is 3rd priority opportunity</i>]</p>
180.14	Peter Galbraith	<p>Support Mass Rapid Transport, and increased improvement of public transport.</p> <p>Support the continued rollout of active transport infrastructure. The 30% increase in cycling shows this is working.</p> <p>[Q5: Yes]</p>
181.15	Tom Norcliffe	<p>This Plan can only be effective and successful with a mass rapid transit system that supports not just Chch, but also the broader district and its satellite towns to the north and south.</p> <p>[Q5]</p>

187.18	Waipapa Papanui-Innes-Central Community Board	<p>The draft Spatial Plan (pg 5) says that its direction is to “Focus growth through targeted intensification in urban and town centres and along public transport corridors.” Our public transport is essentially buses and along those bus routes are already congested and often narrowed roads. With the rail line running the length of our key activity centres, between (or close to) a number of large schools (secondary and primary), and already connected to the growing districts of Waimakariri and Selwyn, we would encourage the plan to include the possibility of commuter rail (and increasing the amount of rail freight), in the engagement with the public and businesses. We believe there is a lack of clarity around what Mass Rapid Transport (Light Rail) is and Commuter Transport (heavy rail on existing tracks) actually is. With MRT requiring retrospective installation on roads – some of which are already congested and narrow, together with the significant cost and timeframes attached, we believe it would be remiss to at least not include existing rail as a discussion point at this time, in such a key document as the draft spatial strategy. Additionally, with a climate emergency having been declared and time running out, something that gets as many vehicles off the roads as quickly as possible surely must be part of the consultation.</p> <p>The Board is however, committed to supporting the Ōtautahi Christchurch Climate Resilience Strategy's climate goals and the Ōtautahi-Christchurch Urban Forest Plan, and would suggest these are further reviewed, so as to ensure the respective strategies and plans align and support each other.</p> <p>[Full Attachment Available]</p>
197.19	Lynette Bay	<p>All people should be treated equally. Not one group being given specific advantages over another which is what is happening even now. We are one nation with 160 different nationalities so each needs to have a say.</p> <p>Affordable housing sounds great but in reality how exactly are you going to suddenly achieve that ? It has been talked about for the last decade but there is still the same problem of lack of housing or affordable housing.</p> <p>Again, programs to get people using buses, cycles etc have been there for over a decade and how much progress has really been made there in relation to the huge amount of our money being spent on it? take cycle lanes - yes, while a good idea the amount or lack of cyclist using most of the routes shows a very different story. So called green money could have been utilized in other ways. Cheaper options, less spent on consultation fees etc. Council needs to be there for us the people, we are the ones who pay you.</p> <p>[Q5: Unsure. Also coded to 10]</p>
199.16	George Laxton	<p>Bicycles (and other small PEV Personal electric vehicles) I believe will be the future of urban transport and investing in the ability for park and ride with high quality safe secure locations to out your bike or other personal vehicle without having to take it on a train/bus would be amazing. Again we just got back from Japan and there is so much bicycle parking at all the train stations which enables the Home > Bike > Train/Bus > Destination which expands the reach of the network so much. Less focus on car parking and more focus on bike parking please!</p> <p>Also a city bike program that has dedicated bike share spaces at ALL the major hubs and also dotted in appropriate places around the city enabling the Home > Bike > Train/Bus > Bike Share Hub > Destination hopefully all paid through the same transport card that you used for Bus/Train.</p>

		[Q5] also cross ref active transport		
201.8	Property Council New Zealand	While we support building awareness through information and education initiatives as well as incentivising the use of public and active transport, reliability of transport is key. For mode shift towards public transport to occur, the public transport system needs to be easy-to-access, efficient, reliable and affordable.		
208.14	Living Streets Otautahi	Living Street Ōtautahi Christchurch expects the transport plan to complement and enhance the existing footpath network without adding more shared paths.		
212.17	Ingrid Mesman	#6 As in my earlier reply above. NZ does not use transport like other countries. We like to be independent with where we go and how we get there. Using public money to prop up transport in a presumed effort to get the public to use more is not working. Many people are using the cycleways. Take buses off the road and support minivan transport around the city. Mostly the buses are not busy during work hours. Have buses available at predesignated times and from predesignated places. Stop trying to provide all options for all. Get people to take action for themselves.		
218.15	Christchurch International Airport Ltd	<table border="1"> <tr> <td>Connecting people and places (pages 82-86)</td> <td> <p>CIAL generally supports the approach of the draft Spatial Plan towards connecting people and places, particularly the recognition of the need for significant improvements to public and active transport. CIAL's specific comments include:</p> <ul style="list-style-type: none"> • CIAL's contribution to the social, environmental and economic prosperity of Greater Christchurch, the South Island and New Zealand are outlined in the body of this submission. CIAL has and continues to invest in initiatives to decarbonise the aviation sector consistent with its sustainability strategy. All the work that CIAL is undertaking will be critical to connect people and places in the future and, accordingly, its elevation in the draft Spatial Plan to a KTEEN is entirely appropriate. • CIAL considers that Christchurch Airport should be expressly recognised as a key part of the freight network for moving goods into and out of the city region. • CIAL considers that express reference is required to public transport connections to Christchurch Airport for both travellers and campus employees (which may require corresponding changes to Map 15). </td> </tr> </table> <p>[Full Submission Available]</p>	Connecting people and places (pages 82-86)	<p>CIAL generally supports the approach of the draft Spatial Plan towards connecting people and places, particularly the recognition of the need for significant improvements to public and active transport. CIAL's specific comments include:</p> <ul style="list-style-type: none"> • CIAL's contribution to the social, environmental and economic prosperity of Greater Christchurch, the South Island and New Zealand are outlined in the body of this submission. CIAL has and continues to invest in initiatives to decarbonise the aviation sector consistent with its sustainability strategy. All the work that CIAL is undertaking will be critical to connect people and places in the future and, accordingly, its elevation in the draft Spatial Plan to a KTEEN is entirely appropriate. • CIAL considers that Christchurch Airport should be expressly recognised as a key part of the freight network for moving goods into and out of the city region. • CIAL considers that express reference is required to public transport connections to Christchurch Airport for both travellers and campus employees (which may require corresponding changes to Map 15).
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222.10	Graeme McCarrison On Behalf Of Spark, Chorus, One NZ, FortySouth and Connexa	<p>Climate Change Challenge – role of digital technology</p> <p>Opportunity 6 of the draft strategy explores the opportunities for reducing greenhouse gas emissions via measures to change the way people travel. Ensuring access to quality connectivity will be key to reducing emissions. The Telecommunications network and digital technology is a critical pathway to reducing greenhouse gas emissions in many ways:</p> <ol style="list-style-type: none"> • Avoiding transport emissions by enabling more people to work and study from home. This goes beyond connecting people virtually, to enabling secure remote access to systems and services, and monitoring physical assets. A consequential life cycle assessment was undertaken in 2022 to measure how working from home one day a week affects the size of an employee's carbon footprint. One NZ commissioned Think step-anz carryout a Consequential Life Cycle Assessment (CLCA)² which found that the average New Zealand office worker who works one day a week from home will save 4.2kg in carbon emissions per day, compared to commuting into the office every day. 		

		<ul style="list-style-type: none"> b. Using smart technology to reduce energy consumption for individual households and public institutions such as schools and hospitals. This includes smart thermostats, heat pumps, and water heaters, and demand management technologies to support grid decarbonisation and reduce peak demand by controlling and coordinating energy heavy activities such as EV charging. c. Using smart cities technology to help tackle climate change. For example, for traffic management, optimising refuse collection, monitoring pollution, optimising street lighting, ride sharing, energy metering, and switching on devices at times to optimise energy use. <p>The smart technologies we mention rely on sensors and telecommunications networks to record and relay data. Research from Spark and Thinkstep-ANZ3 found that digital technology as an enabler of a variety of actions could collectively reduce annual emissions 7.2 Mt by 2030 - the equivalent of 42 percent of Aotearoa New Zealand's current emissions budget targets.</p> <p>We recommend that Opportunity 6 recognises internet access and digital enablement more generally be included as part of climate change mitigation part other Spatial strategy.</p>
222.11	Graeme McCarrison On Behalf Of Spark, Chorus, One NZ, FortySouth and Connexa	<p>We support the draft strategy, the prioritisation of development areas supported by public transport corridors and an improved public transport system.</p> <p>[Also recoded under 6.1 and 8.1.]</p>
238.15	Jack Gibbons	<p>Yes, enabling true transport choice is good.</p> <p>[Q2: Yes]</p>
258.45	Brendon Harre	<p>Considers that in only a decade or two if Christchurch implements the draft spatial strategy, it risks finding itself in an awful trade-off position of having to choose between two bad options — degrade the environment or inflate the cost-of-living crisis further. The pressure to restart car dependent sprawl will be immense despite the known consequences for energy use, CO2 emissions, traffic congestion, long-run infrastructure costs etc. Yet, a better spatial plan that could avoid this trade-off and have good outcomes for both the environment and affordability would be achievable if the draft spatial strategy is improved upon with preparation for more transit oriented developmental capacity that can come on-stream if required.</p>
289.16	Paula Bevilacqua	<p>possibly look at some of these for the next decade, not 6. Land use seems a bit prescriptive, what rights do we have?</p> <p>[Q5: No]</p>
291.14	Joe Holland	<p>I have been commuting from Rangiora to Christchurch for over 16 years and there is no current need, like over the last decade and a half for investment in urban centres, to raise rates and taxes for the public. Our transport corridors are managing and growth and development based off modelling is not a sustainable move from the people of Canterbury.</p> <p>[Q2: No]</p>

302.9	Disabled Persons Assembly (NZ) Inc	<p>DPA supports the goal of prioritising sustainable transport choices within Greater Christchurch to support this country's climate change goals. DPA would like to see fully accessible transport added to the opportunity six goal along a aside the need to promote sustainable transport choices.</p> <p>Recommendation 8: that fully accessible transport is added to the opportunity six goal as follows “Prioritise sustainable and accessible transport choices....”</p> <p>[Full Attachment Available]</p>
303.15	Waihoru Spreydon-Cashmere-Heathcote Community Board	<p>General comment on Opportunities - Opportunity 6</p> <p>The Community Board supports the focus on prioritising active transport, and Spreydon and Cashmere residents are well represented in the use of active and public transport, and the Community Board has paid particular attention to advocating for improving this infrastructure in its 2022-25 Community Board Plan.</p> <p>The Board supports the direction of delivering thriving neighbourhoods with quality development and supporting community infrastructure.</p> <p>The Board area includes parts of two major economic routes – SH76 and the Main South Line of the rail network, both of which connect Lyttelton Port to the broader road and rail networks and anchor the southern industrial arc.</p> <p>Both these corridors are major economic infrastructure, but both have major effects on the residential and transport infrastructure of the Board area. The Board's view is that as far as possible use of the rail network should be encouraged, and the effects of the SH76 corridor mitigated. It is particularly important that a “Road to Zero” approach where safety is non-negotiable is built into the ongoing management of SH76 a sit is not acceptable to trade-off safety.</p>
306.7	Equus Trust	<p>Partially – there need to be amendments to as set out below (shown in bold and underlined or strike out)</p>

#4 Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs

*4.2 Ensure **at least** sufficient development capacity is provided or planned for to meet demand*

Reason – consistent with wording of NPS-UD.

4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth

*4.4 Provide housing choice and affordability **to meet housing needs in terms of type, price, and location, of different households, including large lot and low density housing as well as medium and high density housing***

Reason – consistent with NPS-UD.

#6 Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities

We support #6 in principle, noting that this focus is necessary to give effect to the Government's Emission Reduction Plan (ERP) targets. However, we do not consider that a focus on attempting to manipulate the current urban form of GC to one that will create sufficient population density to help support the viability of the proposed mass rapid transit system is the appropriate key move to achieve this. It is not realistic, may never 'see the light of day', and will have negligible benefits in terms of reduced greenhouse gas emissions.

Further residential and business development opportunities, including for 76 Hawthornden Road need to be enabled by the Spatial Plan.

NPS-UD

As acknowledged in the background document assessing alternative growth scenarios, the proposed Spatial Plan is a Future Development Strategy as required under the NPS-UD which does not meet the mandatory requirements of the NPS-UD. It doesn't provide for sufficient development capacity in Selwyn and Waimakariri.

In addition, it will not meet the NPS-UD requirement for planning decisions to contribute to well functioning urban environments – in terms of Policy 1, it will not

- have or enable a variety of homes that:
 - (i) meet the needs, in terms of type, price, and location, of different households (1a)
- support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets;
- support reductions in greenhouse gas emissions to any greater extent than other growth scenarios (a mix of consolidated and dispersed growth) which meet all the other requirements of the NPS-UD including providing at least sufficient development capacity for housing and business land.

		<p>– It simply cannot proceed in its current form as it will not give effect to higher planning documents, specifically the NPS-UD.</p> <p>Maps 2 and 14 The Spatial Plan does not meet the requirement for a FDS to spatially identify the ‘broad locations’ in which at least sufficient development capacity for housing and business land will be provided over the long term, in both existing and future urban areas. Maps 2 and 14 only show existing urban areas and approved rezonings, and is cadastrally based rather than showing broad locations. It continues the current CRPS approach of applying a firm immovable Metropolitan Urban Limit. Decisions on private plan change for rezoning in Selwyn District have consistently found that this is in direct conflict with the NPS-UD direction and associated guidance documents.</p> <p>Implementation</p> <p>The Draft Spatial Plan does not meet the NPS-UD implementation and review requirements for a FDS. The NPS-UD requires a FDS to include an Implementation Plan which must be updated annually (Clause 3.18). The Spatial Plan has no provision for updating the Implementation Plan, simply noting that progress on the proposed Joint Work Programme will be updated every two years. The FDS must be reviewed every 3 years (Clause 3.16) whereas the Draft Spatial Plan only commits to a review every 5 years. Ongoing monitoring and review is essential, and a firm written commitment as a minimum to the FDS mandatory review and updating requirements. The Spatial Plan needs to be a ‘living’ and flexible document if it has any chance of keeping pace and being responsive to urban growth needs in a fast changing world/receiving environment and in the context of some very significant and immediate environmental challenges (in particular climate change) and the focus of the entire urban form / future on one which will support costly and uncertain public transport initiatives including MRT.</p>
308.13	Rob Nicol	<p>There need to be amendments to as set out below (shown in bold and underlined or strike out)</p> <p>#6 Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities</p> <p>We support #6 in principle, noting that this focus is necessary to give effect to the Government’s Emission Reduction Plan (ERP) targets. However, we do not consider that a focus on attempting to manipulate the current urban form of GC to one that will create sufficient population density to help support the viability of the proposed mass rapid transit system is the appropriate key move to achieve this. It is not realistic, may never ‘see the light of day’, and will have negligible benefits in terms of reduced greenhouse gas emissions. Further residential and business development opportunities, including for 91 Townsend Road need to be enabled by the Spatial Plan.</p> <p>[Submission points also recoded against 2.2]</p>
310.27	Richard and Geoff Spark	<p>The Submitters support #6 in principle, noting that this focus is necessary to give effect to the Government’s Emission Reduction Plan (ERP) targets. However, a focus on attempting to influence the current urban form of Greater Christchurch to create sufficient population density to help support the viability of the proposed mass rapid transit system is the appropriate key move to achieve this. MRT needs to be supported by a government commitment to help fund the work. Without this, MRT is not realistic. Also of concern is that the compact urban form proposal underpinning the Spatial Plan has been chosen even though it has Otherwise negligible benefits in terms of reduced</p>

		greenhouse gas emissions compared to other urban form scenarios i.e a combination of consolidation and dispersed growth around existing townships.
311.10	Robbie McIlraith	<p>Q5: disagree with spatial strategy</p> <p>No – there need to be amendments to as set out below (shown in bold and underlined or strike out) [sorry - had to snip to capture amendments]</p> <p>No – there need to be amendments to as set out below (shown in bold and underlined or strike out)</p> <p><i>#4Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs</i></p> <p><i>4.2 Ensure <u>at least</u> sufficient development capacity is provided or planned for to meet demand</i></p> <p>Reason – consistent with wording of NPS-UD.</p> <p><i>4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</i></p> <p><i>4.4 Provide housing choice and affordability <u>to meet housing needs in terms of type, price, and location, of different households, including large lot and low density housing as well as medium and high density housing</u></i></p> <p>Reason – consistent with NPS-UD.</p>

4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth

*4.4 Provide housing choice and affordability **to meet housing needs in terms of type, price, and location, of different households, including large lot and low density housing as well as medium and high density housing***

Reason – consistent with NPS-UD.

#6 Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities

We support #6 in principle, noting that this focus is necessary to give effect to the Government’s Emission Reduction Plan (ERP) targets . However, we do not consider that a focus on attempting to manipulate the current urban form of GC to one that will create sufficient population density to help support the viability of the proposed mass rapid transit system is the appropriate key move to achieve this. It is not realistic, may never ‘see the light of day’, and will have negligible benefits in terms of reduced greenhouse gas emissions compared to other more realistic urban form scenarios i.e a combination of consolidation and dispersed growth around existing townships – the ‘urban villages’ approach discussed above.

NPS-UD

As acknowledged in the background document assessing alternative growth scenarios, the proposed Spatial Plan is a Future Development Strategy as required under the NPS-UD which does not meet the mandatory requirements of the NPS-UD. It doesn’t provide for sufficient development capacity in Selwyn and Waimakariri.

In addition, it will not meet the NPS-UD requirement for planning decisions to contribute to well functioning urban environments – in terms of Policy 1, it will not

- have or enable a variety of homes that:
 - (i) meet the needs, in terms of type, price, and location, of different households (1a)
- support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets;
- support reductions in greenhouse gas emissions to any greater extent than other growth scenarios (a mix of consolidated and dispersed growth) which meet all the other requirements of the NPS-UD including providing at least sufficient development capacity for housing and business land.

It simply cannot proceed in its current form as it will be not give effect to higher planning documents, specifically the NPS-UD.

		<p>Highly Productive land and the NPS-HPL The compact urban form scenario is stated as preferable in terms of minimising the amount of HPL lost for urban development. The NPS-HPL interim definition of HPL is all LUC 1-3 land. However, the land adjoining the existing urban areas in GC is already highly fragmented into 4 ha blocks which are too small to be highly productive. This is acknowledged Loss of HPL is simply not a significant issue in the context of urban growth scenarios for GC.</p> <p>Maps 2 and 14 The Spatial Plan does not meet the requirement for a FDS to spatially identify the ‘broad locations’ in which at least sufficient development capacity for housing and business land will be provided over the long term, in both existing and future urban areas. Maps 2 and 14 only show existing urban areas and approved rezonings, and is cadastrally based rather than showing broad locations. It continues the current CRPS approach of applying a firm immoveable Metropolitan Urban Limit. Decisions on private plan change for rezoning in Selwyn District have consistently found that this is in direct conflict with the NPS-UD direction and associated guidance documents.</p> <p>Implementation The Draft Spatial Plan does not meet the NPS-UD implementation and review requirements for a FDS. The NPS-UD requires a FDS to include an Implementation Plan which must be updated annually (Clause 3.18). The Spatial Plan has no provision for updating the Implementation Plan, simply noting that progress on the proposed Joint Work Programme will be updated every two years. The FDS must be reviewed every 3 years (Clause 3.16) whereas the Draft Spatial Plan only commits to a review every 5 years. Ongoing monitoring and review is essential, and a firm written commitment as a minimum to the FDS mandatory review and updating requirements. The Spatial Plan needs to be a ‘living’ and flexible document if it has any chance of keeping pace and being responsive to urban growth needs in a fast changing world/receiving environment; and in the context of some very significant and immediate environmental challenges (in particular climate change); and the focus of the entire urban form / future on one which will support costly and uncertain public transport initiatives including MRT.</p>
313.13	Miles Premises Ltd	<p>Do you agree with the draft spatial strategy outlined above? Partially – there need to be amendments to as set out below (shown in bold and underlined or strike out)</p> <p>#6 Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.</p> <p>We support #6 in principle, noting that this focus is necessary to give effect to the Government’s Emission Reduction Plan (ERP) targets. However, we do not consider that a focus on attempting to manipulate the current urban form of GC to one that will create sufficient population density to help support the viability of the proposed mass rapid transit system is the appropriate key move to achieve this. It is not realistic, may never ‘see the light of day’, and will have negligible benefits in terms of reduced greenhouse gas emissions. Further residential development opportunities, including our Site need to be enabled by the Spatial Plan.</p>
313.19	Miles Premises Ltd	<p>Do you agree with the draft spatial strategy outlined above? Partially – there need to be amendments to as set out below (shown in bold and underlined or strike out)</p>

		<p>#4 Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs</p> <p>4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand Reason – consistent with wording of NPS-UD.</p> <p>4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</p> <p>4.4 Provide housing choice and affordability to meet housing needs in terms of type, price, and location, of different households, including large lot and low density housing as well as medium and high density housing</p> <p>Reason – consistent with NPS-UD.</p> <p>#6 Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities</p> <p>We support #6 in principle, noting that this focus is necessary to give effect to the Government’s Emission Reduction Plan (ERP) targets. However, we do not consider that a focus on attempting to manipulate the current urban form of GC to one that will create sufficient population density to help support the viability of the proposed mass rapid transit system is the appropriate key move to achieve this. It is not realistic, may never ‘see the light of day’, and will have negligible benefits in terms of reduced greenhouse gas emissions. Further residential development opportunities, including our Site need to be enabled by the Spatial Plan.</p>
315.2	West Melton Holdings Ltd	<p>We are concerned that the Spatial Plan and future urban form is predicated on a future Public Transport (PT) system including Mass Rapid Transit (MRT) proposal for which there is no funding in place and no approved business case in support of MRT. Yet 75% of (presumably new) homes and 81% of jobs are anticipated along the MRT corridor. (MRTM ass Rapid Transit Indicative Business Case for Greater Christchurch- Summary May2023). There is only a 5 % difference between the three urban growth scenarios (compact, consolidated and dispersed) in terms of reductions in greenhouse gas emissions i.e. Between 40-45% reduction (Urban Form Scenarios Evaluation Report 2022) which is a minimal difference and, on its own does not justify the very large investment required for MRT (\$3-\$4 billion to build).The desire for a viable MRT appears to be driving the form of urban growth, rather than ‘the other way round’. Whilst we support the core PT routes and MRT in principle, we do not support the compact urban form growth model which concentrates all future growth along these PT routes, and appears to not make any provision for urban growth elsewhere (other than within existing urban areas and already approved plan changes), including residential development of the WMH submission land at West Melton.</p>
315.16	West Melton Holdings Ltd	<p>Supports Opportunity 6 in principle, noting that this focus is necessary to give effect to the Government’s Emission Reduction Plan (ERP) targets. However, we do not consider that focus on attempting to manipulate the current urban form of GC to one that will create sufficient population density to help support the viability of the proposed mass rapid transit system is the appropriate key move to achieve this. It is not realistic, may never ‘see the light of day’, and will have negligible benefits in terms of reduced greenhouse gas emissions. Further residential development opportunities, including the WMH submission land, need to be enabled by the Spatial Plan.</p>
316.10	Lynn, Malcolm and Lynn Townsend and Stewart	<p>Partially – there need to be amendments to as set out below (shown in bold and underlined or strike out)</p>

		<p><i>#4 Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs</i></p> <p><i>4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand</i></p> <p>Reason – consistent with wording of NPS-UD.</p> <p><i>4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</i></p> <p><i>4.4 Provide housing choice and affordability to meet housing needs in terms of type, price, and location, of different households, including retirement, large lot and low density housing as well as medium and high density housing</i></p> <p>Reason – consistent with NPS-UD.</p> <p><i>#6 Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities</i></p> <p>We support #6 in principle, noting that this focus is necessary to give effect to the Government's Emission Reduction Plan (ERP) targets. However, we do not consider that a focus on attempting to manipulate the current urban form of GC to one that will create sufficient population density to help support the viability of the proposed mass rapid transit system is the appropriate key move to achieve this. It is not realistic, may never 'see the light of day', and will have negligible benefits in terms of reduced greenhouse gas emissions. Further industrial and residential development opportunities, including the Townsend & ors submission land, need to be enabled by the Spatial Plan.</p>
318.10	Andrew McAllister	<p>#6 Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.</p> <p>I support #6 in principle, noting that this focus is necessary to give effect to the Government's Emission Reduction Plan (ERP) targets. However, I do not consider that a focus on attempting to manipulate the current urban form of GC to one that will create sufficient population density to help support the viability of the proposed mass rapid transit system is the appropriate key move to achieve this. It is not realistic, may never 'see the light of day', and will have negligible benefits in terms of reduced greenhouse gas emissions compared to other more realistic urban form scenarios i.e a combination of consolidation and dispersed growth around existing townships – the 'urban villages' approach discussed above.</p> <p>[Also recoded under 2.1.]</p>

318.18	Andrew McAllister	<p>Do you agree with the draft spatial strategy outlined above? No – there need to be amendments to as set out below (shown in bold and underlined or strike out)</p> <p>#4 Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs 4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand</p> <p>Reason – consistent with wording of NPS-UD. 4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth 4.4 Provide housing choice and affordability to meet housing needs in terms of type, price, and location, of different households, including large lot and low density housing as well as medium and high density housing</p> <p>Reason – consistent with NPS-UD.</p> <p>#6 Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities</p> <p>I support #6 in principle, noting that this focus is necessary to give effect to the Government’s Emission Reduction Plan (ERP) targets. However, I do not consider that a focus on attempting to manipulate the current urban form of GC to one that will create sufficient population density to help support the viability of the proposed mass rapid transit system is the appropriate key move to achieve this. It is not realistic, may never ‘see the light of day’, and will have negligible benefits in terms of reduced greenhouse gas emissions compared to other more realistic urban form scenarios i.e a combination of consolidation and dispersed growth around existing townships – the ‘urban villages’ approach discussed above.</p> <p>[Relevant submission points also recoded under Opp 4 and Opp 6.]</p>
331.13	Carter Group Limited	<p>Supports:</p> <p>6 Carter Group support the general intent of the draft Spatial Plan, in particular: 6.1 The future planning of development to ensure integrated and well-functioning urban environments into the future; 6.2 The identification of constraints to development, including areas to be protected and avoided; 6.3 The identification and strengthening of the network of urban and town centres (except to the extent these are opposed below); and 6.4 The continued use of greenfield development to provide capacity in appropriate locations.</p>
335.9	Waimakariri Youth Council Waimakariri Youth Council	<p>Needs to include the word accessible in Opportunity #6. This is important to specify. Two different meanings for WYC - accessible bus stop locations, regularity and timing of buses, and accessible for people with a disability. [Full Attachment Available]</p> <p>[Q5: partially]</p>
336.22	Orion Group Limited	<p>We submit that a new direction should be included that allows for the electrification of the transport network. For example:</p> <p>6.5 Enables and supports the electrification of the transport fleet including through charging infrastructure</p> <p>As we have said above, we expect growing demand for electricity for transport as fossil fuels are phased out of both private and public transport. We acknowledge and fully support the focus on changing people’s travel behaviours and shifting the focus from single</p>

		<p>occupancy vehicles to more sustainable modes. In addition, the electrification of the transport fleet will be critical to support decarbonisation of the region, and require significant and timely enabling changes to network infrastructure.</p> <p>Charging infrastructure will also be integral to the electrification of the transport fleet. This will include residential charging (on and off street), commercial charging, and workplace charging. The spatial strategy will need to dovetail with the Government's electric vehicle charging strategy when that is finalised and released.</p> <p>People and freight mode shift; the rate of uptake of electric vehicles across our region; together with where, when and how these vehicles are charged, are all important drivers of electricity infrastructure investment, highlighting the importance of integrated planning to achieve our decarbonisation goals.</p>
340.25	Hughes Developments Limited	<p>Support Direction 6.1</p> <p>Support Direction 6.2, for the reasons set out in Section 2.1</p> <p>Support Direction 6.3</p> <p>Support Direction 6.4</p> <p>Support Direction 6.5</p>
343.17	Waipuna Halswell-Hornby-Riccarton Community Board	<p>The Board recognises that Opportunity 6: to Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural, and economic opportunities incorporates a goal to shift how people travel. The Board sees this an aspirational goal which will be difficult to realise given that even in current medium density areas many people (including young workers and students) use cars for work/sport/entertainment etc.</p>
351.8	Spokes Canterbury	<p>Yes.</p> <p>Spokes supports a bus MRT system for the following reasons</p> <ol style="list-style-type: none"> 1. There are no tracks that need to be crossed by cyclists or pedestrians which reduces the number of potential accidents. 2. A bus MRT is cheaper and faster to build. 3. It is more flexible. In an emergency as it can be re-routed. This could be for any number of reasons including accident, fire, flood, road-works or earthquakes. 4. Automation will allow a greater variety of bus services to be part of the MRT that can come and go as needed. Rail is far less flexible. <p>Spokes envisages that for the section Papanui to Church Corner cars would be replaced on street (ie no cars or parking allowed) by the MRT in the centre of the road and the remaining road would be available for cycling (including a separated lane), pedestrians and other forms of active transport, emergency vehicles and maybe some limited form of delivery to businesses at set hours. There is an assumption that people will live very close to the MRT and that their destination will also be close to a stop. This will be true for a percentage of people but there will be a large number who will need to travel further at one or more ends of their journey. An inability to take you bike with you limits transport choices.</p> <p>Micro-mobility options such as rental e-scooters are seen as a solution but have significant disadvantages. There is a risk that a scooter will not be available for rent at the end of travel when needed. Technically you need to be over 18 to use the service. It is expensive and</p>

		<p>is highly likely to cost more than the MRT service for each journey. Older people have low usage rates of rentals.</p> <p>Spokes strongly supports the ability to take bikes (including e-bikes) on the MRT services as on the current Metro services. Spokes does not agree with the concern about the time taken to load and unload a bike onto the bus MRT as it is normally quite fast.</p> <p>There could be a special compartment for bikes and other forms of active transport at the back of the bus where these could be wheeled in and out. You can take bikes on many international MRT systems.</p> <p>MRT needs to be more convenient than travelling by car but the average time does not need to equate to a car travelling at a particular speed, and it should include the time taken to park and walk to your destination.</p> <p>A MRT can be made more desirable by requiring vehicles to travel a less direct route, providing limited paid parking options for vehicles, providing wifi on the MRT, ensuring the MRT is comfortable and safe, and carefully choosing convenient stops. [Full Attachment Available]</p>
353.9	John Laugesen	<p>Q5 Do you agree with the draft spatial strategy outlined above?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Partially <input type="checkbox"/> Unsure</p> <p>It would be helpful to understand which aspects you support or do not support and why:</p> <p>Our infrastructure is already very suitable. No need to overhaul in a major way. Transportation could be addressed with more consultation with the community groups and meetings.</p>

354.8	Anthea Laugesen	<p>Q5 Do you agree with the draft spatial strategy outlined above?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Partially <input type="checkbox"/> Unsure</p> <p>It would be helpful to understand which aspects you support or do not support and why:</p> <p><i>This is going to cost more than N.Z can afford.</i></p> <p><i>Having travelled a lot overseas I have seen the proposal and several years dead. It does nothing for the well being of the people living in these areas.</i></p>
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Opportunity 6 - See Sections 4.7 of the Officers Report

Point	Submitter	Position
2.16	Jackson Davey	<p>I strongly support the proposed improvements to the public transport system. This is because it will allow for reduced emissions, reduced congestion (by getting more people out of cars) and will also support the increased density of urban areas, while limiting sprawl. These improvements to the public transport system are, I believe, absolutely crucial to get this to happen, and without these improvements I feel that Christchurch will not be planning for the future or even the present. Currently, the existing core public transport routes, are, I believe, not good enough to adequately serve their communities and they certainly will not be as the grow in the future. They are too low capacity, too infrequent, and too slow to be competitive with driving. A MRT system like this will improve all of these, while still allowing people who need to drive to have that option (and reducing congestion for those people as there will be less traffic).</p> <p>My only criticism of this planned system is that it does not ALSO include a heavy rail system from Rangiora to Rolleston via the city. If this was also included I believe that transport emissions would be dramatically reduced, as people living in these towns have the longest distance to travel. While the direct bus services are exceptional and are a major improvement over what used to serve these communities, I do not think that they have a high enough capacity to truly get the majority who drive to the city centre out of their cars. The only situation where I could see the direct bus services being used more is if frequency was improved and they travelled both directions all day, not just a single direction in peak hours.</p> <p>[Q1: Yes. Also coded to 8.2.1]</p>
2.18	Jackson Davey	<p>Christchurch already suffers from significant traffic issues. This is caused by a massive overreliance on cars, which in turn is caused by a lack of density in this city. People often have to travel great distances to where they need to go, as the suburbs are often very far away</p>

		<p>from places that people work or shop. Increasing density, particularly by using mixed-zoning and high density housing, will allow people to walk to where they need to go, rather than drive as their destination will more likely be a 15 minute walk from their house, rather than an hour. Increasing this density of housing will also allow a greater use of public transport, as there will be far more people within the catchment area and much higher ridership. This will have the benefits of lower congestion, lower emissions, and shorter travel times, particularly for those not driving. Increasing density will also prevent future urban sprawl, which considering that we live around land that would be better used for agriculture than housing, is clearly in our best interest economically and environmentally.</p> <p>[Q2: Also coded to 8.1 and 11.3]</p>
4.7	Vincent Tjoandi	<p>Improved and having the best standard of public transport would significantly reduce the amount of cars or the necessity owning a private vehicle, which it would resulting a lesser traffic and air pollution.</p> <p>[Q1: Yes]</p>
18.7	Shelby Allan	<p>I support further public transport because it's important to a healthy city & people- but I have concerns that a large area of the east has no public transport readily available.</p> <p>[Q1: Unsure. Also coded to 8.7]</p>
21.6	Paul Hamilton	<p>A robust core of densification and core public transport (that needs to become rail asap that is possible) is crucial to get the wider region's inhabitants onboard to how effective the model will be. Auckland's potential economic and social prosperity has significantly languished over the last couple of decades because similar densification and investment in core public transport initiatives, that should have been happening in the 80s and 90s, didn't happen. They are now paying a significant toll while trying to catch-up to what is just a basic model of the required public transport infrastructure. It would be remise of Canterbury to make exactly the same stupid mistakes that Auckland did in earlier decades. Now is the time for action, and this needs to start with a "good" plan, rather than niggling over what perfect is. This is a good plan.</p> <p>[Q1: Yes]</p>
22.6	India Morton	<p>Christchurch has had unreliable public transport for decades. Comparable cities across the world have much better transport networks including light rail.</p> <p>[Q1: Yes]</p>
25.7	Kees Vos	<p>Any move toward a greater public transit system is a good one. I would prefer if the already existing rail system we have in Christchurch is used with new stations. I think we can have both :)</p> <p>[Q1: Yes]</p> <p>[Also recoded under 8.3.1]</p>
26.7	Joy McLeod	<p>we must have quick convenient and comfortable public transport and reduce car use.</p> <p>[Q1: Yes]</p>
27.8	Chessa Crow	<p>There is no linking of the East into the transport plan.</p> <p>The routes seem to stop at Shirley and Linwood.</p>

		<p>There are hundred of people who live east of those suburbs and NOTHING is showing on this map to move them into the city.</p> <p>We have RIDICULOUS land zoning and building happening here and horrible townhomes replacing single family dwellings and they are being built without parking spaces or garaging for cars but there is no inclusion of the east into the public transport plan.</p> <p>[Q1: No]</p>
28.8	Bill McElhinney	<p>It has to be the most logical thing to do. Public Transport needs to be concentrated to the areas where most people live.</p> <p>[Q1: Yes]</p>
28.9	Bill McElhinney	<p>Yes, certainly transport corridors but what about the centre city. The city centre needs to be extremely easy to catch a bus to town and especially when Te Kaha is completed. Public transport to and from this iconic venue needs to have a great amount of consideration going forward.</p> <p>[Q2: Unsure]</p>
30.7	Bethany Millar	<p>This transit systems, seems extremely efficient with well connected areas that daily commuters move through. The green belt incorporation will be essential in ensuring little further harm develops from the urban expansion and population growth going forward. I fully support this spatial plan.</p> <p>[Q1: Yes]</p> <p>[Comment related to greenbelt also recoded under 5.2]</p>
32.8	Murray Allison	<p>The map is quite difficult to find these proposed public transport systems.</p> <p>[Q1: Unsure]</p>
33.8	Andre Gaudin	<p>I support the plan as presented, however I worry that the plan focuses too much on moving to and from the city centre rather than around the city. Mass transit also needs to be built to connect Riccarton and Hornby to Papanui directly, instead of through the centre city. Mass transit also needs to be built to connect Papanui, Shirley, and Linwood, and further out to New Brighton.</p> <p>[Q1: Yes]</p> <p>[MRT point also recoded to 8.2]</p>
35.7	Rory Evans Fee	<p>A better public transport system is sorely needed, this is a great start. I'd love to see the mass transit network with more routes to reach residential areas - like airport through Burnside / Ilam to the University and connecting to Riccarton. Even if these routes are less frequent. As the plan stand now, it's great for getting from one center to another, but not good for those that don't already happen to live near a main shopping center. Without dense housing around these stops means most people live no where near a stop and would have to take another transport option just to get to the nearest stop. At that point, why get off a bus going from Greers Rd -> City at church corner to take the mass transport network?</p> <p>[Q1: Yes]</p> <p>[Also recoded under 8.2]</p>

37.7	Neil Stewart	<p>Because it means buses wont be using Cranford st, which in turn means smoother more efficient travel for bikes buses and cars</p> <p>[Q1: Yes]</p>
41.6	Charles Berdette Pardo	<p>I believe this is an accurate projection of the growing urban centres and hence an improved mass transit is a must for along this corridor.</p> <p>[Q1: Yes]</p>
45.8	Richard Wesley	<p>Strong support for step change public transport to address climate emissions, improve public health, and stop urban sprawl.</p> <p>[Q1: Yes]</p>
45.9	Richard Wesley	<p>Strong support for this focus to help improve public transport to address climate emissions, improve public health, and stop urban sprawl.</p> <p>[Q2: Yes]</p>
46.13	Jenny Sahng	<p>Super excited about a mass rapid transport system - something that has been sorely missing in Christchurch so far. I'm also excited to see the focus on active transport first and foremost, then public transport (which is still often driven by fossil fuel and requires heavy roading infrastructure), with personal vehicles not being mentioned.</p> <p>[Q6 - Partially. Coder note: Part of response coded to Opportunity 4 - 6.1]</p>
47.9	Ben Hay-Smith	<p>To be clear, this is a "yes, and..." submission. I strongly support the creation of a new mass transit "turn up and go" system in Greater Christchurch, and out of the proposed options would strongly prefer a light rail format. I believe the current proposed system is a sound approach to getting widespread agreement and an '80/20' sort of benefit, given that it covers the critical areas of the city needing urban intensification.</p> <p><i>However</i>, I continue to strongly support exploration of extensions to this route in the DBC. Decision-makers should take into account the intangible benefits of a more fulsome mass rapid transit network in Christchurch. The thrust behind this spatial plan, and local/regional policy in general, should be the densification of the region to boost agglomeration benefits and access to local amenity (i.e. more people getting access to what Canterbury, the best region in Aotearoa, has to offer), and a side effect of any success the plan has will be an increasingly-painful-to-disrupt system rendering future extensions to the network relatively less attractive or feasible.</p> <p>Basically—if the BCR is positive—get it done. Built the transport network out to Rolleston and Rangiora, not just Hornby and Belfast. The best time to build a brand new rail network in Christchurch was ten years ago and the second best time is now. Don't set the region up for a another bout of uncertainty and disruption 20-30 years down the line when it becomes clear that the network really does need to be extended. Don't settle for 'park and ride' and lock-in another few decades of people relying on cars in their daily routines. Mode-shift requires behaviour-shift, and behaviour-shift requires a decisive (positive) shock to people's routines.</p> <p>Oh, and don't sleep on basic improvements to cycling and bus infrastructure. Christchurch can and should be Aotearoa's cycle city. But people aren't going to feel safe biking around without a physical barrier, even just small bollards or a curb, between them and the small tank travelling at 30-50km an hour.</p>

		<p>I'd planned to end the rant here but I've come back to make a final plea that your spatial plan should make more of an explicit reference to road pricing, namely a congestion tax. Outline the obvious benefits this would have for transport efficiency, and maybe even drop in a couple of ways this could be a pareto improvement (revenues from congestion tax leading to commensurate reduction in other rates, resulting in a revenue-neutral but more efficient system). Don't just name check it and forget it, even if it's easier to pass that particular buck to central government.</p> <p>[Q1: Yes. Original Submission point partly coded to 8.1, 8.2, 8.3 and 8.5 also]</p>
48.8	Kate Beck	<p>Christchurch is in desperate need of a mass transit solution. Though I would also like to see it extended out east and to the surrounding satellite towns.</p> <p>[Q1: Yes. Also coded to 8.2]</p>
49.8	Rob McNeur	<p>I support the mass transit within the city, however believe that it should be extended to include mass transit using light rail on the existing rail links to Kaipoi, Rolleston, Rangiora</p> <p>[Q1: Unsure. Also coded to 8.2.1]</p>
49.9	Rob McNeur	<p>The city has suffered from urban sprawl since its start, with very limited densification. This tends to make most mass transit and public transport inefficient and cost prohibitive, and new subdivisions develop without local services (dairies etc). Densification should be encouraged around recognized centres and along the transport corridors to improve the efficiency and cost competitiveness of those services.</p> <p>[Q1: Yes]</p>
50.8	Ben Hart	<p>Giving residents an option other than car usage is very important</p> <p>[Q1: Yes]</p>
51.8	Justinus Yudistira	<p>I support it and please create more frequent routes, i mean all routes that originates and terminates either in the city centre, big suburbs (e.g. halswell, hornby, papanui), and from the university, should be frequent</p> <p>[Q1: Yes]</p>
51.10	Justinus Yudistira	<p>Yes, and thats my point to expand the frequent bus route, so more areas can be upzoned to high density housing e.g. at least 6 stories. and reduce the 'low public transit areas', by expanding the frequent routes</p>
52.6	Charles Smart	<p>I can't find any details on the actual route specifics, I presume these are just bus routes?</p> <p>They should be developed into separated bus lanes, at least through high traffic areas. The northern express bus in Auckland shows how well used a bus route can become when it doesn't get stuck in traffic and delayed.</p> <p>[Q1: Yes]</p>
54.7	Jesse Greaves	<p>With the cities continued growth there must be action taken to ensure that there is a resilient public transport system that can support a greater number of people. Simultaneously reducing traffic in and around Christchurch and reducing the costs which traffic brings with it.</p> <p>[Q1: Yes]</p>

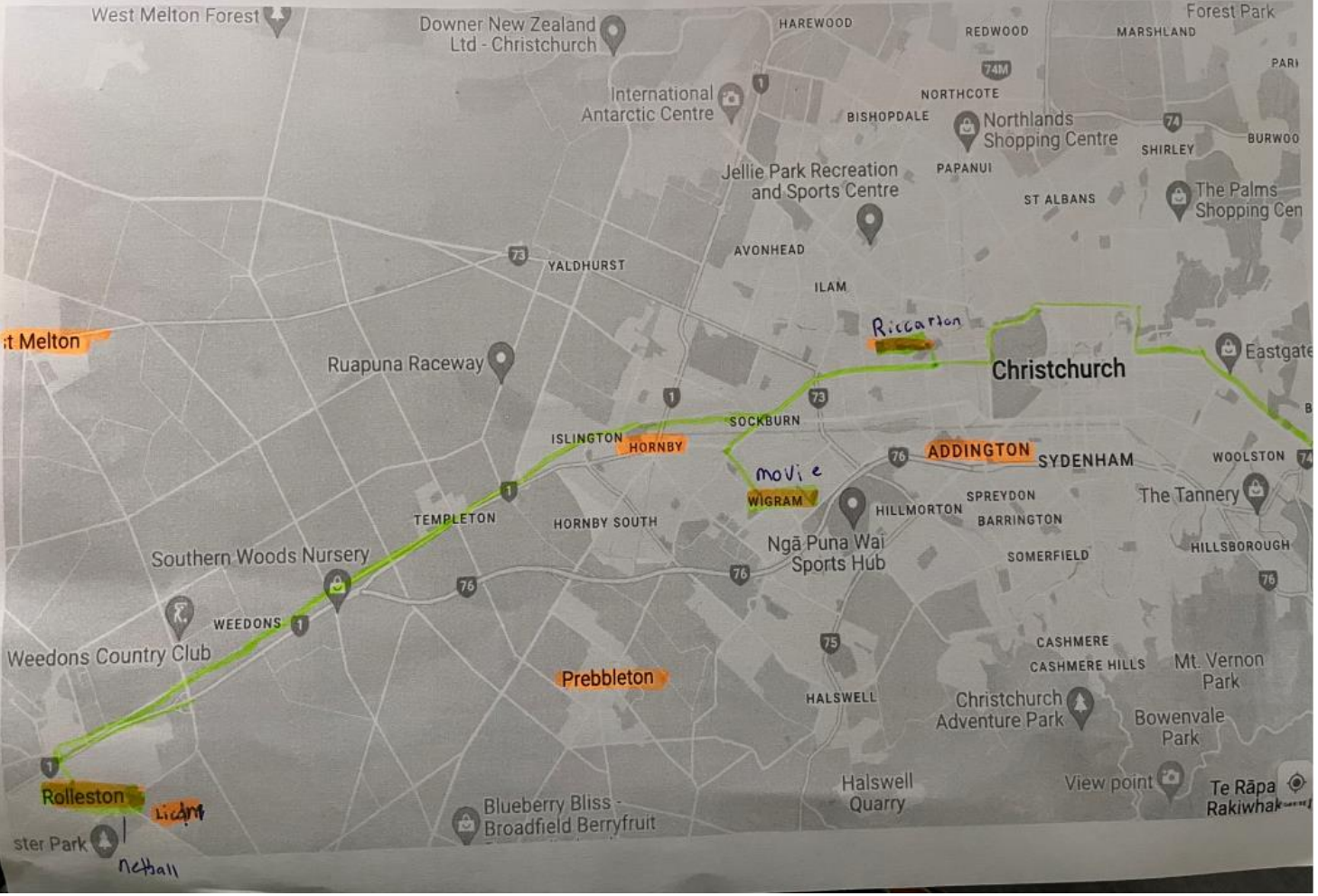
57.8	Joshua Wharton	<p>It seems clear to me that this kind of action needs to take place - and ideally sooner rather than later. Christchurch is expanding at a rapid rate, and for many reasons (carbon emission, traffic, efficiency of space, future thinking), creating an effective mass transport system is essential.</p> <p>For me, the key routes have all been hit:</p> <ul style="list-style-type: none"> • Rolleston to Hornby to town • Rangiora to Kiapoi to town, and • the airport to the central city. <p>Of those, I do wonder if connecting the airport on a more significant line might be worthwhile. However, to see it there makes a lot of sense.</p> <p>Christchurch has also just launched it's new identity, as a green, innovative city. I'm really quite eager to see these plans be ambitious, and I think that it hits on some of that mark. Keeping a focus on maintaining the natural beauty will support Christchurch's City identity into the future, and I think that really focussing on the Heathcote and Avon should be preeminent among those.</p> <p>In general, I support the proposal.</p> <p>[Q1: Yes]</p>
58.8	Blake Hoare	<p>Rather than increasing urban sprawl, we can increase the infrastructure in our current city limits through good public transport (thinking of places like London) that will allow for better health and access for all to amenities.</p> <p>[Q1: Yes. Also coded to 6.1]</p>
59.7	Alyse Boaz Publishing	<p>I live in an area not provided for by public transport.</p> <p>[Q1: Unsure]</p>
62.7	Jo Eason	<p>I support a plan that includes light rail; to the outlying areas of Christchurch eg. Rolleston and Ragiora and / or a fully electric bus service.</p> <p>[Q1: Unsure]</p>
62.14	Jo Eason	<p>Please plan public, and green, transport to reach these areas.</p> <p>[Q4: Yes]</p>
64.7	Jessica Allison-Batt	<p>The overall approach is sensible. However, a core focus needs to be ensuring the central city, including the south of the city has frequent reliable public transport that is door to door. This is about encouraging people living in the city out of their cars and into public transport and reducing reliance on private cars for short trips. MRT should include the South of the city as well to reduce car use and emissions.</p> <p>[Q1: Yes]</p>

66.8	Andrew McDowell	Improved public transport is necessary, and it's use to be encouraged, but not to the detriment of private transport use. This is Canterbury, where we have extremes of weather, so it is necessary to be able to transport heavy groceries and such like to one's door, dry, and public transport isn't going to do this for most. [Q1: Yes]
74.14	Marilyn Yurjevich	Creates greater efficiencies in transport, healthy living arrangements, preserves productive land for growing food through more intensive urban areas. Make sure there are green spaces in areas that have intensified urban residences. [Q5: Yes]
76.20	Madeleine Price	Improved public transport has to be the first priority. [Q6: N/A]
81.8	Ross Marks	Good public transport can reduce the need to spend on wider roads and road maintenance. [Q1: Yes]
83.7	Katie Cowan	We need urgent action at a systemic and structural level to reduce consumption and emissions. This plan is line with that. [Q1: Yes supports PT]
84.8	Evelyn Charlesworth	It connects all the key areas and identifies areas that are already growing and should be the focus of improvement. [Q1: Yes]
86.7	Daniel Hyndman	Further consideration needs to be made for people wanting to commute from Rangiora and Rolleston. These areas are growing in size and if we want to action getting people out of their cars and using public transport, the heavy transit line needs to be extended (or at least allow for this in the not too distant future) [Q1: Yes]
89.7	Ed Wegner	It's a start, but not enough [Q1: Yes] There needs to be improvement in public transport connections across all of greater chch - not just the identief key centres. [Q5: Partially]
94.8	Philip Baumbach	The council already overspend far too much. There won't be any money left for useful stuff. However at the moment I can't travel directly from Lincoln to the centre of Hornby by public transport. Springs Road is becoming overloaded [Q1: Unsure]
96.15	Cayne Worthington	Light rail encourages permanent growth along key transport corridors which can be expanded in the future as well.

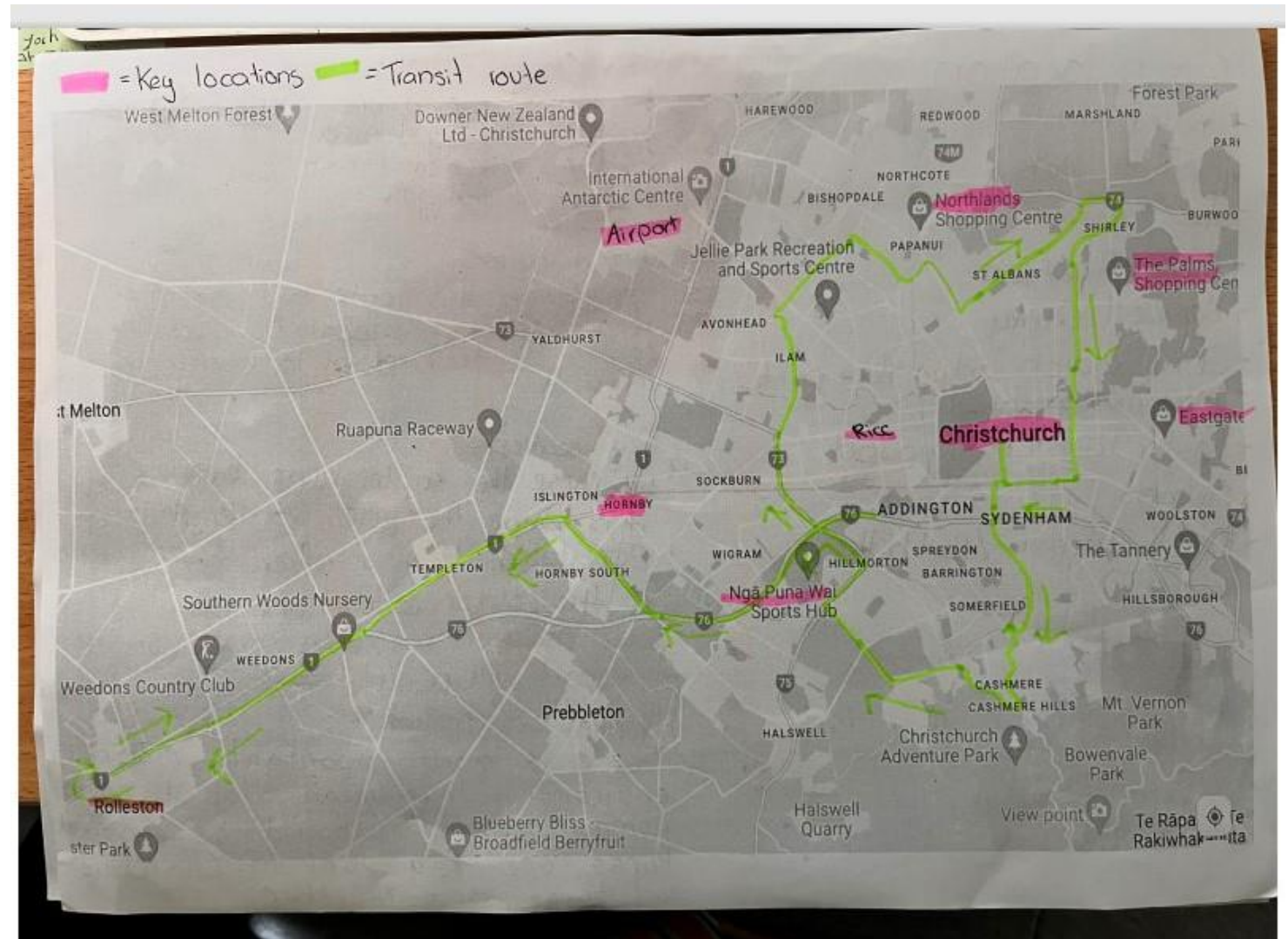
		[Q1: Cross referenced from general comment]
97.7	Wayn Barton	<p>Bowenvale loop and the surrounding area used to have its own route. This was removed when the system was 'improved' and then we experienced delays and cancellations on Orbiter and 1.</p> <p>As New Zealand's second city, it's unbelievable that there is no passenger rail to link communities and other towns. This limits our ability to reduce traffic on roads.</p> <p>[Q1: No]</p> <p>[cross ref to MRT mode]</p>
97.15	Wayn Barton	<p>Its where people are,. However, existing areas which lost services under the guise of improvement for should have these restored, even on a trial basis, ahead of new services. How often do planning staff use public transport to and from work?</p> <p>[Q2: Yes]</p> <p>[Cross ref Q1 PT]</p>
100.7	Liam Krijgsman	<p>Light rail should be considered a priority given the development of the stadium and other anchor projects in the central city. The trams in Melbourne provide a quick and reliable means of travel around the city. A return to trams would be popular with the Christchurch public and a more enticing transport option as opposed to bussing.</p> <p>[Q1: Unsure]</p>
102.8	David Moore	<p>I like the focus around public transport and rail.</p> <p>[Q1: Yes]</p>
104.8	Don Babe	<p>Public transport is the best form of transport. It provides a much calmer journey than in a single occupancy vehicle.</p> <p>[Q1: Yes]</p>
105.8	Gary Durey	<p>inefficient use of limited road space too many bus and cycle lanes and trees should not be planted on center strips or berms they cause too much damage.</p> <p>[Q1: No]</p>
106.8	Jackson Reilly	<p>Public transport is the one thing Christchurch lacks compared to Auckland and Wellington</p> <p>[Q1: Yes]</p>
108.8	Andrew Livingstone	<p>Christchurch is still a car city because alternatives aren't yet as convenient for many. We need to change that.</p> <p>[Q1: Yes]</p>
108.22	Andrew Livingstone	<p>I fully support creating dedicated lanes (not mixed use!) for MRT on these corridors (and out to Hornby and eventually Belfast) not what we currently have, with sometimes parking, and bus lanes that come and go, as this does not create a good solution where public transit is prioritised.</p>

		<p>[Q5: Yes]</p> <p><i>[Coder note: This submission point has been coded from a larger submission point that is provided at Spatial Plan - General Comments - Spatial Strategy]</i></p>
112.8	Sam Spekreijse	<p>Good public transport is the scalable way to increase population. Additional, smaller scale public transport within urban centres is not shown on this map and is also important.</p> <p>[Q1: Yes]</p>
113.6	Ella McFarlane	<p>I support the maintenance of current public transport routes and increased interconnection between towns outside of Christchurch City because it provides a cheaper alternative for transport for our younger and more vulnerable populations. There are people who cannot drive, and due to permanent medical reasons, may never be able to drive. As well as younger people and people in material hardship, they deserve the ability to be able to travel to as many points as possible within both Christchurch City proper and the surrounding districts as it provides them greater financial mobility (being able to use reliable transport to get to work), and also enhances mental and social wellbeing by giving them the ability to independently see friends and family and explore whatever parts of the region they wish to see.</p> <p>[Q1: Yes]</p>
114.7	Jeremy Thin	<p>We need to concentrate urban growth around public transport corridors instead of sprawling ever-further outwards. This plan makes the most of what is already in existence while encouraging growth to stay within these areas.</p> <p>[Q1: Yes]</p>
116.7	Jennifer Watters	<p>We need to have improved public transport infrastructure, to encourage more people to use public transport.</p> <p>This will hopefully reduce both congestion and carbon emissions and perhaps even reduce the number of accidents - and the amount of maintenance due to wear and tear.</p> <p>[Q1: Yes]</p>
117.8	Alice Holmes	<p>public transport is not keeping pace with the change needed. We missed the boat on getting light rail/ extended tram network during the earthquake rebuild. At the very least we need more frequent and reliable bus network.</p> <p>[Q1: Yes]</p>
118.7	Richard Westenra	<p>Rolleston and other satellite towns are going to grow massively in coming decades, and it's frankly incredible that we don't have better public transport links with these towns to enable more people to commute without needing to use a car. Christchurch has loads of potential for much better public transport than it currently has, and we need to move on from our current approach (just build more motorways) that is stuck in the mid-twentieth century.</p> <p>[Q1: Yes]</p>
119.7	Cameron Bradley	<p>Over the last several decades we have not done enough to ensure our people can legitimately get the things they need and to the places they need with sustainable travel choices. I am ashamed to say that even in the past five or so years, when climate change has been acknowledged as a critical issue for the future of our people, we still have made amazingly little progress to reduce our dependence on cars and fossil fuels. We have a lot of catching up to do and progressing this as quickly as possible is a good start.</p>

		[Q1: Yes]
120.9	Ivinny Barros de Araujo	<p>Although all parts of this plan are important, I see improvements in public transport and connection with main town as the priority number one, because this would improve people movement across the whole Great Christchurch.</p> <p>[Q6:]</p>
126.17	Tim Frank	<p>The protection and development of the freight network is important. In particular more freight should be transported by rail. This should not impede the development of regional passenger rail, rather a restoration of formerly double-tracked lines and further measures to increase the capacity of railway lines. The railway line between Islington and Rolleston was double-tracked until the 1990s, when it was converted to single track to save on maintenance. The railway track through the city is also partially used on one track only, even though the second track is still present. This could easily be re-activated to increase capacity. Space needs to be protected for additional capacity.</p> <p>[Q1: cross ref from Q5]</p>
129.7	Kristina Seregina	<p>Need to utilise the existing train line.</p> <p>[Q1: yes]</p>
133.8	Multiples Canterbury	<p>We support the GCSP, because we want our children to grow up in as safe a climate as possible.</p> <p>We acknowledge that this will require families to re-examine their expectations in terms of housing density, backyards, and transport. This is 100% worthwhile.</p> <p>Improved public transport will improve air quality, and therefore the health of our children. It will also give many families a viable alternative to buying a large car (to fit our twins, triplets and more), child seats, fuel etc, on top of buggies.</p> <p>We request that accessibility needs always be considered in the design of bus stops and MRT stations, as well as the design of vehicles. We recognise that there are many reasons that universal design is key, and highlight that ours is the need to handle (as a minimum) a double buggy.</p> <p>[Q1: Yes]</p>
187.9	Waipapa Papanui-Innes-Central Community Board	<p>The Board has relevant priorities in respect of: a connected transport network in its area; addressing concern community infrastructure may not be adequate to support intensification in its area; and supporting projects that help the community manage the multiple impacts of the Christchurch Northern Corridor, specifically in connection with the Downstream Effects Management Plan (DEMP). The Board seeks to ensure that safety is at the forefront of any and all transport recommendations, while also promoting as much choice as possible to help everyone move around and through our communities. The Board is additionally committed to supporting the Ōtautahi Christchurch Climate Resilience Strategy's Climate Goals, which aligns with strongly advocating for active transport modes and networks to support walking, cycling, and public transport. The Board considers getting as many vehicles off our roads as possible, including freight vehicles, is important in achieving less congestion and the issues that create including climate challenges and reduced amenity. The Board considers the proposals in the Plan show promise for improving public transport, but need to proceed hand-in-hand with improving community infrastructure (i.e. community facilities, sport and recreation facilities, greenspace, and amenities in areas of high intensification), and managing the multiple impacts of the Christchurch Northern Corridor.</p> <p>[Full Attachment Available]</p>

<p>188.8</p>	<p>Okirano Tilaia On Behalf Of GC2050 Facilitator - 4 students from Rolleston High School</p>	<p>(Refer to Map - green is the ideal route for us) Areas we highlighted (orange) as important for the transport to pass by include Rolleston (netball), Hornby, Wigram (movie), Riccarton, Addington.</p>  <p>[Q1: Yes]</p>
<p>189.8</p>	<p>Okirano Tilaia On Behalf Of GC2050 Facilitator - 4 students from Rolleston High School</p>	<p>(Refer to Map) We chose this route because it goes past key locations and this can offer transport to everyone in need.</p> <p>We chose the key locations because it is where the youth is the most populated. It also offers transport to the older population who may visit these locations regularly as well. Key locations include Rolleston, Hornby, Airport, Northlands, The Palms, Eastgate, City Centre, Riccarton, Ngā Puna Wai. In general, we support the improved public transport system.</p>

[Q1: Yes]



190.8	Okirano Tilaia On Behalf Of GC2050 Facilitator - 15 students for Kaiapoi High School	<p>We support the improved public transport system. We want the trains to run late so that people can get home safe. We want them to be efficient and safe. We also want there to be the same bus and train card.</p> <p>Some key places for us and things to note are;</p> <ul style="list-style-type: none">- INCLUDE KAIAPOI in the transit system.- Skate Park, McDonalds, Fish'n'Chips Shop- Kaiapoi borough (Basketball)
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		<ul style="list-style-type: none"> - Rugby Park (some of us play) - The route is reliable to pick up people <p>(Central City)</p> <ul style="list-style-type: none"> - Cowles Stadium (sports) - System to go through town - Riccarton (hotspot) - Route to the airport - Route to Papanui - Route to Kaiapoi for easier accessibility and affordable too - New Brighton Pier & Malls <p>[Q1: Yes]</p>
191.8	Okirano Tilaia On Behalf Of GC2050 Facilitator - 25 students from Papanui High School	<p>We support the improved public transport system; some key things for us are</p> <ul style="list-style-type: none"> - Accessible transport (getting to school, home) - Beneficial for students living quite far from school and mall - Route to church <p>Redcliffs Rd; A lot of people living in this area and the bus stop is so far from their homes.</p> <p>[Q1: Yes]</p>
193.7	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Boys' High School	<p>We agree with the improved public transport system. Our group chose a route because it is where our houses are, and it goes past the city centre. It took us to Riccarton mall which is near our school. The route also goes past our school and Hagley Park where we have trainings. Areas that we identified as important include Riccarton (for food and \$2 rice, and to catch the bus), Hagley Park, high density areas and city centre, Aranui, and Hornby. We also made sure the route went to Rolleston.</p> <p>[Q1: Yes]</p> <p>As a group, we decided to highlight CBHS, Aranui, and Riccarton. We chose CBHS because we all go to CBHS, and highlighted Riccarton because most of us use Riccarton Mall to get food and to hangout. We highlighted Aranui because it is a place that lacks Economical financial credential support. Development in this area could assist in its sustainability in the future.</p> <p>[Q2: Yes]</p>
197.9	Lynette Bay	<ul style="list-style-type: none"> - the plan doesn't help suburbs that are not connected to the main artery route - buses preferable, they can change route quickly as they respond to situations arising. Rapid and frequent poses problem though as it then becomes unsafe to be able to cross roads at major hubs.

		<ul style="list-style-type: none"> - buses - who actually is using buses? Very few people from my observation, they are mostly empty. People want reliable services and able to access places not have to walk miles to a bus stop - rail route is fixed, can't be altered. Christchurch is earthquake prone so rails would buckle causing havoc and disruption. - electric cars aren't the answer - NZ has not increased the electrical grid so how are all these cars to be charged? We'll end up with power black outs like what is happening in California now. There is a greater fire hazard as well with electrical cars -Jaguar here in NZ recalled a model recently for that very reason. Overseas ferries exclude electric cars from travelling with them due to potential fire risk. <p>[Q1: No. Also part coded to 8.3]</p>
198.15	Paul Bryant	<p>Who uses public transport? How are you going to get people to use it? By taking away their autonomy? The routes proposed look like they could go through areas with heritage buildings or protected trees. If these are in the way, are you just going to bulldoze them? What about the existing infrastructure and buildings? Bulldoze these too?</p> <p>[Q1: No]</p>
200.15	Donna Gillatt	<p>The existing public transport system is not used and I see no reason why a new system would be any different. Buses in Christchurch are consistently empty.</p> <p>Unnecessary and unused public transport blocks up roads for general traffic and delivery vehicles and is a safety hazard for cyclists.</p> <p>[Q2: No]</p>
201.1	Property Council New Zealand	Recommends that the Partnership undertake a cost-benefit-analysis of Mass Rapid Transit ("MRT"), buses and rail to determine what public transport approach (or approaches) is best for Christchurch.
201.2	Property Council New Zealand	Requests that the Partnership provide more information regarding street designs along the MRT route.
201.10	Property Council New Zealand	There must also be viable alternatives to private vehicle use, particularly in public transport. The proposed MRT system is not a public transport solution for all of Christchurch. It does not offer anything in Eastern Christchurch and those near the airport or the university.
201.23	Property Council New Zealand	Considers that more information is needed to illustrate how these streets will be designed so that the proposed road changes do not interrupt business continuity and create congestion in surrounding areas. Considers that early engagement with the private sector to help shape the thinking of these designs, is critical.
201.24	Property Council New Zealand	Overall, Property Council supports aspects of the Plan. However more investigation needs to be undertaken to ensure that the introduction of MRT is the most appropriate for wider Christchurch.
202.2	ChristchurchNZ	<p>2. Be bolder in the ambition and direction to transition to a low carbon economy.</p> <p>We encourage the Partnership to think more boldly about its ambition and directions particularly in relation to the required transition to a low carbon economy, beyond urban form and MRT. There may also be opportunities to do more to implement key actions outlined in the government's Emissions Reductions Plan.</p>
206.7	Leslie McAuley	The city council does not have the funds for transport system that is proposed. Who will pay, the ratepayers?
208.8	Living Streets Otautahi	Living Street Ōtautahi Christchurch agrees with the proposed direction of the draft Greater Christchurch Spatial Plan to focus growth around key urban and town centre and along public transport routes however we believe there is an opportunity to also strengthen the relationships between active and public transport which need to work in harmony together to deliver the expected outcomes.

		<p>We would prefer that on the Papanui to Church Corner route there would be no on-street car parking except for mobility parking in certain key places to allow room for the MRT to be in the centre of the road and enough room to be available for separated cycling lanes. We ask that no space is taken off that for pedestrians in fact request that this be widened and improved.</p> <p>There is an assumption that higher density housing and key destinations will be built around MRT stops. However, there will still be some who don't live or need to go to destinations nearby and will need to travel at one or more ends. We ask that bicycles are allowed to be taken on the MRT. It would not hold up the MRT if it is a walk on walk off model. Hire micro-mobility options, while seen as a solution to extending the journey, may not be available at the end of travel when needed. And besides adds to the cost of a journey.</p> <p>MRT needs to be more convenient than travelling by car but that average time does not need to equate to a car travelling at a particular speed and it includes parking and walking to your destination. It can be made more desirable by cars having to travel a less direct route, providing limited paid parking options for cars, providing wifi on the MRT, and ensuring the MRT is comfortable and safe, and carefully choosing stops.</p>
212.7	Ingrid Mesman	New Zealanders do not use public transport like the English. They like to have the freedom to come and go as they wish. I do not support more money being spent on public transport that will only cause debt and will not be utilised.
215.7	Victoria Wicks	<p>As someone who lives in St Albans my needs, wants and most definitely my investment in housing has already been ignored when it was decided the Northern Corridor could cut a swathe through our suburb to allow easy access to the city for people who chose to buy and live a significant distance from the urban centre.</p> <p>We now find that we are earmarked for mass rapid transit to once again allow those who do not live in our suburb to get where they want to go more efficiently. The plan notes that the Papanui/Merivale corridor is currently primarily focused on residential. These residential homeowners are now being asked – well actually told – that they must accept the inevitable devaluation of their homes to allow for mass transit options for people who chose to live further from the city centre.</p> <p>We do not want or need more commercial businesses in our residential suburb</p> <p>We do not want or need to be a transport thoroughfare</p> <p>We are not simply the <i>opportunity to leverage the potential mass rapid transport route</i> quoted in your plan</p> <p>We do not consent to once again being the people whose homes, lifestyles and investment is inconsequential</p> <p>[Also coded to 8.2]</p>
216.8	Glenis Youngman	On the East side of town it stops at Linwood. What about the areas past Linwood? Aranui, New Brighton, South New Brighton? There is no development at all for these areas . Not good enough!!!!!!
217.8	Davinia Sutton	<p>because if the urban and historical impact on our city</p> <p>[Q1. No]</p>

218.9	Christchurch International Airport Ltd	A mass rapid transit system (pages 38-44)	<p>CIAL supports the concept of mass rapid transit for Greater Christchurch.</p> <p>Two points in particular arise for CIAL when considering the prospect of mass rapid transit. Firstly, as outlined in CIAL's submission, the need for reliable and efficient access to Christchurch Airport is critical <i>now</i>, not only for travellers and meeters/greeters but for the significantly number of employees at the broader campus. This will become increasingly important in the future with passenger growth, growth in campus activities and the transition to a low carbon future. CIAL considers that access to Christchurch Airport should therefore be considered in the context of the mass rapid transit conversations. Secondly, while mass rapid transit is supported, consideration is required of constraints that may exist in relation to the proposed intensification along mass rapid transit corridors (for example, the air noise contours).</p>
		[Full Submission Available]	
219.1	Garreth Hayman On Behalf Of Doppelmayr NZ Ltd	Considers that the viability and efficiency of public transport is a key element in servicing future population and business growth.	
219.4	Garreth Hayman On Behalf Of Doppelmayr NZ Ltd	Considers that to ensure the planning framework is able to contemplate future transport infrastructure it is important to enable innovative solutions such as urban cable cars.	
219.5	Garreth Hayman On Behalf Of Doppelmayr NZ Ltd	Seeks to ensure appropriate enablement of future transport solutions. Considers it is important to identify and provide for existing infrastructure, public transport and freight network assets. Considers that as the document is intended to signal and direct growth out to 2050 it is likely that new forms of important infrastructure will be developed and utilised by the Greater Christchurch community. Considers it is important that the draft Spatial Plan enables that opportunity.	
220.17	Ministry of Education	<p>We welcome greater inclusion into the process of development / implementation of PDAs, understanding transformational projects such as Mass Rapid Transit (MRT) and other more focused levels of planning (such as structure / centre / area plans). We agree that partners and stakeholders need to show leadership and shape this growth and we welcome the opportunity to contribute to methods of incentivisation, partnership and investment as outlined in Part 2 section 4.3 of the draft Spatial Plan. This includes a desire to work to develop new responses to growth if required.</p> <p>[cross ref to PDAs]</p>	
222.2	Graeme McCarrison On Behalf Of Spark, Chorus, One NZ, FortySouth and Connexa	<p>We support the draft strategy, the prioritisation of development areas supported by public transport corridors and an improved public transport system.</p> <p>[Also recorded under 6.1.]</p>	
224.7	Tobias Meyer	<p>Yes, I find public transit too slow currently so anything that speeds it up is great.</p> <p>[Q1: Yes]</p>	
225.7	jenny Gilgenberg	<p>Too woke</p> <p>[Q1: No]</p>	
226.8	Caroline Syddall	Improved public transport is essential to mitigate climate change, to improve communities and quality of life.	

		<p>I agree with the areas that the proposed improved public transport system would go to.</p> <p>I believe we should continue to have high frequency services to other key areas, particularly in the east- to Linwood, Woolston and Brighton- and there should be improved bus shelters etc to support this.</p> <p>[Q1: Yes]</p>
227.8	Jocelyn Papprell	<p>Yes, this is a key aspect if we are to lower our carbon emissions. A frequent, efficient bus service right across the city is important. Whilst I can understand the concept of mass rapid transit along the two key routes that link to the urban areas of Waimakariri and Selwyn, it is equally important that frequent bus services continue to run from Sumner through Woolston, Philipstown, central exchange & onto the university, and from Brighton through Aranui, Linwood onto the university.</p> <p>A campaign to encourage mixed modality of non-car transport would be useful to encourage more people out of their cars & onto bikes/scooters/skateboards combined with taking the bus. Maybe some secure bike lock-ups at key transport nodes might alleviate some people's concerns about cycling to catch a bus.</p> <p>[Q1: Yes]</p> <p>[Relevant submission points also recoded under 8.5]</p>
228.7	Rick Haselden	<p>Freedom over your control</p> <p>[Q1: No]</p>
229.8	Andrew Fox	<p>Im against World Economic Forum programs infiltrating into our local council (ccc) as they are doing around the world, and they publicly admit to doing, to promote 15 minute cities and control our movements, with the excuse of unfounded climate change rhetoric.</p> <p>[Q1: No]</p>
230.7	Jon Holmes	<p>We need a way to get lots of people around the city quickly and easily</p> <p>[Q1: Yes]</p>
232.8	Flora Johnson	<p>Waste of money. Sufficient structure in place.</p> <p>[Q1: No]</p>
232.14	Flora Johnson	<p>No use the current bus system.</p> <p>Canterbury people like cars and its not useful rate payers from out of city.</p> <p>[Q4: No]</p> <p>[Also recoded under 9.1]</p>
234.8	Dianne Downward	<p>I am on a bus line that goes directly into the city and that is how I travel into the city on the rare occasion I need to go to the city. During the busiest hours the bus is still only half full at the most. My work sometimes takes me through the city and I see many also going through the city to get to their destination. All these plans seem to presume people will work in their 15 minute area or in the central city</p>

		<p>and don't take into consideration all those that travel to different areas throughout the day as part of their job. tradies, community health workers and so on need to travel with equipment and reach many clients in a day, this plan will only hinder them and those they work for.</p> <p>Mass rapid transport down the main roads north and west of chch as planned, travels through fairly narrow roads of significant urban centres , the Mass Rapid Transport will clog the street and make it impossible to get from one side to the other safely (unless it is slow and not frequent)</p> <p>This is a major problem if you are wanting people to use these areas for their shopping.</p> <p>Also elderly and disabled people will find it exceedingly difficult with no parking nearby.</p> <p>[Q1: No]</p>
237.8	Alastair McNabb	<p>Council and government have no right to determine whether people use private vehicles and must stay away from your continual effort to control us. We are not your slaves. There is no climate crisis. Please speak in English. I do not know what is this engagement you speak of.</p> <p>[Q1: No]</p>
238.8	Jack Gibbons	<p>t support the provision of the shown lines, they give good coverage of the city. However I believe that not enough is being done to enable future urban land to be served by quality public transport.</p> <p>Ideally there would be one or two corridors or extension into greenfields land set aside for the truly long term growth of the city (50-100 years).</p> <p>[Q1: Unsure]</p>
239.7	Joanne Hannah	<p>I do not think that christchurch should become a fifteen minute city and i know that this proposal is exactly this. It will effect my life greatly and my childrens lives greatly. In my situation I have a father who is a hoon hay rest home, it can take me up 30 minutes to drive there, not 15 minutes. Also i have a child involved in sport and I will not stop going to games because of this proposal either. Also it will effect my work as an in home carer, going from place to place all over town. So I do not agree with this at all.</p> <p>[Q1: No]</p> <p>[Also recoded under 11.3]</p>
242.8	Carolyn Skinner	<p>Whilst I support good safe and efficient public transport in general, I am worried that the use of cars is being overly strongly discouraged in policy. I think it is unrealistic to expect people to not to use cars. This is due to people not always living near employment, working late shifts, or that employment in many cases can be located away from public transport corridors. People often need to carry bulky/heavy items which would be impractical on public transport. I also have concerns around the safety of hydrogen/electric vehicle transportation i.e. fire risk. My biggest concern revolves around the development of higher rise apartments/ terraced housing around these proposed transport corridors.</p> <p>[Q1: No. Also coded to 6.1 and 8.7]</p>

243.8	Phillipa Lamborn	As a person that is travelling between the outer regions of Christchurch and the inner-city my Transport is vital to both my income and the flexibility required in my life and this parking plan reduces my ability to move throughout the city and to have parking in the inner city when I require it often needing to bring in larger items with me from time to time. [Q1: No]
243.16	Phillipa Lamborn	Cost of the carbon emissions to demolish and rebuild far outweigh suggested possible benefit of this poorly researched carbon 'reduction' plan [Q6. Also coded to 2.2]
246.8	Greg Bluck	Most people won't use public transport, because it does not go where you want and when you want. [Q1: No]
246.15	Greg Bluck	A waste of resources , who and how is this being payed for ? If anything, just make public transport available 24/ 7,frequent and affordable. Have a look at the major European cities ,that will a far better start. Buses, Trams , Trains [Q6]
248.7	Jono de Wit	I believe a rail based public transport spine is a necessity for any medium sized city to ensure that people have the option of using public transport instead of being dependent on a car for every trip. [Q1: Yes]
248.12	Jono de Wit	I agree mostly with numbers 4 and 6, about allowing more housing close to centres and providing better public transport. [Q5: Yes. Also coded to 6.1]
249.8	Anne Ferguson	Because implementing this plan will be an eye sore and spoil ChCh city, renown around the world as a garden city with beautiful heritage houses and buildings with good links to urban centres and transport corridors. [Q1: No]
250.7	John Maitland	NZ does not have the funds for this nor the population to support such an extravagant project. Going ahead will indebt future generations. Focus on the basics, like fixing the roads. [Q1: No]
251.7	Alexander Morton	100% yes. If anything it can be more ambitious. Please enable people to get out of their cars. [Q1: Yes]
251.9	Alexander Morton	100% yes. Christchurch is currently a nice city to live in despite it's layout and it's density. So long as there are sufficient active and public transport options then I think this is a good idea [Q2: Yes. Also coded to 6.1]

252.7	Logan Brunner	<p>Overall, this is a plan in the right direction regarding increased public transportation and cycleways to reduce accessibility inequality that is caused by requiring a car to get around. The regular costs of car ownership can be debilitating for anyone struggling financially and others needing to get around. There needs to be more reliable public transportation, which may require the mass rapid transit system to branch out more than the 2 arms designed in the plan. Alongside this, to reduce the environmental footprint of Christchurch, more cycle lanes and particularly dedicated cycle lanes are needed to make our streets accessible and safe for residents of all ages.</p> <p>There is a lack of discussion of having a more distributed food system, where currently there are large areas that are not in close proximity to healthy food options. Christchurch should strive to be within a 10-15 minute city regarding access to vital services.</p> <p>[Q1: Yes. also coded to 11.3]</p>
254.8	Nikki Chippendale	<p>The current bus system covers mainly the same route and is no where near capacity. Proposed new plan Huge waste of rate payers money.</p> <p>[Q1: No]</p>
255.8	Leanne Farrar	<p>Public transport is slow, not user friendly and is not time efficient to use</p> <p>Where are all these people coming from.....is the modelling correct?</p> <p>[Q1: No. Also coded to 11.4]</p>
258.7	Brendon Harre	<p>The core of the proposed improved public transport improvement is the MRT transport project which is a genuine mass rapid transit system. It has been carefully designed to a familiar international standard (Sydney, Brisbane, Edinburgh, and other European light rail projects etc.). It is supported by a MRT business case which is the culmination of a large body of work that tackles worthy causes, such as, addressing climate change, providing a solution to the build-up of motor vehicle congestion, and combating negative externalities that result from Greater Christchurch's excessive car dependency (Canterbury has a higher per capita car ownership rate than even the US). When the MRT system is built it will unlock the infrastructure and upzoning for 50,000 additional housing units. This housing capacity underpins many initiatives — from attracting students to study at the region's tertiary institutions, to improving the work/life balance for industries with worker shortages, and many more initiatives of an economic, inequality, or environmental nature.</p> <p>[Q1: yes]</p>
258.13	Brendon Harre	<p>There is an 'all the eggs in the one basket' risk that the positive benefits of the proposed mass rapid transit (MRT) growth corridor will not be actualised because insufficient transit is being planned for. This outcome can be avoided. Win-win outcomes that are both good for affordability and the environment are possible if preparatory planning and infrastructure investment are made for secondary growth corridors that use new transit-oriented development (TOD) tools, institutions, and policies.</p>
258.16	Brendon Harre	<p>The MRT transport proposal is a genuine mass rapid system. It has been carefully designed to familiar international standard (Sydney, Brisbane, Edinburgh, and other European light rail projects etc). The MRT business case is the culmination of a large body of work that tackles worthy causes, such as, addressing climate change, providing a solution to the build-up of motor vehicle congestion, and combatting negative externalities that result from Greater Christchurch's excessive car dependency. When the MRT system is built it will unlock the infrastructure and upzoning for 50,000 additional housing units. Thus, MRT will significantly increase the development capacity of Christchurch. This is a very good thing that underpins many initiatives – from attracting students to study at the region's tertiary institutions, to improving the work/life of an overworked health workforce, and many more initiatives of an economic, inequality, or environmental nature.</p>

258.33	Brendon Harre	Considers that Christchurch could develop a significant infrastructure deficit in its proposed primary growth corridor. This is especially problematic because the draft spatial strategy is that half of all new housing will be within the walkable catchment of the mass rapid transit corridor. Meaning, a transit infrastructure deficit would translate to a housing deficit.
258.40	Brendon Harre	Considers it is quite possible that Christchurch light rail will have both lower costs and higher benefits so even if combining the three city rapid transit projects together does not eventuate then this shouldn't necessarily prevent Christchurch's MRT project from starting in its own right.
258.41	Brendon Harre	It makes sense that MRT as described in the draft spatial strategy is Christchurch's primary MRT project and primary urban growth corridor as long as there are supporting secondary transport projects and growth corridors that can flexibly provide additional developmental capacity for the reasons outlined in the submission including attachments.
261.15	Jan Sintes	How can you promote shifting transport choices away from cars and building cycleways at great expense when parts of our city are still broken?? [Full Attachment Available]
274.18	Christchurch Civic Trust	<p>Pg 70 4.3 Focus and incentivise intensification of housing to areas that support the desired pattern of growth</p> <p>bp 2 Please explain what is meant by <i>A competitive public transport system to encourage mode shift.</i></p> <p>Does this involve mandatory control of fares charged on public transport?</p> <p>Does this involve road pricing in any way?</p> <p>If so, under what authority is this to be implemented?</p> <p>Does this mean ratepayer revenue is deliberately used to make public transport cheap or free for specific groups of people at particular times of the day/night?</p> <p>How is it intended to ensure <i>coordinated and aligned action across multiple agencies, to inform, prioritise and unlock investment, and drive collective accountability?</i></p> <p>Does such an ambition require new governance structures with this objective as a key mandate?</p> <p>If reliance on achieving this coordination is to remain with the present organisational oversight, what powers in law will be used to give effect to the level of compulsion, persuasion, or other means to achieve compliance?</p> <p>[Also coded to 10.2. Full Submission Available]</p>
279.9	Colleen Philip	I am pleased I don't currently live along the proposed MRT routes. Moving toward the density planned for may be hard for current residents. That will have to be worked through sensitively. I am concerned there could be considerable distress caused as this is implemented. [Q1: Unsure]

281.12	Robina Dobbie	<p>We need to be sorting out existing issues before working on fantasy projects. It is easy to dream about the possibilities. Is this really what our city residents want?</p> <p>From my experience at Huihui Mai and talking with the community, it is not!</p>
283.8	George Bluck	<p>I do not support the 'improved public transport system' plan. If there are supposed to be no cars on these roads, what are going to be driving along these transit routes? Buses? I cannot see how having these transit networks, will aid in anything, in fact, it would just concentrate the amount of traffic into a more constricted area. If this is for a plan for a potential population of between 700,000 and 1 million people, it would be congested and cramped, even with buses. Just look at other cities, both here in New Zealand and overseas for example, where already massive projects are underway, or that have been completed for instance. Auckland, as a 'mega-city' has immense problems with transport, the train service barely keeps up, and the roads are always congested. Removing cars, or adding more environmentally sustainable alternatives just simply will not cut it. This is utopian in its view and construct, and therefore is most likely doomed to failure - or more likely, a claustrophobic and severely annoyed populace. In London, a city with a current population of 9 million people has immense issues with both public and private transport. For instance, the central line on the London Underground takes well over an hour to get from one side of London to the other! These new and 'improved' projects have failed to achieve what they were aimed to do, if not, in fact now are overwhelmed. I think this plan is what would end up happening to Christchurch if it happened. This type of transport will appear to restrict movement of people, especially people who live outside Christchurch that come in for work.</p> <p>[Q1: No]</p>
289.8	Paula Bevilacqua	<p>Transport links do need to improve but will only work if they meet where people live and where they work, otherwise cars will still be used. Possibly looking at T3 lanes to encourage carpooling to reduce car numbers. Keeping vegetation and planting more will support balance emissions.</p> <p>[Q1: unsure]</p>
291.7	Joe Holland	<p>I do not support the proposed public transport system in the draft Spatial Plan as it has limitations as to how the delivery of the transportation may take place. It does not lead out to Rangiora, and it serves a very small link area. There is no context to how one may be able to ride the transport system, I'd like full disclosure on this.</p> <p>[Q1: No]</p>
292.8	Donna Rurehe	<p>It doesn't explain the households that will be displaced.</p> <p>People do not support a public transport system now why would they in the future?</p> <p>[Q1: No]</p>
293.7	M Wright	<p>This will involve a huge cost to local ratepayers (current and future)</p> <p>[Q1: No]</p>
293.8	M Wright	<p>If these transport corridors involve the removal of existing housing then this will only add to housing pressures and costs. Despite various attempts at affordable housing this never seems to be an achievable goal.</p> <p>[Q2: No]</p>
294.8	Michael Blewett	<p>It puts unreasonable limits on peoples choices, by reducing them to smaller geographical areas as I see it from the plan proposed.</p>

		[Q1: No]
297.8	Fiona Bennetts	As a starting point, the public transport system proposed makes complete sense. We will, however, need to expand to other areas/corridors. [Q1: Yes]
298.7	Jane McKenzie	Do I support the Plan. NO There is only so much electricity the lakes can supply and if the power drainage exceeds the input, possible catastrophic failures could occur. Buses only go on certain designated route sand do not cater for the elderly of infirm who require direct travel to their appointments. Prices for buses are low enough now and they are still empty therefore, what would be their incentive. It is widely known many electric buses and cars batteries have caught fire since the electric ones have been promoted. Where is the safety. Why the intent to remove cars from the equation and especially petrol ones when their reliability is guaranteed. [Q1: No]
300.11	Benjamin Love	Transit-Oriented Development (TOD) is a very sensible form of urban planning and development. Focusing large dense commercial areas around public transportation/rail stations, then surrounding that with dense residential. This optimizes the value capture of public transportation, significantly reduces car-dependency/usage, and provides huge benefits to businesses (often from higher foot traffic), as well as the local economy. Increased density around public transportation typically leads to higher ridership [3][29][30][31]. Increasing the walkability of TODs leads to higher ridership and benefits to the community [32][33]. Walkability also has many social benefits, as close access to stores/facilities is linked to increased happiness, livability, more disposable income, and a healthier more active lifestyle [20][21][25][34][35][36]. Implementing high-quality large-scale transit-oriented development will have a major positive impact for Christchurch. Personally, I believe initial focuses for intensification through TOD should be the central city, then along Riccarton Road, as it is already a busy transit corridor, has commercial well suited for intensification, as well as proximity to the central city and the University of Canterbury. However, to get ultimate value capture from the transit corridor station area, higher densities need to be used than purposed (mainly apartments and multistory commercial) within each station's entire main walking distance radius. [Q2: Yes} [Coder Note: This submission points is from a wider point answered under Q2] [See attachment for figures, diagrams and images]

301.2	Halswell Residents Association	<p>Q1 strongly support</p> <p>In our view, the key statement in the Draft Plan is: “Focus growth through targeted intensification in urban and town centres and along public transport corridors”.</p> <p>Then “Opportunities 6: Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities</p> <p>6.1 Enable safe, attractive and connected opportunities for walking, cycling and other micro mobility; 6.2 Significantly improve public transport connections between key centres; 6.3 Improve accessibility to Māori Reserve Land to support kāinga nohoanga; 6.4 Develop innovative measures to encourage people to change their travel behaviours; 6.5 Maintain and protect connected freight network.”</p>
301.3	Halswell Residents Association	<p>We totally agree with the Key Theme around frequent, reliable and direct public transport. Unfortunately, in the Halswell area there is a very long way to go before these attributes are realised and the Draft Plan fails to take this into account.</p> <p>a. Our surveys tell us:</p> <ul style="list-style-type: none"> i. The primary destination for Halswell PT users is along Halswell Road, Lincoln Road to Christchurch Hospital and the central city. ii. Both potential and existing bus users do not like changing buses part way through their journey. iii. 32% of people in Halswell do not have a bus stop within easy walking distance. iv. 54% would not feel happy sending an 8 or 80 year old off to the nearest bus stop unaccompanied. v. 26% have “complex” journeys eg dropping off children to child care or to school while on the way to work. <p>b. Due to recent greenfields development, a large part of Halswell running south and west from Sutherlands Road to Country Palms has no bus service. The exception is the #100 bus that runs to Riccarton from Halswell School.</p> <ul style="list-style-type: none"> i. Despite this enormous gap in coverage, ECAN has decided not to review bus routes in Halswell for the foreseeable future.
301.5	Halswell Residents Association	<ul style="list-style-type: none"> b. The South West Area Plan (2009) envisaged a PT interchange of some sort at North Halswell. <ul style="list-style-type: none"> i. This PT interchange takes on new significance given the deficiencies in PT coverage in Halswell, and seems to be part of the Draft Spatial Plan. ii. This PT interchange must not require city-bound bus passengers from Halswell to change buses. A good model is the Christchurch Hospital “super stop”, rather than the central city exchange. iii. However, if it can be built without disrupting PT from Halswell, the PT interchange may provide an opportunity for presently uncatered-for Halswell residents if “park and ride” options are provided at the PT interchange. The difficulty here is that land will need to be set aside for this purpose. It is up to Greater Christchurch Partnership to ensure that this provision is made, and the final version of the Spatial Plan would be a good place to do it. iv. The PT interchange will also provide an opportunity if secure, covered bike and e-scooter facilities are provided; this is the “last mile – first mile” principle. <p>3. The Draft Greater Christchurch Spatial Plan may be too late for North Halswell.</p>
301.6	Halswell Residents Association	<ul style="list-style-type: none"> a. There are already two consented commercial developments, at 20 Monsaraz Boulevard and 201 Halswell Road respectively.

		<p>b. Unless the “Urban Growth Partners” get a move on, there will be no land available for a PT interchange, no land for supporting park and ride, and the Core PT route from the central city to Hornby via North Halswell will not work.</p> <p>The “Urban Growth Partners”.</p> <p>a. Our experience is that the Greater Christchurch Partnership is an evasion in responsibility by the various partners. Two examples:</p> <ul style="list-style-type: none"> i. The inaction by Christchurch City Council in purchasing or otherwise allocating land for “park and ride” from the existing part of Halswell. ii. The refusal by ECAN to conduct a PT route review for Halswell; or, alternatively, the willingness of Christchurch City Council to issue subdivision consents for areas that will not be serviced by PT. <p>Requested changes to the Draft Plan</p> <ol style="list-style-type: none"> 1. Name the “Urban Growth Partner” responsible for each Direction, Action or Initiative. This applies throughout the Draft Plan. 2. Specify a location for a PT interchange for North Halswell, with supporting park and ride, and covered and secure bike and scooter storage. These details need to include access to and from SH 75. 3. Additions to the “Directions” on p 85: <ul style="list-style-type: none"> a. Direction 6.1 (p 85): add reference to connecting active forms of transport to PT hubs via the “last mile – first mile” principle. b. Direction 6.1 (p 85): add reference to the needs of the young and the old, via the “8 – 80 city” principle. c. Direction 6.1 (p 85): add reference to gendered perceptions of safety around active transport, bus stops, and PT. d. Direction 6.4 (p 85): add reference to the need to cater for folk with complex journeys, noting that many of these people will be women. e. Direction 6.4 (p 85): add reference to purchase of land for park and ride at PT hubs and interchanges.
302.11	Disabled Persons Assembly (NZ) Inc	<p>DPA fully supports plans for carbon neutral Mass Rapid Transit (MRT) to become the key means of delivering transport to Greater Christchurch residents and visitors in the future. We also welcome plans to ensure that MRT provides links that run between suburban communities where people live and key employment areas.</p> <p>The introduction of MRT will future proof Greater Christchurch’s public transport network avoid some of the problems that have plagued Auckland in terms of their transport network in recent years.</p> <p>Recommendation 10: that accessible, carbon neutral Mass Rapid Transit form the basis of Greater Christchurch’s future public transport network.</p> <p>[Full Attachment Available]</p>

303.6	Waihoru Spreydon-Cashmere-Heathcote Community Board	<p>Transport including Mass Rapid Transit</p> <p>The Board supports the focus on structuring long-term development around the provision of high-quality mass rapid transit. While the Plan does not make an explicit mode commitment, the Board’s view is that street running light rail with dedicated right of way is likely to be the best way to deliver high quality MRT.</p> <p>The Board notes with concern the discussion on page 40 of “compromising on the dedicated priority of mass rapid transit and grade separation of mass rapid transit from other vehicles.” It is the Board’s view that priority of MRT and grade separation should be the priority along MRT routes as achieving transit that is time competitive with driving will be a vital aspect of the MRT capital investment delivering the desired outcomes.</p> <p>It will be important that MRT is delivered in a cost-effective manner. The Board would encourage a prioritisation of rapidity of delivery over perfection. International evidence on best practice delivery should be taken into account from the planning stage, so that the eventual delivery of the routes is not overburdened with excessive disparate goals.</p> <p>The Board notes that the MRT network will require a strong network of bus routes which should also be of turn-up and go frequency. In the Board area these are the Ferry Road to Sumner corridor, the Colombo St corridor, the Lincoln Road corridor, and the Orbiter route. A focus on the delivery of MRT should not take away from the urgent need to upgrade this existing infrastructure.</p> <p>The Board supports the decision to chunk the delivery of the MRT network. The Board would like to note that Canberra has successfully rolled out a light rail network through the consistent delivery of often modest chunks rather than a “big bang” approach. In the Board’s view, a pipeline approach where chunks of the network are continually rolled out is ideal.</p> <p>An aspirational goal for the Board would be for long term planning to look at the prospect of upgrading the core public transport routes through the Board area to MRT standard. Clearly these possibilities would need to meet robust business cases and be considered carefully. As the network develops an openness to potential extension could include:- Connecting the Sydenham area to the CBD, Papanui and Riccarton via MRT with a relatively short extension down Colombo St, which over time could lead to a connection to the Dyers Pass intersection.- Connecting the North Halswell centre to the CBD, Papanui and Riccarton down Lincoln Road, which could eventually reach to Halswell proper.- A connection via Ferry Road to the bays.</p> <p>[Relevant submission points also recoded under 8.3 and 8.4.]</p>
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304.9	Urban Estates Ltd	<p>We support the improvements to the public transport system in principle, but it is not clear that the delivery of the Mass Rapid Transit system (MRT) system as proposed is feasible nor affordable and have concerns that any focus on implementing the proposed MRT will come at the cost of not delivering on an improved wider public transport system for the Greater Christchurch area.</p> <p>The Spatial Plan has a very strong emphasis on a MRT system. Focusing on the proposed MRT should not come at the cost of improving the existing public transport system, particularly the public transport system which does not meet the current needs of the community.</p> <p>While we recognise that Opportunity 6 of the Spatial Plan seeks to <i>'prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities'</i> it is not clear how or when this will be achieved. Delivery of a satisfactory public transport system that meets the current needs of the community in the Greater Christchurch area has been a perennial issue for those agencies responsible for delivering the public transport system.</p> <p>The current public transport system does not adequately serve existing urban areas with a service that meets the needs of the community and there do not appear to be any plans to improve, or even provide for public transport into recently developed urban areas, or areas which are currently being considered for rezoning for urban expansion in parts of Greater Christchurch (i.e. Halswell, Lincoln, Rangiora, and Rolleston). Given this it is difficult to see how the transformational shift in transport choice, from private motor vehicle to public transport, as articulated and envisioned by the Spatial Plan is achievable.</p> <p>[Q1: Unsure. Full Submission Available]</p>
306.2	Equus Trust	<p>[Q1: hard to tell but presume disagrees]</p> <p>We are concerned that the Spatial Plan and future urban form is predicated on a future Public Transport (PT) system including Mass Rapid Transit (MRT) proposal for which there is no funding in place and no approved business case in support of MRT. Yet 75% of (presumably new) homes and 81% of jobs are anticipated along the MRT corridor. (MRT Mass Rapid Transit Indicative Business Case for Greater Christchurch- Summary May 2023). There is only a 5 % difference between the three urban growth scenarios (compact, consolidated and dispersed) in terms of reductions in greenhouse gas emissions i.e. between 40-45% reduction (Urban Form Scenarios Evaluation Report 2022) which is a minimal difference and, on its own does not justify the very large investment required for MRT (\$3-\$4 billion to build). The desire for a viable MRT appears to be driving the form of urban growth, rather than 'the other way round'. Whilst we support the core PT routes and MRT in principle, we do not support the compact urban form growth model which concentrates all future growth along these PT routes, and appears to not make any provision for urban growth elsewhere, including urban development within the 57 dBA airport noise contour, as sought in our submission.</p>
308.4	Rob Nicol	<p>I am concerned that the Spatial Plan and future urban form is predicated on a future Public Transport (PT) system including Mass Rapid Transit (MRT) proposal for which there is no funding in place and no approved business case in support of MRT. Yet 75% of (presumably new) homes and 81% of jobs are anticipated along the MRT corridor. (MRT Mass Rapid Transit Indicative Business Case for Greater Christchurch- Summary May 2023). There is only a 5 % difference between the three urban growth scenarios (compact, consolidated and dispersed) in terms of reductions in greenhouse gas emissions i.e. between 40-45%reduction (Urban Form Scenarios Evaluation Report 2022) which is a minimal difference and, on its own does not justify the very large investment required for MRT (\$3-\$4 billion to build).</p>

		The desire for a viable MRT appears to be driving the form of urban growth, rather than ‘the other way round’. Whilst we support the core PT routes and MRT in principle, we do not support the compact urban form growth model which concentrates all future growth along these PT routes, and appears to not make any provision for urban growth elsewhere, including urban development within the 57 dBA airport noise contour, as sought in my submission.
310.2	Richard and Geoff Spark	The Submitters are concerned that the Spatial Plan and future urban form is predicated on a future Public Transport (PT) system including Mass Rapid Transit (MRT) proposal for which there is no funding in place and no approved business case in support of MRT. Yet 75% of (presumably new) homes and 81% of jobs are anticipated along the MRT corridor. (MRT Mass Rapid Transit Indicative Business Case for Greater Christchurch- Summary May 2023). There is only a 5 % difference between the three urban growth scenarios (compact, consolidated and dispersed) in terms of reductions in greenhouse gas emissions i.e. between 40-45% reduction (Urban Form Scenarios Evaluation Report 2022) which is a minimal difference and, on its own does not justify the very large investment required for MRT (\$3-\$4 billion to build). The desire for a viable MRT appears to be driving the form of urban growth, rather than ‘the other way round’. While the urban form scenarios evaluated provide a broad outline of settlement growth options, they should, in our view, be explored in more detail. For example, in relation to access to social and economic opportunities - local activities, Scenario C(Dispersion) performs worst. It depends on how the dispersion is managed. If Rolleston and Rangiora were allocated more growth (and subject to local structure plans), these settlements could become more self contained in terms of access to social and economic activities. This would contribute to a reduction in transport related greenhouse gas emissions and possibly delay the need for MRT to Rangiora. What other settlement patterns were modelled?
310.6	Richard and Geoff Spark	Considers that as mass transit becomes more established housing near stations becomes sought after, thereby pushing up prices and contributing to gentrification. This is not to say that this urban structure does not have validity but there are fishhooks.
311.2	Robbie McIlraith	[Q1: Disagree] We are concerned that the GCSP and future urban form is predicated on a future PT system including Mass Rapid Transit (MRT) proposal which may never ‘see the light of day’ i.e. there is no funding in place and no approved business case in support of MRT. Yet 75% of (presumably new) homes and 81% of jobs are anticipated along the MRT corridor. (MRT Mass Rapid Transit Indicative Business Case for Greater Christchurch- Summary May 2023). There is only a 5 % difference between the three urban growth scenarios (compact, consolidated and dispersed) in terms of reductions in greenhouse gas emissions i.e. between 40-45% reduction (Urban Form Scenarios Evaluation Report 2022) which is a minimal difference and does not justify the very large investment required for MRT (\$3-\$4 billion to build).
311.5	Robbie McIlraith	Limitations of compact urban form The ‘compact urban form’ proposed focuses far too much future development and investment around the MRT corridor – rather than other urban centres and transport corridors, and other locations which will contribute to well functioning urban environments. Reductions in greenhouse emissions can also be achieved by other private and public transport modes – electric vehicles, including scooters and bikes rather than a sole focus on a fixed MRT ‘solution’. Urban consolidation The Spatial Plan needs to support urban consolidation, rather than a total focus on a compact urban form, with intensification centred along a possible future MRT corridor and a few major centres. There are gaps in the existing urban form in a number of the townships where urban development needs to be enabled, to achieve a well functioning urban environment and enable people and

communities to continue to develop in areas with existing good accessibility between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport (as required by NPS-UD Policy1c).

Prebbleton

This the case at Prebbleton, where there is gap in the urban form of West Prebbleton as illustrated on the maps below.



Figure 3: extract from GCSP Map 2 – gap in urban form outlined in mustard yellow. Future growth direction for Prebbleton sought to be included on Maps 2 and 14 identified with red arrow (see also Figure 1).

313.5	Miles Premises Ltd	<p>Maps 2 and 14</p> <p>We support a core public transport (PT) route between the Central City and the Airport via Canterbury University (or a more direct route via Fendalton Road and Memorial Avenue), as shown on Maps 2 and 14 below.</p>
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Figure 3: Maps 2 and 14 showing core PT routes in blue.

313.8	Miles Premises Ltd	<p>We are concerned that the Spatial Plan and future urban form is predicated on a future Public Transport (PT) system including Mass Rapid Transit (MRT) proposal for which there is no funding in place and no approved business case in support of MRT. Yet 75% of (presumably new) homes and 81% of jobs are anticipated along the MRT corridor. (MRT Mass Rapid Transit Indicative Business Case for Greater Christchurch- Summary May2023). There is only a 5 % difference between the three urban growth scenarios (compact, consolidated and dispersed) in terms of reductions in greenhouse gas emissions i.e. Between 40-45% reduction (Urban Form Scenarios Evaluation Report 2022) which is a minimal difference and, on its own does not justify the very large investment required Format (\$3-\$4 billion to build).</p> <p>The desire for a viable MRT appears to be driving the form of urban growth, rather than ‘the other way round’. Whilst we support the core PT routes and MRT in principle, we do not support the compact urban form growth model which concentrates all future growth along these PT routes, and appears to not make any provision for urban growth elsewhere, including residential development within the 57 dBA airport noise contour, as sought in our submission.</p>
314.10	Red Spur Limited	<p>We are concerned that the Spatial Plan and future urban form is predicated on a future public transport (PT) system including Mass Rapid Transit (MRT) proposal which may never ‘see the light of day’ i.e. there is no funding in place and no approved business case in</p>

		<p>support of MRT. Yet 75% of (presumably new) homes and 81% of jobs are anticipated along the MRT corridor. (MRT Mass Rapid Transit Indicative Business Case for Greater Christchurch- Summary May 2023). There is only a 5 % difference between the three urban growth scenarios (compact, consolidated and dispersed) in terms of reductions in greenhouse gas emissions i.e. between 40-45% reduction (Urban Form Scenarios Evaluation Report 2022) which is a minimal difference and does not justify the very large investment required for MRT (\$3-\$4 billion to build).</p> <p>[Q1: Unsure. Full Submission Available]</p>
315.4	West Melton Holdings Ltd	<p>Considers that as mass transit becomes more established housing near stations becomes sought after,7thereby pushing up prices and contributing to gentrification. This is not to say that this urban structure does not have validity but there are fishhooks.</p>
316.2	Lynn, Malcolm and Lynn Townsend and Stewart	<p>[Q1: Disagree]</p> <p>We are concerned that the Spatial Plan and future urban form is predicated on a future Public Transport (PT) system including Mass Rapid Transit (MRT) proposal for which there is no funding in place and no approved business case in support of MRT. Yet 75% of (presumably new) homes and 81% of jobs are anticipated along the MRT corridor. (MRT Mass Rapid Transit Indicative Business Case for Greater Christchurch- Summary May 2023). There is only a 5 % difference between the three urban growth scenarios (compact, consolidated and dispersed) in terms of reductions in greenhouse gas emissions i.e. between 40-45% reduction (Urban Form Scenarios Evaluation Report 2022) which is a minimal difference and, on its own does not justify the very large investment required for MRT (\$3-\$4 billion to build). The desire for a viable MRT appears to be driving the form of urban growth, rather than ‘the other way round’. Whilst we support the core PT routes and MRT in principle, we do not support the compact urban form growth model which concentrates all future growth along these PT routes, and appears to not make any provision for urban growth elsewhere (other than within existing urban areas and already approved plan changes), including residential development of the Townsend & ors land at north west Lincoln.</p>
316.4	Lynn, Malcolm and Lynn Townsend and Stewart	<p>There is a potential conflict between transit orientated development and centres based development. Both are partly based on achieving agglomerations of scale and there needs to be sufficient growth in the short to medium term to achieve both. The ‘compact urban form’ proposed focuses far too much future development and investment around the MRT corridor – rather than other urban centres and transport corridors, and other locations which will contribute to well functioning urban environments, including the Townsend & ors land at Lincoln.</p>
316.11	Lynn, Malcolm and Lynn Townsend and Stewart	<p>Partially – there need to be amendments to as set out below (shown in bold and underlined or strike out)</p>

		<p><i>#4 Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs</i></p> <p><i>4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand</i></p> <p>Reason – consistent with wording of NPS-UD.</p> <p><i>4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</i></p> <p><i>4.4 Provide housing choice and affordability to meet housing needs in terms of type, price, and location, of different households, including retirement, large lot and low density housing as well as medium and high density housing</i></p> <p>Reason – consistent with NPS-UD.</p> <p><i>#6 Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities</i></p> <p>We support #6 in principle, noting that this focus is necessary to give effect to the Government's Emission Reduction Plan (ERP) targets. However, we do not consider that a focus on attempting to manipulate the current urban form of GC to one that will create sufficient population density to help support the viability of the proposed mass rapid transit system is the appropriate key move to achieve this. It is not realistic, may never 'see the light of day', and will have negligible benefits in terms of reduced greenhouse gas emissions. Further industrial and residential development opportunities, including the Townsend & ors submission land, need to be enabled by the Spatial Plan.</p>
327.27	Birchs Village Limited and WDL Enterprises Limited	The identification of the mass transport network is supported and considered appropriate to service the significant urban centre of Papanui, and it is appropriate the provision is made for residential and commercial development in this area.
331.8	Carter Group Limited	<p>Public transport</p> <p>Carter Group consider the draft Spatial Plan should recognise that public transport is generally reactive to growth (rather than proactive) and that it is capable of being provided in an adaptive manner as circumstances within Greater Christchurch change, including changes in land use patterns or density and/or changes to transport technologies and public transport provision. Autonomous vehicles, micro-mobility, and ride sharing or on-demand public transport are all examples of rapidly evolving transport initiatives that the draft Spatial Plan should be sufficiently responsive to.</p>
333.1	Jos Unterschuetz	<p>The public transport system proposed in the draft Spatial Plan is a step in the right direction BUT it does not go far enough for three reasons:</p> <p>(1) It falls short of explicitly proposing a commuter rail system. I do NOT support buses or Autonomous Rapid Transit (ART). Buses simply are not fast enough. Ideally someone commuting from Rolleston or Rangiora should be able to make it to</p>

		<p>Christchurch CBD within a half hour of catching their service. While "Wi-Fi-friendly" is mentioned, to take full advantage of the wi-fi, office workers need public transport to be a place where you can work, especially if the commute will be long. If you are going to sit there for an hour, you need a stable journey that does not induce motion sickness. Commuter rail gives you that. Paved routes can easily be converted to normal roadway with a change of government, thus making public rapid mass transit a precarious target between election cycles. Commuter rail ensures a legacy</p> <ol style="list-style-type: none"> (2) The plan pays lip service to possibly extending the 'Turn up and go service' to Kaiapoi and Rolleston, with no explicit date for when this might happen given. We need an explicit plan for connecting our satellites (3) The extension of the service would need to go further than Kaiapoi, ultimately to Rangiora, so as to connect all the satellites into the network. <p>[Q1: Unsure]</p> <p><i>[Coder Note: Aspects of this submission point have also been coded to MRT location and MRT Mode]</i></p>
336.4	Orion Group Limited	<p>Orion's ability to respond to changes in demand that result from changes to transportation (whether that is an increase in the use of private electric vehicles or the development of a Mass Rapid Transit (MRT) system that relies on electricity, or both) will be enabled by advance knowledge so Orion can make provision of infrastructure to support that increase in demand. The implementation of the public transport components of the Spatial Plan needs to enable that provision.</p> <p>The Spatial Plan shows an indicative location for a MRT system. Existing Orion infrastructure will need to be considered in the planning of such a system. Relocation of some electricity infrastructure can require a large lead in time and Orion will need to plan for this in advance to avoid delays.</p>
336.10	Orion Group Limited	<p>The draft Spatial Plan concentrates growth around urban centres and along public transport- 6 -corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions.</p> <p>Orion supports, in principle, the improved public transport system proposed in the draft Spatial Plan, including the proposed mass rapid transit system. There are two main areas where the execution of the proposed Spatial Plan will need to integrate with Orion's forward planning in order to avoid delay or unnecessary expense and Orion wishes to flag these areas now to ensure the Komiti is aware of the importance of a collaborative approach. The areas of specific interest are the implications of the MRT and broader public transport plans on use overall transport patterns, and hence future electricity demand and charging needs across the sub-region; where the MRT system requires power (and therefore additional infrastructure) in order to operate; and where existing Orion infrastructure is located within MRT corridors and needs to be relocated.</p> <p>We explain further below the modelling work that we are doing to understand future electricity demand and we provide some comments about the practical implications for Orion of the proposed MRT system.</p> <p><i>Modelling for future transport electricity demand</i></p>

We expect growing demand for electricity for transport as fossil fuels are phased out of both private and public transport. Changes to network infrastructure will be required to support the growing electrification of transport. The overall demand for transport and mode of transport has a significant impact on how Orion plans for these investments.

Changes to our network infrastructure are significant investments and can have long lag times. This means as much foresight and prior knowledge as possible of significant changes to urban development and transport planning is critical. We welcome the opportunity to contribute to this consultation.

Orion is currently establishing its Future Energy Scenarios for the Mid Canterbury region. These Future Energy Scenarios are plausible development pathways for energy sector transition in our region over the next 30 years. By planning for different scenarios in 2050 we are able to understand the different potential needs and uses for our network in energy transition.

The Future Energy Scenarios will play an important role in local area energy planning. By understanding the changes in demand and generation of energy in our region, we can help to develop a more collaborative understanding and planning environment for our region's long term energy needs.

Understanding the development of transport is critical to developing our Future Energy Scenarios. We are attempting to model different development pathways for demand and mode for transport and welcome engagement and input from the Komiti on this work.

The primary considerations we are attempting to understand for the purposes of electricity network investment are:

- a. When electricity will be required; this includes planning for infrastructure to support increasing load over years as transport is electrified, and sizing the network correctly to support the peak demand during the day;
- b. Where electricity will be required determines what network infrastructure services the demand. There will be differences in where demand is highest on the network depending on whether people charge private electric vehicles at home, at work, or at charging stations, and where public transport is used and how it uses electricity (depot battery charging or en-route electricity supply).
- c. Capacity required to service demand will also depend on the size of the load at anyone time. A lot of relatively small private vehicles charging at disaggregated times has a very different network requirement to service than several rapid chargers charging concurrently to service large vehicles like buses.

We also need to consider practical implications such as acquiring land to build infrastructure to support transport demand, cross over between existing infrastructure and construction requirements for mass rapid transit routes, and the type of new connections that could be required by proposed mass rapid transit options including housing intensification or infill housing along such routes.

336.11	Orion Group Limited	<p>The proposed MRT system is likely to significantly change how demand for electricity in transport develops. By encouraging uptake of public transport, it will essentially concentrate demand from many potential private electric vehicles to larger point loads that service the MRT corridor. It will also likely reduce total demand for transport as more people live closer to where they work in higher density.</p> <p>It is difficult to immediately assess the impact of this on the Orion network. Overall MRT is likely to be more efficient and lower overall energy demand compared to the counterfactual where it isn't developed. It could reduce the need for investment on the low voltage network to support in home charging of private vehicles in some areas.</p> <p>However, demand for electricity from the MRT could be less flexible, depending on the mode developed, requiring electricity when there is demand for transport, rather than private electric vehicles which have some flexibility in when they need to be charged. Depending on when MRT development occurs it could bring demand for electricity forward, if it is built ahead of mass private vehicle electrification, requiring earlier investment on the network. This will also require more complex and larger connections to the network.</p>
338.1	Waka Kotahi NZ Transport Agency	<p>[Support]</p> <p>10. Waka Kotahi supports the direction for improvements to the public transport system and its interrelationship with the future development direction set out in this Draft Spatial Plan. It is to be noted that the exact location, design, scale and funding decisions on the components will be progressed through separate but aligned and integrated planning and investment decision making processes.</p> <p>11. Page 38 – A mass rapid transit system. Waka Kotahi supports the integration of the Mass Rapid Transit (MRT) system within the wider land transport strategic direction and approach, as this will provide for improved transport facilities within Greater Christchurch and is integral to supporting and enabling the planned improved urban form.</p>
339.9	Fletcher Living	<p>We support the improvements to the public transport system in principle, but it is not clear that the delivery of the Mass Rapid Transit system (MRT) system as proposed is feasible nor affordable and have concerns that any focus on implementing the proposed MRT will come at the cost of not delivering on an improved wider public transport system for the Greater Christchurch area. The Spatial Plan has a very strong emphasis on a MRT system. Focusing on the proposed MRT should not come at the cost of improving the existing public transport system, particularly the public transport system which does not meet the current needs of the community. While we recognise that Opportunity 6 of the Spatial Plan seeks to 'prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities' it is not clear how or when this will be achieved. Delivery of a satisfactory public transport system that meets the current needs of the community in the Greater Christchurch area has been a perennial issue for those agencies responsible for delivering the public transport system. Much of the Spatial Plan's direction is predicated on increased residential densities to provide a critical mass to support public transport. Aside from MRT, there is little clarity on how public transport services will align with greater housing density. The current public transport system does not adequately serve existing urban areas with a service that meets the needs of the community and there do not appear to be any plans to improve, or even provide public transport into recently developed urban areas, areas which are currently being considered for rezoning for urban expansion in parts of Greater Christchurch, or to service areas which are signalled for further intensification through the Spatial Plan and subsequent processes. Given the above it is difficult to be confident that the transformational shift in transport choice, from private motor vehicle to public transport, as articulated and envisioned by the Spatial Plan is achievable and that the anticipated reduction in carbon emissions will transpire as intended.</p> <p>[Q1: Unsure. Full Submission Available]</p>
340.2	Hughes Developments Limited	<p>We support the improvements to the public transport system in principle, but it is not clear that the delivery of the Mass Rapid Transit system (MRT) system as proposed is feasible nor affordable and have concerns that any focus on implementing the proposed MRT will come at the cost of not delivering on an improved wider public transport system for the Greater Christchurch area.</p>

340.6	Hughes Developments Limited	While we recognise that Opportunity 6 of the Spatial Plan seeks to ‘prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities’ it is not clear how or when this will be achieved. Delivery of a satisfactory public transport system that meets the current needs of the community in the Greater Christchurch area has been a perennial issue for those agencies responsible for delivering the public transport system. Much of the Spatial Plan’s direction is predicated on increased residential densities to provide a critical mass to support public transport.
343.6	Waipuna Halswell-Hornby-Riccarton Community Board	The Board supports a Mass Rapid Transit System provided it runs on a separate path. The Board Chairperson was a Councillor on the Christchurch City Council between 2001- 2013. In 2007 under Mayor Bob Parker a study was undertaken to look at a light rail system between the Central City and the University of Canterbury. Once the costings were done, they were so high any further discussion was abandoned. The Board considers that a Mass Rapid Transit system is very worthwhile provided it has its own path and does not involve the use of current large buses which have very low patronage.
344.8	Ann Hamilton	Concentrating a large number of people in a small unnatural area is a disaster for health and wellbeing of the whole community. Carbon Emissions do not affect climate change. [Full Attachment Available]
345.3	Trojan Built Property Holdings Limited	We are concerned that the Spatial Plan and future urban form is predicated on a future Public Transport (PT) system including Mass Rapid Transit (MRT) proposal for which there is no funding in place and no approved business case in support of MRT. Yet 75% of (presumably new) homes and 81% of jobs are anticipated along the MRT corridor. (MRT Mass Rapid Transit Indicative Business Case for Greater Christchurch- Summary May 2023). There is only a 5 % difference between the three urban growth scenarios (compact, consolidated and dispersed) in terms of reductions in greenhouse gas emissions i.e. between 40-45% reduction (Urban Form Scenarios Evaluation Report 2022) which is a minimal difference and, on its own does not justify the very large investment required for MRT (\$3-\$4 billion to build). The desire for a viable MRT appears to be driving the form of urban growth, rather than ‘the other way round’. Whilst we support the core PT routes and MRT in principle, we do not support the compact urban form growth model which concentrates all future growth along these PT routes, and appears to not make any provision for urban growth elsewhere, including residential development within the 57 dBA airport noise contour, as sought in our submission.
345.7	Trojan Built Property Holdings Limited	#6 Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities We support #6 in principle, noting that this focus is necessary to give effect to the Government’s Emission Reduction Plan (ERP) targets. However, we do not consider that a focus on attempting to manipulate the current urban form of GC to one that will create sufficient population density to help support the viability of the proposed mass rapid transit system is the appropriate key move to achieve this. It is not realistic, may never ‘see the light of day’, and will have negligible benefits in terms of reduced greenhouse gas emissions.
350.7	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 young people from University of Canterbury/Ara	I really like the idea of a mass rapid transport system and I think this would be really good for the development of Christchurch, especially with the population increasing drastically. I grew up in Wellington and it was common for most people to catch the train. It was often preferred over driving. All people of all ages would take public transport over driving into the city. I noticed a considerable difference when moving to Christchurch and finding that most people drove everywhere. I think if a mass rapid transport system was introduced, it would change the culture around public transport and more people would be encouraged to use it. This has great flow on effects for the environment since we would be releasing less green house gases into the environment (achieving opportunity 6, as well as 2 and 3). I live in Riccarton so the route works well for me, but when thinking broader, I think it would be great if the route could potentially introduce more lines in the future, reaching different suburbs to encourage and incentivise more people to also use public transport over cars.

		<p>Careful with rain, people who get off the MRT should be able to access a dry location otherwise people might not use the system</p> <p>MRT system must have TWO type of transport in the long run, rapid and slower, the rapid transport should link larger areas, like City centre, malls, University etc, Airport! the slower transport would be similar to the bus services with close stops to one another, worth including parks and heritage sites so it is easier for all the access (where appropriate). If the two services are not introduced people will not use the trams because it's either too slow or too far to walk.</p> <ol style="list-style-type: none"> 1) The card system (RFID) and website must work day one without issues, please look into Google wallet and apple wallet like card solutions, people like using phones over cards 2) Free Internet on trams is a must, this is difficult to implement but necessary. (This gives another reason over cars) 3) People will damage trams very quickly, take this into account 4) Implementation MRT system is phases, note that each phase will have a notable impact on the local communities, I.E. connecting Hornby to city centre and Riccarton, will impact the, the livability on Hornby for anyone without a car. Places close to the station will have prices increase. 5) Planting trees around infrastructure where possible it makes the areas feel more green 6) work with local Iwi's when designing spaces, and Integrate transport solutions into the designed spaces (this will give the transportation more character) 7) Careful with High density housing in creating cluster of high density housing connected to the city by RTM, these houses CAN overwhelm the system and cause challenges, especially with the local areas doesn't have good amenities. 8) Add more bike lanes, bike storage, especially at larger tram stops, as well as a bike renting system FULLY integrated with the tram system. <p>[Q1: Yes]</p>
350.14	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 young people from University of Canterbury/Ara	<p>I also think that the goals to prioritise sustainable transport choices is very significant. I think public transport in Christchurch could be greatly improved, and this would incentivise myself and others to take public transport rather than to drive everywhere.</p> <p>[Q5: Yes]</p> <p>[Also recoded under 2.1]</p>
352.10	Waitai Coastal-Burwood-Linwood Community Board	<p>Any areas of residential intensification must have good access to reliable public transport.</p> <p>[Full Attachment Available]</p>

353.3	John Laugesen	<p>Q1 The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions. Do you support the improved public transport system proposed in the draft Spatial Plan?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unsure</p> <p>Why? <i>It would mean demolishing perfectly good buildings including possible heritage buildings</i></p>
359.4	The Greater Hornby Residents Association	<p>[Q1: oppose]</p> <p>Transport is a tricky subject with the past failure of those in charge to place all transport into one central hub. This could and should have been done after the earthquake on the old railway station site with rail; bus and tram services all operating from the same site. We are totally opposed to the Rapid Transport System that has been proposed. We note that once again the public has not been told of any details surrounding this or how it can be facilitated. We are not Mushrooms to be kept in the dark while being fed proverbial B.S. We see this as a means of shifting your traffic out of the inner city to our suburb, while adding to congesting the traffic in our suburb. There is nowhere for additional car parking in Hornby, and to increase it, along with the increased housing density, will only make our facilities, which are already stretched to the limit, inaccessible, and this will mean residents will then have to shop elsewhere, perhaps even at Prebbleton, Lincoln or Rolleston. This will simply mean more travel, and an increase on the carbon footprint.</p> <p>The solution is to utilise the current rail tracks, electrify them from Rolleston to Rangiora and through to Lyttleton, with inner city bus links.</p>
360.8	Ōpāwaho Heathcote River Network	<ul style="list-style-type: none"> i. We strongly support Opportunity 6: Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities. ii. One of the items provided in the “Context” on page 83 recognises the need for “an urban form that supports people to take shorter trips to meet their daily needs and activities.” We strongly support this requirement. iii. We submit that the partners in the Urban Growth Partnership should emphasise in this Spatial Plan a commitment to improving connections between people, not just as a means of addressing the transport and emissions issues, but as vital requirements of a growing city to reduce alienation, isolation and loneliness. iv. We submit that this Spatial Plan should give greater emphasise to the need for growth planning to include creation of a sense of place, developing connections of people to each other, to nature and to waterbodies in particular.
362.1	Danne Mora Ltd	<p>[Q1: partially]</p> <p>We support the improvements to the public transport system in principle, but it is not clear that the delivery of the Mass Rapid Transit system (MRT) system as proposed is feasible nor affordable and have concerns that any focus on implementing the proposed MRT will come at the cost of not delivering on an improved wider public transport system for the Greater Christchurch area.</p> <p>The Spatial Plan has a very strong emphasis on a MRT system. Focusing on the proposed MRT should not come at the cost of improving</p>

		<p>the existing public transport system, particularly the public transport system which does not meet the current needs of the community.</p> <p>While we recognise that Opportunity 6 of the Spatial Plan seeks to ‘prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities’ it is not clear how or when this will be achieved. Delivery of a satisfactory public transport system that meets the current needs of the community in the Greater Christchurch area has been a perennial issue for those agencies responsible for delivering the public transport system. Much of the Spatial Plan’s direction is predicated on increased residential densities to provide a critical mass to support public transport. Aside from MRT, there is little clarity on how public transport services will align with greater housing density.</p> <p>The current public transport system does not adequately serve existing urban areas with a service that meets the needs of the community and there do not appear to be any plans to improve, or even provide public transport into recently developed urban areas, areas which are currently being considered for rezoning for urban expansion in parts of Greater Christchurch, or to service areas which are signalled for further intensification through the Spatial Plan and subsequent processes.</p> <p>Given the above it is difficult to be confident that the transformational shift in transport choice, from private motor vehicle to public transport, as articulated and envisioned by the Spatial Plan is achievable and that the anticipated reduction in carbon emissions will transpire as intended.</p>
364.6	Alan Grey	<p>Issues with personal choice and movement. A key failing is the assumption that people near the corridor need the corridor to travel to other areas. This makes little sense. People shift houses, jobs social connections and shopping priorities over time. What is good at one point in time is terrible at another. Thus, there is a constant background flow of people moving to different areas and having different preferred routes for their lives. This plan takes all that and forces one mass transit route with “one-dimensional” thinking, and makes it the solution to all transit problems. For example, enhanced public transport along certain corridors offers few benefits to most people in the city, for they still have to access the corridor, which means they have to get across town to it, which can lead to congestion and other associated issues, just the same as now.</p> <p>[Full Attachment Available]</p>
368.7	Christchurch Envirohub	<p>The proposal to improve the public transport system by using rapid transit lines would be beneficial to creating a more sustainable urban environment within Greater Christchurch.</p> <p>People living far from and working within the central city may decide to commute to work regularly using this improved public transport as it will be faster and more reliable than the busing system that is currently available. However, there are a few things that this mass rapid transit system may need. Parking spaces that are available near the main stations along the route may encourage people not living next to the route to use the transportation. In these areas, there should also be protection from rainfall and wind, toilet facilities, and potentially food and beverage outlets. As for the route, having minimal interruption from other vehicles to reduce traffic congestion will make the transit more efficient and desirable to use. On board the transit vehicle, ensure there is enough space for bikes and consider including toilets. Alongside the route, there could be a native vegetation line to reduce noise to housing, which is set to intensify along the route.</p>

Opportunity 6 > MRT Location - See Sections 4.7.1 of the Officers Report

Point	Submitter	Position
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33.9	Andre Gaudin	<p>I support the plan as presented, however I worry that the plan focuses too much on moving to and from the city centre rather than around the city. Mass transit also needs to be built to connect Riccarton and Hornby to Papanui directly, instead of through the centre city. Mass transit also needs to be built to connect Papanui, Shirley, and Linwood, and further out to New Brighton.</p> <p>[Q1: Yes]</p> <p>[MRT point also recoded to 8.1]</p>
33.11	Andre Gaudin	<p>Please extend mass transit so it goes around the city and not only through it.</p> <p>[Submission point in response to Q6]</p>
44.8	Jennifer McKinlay	<p>I feel although the new proposal is not enough and there are no details regarding what the transport will be. A light rail system would be great.</p> <p>[Q1: No]</p>
47.8	Ben Hay-Smith	<p>To be clear, this is a "yes, and..." submission. I strongly support the creation of a new mass transit "turn up and go" system in Greater Christchurch, and out of the proposed options would strongly prefer a light rail format. I believe the current proposed system is a sound approach to getting widespread agreement and an '80/20' sort of benefit, given that it covers the critical areas of the city needing urban intensification.</p> <p><i>However</i>, I continue to strongly support exploration of extensions to this route in the DBC. Decision-makers should take into account the intangible benefits of a more fulsome mass rapid transit network in Christchurch. The thrust behind this spatial plan, and local/regional policy in general, should be the densification of the region to boost agglomeration benefits and access to local amenity (i.e. more people getting access to what Canterbury, the best region in Aotearoa, has to offer), and a side effect of any success the plan has will be an increasingly-painful-to-disrupt system rendering future extensions to the network relatively less attractive or feasible.</p> <p>Basically—if the BCR is positive—get it done. Built the transport network out to Rolleston and Rangiora, not just Hornby and Belfast. The best time to build a brand new rail network in Christchurch was ten years ago and the second best time is now. Don't set the region up for a another bout of uncertainty and disruption 20-30 years down the line when it becomes clear that the network really does need to be extended. Don't settle for 'park and ride' and lock-in another few decades of people relying on cars in their daily routines. Mode-shift requires behaviour-shift, and behaviour-shift requires a decisive (positive) shock to people's routines.</p> <p>[Q1: Yes: Also part coded to 8.1. 8.3 and 8.5]</p>
48.7	Kate Beck	<p>Christchurch is in desperate need of a mass transit solution. Though I would also like to see it extended out east and to the surrounding satellite towns.</p> <p>[Q1: Yes. Also coded to 8.1]</p>
55.7	Jig Dhakal	<p>It would be great to consider urban corridors for future expansion of the mass transit corridor. Even if this is a designation / paper corridor until the population growth demands it. If the mass transit is successfully implemented, expansion of this network would be demanded by the public.</p>

		<p>I imagine the mass transit network as a high-speed trainline or subway infrastructure, and the core public transport routes as a dedicated bus only lane, and or slow train route. Existing rail infrasture is already there in Rolleston, Lincoln, Rangiora and Kaiapoi. Would using this existing railway line for passenger rail be an option?</p> <p>[Q1: Yes. Also coded to 8.1 and 8.3]</p>
55.10	Jig Dhakal	<p>It would be great to consider urban corridors for future expansion of the mass transit corridor. Even if this is a designation / paper corridor until the population growth demands it. If the mass transit is successfully implemented, expansion of this network would be demanded by the public.</p> <p>I imagine the mass transit network as a high-speed trainline or subway infrastructure, and the core public transport routes as a dedicated bus only lane, and or slow train route. Existing rail infrasture is already there in Rolleston, Lincoln, Rangiora and Kaiapoi. Would using this existing railway line for passenger rail be an option?</p> <p>[Q1: Yes. Also coded to 8.1 and 8.3]</p>
67.7	Josh Kelleher	<p>I fully support the need for an improved and a mass public transport system, but unsure on the proposed route and curious how it came to be. Hornby seems to be an odd prediction to be a significant urban centre. Unless it is predicted to be a link from Selwyn Christchurch. Or is there an ulterior plan to focus more on west side of the city.</p> <p>[Q1: Unsure]</p>
69.7	Malachy Lynch	<p>Also idk how practical it would be but if the CBD tram way could somehow be upgraded to run as an actual mode of transport instead of just tourism would be cool. Still have the vintage tourist trams but double track it and have some more frequent modern rollingstock that extends further out across the CBD and follows a better route. The high street upgrade only cost \$9 million to lay tracks and upgrade the streets, that's just \$36 million per km for double track and better streets, aka nothing. Do this for major light rail lines too and it would put Auckland and Wellington to shame.</p> <p>[Q1: Yes - location]</p>
69.18	Malachy Lynch	<p>Yes but only if a frequent Heavy Rail service is built to go with it. These centres are fairly far apart and distant from the CBD with the exception of Riccarton and Papanui and would be impractical for light rail or busses. Having heavy rail with station spacing just at the main centres as opposed to servicing every suburb every 1.3km like Auckland or Wellington would allow significantly faster journey times for these outer towns/suburbs over any other vehicle. light rail can service the shorter journeys within Christchurch itself and connect the heavy rail stations with the CBD.</p> <p>There also needs to be regional rail included across the south island with several services each day. Ideally every hour in both directions if not better.</p> <p>[Q3a: Partially - outer suburbs/towns]</p>
75.8	Anna Rumbold	<p>I do support this, but considering that heavy rail tracks ALREADY EXIST I cannot see how not having commuter rail from Rangiora and Rolleston to Christchurch can be anything other than completely essential. This infrastructure is already partly established. People make a lot of excuses about why this can't happen but it simply must.</p> <p>[Q1: Yes]</p>

86.8	Daniel Hyndman	<p>Further consideration needs to be made for people wanting to commute from Rangiora and Rolleston. These areas are growing in size and if we want to action getting people out of their cars and using public transport, the heavy transit line needs to be extended (or at least allow for this in the not too distant future)</p> <p>[Q1: Yes]</p>
126.8	Tim Frank	<p>It needs to be integrated with regional rail. Some routes to locations on the outskirts of Christchurch, particularly Kaiapoi, Rangiora and Rolleston could at least in part be better served by regional rail than bus routes.</p> <p>Rather than focusing just on being able to move people, a transport system needs to capture the imagination of the population. It needs to be somewhat distinctive and pleasant. For the proposed mass rapid transit distinctive light rail would probably be the best option.</p> <p>[Q1: Yes]</p> <p>cross ref to mode</p>
147.6	Brooke McKenzie	<p>I was invited to the discussion group at canterbury university re the rapid transit system. The ideas of the promoters are NOT what has ended up in the spatial plan.</p> <p>It is based on directing all movement into and out of the central city. the route is actually a route to nowhere dependant on the one assumption. Listening to the utter nonsense at the discussion group by people who were simple pipe dreamers and lack of reality , or any knowledge of transport systems, costs and scheduling. It was meant to be a discussion however it appears fait accompli in the spatial plan.</p> <p>The group leaders were promoting 1 million people living in christchurch city boundaries in 50-60 years living in high rise clusters around transit route with residents being within biking distance and walking distance to a station. And on top of that the rapid transport line to nowhere will have movements every 5 minutes. Quite frankly the people who have come up with this rubbish live in fantasyland. These are the same people who promote the fantasy of the 15 minute city where everyone can walk, bike or scooter to shopping centres and employment. Where they are looking after our health through forcing such activity and of course getting all the cars of the roads.</p> <p>Bollocks</p>
172.7	Tuan Truong	<p>I prefer a loop for Mass Transit Network. It means replacing Belfast station with one station at Airport</p> <p>[Q1: No]</p>
192.8	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Boys' High School	<p>(Mass-Rapid Transit System) We like the idea of the transit system. Needs to be on the way to church, school, training, home, rugby games. Noted that buses are cheaper than buying a car and having to fill up with gas. Places of importance for the train to pass by include Rutland Street (for haircuts), English Park Field, Fendalton Park, Rugby field.</p> <p>[Q1: Yes]</p>
194.8	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Boys' High School	<p>(Mass-Rapid Transit System) We like the idea of the transit system. Personally, I am against the idea of making transport free, because it may result in an increase of taxes will do more harm than good for our pacific families in the east side. However, if they do go ahead to make transport free, they should place it on the east side to aid the pacific families. Critical areas for public transport include Fendalton (where I live), Straven Road (school/sport), New Brighton (beach), West Melton (Farm/church), Hagley Park (Poly, Rugby, golf) and Riccarton Mall. Riccarton is important because after school/training we would all go to the mall to have a feed at McDonalds or KFC, or just chill (it is also where most of us catch the bus home from).</p>

		<p>(Priority Areas) The East side is where most of my family live. They need the most help in terms of petrol, cars etc (transport). Mid-high-class areas can afford gas/petrol, inflation rises – low class areas will struggle more.</p> <p>[Q1: Yes. Also coded to 9.1.7]</p>
195.7	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Boys' High School	<p>(Mass-Rapid Transit System) We chose this route because there aren't many busses that connect Cashmere, Harewood, and Northcore to places like St Albans, Town, Riccarton. Key areas for the transport to pass by include Cashmere Club, Merivale (Merivale Maccas), Town (buys exchange), Wainoni (our house), Shirley, Marshland (housing), Riccarton (Hoyts), Aranui, Ilam (Sushi-ball house), Fendalton (school), Papanui (mall).</p> <p>[Q1: Yes]</p>
203.9	Christopher Kissling	<p>I hold the view that there is considerable merit in the proposed mass transit system. However, it could be enhanced by extension and use of existing rail infrastructure. It could be staged further than indicated on the maps on page 39. There is existing technology that could be applied.</p> <p>[Full Attachments Available]</p> <p><i>[Coder note: This submission point relates to the submitters overall view that Rail should be used for MRT. More detail on the submitters view has been coded to MRT Mode.>Rail]</i></p>
215.8	Victoria Wicks	<p>As someone who lives in St Albans my needs, wants and most definitely my investment in housing has already been ignored when it was decided the Northern Corridor could cut a swathe through our suburb to allow easy access to the city for people who chose to buy and live a significant distance from the urban centre</p> <p>We now find that we are earmarked for mass rapid transit to once again allow those who do not live in our suburb to get where they want to go more efficiently. The plan notes that the Papanui/Merivale corridor is currently primarily focused on residential. These residential homeowners are now being asked – well actually told – that they must accept the inevitable devaluation of their homes to allow for mass transit options for people who chose to live further from the city centre.</p> <p>We do not want or need more commercial businesses in our residential suburb</p> <p>We do not want or need to be a transport thoroughfare</p> <p>We are not simply the <i>opportunity to leverage the potential mass rapid transport route</i> quoted in your plan</p> <p>We do not consent to once again being the people whose homes, lifestyles and investment is inconsequential</p> <p>[Also coded to 8.1]</p>
252.16	Logan Brunner	<ul style="list-style-type: none"> • Main cycleways are mostly in the south of Chch, with fewer in the NE areas like Shirley and Linwood. To make Christchurch fully accessible, cycle lanes will be needed throughout the entire city, and especially with limiting access to cars, since that will encourage more active transport and create a safer walking/cycling atmosphere. • There is not a lot of focus on dedicated cycleways, just mentions it once for the main cycleways. Mock ups of the public transit have the cycleways shared with cars and in another with pedestrians, which would limit uptake of cycling.

		<ul style="list-style-type: none"> • Metro ("Mass Transit Network") plan is to go from Hornby to City Centre, then up to Papanui and Belfast. This is a pretty limited reach for such an investment, that may exclude large parts of the community. • Despite noting that UC has 20,000 students, the closest access for public transport is on Ric Rd, so not the easiest for access if you are hoping to boost public transportation usage from the City Centre to the neighbourhoods around UC. • No discussion about improving access to food/supermarkets. Only really around accessing businesses, while this is a huge accessibility issue. <p>[Q5: Partially. also coded to 8.5]</p>
258.15	Brendon Harre	Overall, I am supportive of the transport aspects of MRT plan, as it will be a much-needed multi-modal improvement to Greater Christchurch's transport network that will deliver many benefits. I have some quibbles about the route – but my major concern from the two reports is the draft spatial strategy.
258.36	Brendon Harre	The Christchurch MRT transport project is a good development for the city and region. I am broadly in support of this project (despite a few concerns regarding the routing of stage 2). A large amount of work over several years has gone into its design. The MRT project capital cost at \$4bn is less expensive than the LGWM proposal for Wellington or Auckland light rail because no tunnelling is required.
301.4	Halswell Residents Association	<p>2. Proposal for a "Core PT route" along Halswell Road to North Halswell then to Hornby</p> <p>a. Unfortunately, we do not see how this "Core PT route" could be realised without severely disrupting PT from Halswell toward the central city.</p> <p>i. Waka Kotahi is about to start construction of a PT priority and separated bike infrastructure along SH 75 north of Dunbars Road. This project will start (this year) with signalling the Aidanfield Drive – SH 75 intersection.</p> <p>ii. Buses travelling toward the central city from Halswell would need to link across SH 75 (via a right turn) into North Halswell to allow passengers to get on the bus to Hornby. These city-bound buses would then need to turn right (again) to re-join SH 75. None of the detailed designs we have seen show buses being taken into North Halswell, yet this is what would need to happen if the map in the Draft Plan is to actually happen.</p> <p>iii. The only way we can see this working is for SH 75 to be re-routed through North Halswell, but this seems unlikely for all sorts of reasons.</p>
338.2	Waka Kotahi NZ Transport Agency	The preferred route for MRT that will connect Christchurch's Central City with Riccarton, Papanui, Hornby and Belfast, as per Map 3, is supported by Waka Kotahi. These routes are integrated and support the increased intensification and associated medium density and high-density zones proposed under Christchurch City Council's Plan Change 14.
343.2	Waipuna Halswell-Hornby-Riccarton Community Board	<p>The Board understands from the maps in the Plan that the strategy was to connect Christchurch City with Rolleston and Rangiora. This appears a sensible objective, but the Board is concerned that the end destination is not Rolleston or Rangiora.</p> <p>The Board is concerned that there appears no mass transit system to the East, Woolston, Linwood. The Board considers this remiss and this lack of development features as well in the Christchurch City Council's Proposed Plan Change 14. This is likely to leave these suburbs to either become positively tranquil or decline.</p>
360.12	Ōpāwaho Heathcote River Network	<ul style="list-style-type: none"> i. We strongly support the Mass Rapid Transit system described in this Spatial Plan ii. We recognize that construction of such a MRT system will be locally disruptive at the time of construction. iii. The more extensive the scale of the MRT and its patronage, the greater the beneficial impacts on the waterbodies located along the route through reduction of zinc and copper contaminants from cars. iv. We would support an even more extensive network extending an arc from Amberley to Springfield to Ashburton. v. We urge the partners of the Urban Growth Partnership for Greater Christchurch to advance the commencement of the construction of this MRT system immediately.

Point	Submitter	Position
1.5	Alison Donley	<p>No new transport provision for Rolleston and all the Selwyn townships apart from a Rolleston/Lincoln link.</p> <p>We need the train line to come out here. May be a train to Ashburton even. We are all still stuck driving our cars in and out of CHCH</p> <p>[Q1:No]</p>
1.7	Alison Donley	<p>No new transport provision for Rolleston and all the Selwyn townships apart from a Rolleston/Lincoln link.</p> <p>We need the train line to come out here. May be a train to Ashburton even. We are all still stuck driving our cars in and out of CHCH</p> <p>[Q1: No]</p>
1.9	Alison Donley	<p>No new transport provision for Rolleston and all the Selwyn townships apart from a Rolleston/Lincoln link.</p> <p>We need the train line to come out here. May be a train to Ashburton even. We are all still stuck driving our cars in and out of CHCH</p> <p>[Q1: No]</p>
1.11	Alison Donley	<p>No new transport provision for Rolleston and all the Selwyn townships apart from a Rolleston/Lincoln link.</p> <p>We need the train line to come out here. May be a train to Ashburton even. We are all still stuck driving our cars in and out of CHCH.</p> <p>[Q1 - No]</p>
2.15	Jackson Davey	<p>I strongly support the proposed improvements to the public transport system. This is because it will allow for reduced emissions, reduced congestion (by getting more people out of cars) and will also support the increased density of urban areas, while limiting sprawl. These improvements to the public transport system are, I believe, absolutely crucial to get this to happen, and without these improvements I feel that Christchurch will not be planning for the future or even the present. Currently, the existing core public transport routes, are, I believe, not good enough to adequately serve their communities and they certainly will not be as the grow in the future. They are too low capacity, too infrequent, and too slow to be competitive with driving. A MRT system like this will improve all of these, while still allowing people who need to drive to have that option (and reducing congestion for those people as there will be less traffic).</p> <p>My only criticism of this planned system is that it does not ALSO include a heavy rail system from Rangiora to Rolleston via the city. If this was also included I believe that transport emissions would be dramatically reduced, as people living in these towns have the longest distance to travel. While the direct bus services are exceptional and are a major improvement over what used to serve these communities, I do not think that they have a high enough capacity to truly get the majority who drive to the city centre out of their cars. The only situation where I could see the direct bus services being used more is if frequency was improved and they travelled both directions all day, not just a single direction in peak hours.</p> <p>[Q1: Yes. Also coded to 8.1]</p>
8.8	Rob Ingram	<p>The rapid transit proposal is not nearly ambitious enough. Rapid transit needs to extend to surrounding population areas, particularly to the north of Christchurch where traffic crossings over the river are limited and standard bus services get blocked by congestion</p> <p>[Q1; No]</p>

14.6	Nelson Pearson	<p>It is a good start, but would like to see plans for:</p> <ul style="list-style-type: none"> • Future expansion of rapid transport beyond the single line • Plans for a regional transport network to Rolleston/Lincoln/Prebbleton/Kaipoi/Rangiora using Rail. <p>[Q1: Yes]</p>
49.13	Rob McNeur	<p>I support the mass transit within the city, however believe that it should be extended to include mass transit using light rail on the existing rail links to Kaipoi, Rolleston, Rangiora</p> <p>[Q1: Unsure. Also coded to 8.1]</p>
53.16	Andrew Wilson	<p>It seems to deal with the area below SHW 1 and not above at all, where is the link to West Melton and beyond</p> <p>[Q1: No]</p>
56.9	Clare Hong Leng Mateara	<p>Lincoln is continuing to grow.</p> <p>Rail in Lincoln will be very helpful as we also have Lincoln University in the vicinity</p> <p>[Q1: No. also coded to 8.3]</p>
62.15	Jo Eason	<p>I support a plan that includes light rail; to the outlying areas of Christchurch eg. Rolleston and Rangiora and / or a fully electric bus service.</p> <p>[Q1: Unsure]</p>
67.9	Josh Kelleher	<p>I fully support the need for an improved and a mass public transport system, but unsure on the proposed route and curious how it came to be. Hornby seems to be an odd prediction to be a significant urban centre. Unless it is predicted to be a link from Selwyn Christchurch. Or is there an ulterior plan to focus more on west side of the city.</p> <p>[Q1: Unsure]</p>
72.20	David Robinson	<p>Rangiora and Rolleston are only priorities if a rail based MRT is going to be provided.</p> <p>[Q4: Not stated]</p>
92.7	Louise Griffin	<p>the planning should be in place for an extended mass transport route connecting the airport to the city and extending out to lincoln university via prebbleton.</p>
108.20	Andrew Livingstone	<p>Strongly support. With respect to Rolleston, I support MRT that can utilise the less used Shands/Selwyn Rd corridor to East Rolleston. Those roads have room to widen to create dedicated MRT lanes for an alternative route from Hornby or Christchurch City centre to Rolleston, and from there branching east to Lincoln and west to the SH1 end of Rolleston</p> <p>[Q5: Yes]</p> <p><i>[Coder note: This submission point has been coded from a larger submission point that is provided at Spatial Plan - General Comments - Spatial Strategy]</i></p>

123.16	Mathew Harris	<p>Transport is big. The proposed rapid transport is good but needs to be extended to rolleston and to the airport. also, the end of the southern motorway at brougham street needs fixed so it flows better and is congested and put some right turn arrows on the traffic lights.</p> <p>[Q1: cross ref to Q5]</p>
126.20	Tim Frank	<p>It needs to be integrated with regional rail. Some routes to locations on the outskirts of Christchurch, particularly Kaiapoi, Rangiora and Rolleston could at least in part be better served by regional rail than bus routes.</p> <p>[Q1 - Yes]</p>
126.35	Tim Frank	<p>Rather than urban sprawl in the Greater Christchurch area, regional towns, such as Amberley, Darfield, and Rakaia could be strengthened and grow. Possible further regional centres that are easily accessible by regional rail north and south of Christchurch could be developed (Sandy Knolls, Chertsey, Sefton, Waipara). Better connection with South and North Canterbury may also encourage growth in those regions, rather than concentrating population growth on the Christchurch metropolitan area.</p> <p>[Q2 - Yes]</p>
127.7	Joe Davies	<p>I support the system and the direction that the plan is taking Greater Christchurch. I would however support having some form of comment and door opening to future connections from the city region to North/Mid/South Canterbury.</p> <p>This additional point could find room on page 83 within the context or direction sections; rather than in the Spatial Strategy.</p> <p>[Q1: yes]</p>
165.10	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls' High School	<p>We support the idea of the improved public transport system proposed. Highlighting a route from Lincoln to Rangiora; in Christchurch zone (charge \$1 for ride) and then out of zone (charge \$2 [Lincoln/Rangiora]). We also highlighted in yellow areas that we would love the route to go by as young people (refer to map attached)</p>



[Q1: Yes]

201.12	Property Council New Zealand	Is concerned that there has been a missed opportunity by looking to only focus as far as Belfast and Hornby. Considers that there little information on how the Plan will connect the Waimakariri and Selwyn Districts.
201.21	Property Council New Zealand	Considers that it is critical that those in areas such as the Waimakariri and Selwyn Districts have access to better public transport options, such as MRT, to encourage mode shift from private car use and thereby reduce carbon emissions.
203.7	Christopher Kissling	<p>The MRT could go further by utilising the existing mainline heavy rail track. This could extend to Rolleston in the South and Rangiora in the North. Tram/Train metro systems are a proven technology in other major cities. Prebbleton could also be served on the existing branch line, which could be extended to again reach Lincoln.</p> <p>{Full Attachment Available}</p>

286.7	Michelle Tabb	Shouldn't stop at Hornby, should go right to Rolleston if you want it to be used and make a difference for the environment [Q1: No]
291.9	Joe Holland	I do not support the proposed public transport system in the draft Spatial Plan as it has limitations as to how the delivery of the transportation may take place. It does not lead out to Rangiora, and it serves a very small link area. [Q1: No} [Coder note: This is part of a submission point also coded to Opportunity 4>Future Housing Development]
299.8	Jason Herrick	I support the improved public transport system, but the mass rapid transit network should go to Rolleston instead of finishing in Hornby. [Q1: Unsure]
333.2	Jos Unterschuetz	The plan pays lip service to possibly extending the 'Turn up and go service' to Kaiapoi and Rolleston, with no explicit date for when this might happen given. We need an explicit plan for connecting our satellites. (The extension of the service would need to go further than Kaiapoi, ultimately to Rangiora, so as to connect all the satellites into the network. [Q1: Unsure} <i>[Coder Note: Aspects of this submission point have also been coded to Improving Public Transport MRT Node]</i>
335.7	Waimakariri Youth Council Waimakariri Youth Council	Needs a stronger connection to outer areas of Central Christchurch - stronger transport links to Kaiapoi/Rangiora and Rolleston. These links need to be more direct to places of interest. Direct links to universities, city locations, Rangiora to Rolleston, airport, without requiring multiple transfers and extra time. [Full Attachment Available] [Q1: no]
343.20	Waipuna Halswell-Hornby-Riccarton Community Board	The Board requests that the Whakawhanake Kāinga Komiti takes into consideration the above submission on The Greater Christchurch Spatial Plan and in particular request that: <ul style="list-style-type: none"> • That infrastructure and future greenspaces are in place before any intensification. • There is further consideration of the current rail network. • That Riccarton /Hornby and Papanui should be similar in terms of intensification. • That clarification is required as to why Rolleston and Rangiora cannot be included. <p>While the Board acknowledges that the Plan is an aspirational document it is concerned that it was not consulted/briefed at an earlier stage. Residents in the Board area are generally against the intensification proposed in Plan Change 14 and the Spatial Plan takes intensification to another level.</p> <p>[Full Attachment available. Relevant submission points also recoded against 6.1.5 and 8.3.]</p>

Opportunity 6 > MRT to Eastern Christchurch - See Sections 4.7.1 of the Officers Report

Point	Submitter	Position
7.6	Jenny Chiu	<p>By not also including the eastern suburbs in the main mass transit network plan we're furthering the developmental divide and leaving them behind.</p> <p>Being able to take reliable public transport to the beach for instance would help to revitalise that area from a tourism hospitality perspective.</p> <p>[Q1: No]</p>
15.7	Ashlin Freear	<p>Improved public transport sounds great, but its a 1/4 slice of pie of the city completely avoiding the east and south side.</p> <p>[Q1: Unsure]</p>
93.7	Sasha Carey	<p>I do, however, the eastern part of Christchurch needs to be heavily supported like other parts. For example, the light rail that has been proposed, the line does not support the eastern side of Christchurch. A light rail surfacing woolston, ferrymead, sumner etc would be a great idea. Also consider servicing new brighton and aranui. Imagine being able to take the tram/ light rail to the beach from the city and back. We used to have a system like this in the past, would be great to see a revamped service return.</p> <p>[Q1: Yes]</p>
201.13	Property Council New Zealand	<p>The proposed MRT system is not a public transport solution for all of Christchurch. It does not offer anything in Eastern Christchurch and those near the airport or the university.</p>
261.7	Jan Sintes	<p>It does not include the Eastern suburbs</p> <p>[Q1 - No]</p> <p>On pages 36 & 37 of the plan there is no mention of any suburbs in the East and the transportnetwork has the strategic growth corridors from Rangiora to Rolleston via Papanui & Riccarton.Are there any plans to upgrade transport from the city to New Brighton as a destination??</p> <p>[Full Attachment Available]</p>
266.8	SSRA- South shore residents association	<p>SSRA are not unable to agree with the MRT route as it does no show any improved public transport to large residential areas of CHC - The entire Eastern area of Christchurch has not been included. New Brighton is a substantial village with a variety of services and should be seen as a locally important urban center. We believe that New Brighton should be designated as locally important. How does it encourage people to use cars less - when the extremities of the city are unserved by adequate public transport.</p> <p>[Q1 - No]</p>
271.11	Joanne Zervos	<p>I would also like to see better public transport links into the east also.</p> <p>[Q1 - Yes - <i>assume PT = MRT</i>]</p>
352.8	Waitai Coastal- Burwood-Linwood Community Board	<p>The Community Board has a number of concerns we wish to raise with the panel.</p> <p>The Board is generally supportive of the proposed public transport system. However, the Board wishes to see provision of Mass Rapid Transit services eventually extended to the East of the city.</p>

[FULL ATTACHMENT AVAILABLE]

Opportunity 6 > MRT to Airport - See Sections 4.7.1 of the Officers Report

Point	Submitter	Position
39.7	Thomas White	it doesnt go far enough. There should be a train line connecting the airport to the CBD.
39.8	Thomas White	mass rapid transit should always consider airport links
123.8	Mathew Harris	there needs to be mass public transport option to Rolleston and to the airport. [Q1: no]
201.14	Property Council New Zealand	The proposed MRT system is not a public transport solution for all of Christchurch. It does not offer anything in Eastern Christchurch and those near the airport or the university.
265.8	Neil Gilbert	I'm not sure why a rail system would not also connect with the airport. That seems short-sighted. [Q1 - Yes]

Opportunity 6 > MRT to Other Areas - See Sections 4.7.1 of the Officers Report

Point	Submitter	Position
9.7	Tessa Brownlee	More connections/mass transit should be considered for connecting our city to its natural areas of interest, such as the port hills, red zone/avon river corridor/beaches. This would be beneficial not only for resident access but would also open up more than just the central city to tourism opportunities. [Q1: Yes]
35.8	Rory Evans Fee	I'd love to see the mass transit network with more routes to reach residential areas - like airport through Burnside / Ilam to the University and connecting to Riccarton. Even if these routes are less frequent. As the plan stand now, it's great for getting from one center to another, but not good for those that don't already happen to live near a main shopping center. Without dense housing around these stops means most people live no where near a stop and would have to take another transport option just to get to the nearest stop. At that point, why get off a bus going from Greers Rd -> City at church corner to take the mass transport network? [Q1: Yes] [Also recoded under 8.1]
46.8	Jenny Sahng	Public transport to Lyttelton would be really nice, especially because that community seems to be a) lots of young families who are also b) progressive and interested in low-carbon lifestyles. [Q1: Yes]
64.8	Jessica Allison-Batt	MRT should include the South of the city as well to reduce car use and emissions.

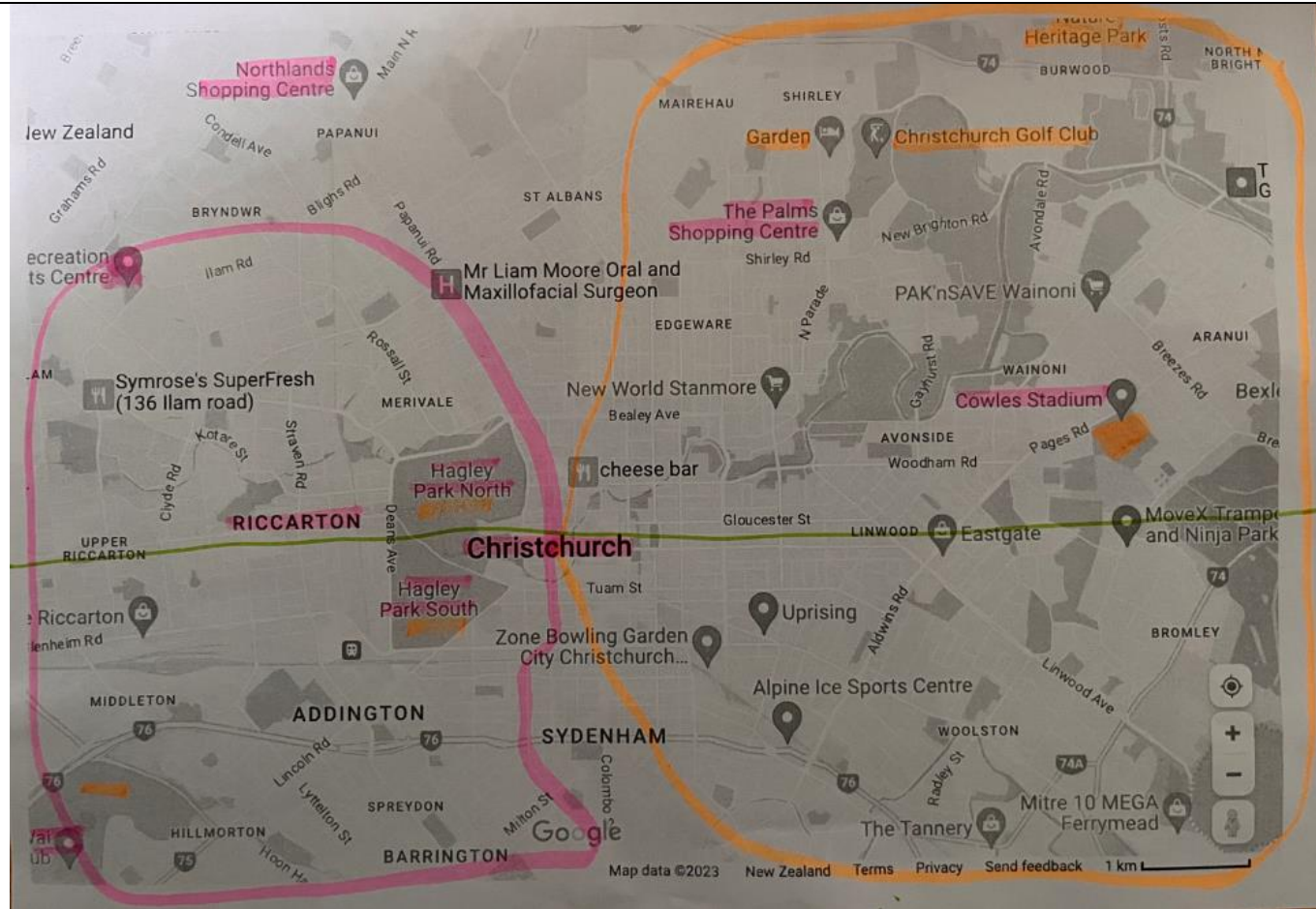
		<p>[Q1: Yes]</p> <p>[This point and the full submission point is also under 8.1]</p>
72.11	David Robinson	<p>e) The third line to Lyttleton also provides for potential densification</p> <p>[Q1: No - in relation to heavy rail]</p>
72.12	David Robinson	<p>d) Marshalling yards can be relocated. There is already the major rail hub at Rolleston</p> <p>[Q1: No - in relation to heavy rail]</p>
99.9	Michael Smith	<p>Frequent & convenient public transport is necessary to get usage up. It make sense to focus on main corridors first. I live in New Brighton, close to the no 5, 60 & 135 buses so enjoy a good bus service. I would also like passenger rail reintroduced to Lyttelton!</p> <p>[Q1: Yes - cross referenced to PT]</p>
126.22	Tim Frank	<p>High quality space in urban areas is crucial for liveability. At the same time it is important to provide easy access to recreation, preferably by public transport. Apart from space within the urban areas, there also needs to be access to recreational areas further afield.This could be done, for example, by supporting rail access to the Torlesse/Korowai Tussocklands Park and Arthur's Pass National Park, as well as to areas on Banks Peninsula.</p> <p>[Q3a: Yes]</p>
126.32	Tim Frank	<p>What the proposed project would not do is linking Christchurch to Canterbury as a whole, both the satellite towns (such as Rangiora and Rolleston) and the communities farther afield (Amberley, Rakaia, Darfield, Rakaia, Ashburton). Public transport across Canterbury could best be served by regional rail services that integrate with the proposed rapid transit. This would give great connectivity across the region. It would allow easy commuting from further afield to many locations in Greater Christchurch. It may be comparable to the S-Bahn services present in many European regions that integrate with the denser urban services delivered by metro, U-Bahn, light rail or similar metropolitan transport. With the rail network taking on a more regional public transport function, trains would not need to run to a turn-up-and-go frequency. Rather, 30-minute frequencies would be sufficient. With more double-tracking, some passing loops in single-track sectors and an improved signalling system this would also provide sufficient capacity for freight on the rail network. The Greater Christchurch Partnership stated that passenger rail for Canterbury is an option for the future. But for that to be effective integration has to be planned now. Many suggestions for such rail services have been proposed. Here is one proposal.</p>



The main Christchurch station would be north of Riccarton Road, south of the former Riccarton Station site. Over time an additional major station at Moorhouse Avenue could be built and proposals for bringing the railway from Moorhouse Avenue to the City Centre explored. I've indicated two routes:

1. from Ashburton to Waipara with higher frequency in the Rolleston to Rangiora sector; 2. from Darfield to Lyttelton. Key interchanges between regional rail and Christchurch rapid transit would be at Hornby, Riccarton, Papanui and Chaney's. This or similar networks could provide good regional passenger rail for Canterbury.
2. The following steps need to be taken to make an integration between regional rail (in whatever shape) and rapid transit successful:
3. Build the proposed rapid transit Hagley Park Station close to the Riccarton Road / Mona Vale Avenue intersection with easy future passenger connection to a station along Mona Vale Avenue. An elevated station might be best practice, but expensive.
4. Continue the rapid transit route in Hornby to the railway line and build the station as close to the railway line as possible (possibly at current location of Briscoes or The Warehouse).

		<ol style="list-style-type: none"> 5. Continue the rapid transit route to north of Belfast to a park and rail facility at Chaney's where a new interchange with a future rail service could be built. 6. Purchase the block between Harewood Road, Restell Street, Winston Avenue, and Main North Road in Papanui (currently largely bare land) to develop a transit-oriented centre with passenger connection between Papanui Railway Station and the proposed rapid transit corridor. 7. Safeguard a site for a railway station parallel to Moorhouse Avenue. 8. Re-establish the link track between the northern railway line (Main North Line) and the Lyttelton Line in Addington (across what is currently Turners Cars). 9. Protect the rail corridors throughout Canterbury from encroachment. 10. Consecutively double-track as much of the line between Rolleston and Islington as easily possible. Fully reactivate double track east of Montreal Street. 11. Prepare sections on the Main North Line for double tracking. 12. Build a three-platform (or four-platform) station at Riccarton along Mona Vale Avenue. 13. Improve the signalling system in Canterbury. <p>These are some of the preparatory measures that could be taken for the possible future implementation of regional rail in Canterbury (with options for links to Marlborough, the West Coast and Otago). It keeps the options open and allows small steps to be taken towards a greater use of rail in Canterbury.</p> <p>[PDF Attachment]</p>
159.12	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls High School	<p>We support the public transport plan; and we looked at what route we as young people would like to see. There are multiple reasons why we chose these routes; they cover the most popular places in Christchurch, will provide suitable transport for all ages. We have chosen 3 different tracks/routes to help provide transport for everyone. Other comments about the system; important to have more than one train; some going further than others and good for elders who don't want to drive.</p>



[Q1 - Yes]

201.15	Property Council New Zealand	The proposed MRT system is not a public transport solution for all of Christchurch. It does not offer anything in Eastern Christchurch and those near the airport or the university.
258.17	Brendon Harre	Questions if a mass rapid transit corridor is to shape Christchurch's future growth is the planned 22km long growth corridor enough?
258.42	Brendon Harre	Considers that Christchurch needs secondary growth corridors (that intersect to make a growth network) to prevent shortages developing as the primary growth corridor reaches capacity constraints — which could be as little as 13 years away. A secondary growth corridors strategy will require some initial planning attention and some preparatory infrastructure investment but not to the level of the primary MRT transport project and growth corridor. Considers that Christchurch needs in its draft spatial strategy preparatory work for additional rapid transit projects to make a more complete congestion free rapid transit network.
266.10	SSRA- South shore residents association	SSRA agree that development around urban centers and along public corridors is generally sound. The issue is that SSRA believe the CCC have omitted corridors in significant areas and therefore the plan is incomplete. [Q2: Unsure]

275.8	Patrick Kennedy	<p>I appreciate that Hornby - Belfast is one of the faster growing areas of the city and aligns with links to the wider area. However, it should be only a first step in the process. The proposed route of the mass rapid transit is in effect all located in the northwestern quarter of the city. Areas such as Spreydon are densifying quite quickly even with the council dragging their heels on implementing the MDRS, with many townhouse developments on almost every other street currently.</p> <p>Allowing for a flexible form of MRT which can easily be added to would be great. The introduction of the Luas (light rail) in Dublin was an enormous success, and almost immediately generated calls for extensions to other parts of the city and has been almost constantly under construction for most of the last two decades.</p> <p>I would hope that the introduction of the MRT would align with a redesign of the existing public transport network - allowing the existing buses on these routes to be redeployed to provide more frequent, reliable and direct PT to areas not served by the MRT.</p> <p>[Q1: Yes]</p>
363.5	Richmond Residents' and Business Association	<p>Consideration must be extended to the 'last half kilometre' of any transit system. Inner city suburbs will, because of their geographic locality, be part of 'linking' transit provider routes</p> <p>[Full Attachment Available]</p>

Opportunity 6 > MRT Mode - See Sections 4.7.1 of the Officers Report

Point	Submitter	Position
32.16	Murray Allison	<p>I think that most people would like to see better public transport especially light rail in and out of the city center like Rolleston, Rangiora. small buses on some routes out of peak time eg Lincoln.</p> <p>[Q6]</p> <p>[Wider submission point also recoded under 8.0]</p>
44.7	Jennifer McKinlay	<p>I feel although the new proposal is not enough and there are no details regarding what the transport will be. A light rail system would be great.</p> <p>[Q1: No]</p>
47.11	Ben Hay-Smith	<p>To be clear, this is a "yes, and..." submission. I strongly support the creation of a new mass transit "turn up and go" system in Greater Christchurch, and out of the proposed options would strongly prefer a light rail format. I believe the current proposed system is a sound approach to getting widespread agreement and an '80/20' sort of benefit, given that it covers the critical areas of the city needing urban intensification.</p> <p>[Q1: Yes. Original submission point partly coded to 8.1, 8.2, 8.4 and 8.5 also]</p>
53.14	Andrew Wilson	<p>Thinking of the Future</p> <p>Electrifying the railways, or use of hydrogen technology to reduce emissions needs consideration.</p>

		[Q6]
55.9	Jig Dhakal	<p>It would be great to consider urban corridors for future expansion of the mass transit corridor. Even if this is a designation / paper corridor until the population growth demands it. If the mass transit is successfully implemented, expansion of this network would be demanded by the public.</p> <p>I imagine the mass transit network as a high-speed trainline or subway infrastructure, and the core public transport routes as a dedicated bus only lane, and or slow train route. Existing rail infrastructure is already there in Rolleston, Lincoln, Rangiora and Kaiapoi. Would using this existing railway line for passenger rail be an option?</p> <p>[Q1: Yes. Also coded to 8.1 and 8.2]</p>
56.8	Clare Hong Leng Mateara	<p>Lincoln is continuing to grow.</p> <p>Rail in Lincoln will be very helpful as we also have Lincoln University in the vicinity</p> <p>[Q1: No. also coded to 8.2.1]</p>
62.9	Jo Eason	<p>I support a plan that includes light rail; to the outlying areas of Christchurch eg. Rolleston and Rangiora and / or a fully electric bus service.</p> <p>[Q1: Unsure]</p>
69.8	Malachy Lynch	<p>Also idk how practical it would be but if the CBD tram way could somehow be upgraded to run as an actual mode of transport instead of just tourism would be cool. Still have the vintage tourist trams but double track it and have some more frequent modern rollingstock that extends further out across the CBD and follows a better route. The high street upgrade only cost \$9 million to lay tracks and upgrade the streets, that's just \$36 million per km for double track and better streets, aka nothing. Do this for major light rail lines too and it would put Auckland and Wellington to shame.</p> <p>[Q1: Yes - mode]</p>
69.19	Malachy Lynch	<p>Yes but only if a frequent Heavy Rail service is built to go with it. These centres are fairly far apart and distant from the CBD with the exception of Riccarton and Papanui and would be impractical for light rail or busses. Having heavy rail with station spacing just at the main centres as opposed to servicing every suburb every 1.3km like Auckland or Wellington would allow significantly faster journey times for these outer towns/suburbs over any other vehicle. light rail can service the shorter journeys within Christchurch itself and connect the heavy rail stations with the CBD.</p> <p>There also needs to be regional rail included across the south island with several services each day. Ideally every hour in both directions if not better.</p> <p>[Q3a - partially - heavy rail]</p>
71.8	Raymond Lum	<p>As long as we can afford it. Light rail</p> <p>[Q1 - Yes]</p>
96.17	Cayne Worthington	<p>Light rail encourages permanent growth along key transport corridors which can be expanded in the future as well.</p> <p>[Q5 general comment]</p>

		[Cross reference improving PT]
110.9	Krystal Kelly	<p>Why the number one focus should be on Maori historic heritage, what about historic sights for all of the population?</p> <p>Nobody wants to be forced to take the bus.</p> <p>[Q5: No]</p>
126.9	Tim Frank	<p>Rather than focusing just on being able to move people, a transport system needs to capture the imagination of the population. It needs to be somewhat distinctive and pleasant. For the proposed mass rapid transit distinctive light rail would probably be the best option.</p> <p>Q1: yes - cross ref regional rail</p>
126.18	Tim Frank	<p>Rather than focusing just on being able to move people, a transport system needs to capture the imagination of the population. It needs to be somewhat distinctive and pleasant. For the proposed mass rapid transit distinctive light rail would probably be the best option.</p> <p>[Q1 - Yes - in relation to light rail]</p>
187.15	Waipapa Papanui-Innes-Central Community Board	<p>The Board also suggests that investigating the use of rail infrastructure for freight and commuter use; particularly from North Canterbury into the City should be seriously considered.</p> <p>[Full Attachment Available]</p>
197.8	Lynette Bay	<ul style="list-style-type: none"> - the plan doesn't help suburbs that are not connected to the main artery route - buses preferable, they can change route quickly as they respond to situations arising. Rapid and frequent poses problem though as it then becomes unsafe to be able to cross roads at major hubs. - buses - who actually is using buses? Very few people from my observation, they are mostly empty. People want reliable services and able to access places not have to walk miles to a bus stop - rail route is fixed, can't be altered. Christchurch is earthquake prone so rails would buckle causing havoc and disruption - electric cars aren't the answer - NZ has not increased the electrical grid so how are all these cars to be charged? We'll end up with power black outs like what is happening in California now. There is a greater fire hazard as well with electrical cars -Jaguar here in NZ recalled a model recently for that very reason. Overseas ferries exclude electric cars from travelling with them due to potential fire risk <p>[Q1: No. Also part coded to 8.1]</p>
219.2	Garreth Hayman On Behalf Of Doppelmayr NZ Ltd	<p>Outlines some of the advantages of urban cable cars as compared to other types of transport. Considers this technology presents an exciting opportunity for the future of transport in New Zealand and, specifically, Greater Christchurch.</p> <p>[Refer to attachment for full details of submission]</p>
258.39	Brendon Harre	<p>For Christchurch the benefits of light rail are likely to be higher than for the other two cities because it will be the first MRT project for the city while Auckland and Wellington already have existing MRT systems.</p>
264.8	Environment Canterbury Youth Rōpū	<p>The city spans a wide area and we believe a light rail system is vital in connecting this.</p> <p>[Q1 - Yes]</p>
265.9	Neil Gilbert	<p>I'm not sure why a rail system would not also connect with the airport. That seems short-sighted.</p> <p>[Q1 - Yes - in relation to mode - unsure if rail is heavy or light]</p>

303.7	Waihoru Spreydon-Cashmere-Heathcote Community Board	<p>The Board supports the focus on structuring long-term development around the provision of high-quality mass rapid transit. While the Plan does not make an explicit mode commitment, the Board's view is that street running light rail with dedicated right of way is likely to be the best way to deliver high quality MRT.</p> <p>[Also recoded under 8.1.]</p>
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Opportunity 6 > MRT Mode > Rail - See Sections 4.7.1 of the Officers Report

Point	Submitter	Position
1.12	Alison Donley	<p>No new transport provision for Rolleston and all the Selwyn townships apart from a Rolleston/Lincoln link.</p> <p>We need the train line to come out here. May be a train to Ashburton even. We are all still stuck driving our cars in and out of CHCH.</p> <p>[Q1: No - heavy rail]</p>
2.8	Jackson Davey	<p>My only criticism of this planned system is that it does not ALSO include a heavy rail system from Rangiora to Rolleston via the city. If this was also included I believe that transport emissions would be dramatically reduced, as people living in these towns have the longest distance to travel. While the direct bus services are exceptional and are a major improvement over what used to serve these communities, I do not think that they have a high enough capacity to truly get the majority who drive to the city centre out of their cars. The only situation where I could see the direct bus services being used more is if frequency was improved and they travelled both directions all day, not just a single direction in peak hours.</p> <p>[Q1: Yes]</p>
11.8	Rory Dephoff	<p>A great idea would be to invest in inter-regional passenger rail infrastructure and the supporting public transport and cycling networks i.e. expand/improve the railway station and add plenty of bicycle parking, paths, and bus/tram services. This will be a sector that will be of great importance in the future and getting it right now or adding flexibility to the system will ensure cost-effective future development.</p>
21.7	Paul Hamilton	<p>A robust core of densification and core public transport (that needs to become rail asap that is possible) is crucial to get the wider region's inhabitants onboard to how effective the model will be.</p> <p>[Q1: Yes]</p> <p>[Submitter's wider comments around PT coded under 8.1.]</p>
25.8	Kees Vos	<p>Any move toward a greater public transit system is a good one. I would prefer if the already existing rail system we have in Christchurch is used with new stations. I think we can have both :)</p> <p>[Q1: Yes]</p> <p>[Also recoded under 8.1]</p>
69.11	Malachy Lynch	<p>Yes Christchurch needs better public transport. However one light rail line won't solve everything, there needs to be multiple routes as well as Heavy rail and frequent buses all with priority. I think it would also be smart to stage the process with 2 or 3 shorter light rail lines to different communities that are extended every couple years, as opposed to 1 really long line that will take 10 years to complete and won't operate until finished. Along with safer and more bike friendly streets driving would be completely unnecessary for the vast majority of people.</p> <p>[Q1: Yes - mode heavy rail]</p>

72.8	David Robinson	<p>The rail system is a better and much more enduring solution for MRT.</p> <p>Probably more complex and costly but a better one.</p> <ul style="list-style-type: none"> a) Rail works much better with congestion tolls as PnR to rail is better to than that to street based rapid transit. b) Congestion tolls will be needed to reduce emissions (& VKT proxy) - again these work better with rail & rail based PnR c) The area under the airport noise boundary could be designated for light industrial so that some areas along the rail line can be rezoned for mixed use (any heavier industry could go to areas outside the groundwater recharge zone if it needs to relocate. d) Marshalling yards can be relocated. There is already the major rail hub at Rolleston e) The third line to Lyttleton also provides for potential densification f) The street based MRT? (its doubtful it will be rapid) faces multiple issues of lack of space, nowhere to divert traffic to if parts are closed for transit malls (target 1m pop), land that isnt at the end of its economic life and so wont be densified for a long time & it doesnt connect to the commuter towns without interchange being required. g) The rail already connects to the outlying commuter towns. PnR can be established. Congestion tolls added and more extensive parking charges added to induce mode shift. h) The rail already has a right of way available. The street based system doesnt and has space constraints and capacity issues trying to divert traffic. i) The north to east rail connection can be re-established by tunnel. j) Access to the CBD can initaly be via street based MRT from Moorhouse Ave and possibly Riccarton Rd at the rail line. An underground section can be added in the long term to provide direct CBD access. We are talking about 1m pop. k) With 1m pop, roughly 2x current pop the roads will be full. There is no room to expand them in the urban area. Congestion is nonlinear and will be >>> 2x with 1m pop. l) The land use changes shown to support the street based MRT wont happen by 2053. PnR opportunities already exist along the rail system. Rail as a solution is not completely dependent on the landuse moving to the rail corridor. Proivde rail based PnR oppourtunities means a much greater potentail catchment The street based MRT is (PnR to street based MRT is typically much lower) <p>[Q1: No]</p>
72.21	David Robinson	<p>Rangiora and Rolleston are only priorities if a rail based MRT is going to be provided.</p> <p>[Q4: Not stated]</p>
72.22	David Robinson	<p>Specifically where Papanui, Riccarton and Hornby develop depends on whether a street based or rail based MRT is provided.</p> <p>[Q4: Not stated]</p>
73.7	Murray Sanders	<p>Heavy Rail Corridor is neglected in the diagram. The efficient option is to enhance the existing heavy rail corridor, which exists at Rangiora, Kaiapoi, Belfast, Redwood, Papanui, Riccarton, Addington, sockburn, Hornby etc. With a fast commute operation from Addington ino CDB. New suburban railway stations with planning for Park and Ride.</p> <p>[Q1: Unsure]</p>
75.9	Anna Rumbold	<p>I do support this, but considering that heavy rail tracks ALREADY EXIST I cannot see how not having commuter rail from Rangiora and Rolleston to Christchurch can be anything other than completely essential. This infrastructure is already partly established. People make a lot of excuses about why this can't happen but it simply must.</p>

		[Q1: Yes]
75.14	Anna Rumbold	This is very common in other parts of the world, particularly Europe. It makes for a lovely commute ON THE TRAIN when there is time to look at the scenery etc. Nature and the environment must come first, above all, including economic growth. [Q3b: Yes]
75.15	Anna Rumbold	Trains trains trains. [Q6 - N/A]
97.8	Wayn Barton	As New Zealand's second city, it's unbelievable that there is no passenger rail to link communities and other towns. This limits our ability to reduce traffic on roads. [Q1: No - cross ref to PT]
99.8	Michael Smith	Frequent & convenient public transport is necessary to get usage up. It make sense to focus on main corridors first. I live in New Brighton, close to the no 5, 60 & 135 buses so enjoy a good bus service. I would also like passenger rail reintroduced to Lyttelton! [Q1: Yes - cross ref from PT]
100.6	Liam Krijgsman	Light rail should be considered a priority given the development of the stadium and other anchor projects in the central city. The trams in Melbourne provide a quick and reliable means of travel around the city. A return to trams would be popular with the Christchurch public and a more enticing transport option as opposed to bussing. [Q1: Unsure] - cross reference to improving PT]
103.6	Derek Milne	While I welcome improved public/mass transit in the region, I would like to see that take the form of regional passenger rail service integrated as part of a national passenger rail network. Regional passenger rail services from the growth towns around Christchurch into the city would offer a truly viable alternative to private car travel. I like the bus with bike rack from Rangiora to the city and have used it regularly, but it is under-utilised and isn't quick enough to win over enough car drivers. Fast, regular, reliable passenger rail from Rangiora, Amberley, Rolleston, Ashburton, etc to Christchurch is the only realistic option to get people out of their cars and stop them straining the infrastructure by driving private vehicles into the city. [Q1: Unsure]
107.8	Peter Robinson	Yes but it would be good if it went a bit further, please build more affordable trains, and make the train tickets affordable. [Q1: Yes:]
108.2 1	Andrew Livingstone	With respect to Riccarton and Papanui, I would love to see urban rail, but MRT bus system (like the Brisbane one in the document) may be the more cost-effective solution, so I would support that. As long as it is low/no carbon, fast and reliable. [Q5: Yes] [Coder note: This submission point has been coded from a larger submission point that is provided at Spatial Plan - General Comments - Spatial Strategy]

- Rail I look at 2019

long trips - Christchurch to Dunedin - Concerts - Special trips

medium trips - Christchurch to Amberley - Lake Valley workers

Forestry, Prison work gangs, shopping, workers

- Christchurch to Ashburton - Hospital Appointments

Prison work gangs, shopping, workers.

Tourist Market - Special trips. Waka Railways

- New Christchurch Stadium, Ferry Mead.

- Christchurch to Lyttelton Cruise boats.

long, long, long trips Queens Town → Picton

- We must also consider Disabled and a ageing population.

- Emergency management

- 2026 the Government May Roll out a New Dam Project just out of Dunedin. This will effect workers movements Traffic flow, Housing and access to additional training and education.

notice

You should look at one long line Ashburton to Amberley
Ashburton also has rail workshop for train maintenance.

NZ RAIL use their line for - Tourism and Freight

You will need to have them buy into this project to promote

NZ RAIL

126.2 7	Tim Frank	<p>The freight network needs to be enhanced by improving railway lines, so that passenger trains can also operate on them.</p> <p>[Q5: Partially - <i>in relation to heavy rail</i>]</p>
126.3 1	Tim Frank	<p>What the proposed project would not do is linking Christchurch to Canterbury as a whole, both the satellite towns (such as Rangiora and Rolleston) and the communities farther afield (Amberley, Rakaia, Darfield, Rakaia, Ashburton). Public transport across Canterbury could best be served by regional rail services that integrate with the proposed rapid transit. This would give great connectivity across the region. It would allow easy commuting from further afield to many locations in Greater Christchurch. It may be comparable to the S-Bahn services present in many European regions that integrate with the denser urban services delivered by metro, U-Bahn, light rail or similar metropolitan transport. With the rail network taking on a more regional public transport function, trains would not need to run to a turn-up-and-go frequency. Rather, 30-minute frequencies would be sufficient. With more double-tracking, some passing loops in single-track sectors and an improved signalling system this would also provide sufficient capacity for freight on the rail network. The Greater Christchurch Partnership stated that passenger rail for Canterbury is an option for the future. But for that to be effective integration has to be planned now. Many suggestions for such rail services have been proposed. Here is one proposal.</p>



The main Christchurch station would be north of Riccarton Road, south of the former Riccarton Station site. Over time an additional major station at Moorhouse Avenue could be built and proposals for bringing the railway from Moorhouse Avenue to the City Centre explored. I've indicated two routes:

1. from Ashburton to Waipara with higher frequency in the Rolleston to Rangiora sector; 2. from Darfield to Lyttelton. Key interchanges between regional rail and Christchurch rapid transit would be at Hornby, Riccarton, Papanui and Chaneys. This or similar networks could provide good regional passenger rail for Canterbury.
2. The following steps need to be taken to make an integration between regional rail (in whatever shape) and rapid transit successful:
3. Build the proposed rapid transit Hagley Park Station close to the Riccarton Road / Mona Vale Avenue intersection with easy future passenger connection to a station along Mona Vale Avenue. An elevated station might be best practice, but expensive.

		<ol style="list-style-type: none"> 4. Continue the rapid transit route in Hornby to the railway line and build the station as close to the railway line as possible (possibly at current location of Briscoes or The Warehouse). 5. Continue the rapid transit route to north of Belfast to a park and rail facility at Chaneys where new interchange with a future rail service could be built. 6. Purchase the block between Harewood Road, Restell Street, Winston Avenue, and Main North Road in Papanui (currently largely bare land) to develop a transit-oriented centre with passenger connection between Papanui Railway Station and the proposed rapid transit corridor. 7. Safeguard a site for a railway station parallel to Moorhouse Avenue. 8. Re-establish the link track between the northern railway line (Main North Line) and the Lyttelton Line in Addington (across what is currently Turners Cars). 9. Protect the rail corridors throughout Canterbury from encroachment. 10. Consecutively double-track as much of the line between Rolleston and Islington as easily possible. Fully reactivate double track east of Montreal Street. 11. Prepare sections on the Main North Line for double tracking. 12. Build a three-platform (or four-platform) station at Riccarton along Mona Vale Avenue. 13. Improve the signalling system in Canterbury. <p>These are some of the preparatory measures that could be taken for the possible future implementation of regional rail in Canterbury (with options for links to Marlborough, the West Coast and Otago). It keeps the options open and allows small steps to be taken towards a greater use of rail in Canterbury.</p> <p>[PDF Attachment]</p>
187.8	Waipapa Papanui-Innes-Central Community Board	<p>The Board is aware that there were a significant number of mentions by contributors to the survey, of rail – either support for it, questions as to why it was not considered in this plan, and soon. The Board wishes to have noted that despite these mentions, there is no reference to rail (primarily potentially using existing infrastructure for commuter (and freight) rail, as a part of our public transport planning), anywhere in the “what we heard” document or indeed in the initial survey itself. This suggests there is not a desire to include this as something that could be further considered, and the Board is disappointed by this.</p> <p>[Full Attachment Available]</p>
203.8	Christopher Kissling	<p>The MRT could go further by utilising the existing mainline heavy rail track. This could extend to Rolleston in the South and Rangiora in the North. Tram/Train metro systems are a proven technology in other major cities. Prebbleton could also be served on the existing branch line, which could be extended to again reach Lincoln.</p> <ul style="list-style-type: none"> • A prerequisite for a hybrid tram/train system is that the track gauge is the same. Therefore, the proposed MRT must be built to the same rail gauge as the mainline rail track. • A major benefit of a Tram/Train system for MRT is that the street running is relatively slow for safety reasons, but when running on the access controlled mainline rail, the speeds can be swift. • High levels of connectivity are achieved that take advantage of existing built infrastructure. • The necessity of building new infrastructure is mostly limited to the inner city street-running sections. • Contention with existing rail freight traffic is minimal, and non-existent for the Lyttelton –Hornby sections. • Modern train control systems can keep heavy and light rail traffic safely separated. • MRT between Hornby and Lincoln and Hornby and Rolleston could be continued as a circuit with the inclusion of a new-build Rolleston-Lincoln section for which land acquisition should not be difficult.

		<ul style="list-style-type: none"> • In association with this MRT extended corridor, a linear zone comprising the track and nearby land, could be used for high density residential nodes at stations spaced at convenient intervals. They would have green belt around and between them and would offer superb rural landscape views as well as high quality connection to industrial, educational, and retail hubs. The green belts could be used for forestry and sports facilities. • The impact of the CIAL noise contours dissipates with distance from the airport which will enable building heights to be increased. • Strict confinement of buildings within a linear corridor offering high density, minimises potential negative impacts of such development on land suited for agriculture. • The corridor width would be defined as a comfortable walking distance to the MRT
300.8	Benjamin Love	<p>I support Christchurch implementing a new rail based public transportation system.</p> <p>The purposed route is well suited to a new transit corridor, as historically large portions of the route were tramways. These historic tramways heavily shaped the city, as they became main transport corridors, and spurred growth along the lines, thus creating many suburban centers [1][2]. Reestablishing rail transit along the corridor proposed by the Greater Christchurch partnership will significantly benefit residents in some of the busiest areas in the city, as it will lead to high modal shift, thus decrease car/traffic congestion, and lower transport emissions. It will also spur much needed growth and intensification in well situated areas such as the CBD, Riccarton, Ilam, Merrivale, and Papanui.</p> <p>Rail should be chosen because it is vastly superior to BRT systems. The energy efficacies (i.e., rolling resistance) of rail make it more sustainable and cost effective in the long term than buses. Rail vehicles/rolling stock (including light rail) can have higher capacity than even largest of buses, lower maintenance costs, as well as significantly longer lifespan. The ability to electrify rail with overhead catenary lines and/or ground supply systems is more efficient and has better long-term sustainability than using battery electric buses. Trains/light rail vehicles can optionally have higher passenger capacities than even the largest of buses and can be coupled together to increase capacity without needing additional drivers, which buses cannot do. Rail is also more attractive to commuters, which leads to the highest levels of modal shift, as well as attracting higher levels of investment and transit-oriented development (TOD). With significantly better life-cycle costs and cost-benefit ratios, rail is the superior option [3][4][5][6][7][8][9][10].</p> <p>Light rail/tramways are better suited for the urban environment and beatification than BRT systems. All buses (even electric) are louder than modern light rail, as the sound of the rubber wheels rolling creates large amounts of noise when travelling at speed [11][12]. Light rail takes up less street space compared to BRT systems as they run on fixed tracks. Running on fixed tracks also allows light rail to run in pedestrianized areas, which buses cannot. Light rail/tram tracks can be embedded into a variety of surfaces to suit the visuals of the street, including grass. Grass tracking is affordable, and can also help with water drainage, as well as mitigating the urban heat effect and noise [13].</p> <p>There should be strong consideration to remove road vehicle traffic (expect for emergency, necessary service vehicles) from Greater Christchurch purposed street running transit corridor, especially in main commercial and residential areas, such as the CBD, as well as around Riccarton, Northlands, and Merrivale malls. Cars negatively impact the pedestrian and urban environment, making them less attractive to be around. Car centric areas and roads near street-running public transit can even decrease the transits usability, attractiveness, and patronage [14][15]. Most of the purposed transit corridor has nearby roads that run almost entirely parallel to the route, which can be used for road traffic instead.</p> <p>However, there should also be greater reconsideration for using existing heavy rail lines/corridors for public transport services. Using existing heavy rail corridors can be provide greater coverage at a lower initial cost, as there is the ability to connect more communities, such as Rolleston, Kaiapoi, and Rangiora, as well as potentially Lyttelton and Prebbleton, without having to create entirely new corridors (corridor to Prebbleton will need to be partially reestablished). Most of the track infrastructure already exists and can be reasonably easy to upgrade to be suitable for passenger services. The rail lines can also be electrified to allow more sustainable and efficient services. Services will also likely be faster than using BRT or Light Rail.</p>

		<p>There are some issues with using existing heavy rail corridors. Christchurch's current main station in Tower Junction proximity to the heart of the center city is inadequate, as it is not within a reasonable walking distance. Even where the historic Moorhouse station was located is not very suitable. Without good accessibility to the central city, attracting patronage will be difficult. A potential way to solve this problem will be by creating a cut-and-cover tunnel system that provides heavy rail access to station/s at the heart of the center city and make using rail more attractive to commuters. Tourist trains such as the TranzAlpine and Coastal Pacific, as well as potential future long-distance/interregional trains (e.g., to Ashburton, Timaru, and Dunedin) could also use this tunnel system (depending on design of tunnel system and/or power method of trains). The high levels of pedestrian/passenger foot traffic that this system would create in the center city will have huge economic benefits to local businesses and the community.</p> <p>Another issue with using existing rail lines is that the urbanized areas they run through are not as suitable for spurring commercial and residential growth/intensification than the proposed new corridor. This is especially likely for the section of the Main South Line between Hornby and Moorhouse, as it runs mainly through industrial areas. However, since the section of the Main North Line between Riccarton and Belfast mainly runs through residential areas, it could be reasonably suitable for residential and commercial growth/intensification.</p> <p>A potential option that could be investigated is Tram-Trains. These can operate on both street running/light rail track, as well as heavy rail lines [16]. This could allow for new corridors to be established along key urban growth/intensification areas such as Riccarton Road and then use existing heavy rail lines to connect to places like Rolleston, Kaiapoi, Rangiora, and Lyttelton. This could allow for earlier and more affordable connection to later stage areas planned improved transit by Greater Partnership without needing a new corridor such as Belfast (though later a new corridor could be implemented to spur growth/intensification along it). In the long-term this could also be used to provide express services which bypass street running sections by mainly using existing rail corridors (i.e., Rolleston/Hornby to CBD, without having to go down Riccarton Road).</p> <p>Though Tram-Train systems can use the same 1,067 mm (3 ft 6 in) narrow gauge rail gauge as New Zealand's heavy rail network, such as the Fukui Fukubu Line in Japan, Christchurch's current tourism tram service uses 1,435 mm (4 ft 8+1/2 in) standard gauge track, so these systems will not be able to be integrated if Tram-Trains are chosen [17][2].</p> <p>For safety reasons all street running light rail/tram lines use reasonably low DC voltages. However, most modern heavy rail lines are electrified with AC voltage, as it is cheaper to implement/operate, because the infrastructure is more affordable, longer elect</p> <p>[Q1: Yes]</p> <p>[See attachment for figures, diagrams and images]</p>
333.3	Jos Unterschuetz	<p>It falls short of explicitly proposing a commuter rail system. I do NOT support buses or Autonomous Rapid Transit (ART). Buses simply are not fast enough. Ideally someone commuting from Rolleston or Rangiora should be able to make it to Christchurch CBD within a half hour of catching their service.</p> <p>While "Wi-Fi-friendly" is mentioned, to take full advantage of the wi-fi, office workers need public transport to be a place where you can work, especially if the commute will be long. If you are going to sit there for an hour, you need a stable journey that does not induce motion sickness. Commuter rail gives you that.</p> <p>Paved routes can easily be converted to normal roadway with a change of government, thus making public rapid mass transit a precarious target between election cycles. Commuter rail ensures a legacy.</p>

		[Q1: Unsure] <i>[Coder Note: Aspects of this submission point have also been coded to MRT location and MRT Location]</i>
343.2 1	Waipuna Halswell- Hornby- Riccarton Community Board	The Board requests that the Whakawhanake Kāinga Komiti takes into consideration the above submission on The Greater Christchurch Spatial Plan and in particular request that: <ul style="list-style-type: none"> • That infrastructure and future greenspaces are in place before any intensification. • There is further consideration of the current rail network. • That Riccarton /Hornby and Papanui should be similar in terms of intensification. • That clarification is required as to why Rolleston and Rangiora cannot be included. <p>While the Board acknowledges that the Plan is an aspirational document it is concerned that it was not consulted/briefed at an earlier stage. Residents in the Board area are generally against the intensification proposed in Plan Change 14 and the Spatial Plan takes intensification to another level.</p> <p>[Full Attachment available. Relevant submission points also recoded against 6.1.5 and 8.2.]</p>
359.5	The Greater Hornby Residents Association	The solution is to utilise the current rail tracks, electrify them from Rolleston to Rangiora and through to Lyttleton, with inner city bus links. [Cross ref PT]

Opportunity 6 >MRT Mode > Bus Routes - See Sections 4.7.1 and 4.7.2 of the Officers Report

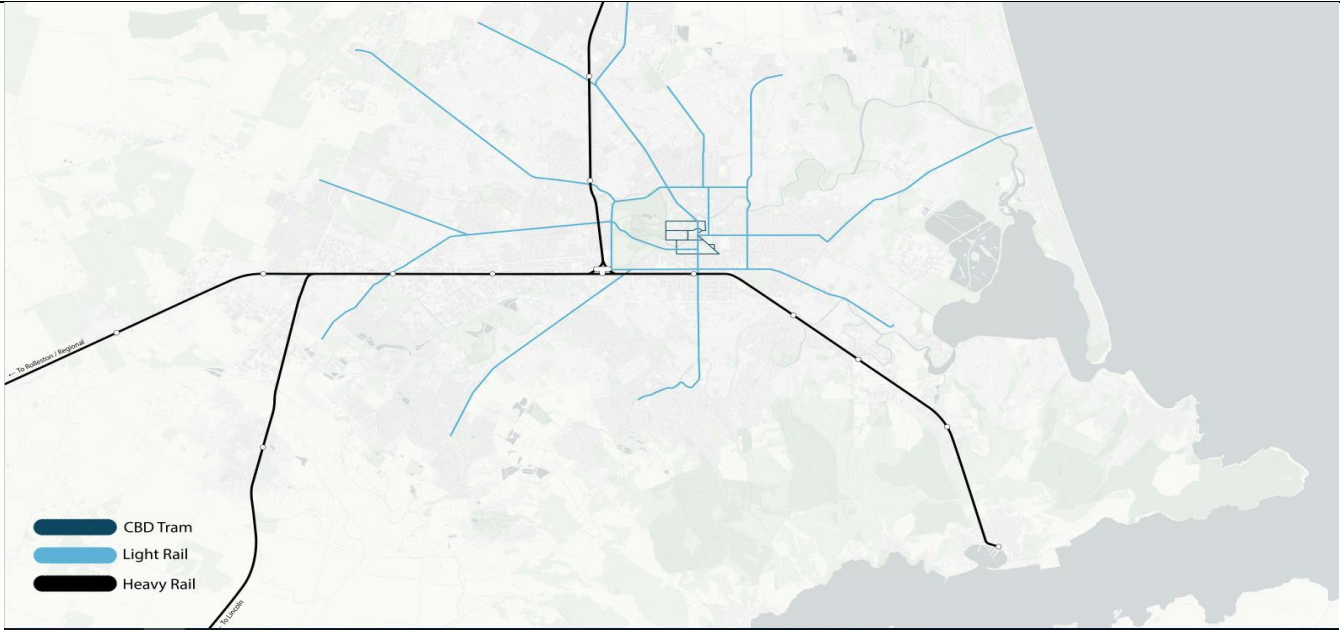
Point	Submitter	Position
69.12	Malachy Lynch	Yes Christchurch needs better public transport. However one light rail line won't solve everything, there needs to be multiple routes as well as Heavy rail and frequent buses all with priority. I think it would also be smart to stage the process with 2 or 3 shorter light rail lines to different communities that are extended every couple years, as opposed to 1 really long line that will take 10 years to complete and won't operate until finished. Along with safer and more bike friendly streets driving would be completely unnecessary for the vast majority of people. [Q1 - Yes - mode busses]

115.4	Drucilla Kingi-Patterson	<p>No 17 Bus needs bus stop closer to Hospital for elderly & staff</p> <p>The Bus stop at Northlands need up graded at present a wind tunnel to elderly and disabled.</p> <p>[Full Attachment Available]</p>
208.9	Living Streets Otautahi	<p>We support a bus MRT system for the following reasons:</p> <ol style="list-style-type: none"> 1. There are no tracks that need to be crossed by pedestrians which reduces the number of potential trips and other accidents. 2. A bus MRT is cheaper and faster to build. 3. It is more flexible. In an emergency as it can be re-routed. 4. Automation will allow a greater variety of bus services to be part of the MRT that can come and go as needed.
290.8	Andrew Sprouse	<p>Look at any light rail system that has been installed, the costs always rise hugely, just improve the buses !!!</p> <p>[Q1: No]</p>

Opportunity 6 > Public Transport - See Sections 4.7 of the Officers Report

Point	Submitter	Position
2.7	Jackson Davey	<p>I strongly support the proposed improvements to the public transport system. This is because it will allow for reduced emissions, reduced congestion (by getting more people out of cars) and will also support the increased density of urban areas, while limiting sprawl. These improvements to the public transport system are, I believe, absolutely crucial to get this to happen, and without these improvements I feel that Christchurch will not be planning for the future or even the present. Currently, the existing core public transport routes, are, I believe, not good enough to adequately serve their communities and they certainly will not be as the grow in the future. They are too low capacity, too infrequent, and too slow to be competitive with driving. A MRT system like this will improve all of these, while still allowing people who need to drive to have that option (and reducing congestion for those people as there will be less traffic).</p> <p>[Q1: Yes]</p>
10.6	Brandon Wyatt	<p>As a Belfast resident, one of the current barriers to consistently using public transport is the lack of availability. The plan as proposed would be far more accessible for my wife for daily use. I would also consider using this network daily, but this would require either a transfer heading to the West, or the ability to take my bicycle on board.</p> <p>An important consideration for residents in my subdivision is connecting the subdivision to Main North Road by foot. Currently, the options are either to walk up Radcliffe Road, which has no footpath and is dangerous at night-time, or to walk up to Belfast Road which</p>

		<p>is a considerably longer walk. If there was a railway crossing on Thompsons Road, this would greatly improve uptake of public transport options (even before the completion of Phase 2)</p> <p>[Q1: Yes]</p>
25.10	Kees Vos	<p>Absolutely. Christchurch needs to consolidate, at the moment its horrifically spread out with very little density (comparatively) in the city centre. The city centre itself has very poor public transport.</p> <p>[Q2: Yes]</p> <p>[Also recoded under 6.1 as comment was in response to Q2]</p>
42.7	Georg Mayr	<p>understand that outer town centers are not planned to be included in rapid transport options. However the Bus from Rolleston to Christchurch (or Hornby) needs to be as fast and direct as possible with as little intermediate stops as possible. I recently took the bus from Rolleston to Christchurch bus interchange and it too exactly 1.5h. by car it would have been 26min. This is unacceptable and will or event acceptance and usage of public transport.</p> <p>[Q1: Unsure]</p>
68.7	Yuhui Wang	<p>I live in BrokenRun in southwest of the city. The population rapidly increased in our area. Wigram became a urban centre to me now but the bus service was hopeless. The new plan of the bus network has not improved the situation much. There is a big empty area without bus service. We need some buses in our area directly going to city centre instead of changing the bus, please. I would like to see a rout starts from Hornby, runs through Wigram sky centre, then Wigram road and goes to the city centre at least. Wigram should be treated the same as North Halswell, Shirley and Linwood.</p> <p>[Q1 - No]</p>
69.10	Malachy Lynch	<p>Yes Christchurch needs better public transport. However one light rail line won't solve everything, there needs to be multiple routes as well as Heavy rail and frequent buses all with priority. I think it would also be smart to stage the process with 2 or 3 shorter light rail lines to different communities that are extended every couple years, as opposed to 1 really long line that will take 10 years to complete and won't operate until finished.</p> <p>Along with safer and more bike friendly streets driving would be completely unnecessary for the vast majority of people.</p>

		 <p>[Q1 - Yes - other routes]</p>
72.14	David Robinson	<p>m) The existing urban fabric needs to be served by many more bus lanes. This needs to happen now. It will take until 2053 to roll this out given how long transport projects take. There is no way the land use will be in place by 2053 to support the street based MRT.</p> <p>[Q1: No]</p>
76.8	Madeleine Price	<p>Has ready access via public transport to our beaches been included, eg Sumner, Brighton?</p> <p>[Q1: Yes]</p>
78.7	Telly Power	<p>No way, the transport system within Rolleston needs to be vastly improved. In the area of Rolleston that I live in, there is no frequent transport to get around Rolleston, and especially on weekend when one is needing to get into work in Christchurch. Would have liked to have seen internal Rolleston/Lincoln/Prebbleton/Burnham routes separate to CHC</p> <p>[Q1: No]</p>
78.8	Telly Power	<p>Why can't be put transport routes where people already live and a system doesn't exist?</p> <p>[Q2: No]</p>
80.8	creative transitions to sustainable futures	<p>Commuter Rail in Arc around Otautahi-CHCH from Amberley to Springfield to Ashburton. Move to fully subsidised public transport – that is citizen contributing to climate change mitigation in very direct way.</p> <p>[Full Attachment Available]</p>

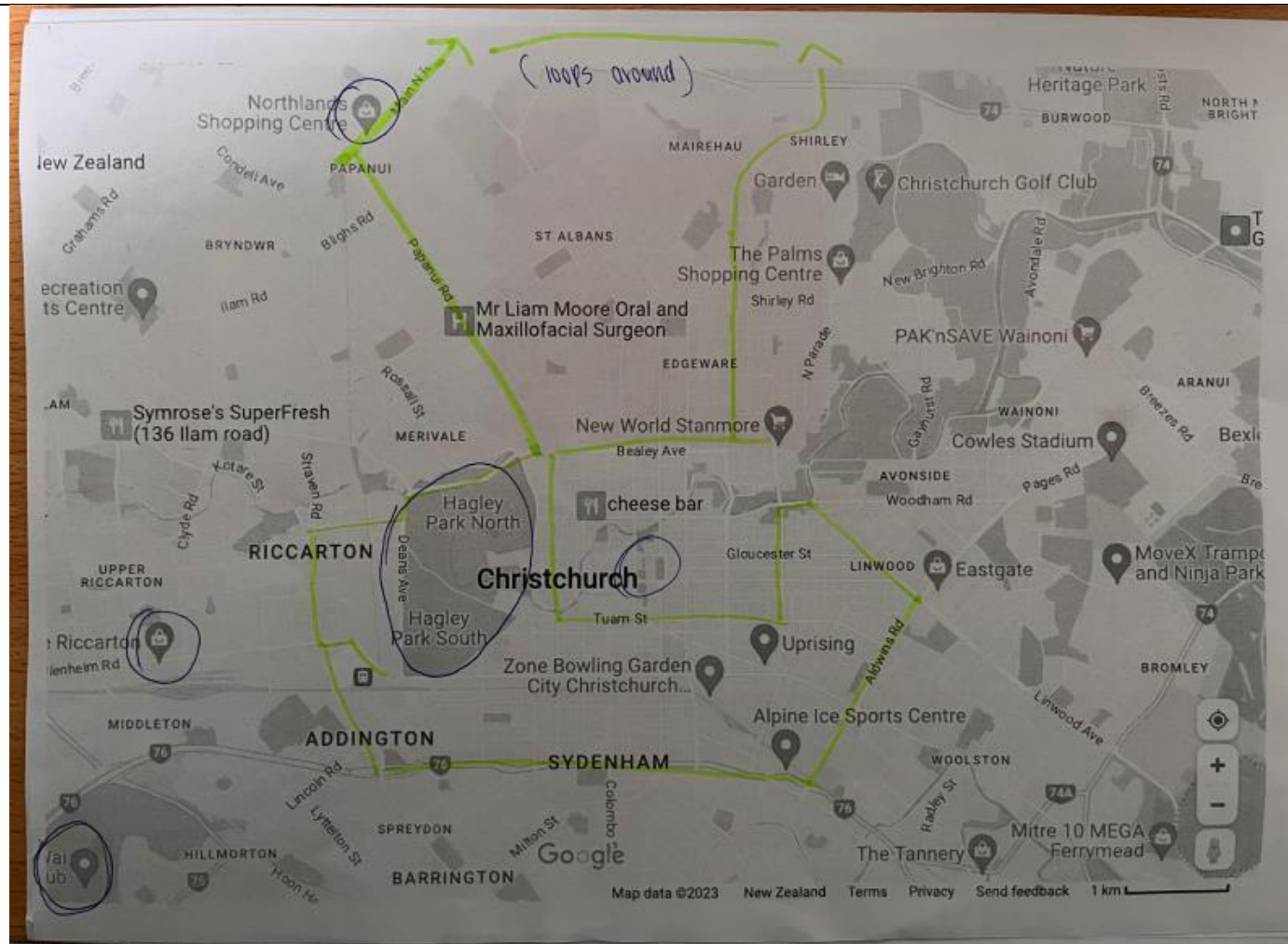
87.6	Beulah Pragg	<p>We need reliable public transport with good commute times if we are to trust it instead of using private vehicles. As you've said, private vehicle emissions are a huge part of the reductions needed to reach our goals around climate change.</p> <p>[Q1: Yes]</p>
90.7	David Lee	<p>reduced car centrism. I don't own a car</p> <p>[Q1: Yes]</p>
91.8	Gareth Hunter	<p>There has been a significant underinvestment in public transport over many years, especially when compared to Wellington which has a similar population to Christchurch, but also cities like Canberra and Newcastle in Australia. Christchurch is the largest city in Australasia without a mass rapid transit system and I was disappointed to see plans initially proposed by then Mayor, Bob Parker, for light rail to the University in the aftermath of the earthquakes and the 'Share an Idea' campaign. I believe it is important to integrate the proposed public transport system with the proposed major cycle routes to enhance the connections between active and public transport.</p> <p>[Q1: Yes]</p>
95.7	Ruby Beaumont	<p>Yes, but I'd want it to go further.</p> <p>[Q1: Yes]</p>
96.8	Cayne Worthington	<p>Christchurch is New Zealand second largest city which is hugely lacking in infrastructure. Transport corridors with light rail would pave the way for future expansions of the network. A good public transport network would help in bringing growth and higher density living which would in turn help with foot traffic in commercial zones. Christchurch is a small city on the world stage and yet has a horrific traffic problem that is just going to get worse. No one wants a city destroyed by motorways like in North America, people want walkable and accessibly cities with good infrastructure.</p> <p>[Q1: Yes]</p>
99.7	Michael Smith	<p>Frequent & convenient public transport is necessary to get usage up. It make sense to focus on main corridors first. I live in New Brighton, close to the no 5, 60 & 135 buses so enjoy a good bus service. I would also like passenger rail reintroduced to Lyttelton!</p> <p>[Q1: Yes]</p> <p>[Cross reference to MRT to other areas and MRT mode rail]</p>
106.14	Jackson Reilly	<p>Transport should be a tram so that it is electric, and also so it isn't caught in traffic.</p> <p>[Q6]</p>
112.12	Sam Spekrijse	<p>Public transport should be supported more within key centres as well as between them - when journeys become to long (in time or distance) for walking, public transport should be the next step rather than cycling. In cases where there are tradeoffs between public transport and cycling, public transport should be prioritised.</p> <p>[Q5: Partially]</p>
121.7	Louise Griffin	<p>The core public transport routes are only effective with population growth if they have dedicated express lanes. Take it from someone who grew up in the suburbs of sydney where there were multiple not a single core route into the cbd and due to traffic banking up at</p>

		<p>traffic lights and no express bus lane, you may as well be in the confirt of your own car. There has to be incentive to take public transport.</p> <p>also the frequency and reliability of the bus network currently struggles because of the bus fleet and driver shortages so without a strategic approach to increasing these, the sustem will topple with passenger frustration.</p> <p>[Q1: Unsure]</p>
122.8	Luke Bulger	<p>No clearly sustainable option for the continuance of our current transport model, namely private vehicles, is apparent. There are numerous barriers to stop us from all getting electric cars, although they will undoubtedly form one part of the solution to get us through the next twenty or thirty years. So MUCH must change, to make public transport, rather than cars, the default mode of transport. This will be unpopular, but it is so very clearly required; we simply have no alternative, and we have no right to pretend that we can carry on as we are.</p> <p>[Q1: Yes]</p>
126.36	Tim Frank	<p>High quality space in urban areas is crucial for liveability. At the same time it is important to provide easy access to recreation, preferably by public transport. Apart from space within the urban areas, there also needs to be access to recreational areas further afield. This could be done, for example, by supporting rail access to the Torlesse/Korowai Tussocklands Park and Arthur's Pass National Park, as well as to areas on Banks Peninsula.</p> <p>[Q3a: Yes]</p>
130.8	Gideon Hodge	<p>I think it covers all of the current population and job centres. There seems to be a lot of connections across the city and this is good. However it would be best if the "core public transport routes" had timetables of about 10 minutes at the worst. Of course this is not sustainable for all routes in a city the size of Christchurch, but these routes cover most people and most workplaces (as I said before).</p> <p>[Q1: Yes]</p>
131.8	Erin Spencer	<p>In the face on a warming planet we really need to find alternative transportation for those who are able to use and access them.</p> <p>[Q1: Yes]</p>
134.6	Alex Greaves	<p>having a strong public transport network in pace before the population gets too high will allow Greater Christchurch to better cope with increased transport pressures ahead of time rather than forever playing catch up like in Auckland</p> <p>[Q1: Yes]</p>
135.8	David Gardner	<p>This will make Christchurch and greater Christchurch a better place to live and get around</p> <p>[Q1: Yes]</p>
136.7	Alex Perrott	<p>There is a focus on the current busy commuting routes to make the public transport more practical and then increasing the chances of people using it.</p> <p>I think there should be some corridors heading West of Christchurch to West Melton for example as this is also an area of growth.</p> <p>[Q1: Yes]</p>

138.7	Riley Brosnahan	<p>our population is increasing, and we need to reduce our reliance on cars to make Christchurch and safer, more accessible place to live in.</p> <p>[Q1: Yes]</p>
139.8	Waikura Trust	<p>It addresses the area of most need, where Affordable Accommodation by way of Transportable Homes Villages for older, and disabled, people must be developed, as it is the most efficient and effective way of easing this long standing issue of a lack of affordable housing. Modern transportable homes such as the Cosy Home are a very comfortable dwelling.</p> <p>[Q1: Yes]</p>
142.7	Portia Bishop	<p>While it may be nice if there was some more focus on the east, the proposed route seems like a great start to more reliable and connected public transport, considering that it goes along areas that tend to experience a lot of congestion due to being main routes to leisure, work, education, etc.</p> <p>[Q1: yes]</p>
143.7	Raymond Bachert	<p>Yes yes yes! Yes please! I have been annoying my friends and family with the idea of trams and heavier rail in Christchurch for the last decade. Having sold off our trams so long ago was an unfortunate lack of foresight, and I think bringing back rail would be a godsend for our city. Having various public transport options gives people more freedom to get to where they need to go, and quicker. Light rail also makes commuting less reliant on traffic conditions compared to buses; although bus lanes can alleviate some of the effect of traffic, they also use valuable space in our most well-traveled areas of the city that could alternatively be used for light rail or pedestrian and biking paths.</p> <p>I also love the idea of having traditional rail lines for transport out to suburban towns like Lincoln or Rangiora. My Mom and her partner, as an example, live out in Prebbleton. I don't own a car currently (by choice), commuting primarily via e-bike, walking and bussing, so going out to see them can be difficult as the distance is just long enough to be awkward for biking, and the buses are quite infrequent out that way. A rail line that cuts through Prebbleton would be amazing under these circumstances for making visiting easier.</p> <p>[Q1: Yes]</p>
145.7	Mick Stephenson	<p>Christchurch is perfectly suited to a light rail network and should never have discontinued the tram service</p> <p>[Q1: Yes]</p>
146.7	Michael de Hamel	<p>Yes, but not necessarily only the existing ones. See attached document.</p> <p>[Q1: Yes]</p>
148.6	Jane Higgins	<p>It's essential that we move towards a transport system that does not rely so heavily on car travel. We will need a really affordable, easily accessible, reliable public transport system to make this work. I would also like to see the accelerated development of safe, well designed, separated cycleways across the city in keeping with this move towards getting the population moving in a climate friendly way.</p> <p>[Q1: Yes] - cross ref to active transport</p>
151.8	David Daish	<p>We must reduce reliance on personal vehicles as fast as possible. Currently it is extremely difficult to rely on public transport, and bicycle transport is only viable if you live close to where you work.</p>

		[Q1: Yes]
151.9	David Daish	<p>We must reduce reliance on personal vehicles as fast as possible. Currently it is extremely difficult to rely on public transport, and bicycle transport is only viable if you live close to where you work.</p> <p>[Q1: yes]</p>
151.15	David Daish	<p>Regarding transport, we should leave the option open for sea based passenger transport. It's a low energy way of moving people that I believe will come into its own in the coming century, especially in New Zealand, which is suited so well for it.</p> <p>[Q5]</p>
154.8	Aileen Lowe	<p>There is no need for extra. There is a need to just improve what is already in place.</p> <p>[Q1: no]</p>
156.8	David H Ivory	<p>The synergy of developing a rapid reliable and frequent public transit system with increasing density is self evident. Without a transit system additional density will result in higher numbers of cars on existing roads exacerbating congestion, pollution, carbon emissions and reducing safety for pedestrians. With higher density though there is less need for private vehicle use, and the transit system will be supported by higher usage. This hardly needs to be pointed out - though perhaps it is not self-evident to those who do not wish to see.</p> <p>It's not new - Rebuilding and Reinstating</p> <p>The general routes are good - the focus on the Papanui Road and Riccarton Road corridors reinforce existing development patterns and enable higher density where there is existing capacity. This is hardly surprising given that up until the 1950s these were tram routes. Effectively this is a reinstatement of the infrastructure that built out these urban areas originally.</p> <p>The extensions to Hornby and Belfast are logical - however there is less ability for densification along the Main North Road route and there is some duplication of the heavy rail line in this direction. The Hornby extension is more sensible given that connection of the Hornby town centre, light industrial areas, and potential denser neighbourhoods to the Central City.</p> <p>The tram routes generally support a future development of intra-regional rail too and I support the first step of the high frequency bus route.</p> <p>Light Rail / Priority Trams - not bus ways</p> <p>However one issue I have is that the turn up and go portions should be light rail - or more properly priority tram routes. By building hard infrastructure there is a stronger commitment for the mode shift to public transit and there is a greater likelihood for developers to similarly commit to higher density developments.</p> <p>Priority Trams are more comfortable, faster, and less likely to cause congestion than a busway - witness the problems that Auckland is facing with inner city congestion and the inability for the busway to transition to a higher capacity light rail route. Trams and rail in general has a higher appeal, and does not seem like a poor substitute for driving. More people would take comfortable trams than buses... the declining share of public transit with the move from trams to buses is evidence of this.</p>

		Christchurch should commit to hard infrastructure instead of repeating the errors of the 1950's with a reliance on buses. [Q1; Yes]
157.7	Nika Klok	I would appreciate resources being put towards having reliable buses to rolleston, as I have been stuck at the interchange late at night on multiple occasions. I don't think building a more streamlined transport system is a good solution for our community. New Zealanders like to travel and replacing cars with this transport system would limit our ability to do that. Also, national travel is important for supporting our economy especially in the hospitality sector. [Q1: No]
158.7	Taiki Mackenzie	I think the current transport system is not utilized much because it is not well-staffed and I don't think building a new one is a good solution. [Q1: No]
159.8	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls High School	(Refer to Map attached) We support the public transport plan; and we looked at what route we as young people would like to see. There are multiple reasons why we chose these routes; they cover the most popular places in Christchurch, will provide suitable transport for all ages. We have chosen 3 different tracks/routes to help provide transport for everyone. Other comments about the system; important to have more than one train; some going further than others and good for elders who don't want to drive. [Q1: Yes]
160.7	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls' High School	(Refer to Map attached) We like the idea of the improved public transport system. We highlighted on a map a route that we would prefer as young people; (Orange route) Goes to more places and more houses, (Pink route) Because it's going to the main places people go to, (Green route) Green goes on main roads around the centre of Christchurch. [Q1: Yes]
161.7	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 Students from Christchurch Girls' High School	(Refer to Map attached) We like the idea of the improved public transport system; we also created our own preferred route for this system. We chose a route which connected many of the high schools because many high school students bus to school. Our route goes past lots of popular public areas because the community visits those places frequently. Our route goes through many high demand areas; high schools, and malls because we want these areas to be easily accessible by people who may struggle to get there. The transit system should have an apple pay sort of thing where you can hop on the train with a tap since everyone has their phones on them.



[Q1:Yes]

162.7 Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls' High School

(Refer to Map attached) We think that the use of transport is very important for the progression and growth of Christchurch city. We also outlined a route we think will suit majority of Christchurch by visiting malls and recreation centres. We went near malls so it will be easier to access supermarkets and necessities that people need. We chose this route because there are some popular and important parts of Christchurch also some main roads often get blocked. It goes into town, and suburbs around town.

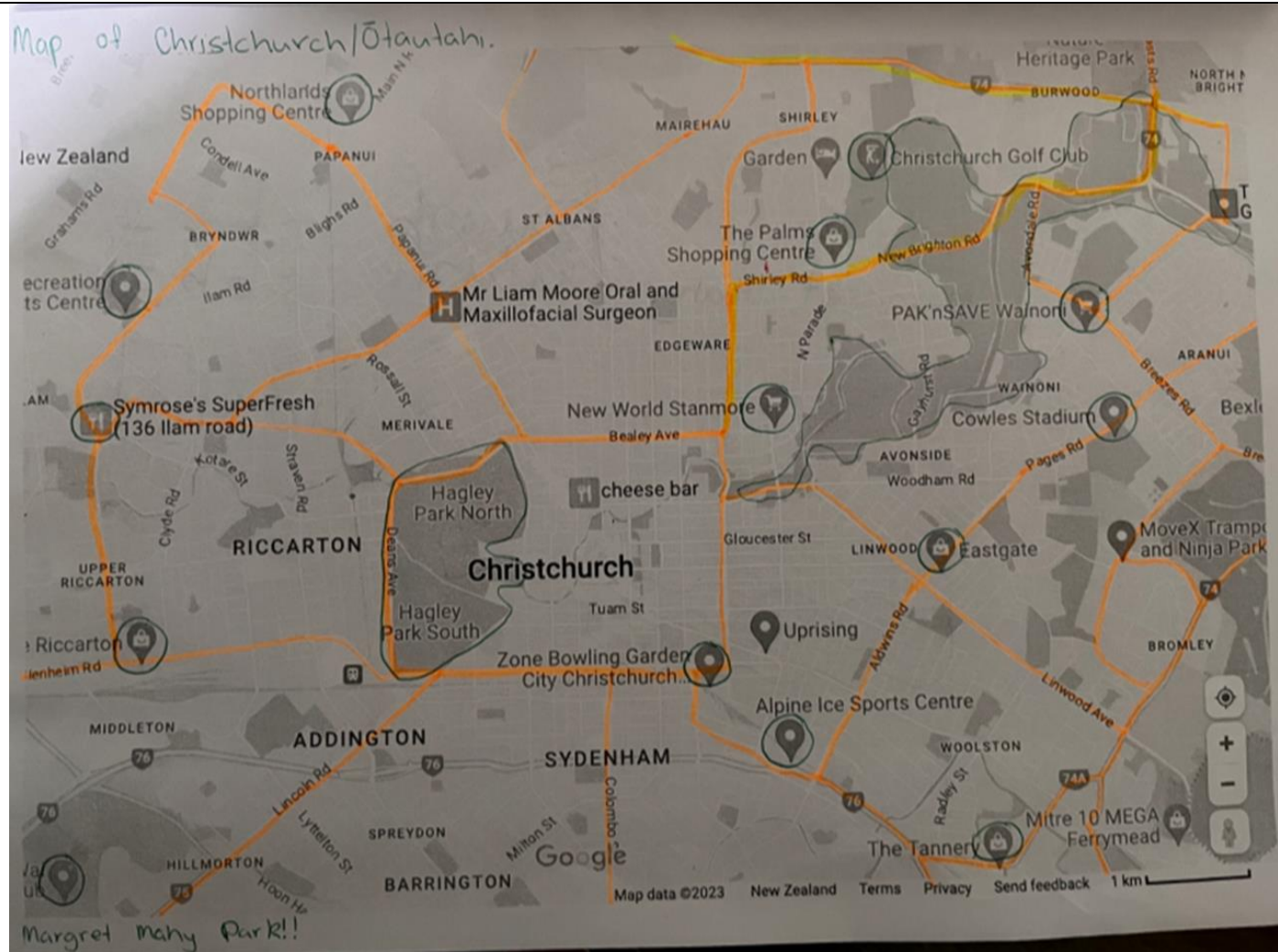


[Q1: Yes]

163.7 Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students for Christchurch Girls' High School

(Refer to Map attached) We support the idea of the improved public transport system. They should go past the malls as that is a popular area. They go by all the main areas. They all go to the city centre because that is in the middle of most places. Hagley park is a priority as it's a major sports field. Supermarkets so it is easy to get there as everyone goes to them.

[Q1: Yes]



166.6	Jessica Lamb	<p>The map is a bit confusing to comprehend, but I do agree that where there is higher density living, there needs to be really good public transport so that residents have access to traveling to places. Especially because generally in NZ people tend to have their own cars and use that as their main way of transportation. Therefore if we want to avoid traffic congestion and the need to have lots of carparks, it is vital that the public transport in these areas of high density is reliable and frequent.</p> <p>[Q1: Unsure]</p>
167.8	Okirano Tilaia On Behalf Of GC2050 Facilitator - 4 students from Rolleston High School	<p>In some areas in our city and some towns outside of the city, transport is a big problem because people are missing buses and local transport and being late to work school and other places. In some places transport can't be reached due to car and other thing. I think we should have more transport system to provide people a chance to get to places they need to go to. Key areas for the transport to pass by include Riccarton Mall (main area for youth to hang) and centre city (riverside, bus exchange etc), Attached are two maps - there</p>

is a yellow highlighted route and an orange one (for the central city); these are our ideal routes for the public transport system. The areas circled in green are important and key to us.

[Q1: Yes]

168.8 Okirano Tilaia On Behalf Of GC2050 Facilitator - 4 students from Rolleston High School

(Refer to Map) Highlighted in orange on the map; his route is important because these are our hangout hotspots. We like to experience different places other than the typical mall. Areas that we highlighted as important for the MPTS were Hornby, Jellie Park, Papanui, St Albans, The Palms, Eastgate, Sydenham, Rolleston. We support the improved public transport system in general.



[Q1: Yes]

169.8	osokind	<p>I do not want to live in a community that looks and feels like a ghetto. Having lived in England and experienced this style of living it is something that no person would chooses to do if they were given the try free option of open living and freedom that we grew up with and value so much.</p> <p>[Q1: No]</p>
170.8	Harriet Riley	<p>I love the green belt idea, like Wellington where I previously lived for 12 years. The green belt also provided an amazing opportunity to have wildlife connected so closely to the city centre and the native birds were amazing. During lockdowns the green belt provide an amazing respite in nature for many people on their daily walks and I could see this being of benefit in Christchurch too.</p> <p>A green belt would free us from the urban sprawl that has locked Christchurch into high-emissions car dependency over the past few decades. I can't believe how reliant everyone here is on their cars when I lived very easily in Wellington for many years without a car at all. A green belt would also help with regulating urban temperatures during heatwaves, and absorbing flooding.</p> <p>I also support public transport to Lyttelton, because it would provide the community there with options for low-carbon transport options into the city.</p> <p>[Q1: Yes] - cross ref to greenbelt</p>
174.7	Water and Wildlife Habitat Trust	<p>For social equity, reducing greenhouse gases</p> <p>[Q1: Yes]</p>
175.7	Anne Scott	<p>If it is well designed, and integrates seamlessly with other modes including cycling, walking and other forms of active transport. You should be able to put your bike on the MRT to use at destination. Stops need to be close to where people want to go. The Sydney MRT stops are too far apart and too far from key destinations, mainly because they have chosen light rail which is less flexible. Speed is not everything if it sacrifices usability and accessibility.</p> <p>[Q1: Yes]</p>
177.8	Scott Kilkelly	<p>I am a resident of Shirley and i think its great that Shirley is noted as key point in this public transportation system. Not only this, this is also a great link for the greater Christchurch/Selwyn/Waimak area.</p> <p>[Q1: Yes]</p>
179.7	Bruce Mackenzie	<p>waste of money</p> <p>[Q1: No]</p>
180.7	Peter Galbraith	<p>Big fan of the Green Belt. I have friends in Wellington and Dunedin, and they have similar zones there.</p> <p>We need to stop the urban sprawl over our green spaces and food-growing land, and that locks us into driving our polluting vehicles to work and back every day. It will also help combat the urban heat issue, which we are going to struggle with going forward with global heating, as evidenced by what is happening in the Northern Hemisphere currently.</p> <p>[Q1: Yes]</p> <p>[Cross ref to green belt]</p>

181.8	Tom Norcliffe	<p>The proposal to improve the public transport system is crucial, and whole heartedly supported. To aspire to be a 21st carbon neutral city, Chch must invest in effective, efficient and regular multi modal transport options. This includes a vastly improved mass rapid transit system, adopting modern technologies such as light rail. As well as the current propsoal, this should be extended to effectively knit together the outer laying 'ex-urban" areas of Chch in the Selwyn and Waimakariri districts, so that those communities can easily access the city and its post quake enhanced amenities effectively without recourse to private transport.</p> <p>Relatedly, and in part addressing the question below, controls should be placed around and between existings settlement areas to focus development and prevent greenfields sprawl and the consumption of fertile and productive land, and the increase in infrastructure cost, expenditure and carbon emmisions such sprawl produces. A return, for example, to the concept of the Town Belt would be a worthwhile concept to pursue in this regard. An effective mass transit system connecting Canterbury settlements would ensure the coheives and connectedness of the province with its centre.</p> <p>[Q1: Yes]</p> <p>[Cross ref to green belt]</p>
182.8	Jonathan Newcombe	<p>There is not enough demand in North Canterbury for these services. They will cost too much, and be too little utilised to be justifiable.</p> <p>[Q1: No]</p>
185.8	Ruth Grey	<p>In order to build such a network and housing, existing houses and businesses will have to be demolished including heritage buildings that thankfully survived the Canterbury earthquakes.</p> <p>With the increase of EV's which are supposed to be reducing the carbon footprint why is this necessary?</p> <p>[Q1: No]</p>
186.8	Michael Wilson	<p>The MRT plan heavily relies on the densification of specific areas. However, the government has disregarded council planning and allowed densification to occur throughout the entire city. Considering this widespread densification, I question the validity of the MRT plan. How does the MRT plan accommodate such a scenario where densification is not limited to specific areas.</p> <p>Given the current situation where the building intensification is occurring all around the city (and not in specific areas) - the MRT is based on wishful thinking.</p> <p>[Q1: No]</p>
198.8	Paul Bryant	<p>Who uses public transport? How are you going to get people to use it? By taking away their automony? The routes proposed look like they could go through areas with heritage buildings or protected trees. If these are in the way, are you just going to bulldoze them? What about the existings infrastructure and bulidings? Bulldoze these too?</p> <p>[Q1: No]</p>
199.8	George Laxton	<p>Yes I do, I also like the focus secondary hubs such as church corner and Linwood getting secondary "core public transit routes" but still high frequency public transport. Having just got back from Japan, it was amazing there where we could go so many places by taking one or two trains or two trains and a bus because of the way the networks overlap and the high frequency making transfers easy. It was effortless to get around and we didn't need to hire a car at all. Especially when transit for the most part lives and dies on the frequency of the transit.</p>

		[Q1: Yes]
200.8	Donna Gillatt	<p>The existing public transport system is not used and I see no reason why a new system would be any different. Buses in Christchurch are consistently empty.</p> <p>Unnecessary and unused public transport blocks up roads for general traffic and delivery vehicles and is a safety hazard for cyclists.</p> <p>[Q1: No]</p>
201.11	Property Council New Zealand	Improving transport links to places such as the airport is critical, given it is a core asset which brings in visitors, tourists and business to the region.
232.10	Flora Johnson	<p>no the current bus lanes a not being used to near capacity.</p> <p>[Q2: No]</p>
253.9	jo mcgregor	<p>Hardly anyone uses public transport. I frequently see buses going around the city with less than 5 people on them. Why spend millions on public transport when it wont be utilised?</p> <p>[Q2: No]</p>
271.10	Joanne Zervos	<p>I would also like to see better public transport links into the east also.</p> <p>[Q1: Yes]</p>
275.7	Patrick Kennedy	<p>I would hope that the introduction of the MRT would align with a redesign of the existing public transport network - allowing the existing buses on these routes to be redeployed to provide more frequent, reliable and direct PT to areas not served by the MRT.</p> <p>[Q1: Yes]</p>
277.8	Maggie McKenzie	<p>because current public transport is not frequent enough bus stops are black with no lighting and therefore dangerous</p> <p>[Q1: Yes]</p>
279.8	Colleen Philip	<p>I initially felt positive about the MRT idea. However, I hesitate to say that transport needs to be as frequent as every 5 mins. As a frequent public transport user I find every 10 or 15 perfectly fine. I would like to see better public transport more widely available across Greater Christchurch (rather than intensity more narrowly focussed). If this is to occur alongside the MRT scheme then great but not the MRT at the detriment of the rest.</p> <p>[Q1: Unsure]</p>
296.8	justin barton	<p>our experience with both buses and traffic calming measures at the moment is very discouraging.</p> <p>buses are regularly 20mins late and require long connecting transfers at bus exchange to go further than town. orbiters tend to bunch up.</p> <p>we counted 28 speed bumps on a return trip of just 6km, for a trip we do quite often.</p> <p>[Q1: Unsure]</p>

298.8	Jane McKenzie	<p>Buses only go on certain designated route sand do not cater for the elderly of infirm who require direct travel to their appointments.</p> <p>Prices for buses are low enough now and they are still empty therefore, what would be their incentive .</p> <p>It is widely known many electric buses and cars batteries have caught fire since the electric ones have been promoted. Where is the safety.</p> <p>[Q1: No]</p> <p>[Coder note: These points formed part of a submission point in relation to Q1. The full submission point was coded to Improving Public Transport]</p>
302.10	Disabled Persons Assembly (NZ) Inc	<p>It is important that accessibility is built into all facets of the future public transport system in Christchurch, especially as it becomes more integrated, to ensure that the growing number of disabled people are accommodated and that our disabled community can exercise greater choice in terms of transport options.</p> <p>Recommendation 9: that all public transport including buses, taxis, trains and ferries be fully accessible for everyone, including disabled people.</p> <p>[Full Attachment Available]</p>
303.8	Waihoru Spreydon-Cashmere-Heathcote Community Board	<p>The Board notes that the MRT network will require a strong network of bus routes which should also be of turn-up and go frequency. In the Board area these are the Ferry Road to Sumner corridor, the Colombo St corridor, the Lincoln Road corridor, and the Orbiter route. A focus on the delivery of MRT should not take away from the urgent need to upgrade this existing infrastructure.</p> <p>An aspirational goal for the Board would be for long term planning to look at the prospect of upgrading the core public transport routes through the Board area to MRT standard. Clearly these possibilities would need to meet robust business cases and be considered carefully. As the network develops an openness to potential extension could include: - Connecting the Sydenham area to the CBD, Papanui and Riccarton via MRT with a relatively short extension down Colombo St, which over time could lead to a connection to the Dyers Pass intersection. - Connecting the North Halswell centre to the CBD, Papanui and Riccarton down Lincoln Road, which could eventually reach to Halswell proper. - A connection via Ferry Road to the bays.</p> <p>[Also recoded under 8.1.]</p>
340.1	Hughes Developments Limited	<p>The Spatial Plan has a very strong emphasis on a MRT system. Focusing on the proposed MRT should not come at the cost of improving the existing public transport system, particularly the public transport system which does not meet the current needs of the community</p>
340.3	Hughes Developments Limited	<p>Aside from MRT, there is little clarity on how public transport services will align with greater housing density. The current public transport system does not adequately serve existing urban areas with a service that meets the needs of the community and there do not appear to be any plans to improve, or even provide public transport into recently developed urban areas, areas which are currently being considered for rezoning for urban expansion in parts of Greater Christchurch, or to service areas which are signalled for further intensification through the Spatial Plan and subsequent processes. This is particularly evident in areas of Selwyn where there has been strong growth in recent years, such as Rolleston, Lincoln and Prebbleton. This will no doubt be a prevalent issue across many other parts of the Greater Christchurch area also.</p>

345.5	Trojan Built Property Holdings Limited	<p>There is a potential conflict between transit orientated development and centres based development. Both are partly based on achieving agglomerations of scale and there needs to be sufficient growth in the short to medium term to achieve both.</p> <p>The 'compact urban form' proposed focuses future development and investment around the MRT corridor and core PT corridor. Our land ('the Site') is located on a core PT corridor (and potential future MRT route) and is an ideal location for residential development, including potential medium/high density residential development and mixed development. Its development for residential purposes will contribute to a well functioning urban environments.</p>
363.6	Richmond Residents' and Business Association	<p>The impacts of regular transport movements through inner city suburbs often characterised by narrow streets and congested commercial precincts must be considered when planning an overall transit strategy including the major factors like embarkation/disembarkation points so important in any linked rail/rail/light rail/bus systems.</p> <p>{Full Attachment Available}</p>
369.3	E and C Hobbs	<p>Christchurch was built by our pioneers and it took generations of hard-working ancestors to create the city. It was initially formed as a market town for locals and the outlying areas where needed supplies and services could be obtained. People who lived in the country sent their produce into the city to sell. Market gardeners also need ready access to the shops they supply in the city. They are unable to use public transport either. This is still the case. It is simply not possible to hop onto a bike or take a bus or other public transport, to purchase supplies, and try to load them all onto a bus. It is not practical for New Zealanders.</p>

Opportunity 6 > Active Transport - See Sections 4.7.5 of the Officers Report

Point	Submitter	Position
5.14	Peter Earl	<p>it does not go far enough to make it difficult to drive, or make it easier to bike and walk around the city. Car traffic needs to be slowed, car parks removed, roads narrowed, foot paths made wider, more and better bike lanes, more mixed use high density zoning.</p> <p>[Q1: No]</p>
24.8	Wayne Teutenberg	<p>Yes, cycleways along river corridors and green belts, so I can avoid traffic congested roads</p> <p>[Q3b: Yes]</p> <p>[Submission point also recoded under Opp 3, as was made in response to greenbelt question.]</p>
31.8	Stephen Clingin	<p>didn't see anything on cycling</p> <p>[Comment in response to Q6, any other feedback]</p>
47.10	Ben Hay-Smith	<p>Oh, and don't sleep on basic improvements to cycling and bus infrastructure. Christchurch can and should be Aotearoa's cycle city. But people aren't going to feel safe biking around without a physical barrier, even just small bollards or a curb, between them and the small tank travelling at 30-50km an hour.</p> <p>[Q1: Yes. Original Submission point partly coded to 8.1, 8.2, 8.3 and 8.5 also]</p>
50.12	Ben Hart	<p>More needs to be done with regards to equipping residents to utilise low carbon cycling infrastructure. Such as:</p> <ul style="list-style-type: none"> • The provision of bikes, such as free hire bikes • Secure bike parking, especially at transport hubs

		<ul style="list-style-type: none"> The provision of bike repair and maintenance facilities at bike parking locations / transport hubs <p>[Q6]</p>
66.26	Andrew McDowell	<p>The provision of walking, cycling, and micro mobility infrastructure must not be to the detriment or exclusion of conventional private transportation, and the safety or convenience of operating that conventional private transport, as there will always be a need for these conventional vehicles by many of the residents in these communities. As stated previously weather is one of the factors that determines the choice of transport mode, as is the destination, and what may need to be transported.</p> <p>[Q5 - No. Also coded to 8.7]</p>
69.9	Malachy Lynch	<p>Yes Christchurch needs better public transport. However one light rail line won't solve everything, there needs to be multiple routes as well as Heavy rail and frequent buses all with priority. I think it would also be smart to stage the process with 2 or 3 shorter light rail lines to different communities that are extended every couple years, as opposed to 1 really long line that will take 10 years to complete and won't operate until finished.</p> <p>Along with safer and more bike friendly streets driving would be completely unnecessary for the vast majority of people.</p> <p>[Q1 - Yes - active modes]</p>
74.8	Marilyn Yurjevich	<p>Because it would make public transport cheaper, take some cars off the roads, improve road safety. Please ensure there is space for active transport of all types.</p> <p>[Q2 - Yes]</p>
91.9	Gareth Hunter	<p>There has been a significant underinvestment in public transport over many years, especially when compared to Wellington which has a similar population to Christchurch, but also cities like Canberra and Newcastle in Australia. Christchurch is the largest city in Australasia without a mass rapid transit system and I was disappointed to see plans initially proposed by then Mayor, Bob Parker, for light rail to the University in the aftermath of the earthquakes and the 'Share an Idea' campaign. I believe it is important to integrate the proposed public transport system with the proposed major cycle routes to enhance the connections between active and public transport.</p> <p>[Q1: yes]</p>
91.16	Gareth Hunter	<p>I think we need better communication about why this plan is important. Especially at the moment with the cost of living crisis, I believe it is important to show the financial implications of this plan compared to continuing with the status quo, in addition to the social and environmental benefits and costs. I would love to live in a city where walking, cycling and using public transport is seen as something normal rather than being in the small minority.</p> <p>And I would love to see the major cycle route network become a network and expand to 300km in the next 10 years.</p> <p>[Q1: cross reference to feedback on other aspects of spatial plan]</p>
112.13	Sam Spekrijse	<p>If it is possible at a regional level to legislate to increase the types of personal electric vehicles allowed in cycle lanes and other cycling infrastructure, please do so. It'll make it easier to increase the appeal of walking while also increasing micromobility. Cycles <i>and</i> fully electric scooters/bikes (not just assists ones) belong in cycle lanes for protection from cars and to protect pedestrians.</p> <p>[Q6]</p>

148.7	Jane Higgins	<p>It's essential that we move towards a transport system that does not rely so heavily on car travel. We will need a really affordable, easily accessible, reliable public transport system to make this work. I would also like to see the accelerated development of safe, well designed, separated cycleways across the city in keeping with this move towards getting the population moving in a climate friendly way.</p> <p>[cross ref to PT]</p>
184.16	Hill Street Ltd	<p>Considers that the approach to greenfield in the GCSP is contrary to enabling safe, attractive, and connected opportunities for walking, cycling and other travel methods.</p>
199.15	George Laxton	<p>Bicycles (and other small PEV Personal electric vehicles) I believe will be the future of urban transport and investing in the ability for park and ride with high quality safe secure locations to out your bike or other personal vehicle without having to take it on a train/bus would be amazing. Again we just got back from Japan and there is so much bicycle parking at all the train stations which enables the Home > Bike > Train/Bus > Destination which expands the reach of the network so much. Less focus on car parking and more focus on bike parking please!</p> <p>Also a city bike program that has dedicated bike share spaces at ALL the major hubs and also dotted in appropriate places around the city enabling the Home > Bike > Train/Bus > Bike Share Hub > Destination hopefully all paid through the same transport card that you used for Bus/Train.</p> <p>[Q5 cross referenced]</p>
208.11	Living Streets Otautahi	<p>Preserving and enhancing the natural environment encourages more walking activity.</p> <p>One of the most accessible and affordable types of physical activity is walking and, at 60%, it is also by far the most popular choice of physical activity for sport, exercise or recreation undertaken by adults in New Zealand. If you add in running and jogging then activities on the foot path goes up to almost 80%. Walking is also an affordable for or transport but sometimes not that accessible when the infrastructure does not lend itself to ease and comfort and safety of walking.</p> <p>[Also coded to 5.1 and 5.2]</p>
220.13	Ministry of Education	<p>Part 3 sections 6.1 and 6.2 outlines the direction of support for active modes and public transport between centres.</p> <p>Decision sought: We strongly support development of active modes and public transport as these have a number of benefits to students and communities as well as wider aims such as emission reductions. Land use needs to strongly consider how communities will access services and community facilities (including education) as both origins and destinations.</p>
227.9	Jocelyn Papprell	<p>A campaign to encourage mixed modality of non-car transport would be useful to encourage more people out of their cars & onto bikes/scooters/skateboards combined with taking the bus. Maybe some secure bike lock-ups at key transport nodes might alleviate some people's concerns about cycling to catch a bus.</p> <p>[Q1: Yes]</p> <p>[Submission points also recoded under 8.1]</p>
252.15	Logan Brunner	<ul style="list-style-type: none"> • Main cycleways are mostly in the south of Chch, with fewer in the NE areas like Shirley and Linwood. To make Christchurch fully accessible, cycle lanes will be needed throughout the entire city, and especially with limiting access to cars, since that will encourage more active transport and create a safer walking/cycling atmosphere. • There is not a lot of focus on dedicated cycleways, just mentions it once for the main cycleways. Mock ups of the public transit have the cycleways shared with cars and in another with pedestrians, which would limit uptake of cycling.

		<ul style="list-style-type: none"> • Metro ("Mass Transit Network") plan is to go from Hornby to City Centre, then up to Papanui and Belfast. This is a pretty limited reach for such an investment, that may exclude large parts of the community. • Despite noting that UC has 20,000 students, the closest access for public transport is on Ric Rd, so not the easiest for access if you are hoping to boost public transportation usage from the City Centre to the neighbourhoods around UC. • No discussion about improving access to food/supermarkets. Only really around accessing businesses, while this is a huge accessibility issue. <p>[Q5: Partially. also coded to 8.2]</p>
255.14	Leanne Farrar	<p>intensification of housing leads to poor social outcomes</p> <p>what do you mean by the statement</p> <p>'to develop innovative measures to encourage people to change their travel choices' I am happy to travel by car, this means i can travel to visit friends and family members and destinations that are not on a public transport route comfortably and relatively quickly.</p> <p>As there are very few people who chose to cycle in Rolleston i feel spending money on improving cycle way is not money well spent. eg very few people chose to cycle using the current cycle paths from lincoln to Rolleston</p> <p>[Q5: No]</p>
256.8	Janice Antill	<p>I don't agree to the Harewood Road cycleway or other routes which exclude cars and parking.</p> <p>[Q1: No]</p>
259.8	John Antill	<p>I don't agree to the Harewood Road cycleway or other routes which exclude cars and parking.</p> <p>[Q1: No]</p>
276.6	Rachel Clark	<p>Our climate is too cold and wet to travel by bike or walk in winter</p> <p>[Q1 - No]</p>
299.17	Jason Herrick	<p>Additional cycle lanes should be installed in Rolleston on Levi Road and Weedons Road so that cyclists can cycle to Christchurch safely. This could save people driving to Christchurch which would reduce carbon emissions.</p> <p>[Q5: Partially]</p> <p>[Coder note: This submission point is part of a wider submission point on Q5]</p>
300.12	Benjamin Love	<p>Walkability also has many social benefits, as close access to stores/facilities is linked to increased happiness, livability, more disposable income, and a healthier more active lifestyle [20][21][25][34][35][36].</p> <p>[Q2: Yes}</p> <p>[Coder Note: This submission points is from a wider point answered under Q2]</p>

		[See attachment for figures, diagrams and images]
302.12	Disabled Persons Assembly (NZ) Inc	DPA also welcomes proposals to enable safe, attractive and connected opportunities for walking, cycling and other micromobility. This should be undertaken on the proviso that we laid out earlier in this submission around the need for separate but parallel spaces for pedestrians and cyclists/micromobility users. [Full Attachment Available]
318.5	Andrew McAllister	Reductions in greenhouse emissions can also be achieved by other private and public transport modes – electric vehicles, including scooters and bikes rather than a sole focus on a fixed MRT ‘solution’.
328.3	Toni Pengelly	CURRENT CHANGES TO ROADS TO REDUCE SPEEDS, PLACE BARRIERS AND BUILD MORE CYCLEWAYS IS DELETARIOUS TO THE FREE MOVEMENT AND EASE WITH WHICH PEOPLE CAN SAFELY MOVE WITHIN CITY. THE DUTY OF THE CHRISTCHURCH CITY COUNCIL IS TO PROVIDE BENEFICIAL SOLUTIONS TO PROBLEMS NOT CREATE THEM ACCORDING TO UN AGENDA 2030 AND THE DEMANDS OF UNELECTED GLOBALISTS WHO ARE DECONSTRUCTING THE UNIQUE CHARACTERISTICS AND SOVEREIGNTY OF OUR NATION. [Full Attachment Available]
349.15	Susanne Antill	I don't agree to the Harewood Road cycleway or other routes which exclude cars and parking. [Q1: No]
350.8	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 young people from University of Canterbury/Ara	10) Add more bike lanes, bike storage, especially at larger tram stops, as well as a bike renting system FULLY integrated with the tram system.
363.13	Richmond Residents' and Business Association	There is opportunity for the continued development of attractive functional walkways and cycleways in Richmond. A thorough look at the Stanmore Shopping Precinct between Draper Street and North Avon Road could inspire visions of a shopper friendly space with endless innovative design and landscaping possibilities while still acknowledging the importance of the road as a commuter link. Cross Richmond links have been explored and community driven walks established to generate interest and pride in the suburb's natural features and its heritage. Continued support for these ventures is desirable [Full Attachment Available]
363.14	Richmond Residents' and Business Association	Consideration must be given to the pace of change so that a gradual assimilation to the desired outcomes is achieved within a reasonable time span eg. the disjointed when erecting housing developments with few garaging facilities. People donot abandon their cars overnight and therefore, strategically interim transition planning is important to smooth any such processes. The residents of Richmond are already demonstrating innovation in their methods of travel by using a variety of conveyances; scooters, skateboards, etc. Encouragement of this developing trend could be enhanced by continuing to address the needs of these innovative commuters by establishing safe passages through the suburb's streets for local residents and city-bound and eastern commuters [Full Attachment Available]

Opportunity 6 > Parking - See Sections 4.7 of the Officers Report

Point	Submitter	Position
66.37	Andrew McDowell	<p>The plan still needs to allow quick and easy private vehicle exit from the urban areas to access the wider outdoor pursuits that are part of Kiwi culture, the ocean, beaches, rivers, and mountains. However, again the UN agenda of removing private vehicle use is already glaringly evident in towns and cities across New Zealand, without public consultation about the implementation, as seen by the prolific deployment of road cones restricting traffic flows and creating safety hazards they are meant to reduce, the ever decreasing inner town and city speed limits that are snarling up traffic flow and adversely affecting response times of the emergency services, and the increased number of judder bars again slowing traffic and increasing congestion. There is also the obvious removal of council owned parking, leaving a limited number of expensive private provider car parks, which negatively impacts businesses in these areas by making them less accessible to those travelling into these areas from further afield.</p> <p>[Q3a: Yes. Also coded to 8.7]</p>
201.26	Property Council New Zealand	<p>Considers that the Plan does not provide any information as to whether car parks along this route will be removed and if so, how many. Removing private vehicle access completely, will limit foot traffic to businesses along the route. Furthermore, the Plan does not go into any detail regarding the impact these proposals will have on the surrounding street network. We are concerned that if new residents choose to live in higher density housing and therefore choose to use MRT, this will see existing traffic shift to surrounding streets.</p>
354.7	Anthea Laugesen	<p>Q6 Do you have any feedback on other aspects of the draft Spatial Plan?</p> <p><i>Having public transport does not work for very many people outside of working places. Needing parking to visit friends & family is necessary. Not easy for elderly, disabled people to get to & from places they need to go.</i></p>

Opportunity 6 > Private Vehicles - See Sections 4.7 and 7.1 of the Officers Report

Point	Submitter	Position
5.13	Peter Earl	<p>it does not go far enough to make it difficult to drive, or make it easier to bike and walk around the city. Car traffic needs to be slowed, car parks removed, roads narrowed, foot paths made wider, more and better bike lanes, more mixed use high density zoning.</p> <p>[Q1: No]</p>
6.9	Paul Brouwers	<p>To reduce dependency on private vehicles.</p>

		[Q1: Yes]
18.10	Shelby Allan	<p>I support further public transport because it's important to a healthy city & people- but I have concerns that a large area of the east has no public transport readily available</p> <p>[Q1: Unsure. Also coded to 8.1]</p>
66.35	Andrew McDowell	<p>The provision of walking, cycling, and micro mobility infrastructure must not be to the detriment or exclusion of conventional private transportation, and the safety or convenience of operating that conventional private transport, as there will always be a need for these conventional vehicles by many of the residents in these communities. As stated previously weather is one of the factors that determines the choice of transport mode, as is the destination, and what may need to be transported.</p> <p>[Q5 - No. Also coded to 8.5]</p> <p>The plan still needs to allow quick and easy private vehicle exit from the urban areas to access the wider outdoor pursuits that are part of Kiwi culture, the ocean, beaches, rivers, and mountains. However, again the UN agenda of removing private vehicle use is already glaringly evident in towns and cities across New Zealand, without public consultation about the implementation, as seen by the prolific deployment of road cones restricting traffic flows and creating safety hazards they are meant to reduce, the ever decreasing inner town and city speed limits that are snarling up traffic flow and adversely affecting response times of the emergency services, and the increased number of judder bars again slowing traffic and increasing congestion. There is also the obvious removal of council owned parking, leaving a limited number of expensive private provider car parks, which negatively impacts businesses in these areas by making them less accessible to those travelling into these areas from further afield.</p> <p>[Q3a: Yes. Also coded to 8.6]</p>
66.36	Andrew McDowell	<p>The plan still needs to allow quick and easy private vehicle exit from the urban areas to access the wider outdoor pursuits that are part of Kiwi culture, the ocean, beaches, rivers, and mountains. However, again the UN agenda of removing private vehicle use is already glaringly evident in towns and cities across New Zealand, without public consultation about the implementation, as seen by the prolific deployment of road cones restricting traffic flows and creating safety hazards they are meant to reduce, the ever decreasing inner town and city speed limits that are snarling up traffic flow and adversely affecting response times of the emergency services, and the increased number of judder bars again slowing traffic and increasing congestion. There is also the obvious removal of council owned parking, leaving a limited number of expensive private provider car parks, which negatively impacts businesses in these areas by making them less accessible to those travelling into these areas from further afield.</p> <p>[Q3a: Yes]</p>
124.14	Tim O'Sullivan	<p>The plan proposes to: "Plan for an urban form and transport system that substantially reduces greenhouse gas emissions, including supporting a transformational shift in transport choices." (Page 23).</p> <p>The same language of "transformational" shifts in transport choices occurs on pages 83 and 86 with the rationale that such "transformational shifts" will secure "a more sustainable, accessible and equitable transport future." This future seems to be defined as "low carbon" (page 31). The assumption seems to be that this will be better than the arrangements for transport we currently have.</p>

		<p>Whose “transport choices” are being referred to? Most people in Christchurch choose to use cars and it should not be implied that “transformational” choices made by someone in authority or the authors of this plan are somehow better than the choices people make based on their own circumstances. Most Christchurch people exercise their free choice by choosing to go to work, take the children to school or do their shopping, not to mention go on holiday by owning a petrol-powered car. This is still the most efficient, cheap and clean mode of transport available.</p> <p>There is no need to “achieve a net zero future” for mass rapid transit (page 38). Nor is there any need to “Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural, and economic opportunities” (page 31).</p> <p>We do not need to reduce carbon emissions as carbon dioxide has no effect on the climate and carbon is wholly beneficial to the environment. All options for mass transit should respect the choices of people to use cars as private transport. The chances of this scheme for public transport operating without some form of subsidy from elsewhere is highly unlikely even with a projected population of 1 million in the next 60 years. The two illustrated examples Sydney and Brisbane have currently higher populations than the projected population of Christchurch so are of no use for comparative purposes.</p> <p>In setting out the priorities for the plan on page 22 there are priorities that are irrelevant to the future of Christchurch. That is “decarbonising the transport system” and “increasing resilience to ...the effects of climate change.” That these things are part of national statements of intent does not make these claims credible or rational.</p>
142.12	Portia Bishop	<p>In order for the sustainability of the environment and our population, we need to start moving away from car dependency. It is not fair to assume that everybody will have equal access to private vehicles, whether it be due to disability or finances, and developments around urban centres and transport corridors will ensure that accessibility to both necessities and leisure activities (e.g. malls, work, education) is achieved. For instance, while waiting at the bus stop with my partner, we met this old lady who seemed very distressed with the inaccessibility of public transport: due to age-related health reasons she could no longer drive, and expressed frustration of missing the bus and having to wait another 30 minutes just so she could be dropped at a bus stop 10 minutes away to go shopping, as she also had mobility issues. Likewise, my partner's grandmother constantly expresses extreme sadness over her "loss of freedom" after losing her license. Situations like these, or similar, are ones that should not exist. Ensuring that we concentrate housing along accessible routes, whether by walk or public transit, is an important step towards equal access, including other reasons such as decreased expenses towards travel for those who may not have the money.</p> <p>On a side note, this may also increase foot traffic for businesses: if it is easier to access stores for people who cannot drive, or reduces the time, cost or effort spent driving, it will incentivise people to shop more.</p> <p>[Q2: Yes]</p> <p>[cross ref to general re accessibility]</p>
224.15	Tobias Meyer	<p>Yes! Great to enable choice for people to live close to facilities and to be able to live without a car.</p> <p>[Q2: Yes. Also coded to 6.1]</p>

242.16	Carolyn Skinner	<p>Whilst I support good safe and efficient public transport in general, I am worried that the use of cars is being overly strongly discouraged in policy. I think it is unrealistic to expect people to not to use cars. This is due to people not always living near employment, working late shifts, or that employment in many cases can be located away from public transport corridors. People often need to carry bulky/heavy items which would be impractical on public transport. I also have concerns around the safety of hydrogen/electric vehicle transportation fire risk. My biggest concern revolves around the development of higher rise apartments/ terraced housing around these proposed transport corridors.</p> <p>[Q1: No. Also coded to 6.1 and 8.7]</p>
242.17	Carolyn Skinner	<p>Whilst I support good safe and efficient public transport in general, I am worried that the use of cars is being overly strongly discouraged in policy. I think it is unrealistic to expect people to not to use cars. This is due to people not always living near employment, working late shifts, or that employment in many cases can be located away from public transport corridors. People often need to carry bulky/heavy items which would be impractical on public transport. I also have concerns around the safety of hydrogen/electric vehicle transportation i.e. fire risk. My biggest concern revolves around the development of higher rise apartments/ terraced housing around these proposed transport corridors.</p> <p>[Q1: No. Also coded to 8.2 and 6.1]</p>
258.28	Brendon Harre	<p>Considers the new draft spatial strategy can be seen as an attempt to correct the excessive car dependency of the previous Urban Development Strategy (UDS).</p>
258.43	Brendon Harre	<p>Considers that Christchurch already has a complete motorway network and any more investment in widening roads at pinch points will not reduce city-wide congestion because of an effect called induced demand.</p>
282.13	Rebekah Couper-Wain	<p>More reliable public transport would be good but not at the expense of people not being able to use their own private vehicles. For some people groups public transport isn't a helpful option over private vehicles for example mothers with babies and small children, the elderly, people with major disabilities and those with certain types of mental illness. For example I have anxiety issues around being in a situation where I feel I am trapped - a bus is one of those triggers for me where I feel I can not get out of once I'm on board. Issues around safety using public transport is another major factor as there have been increasing incidents of aggressive behaviours on buses over the past few years.</p> <p>{Q1: No}</p>
298.9	Jane McKenzie	<p>Why the intent to remove cars from the equation and especially petrol ones when their reliability is guaranteed.</p> <p>[Q1: No]</p> <p>[Coder note: These points formed part of a submission point in relation to Q1. The full submission point was coded to Improving Public Transport]</p>
310.16	Richard and Geoff Spark	<p>Considers that reductions in greenhouse emissions can also be achieved by other private and public transport modes – electric vehicles, including scooters and bikes rather than a sole focus on a fixed MRT 'solution'.</p>
315.13	West Melton Holdings Ltd	<p>Reductions in greenhouse emissions can also be achieved by other private and public transport modes – electric vehicles, including scooters and bikes rather than a sole focus on a fixed MRT 'solution'. Retirement villages by their nature are less focussed on vehicle ownership and use.</p>
340.4	Hughes Developments Limited	<p>It is difficult to be confident that the transformational shift in transport choice, from private motor vehicle to public transport, as articulated and envisioned by the Spatial Plan is achievable and that the anticipated reduction in carbon emissions will transpire as intended.</p>

340.31	Hughes Developments Limited	There are several conflicting priorities which need resolving, including the desire to reduce carbon emissions, but with limited public transport to aid in achieving this. This is a particular issue in recent areas of strong growth, such as Rolleston, Lincoln and Prebbleton, but is also prevalent in other parts of Greater Christchurch. In addition, the Significant Urban Centres approach directs travel to these locations but there is a lack of public transport. This is likely to result in increased use of private motor vehicles.
354.1	Anthea Laugesen	<p>Q1 The draft Spatial Plan concentrates growth around urban centres and along public transport corridors. An improved and more effective public transport system is needed to provide alternatives to private vehicles and to reduce carbon emissions. Do you support the improved public transport system proposed in the draft Spatial Plan?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unsure</p> <p><i>Why? Having a car is more convenient. Needing to get to places that are not on the route of public transport.</i></p>
364.8	Alan Grey	<p>Logically flawed justifications for the plan. Among other things, the plan is said to be needed so that we have alternatives to private vehicles and reduce carbon emissions. Who said that these alternatives are needed? This is a rather weak assumption that is more about a driving ideology of public transport rather than need. It is definitely NOT the council's responsibility to promote a view that private vehicles are causing problems. Besides, it is logically inconsistent with current trends. In particular, there is an ongoing increase in electric vehicle use in New Zealand.</p> <p>[Full Attachment Available]</p>

Opportunity 6 > Freight - See Sections 4.7.6 of the Officers Report

Point	Submitter	Position
104.15	Don Babe	<p>I think the freight network needs a lot more work, maintenance of the existing will continue to reduce city air quality and cause people to die young.</p> <p>During the time of this plan we need 90%+ of the freight to the port arriving by rail and all of the waste to Kate Valley being moved by rail.</p> <p>[Q5: Partially]</p>
126.38	Tim Frank	<p>The protection and development of the freight network is important. In particular more freight should be transported by rail. This should not impede the development of regional passenger rail, rather a restoration of formerly double-tracked lines and further measures to increase the capacity of railway lines. The railway line between Islington and Rolleston was double-tracked until the 1990s, when it was converted to single track to save on maintenance. The railway track through the city is also partially used on one track only, even though the second track is still present. This could easily be re-activated to increase capacity. Space needs to be protected for additional capacity.</p> <p>[Q6 - N/A - in relation to heavy rail]</p>

>>>

The freight network needs to be enhanced by improving railway lines, so that passenger trains can also operate on them.

[Q5 - Partially - *in relation to freight*]

>>>

The protection and development of the freight network is important. In particular more freight should be transported by rail. This should not impede the development of regional passenger rail, rather a restoration of formerly double-tracked lines and further measures to increase the capacity of railway lines. The railway line between Islington and Rolleston was double-tracked until the 1990s, when it was converted to single track to save on maintenance. The railway track through the city is also partially used on one track only, even though the second track is still present. This could easily be re-activated to increase capacity. Space needs to be protected for additional capacity.

[Q1 - cross ref from Q5]

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These are some great opportunities. While it is great to see some emphasis on providing better for Māori reserve land development, I do not think that this is necessarily of key strategic significance for the Greater Christchurch area. The overall area to which this relates is fairly small in comparison to Greater Christchurch. It also needs to be supported by those responsible for these lands, not imposed by Greater Christchurch.

The freight network needs to be enhanced by improving railway lines, so that passenger trains can also operate on them.

[Q5 - yes]

Cross ref to opp 1

218.16	Christchurch International Airport Ltd	Connecting people and places (pages 82-86)	<p>CIAL generally supports the approach of the draft Spatial Plan towards connecting people and places, particularly the recognition of the need for significant improvements to public and active transport. CIAL's specific comments include:</p> <ul style="list-style-type: none"> • CIAL's contribution to the social, environmental and economic prosperity of Greater Christchurch, the South Island and New Zealand are outlined in the body of this submission. CIAL has and continues to invest in initiatives to decarbonise the aviation sector consistent with its sustainability strategy. All the work that CIAL is undertaking will be critical to connect people and places in the future and, accordingly, its elevation in the draft Spatial Plan to a KTEEN is entirely appropriate. • CIAL considers that Christchurch Airport should be expressly recognised as a key part of the freight network for moving goods into and out of the city region. • CIAL considers that express reference is required to public transport connections to Christchurch Airport for both travellers and campus employees (which may require corresponding changes to Map 15).
		[Full Submission Available]	
332.28	Lyttelton Port Company Limited	Opportunity 6	<p>LPC generally supports Opportunity 6, specifically Direction 6.5 in relation to the connected freight network. Again, LPC considers that this must also refer to "enablement" and "improvement" to ensure the draft Spatial Plan contemplates future maintenance and upgrades which will be required to ensure the freight network is efficient, reliable and resilient and is designed to support reductions in transport emissions.</p>
		[Full Submission Available]	
332.29	Lyttelton Port Company Limited	Map 2: The Greater Christchurch spatial strategy (1 million people) (page 29)	<p>LPC considers that Map 2, which provides a visual representation of the Opportunities, Directions and Key Moves that make up the spatial strategy for Greater Christchurch, should identify strategic infrastructure activities such as those at the Port and the Inland Ports. As noted in the context section, these assets are nationally important and enable the social and economic prosperity of Greater Christchurch. The effective and efficient operation of infrastructure will be critical for serving projected growth to 1 million people and accordingly it is appropriate that they are identified on Map 2. LPC supports identification of the heavy rail line on Map 2 but considers other freight and public transport routes should also be included consistent with its submission.</p>
		[Full Submission Available]	
352.9	Waitai Coastal-Burwood-Linwood Community Board	The Board wants to see freight removed from residential streets and onto rail and coastal shipping.	
		[Full Attachment Available]	
369.2	E and C Hobbs	Tradespeople also need vans and trucks to carry their gear. They need to have easy access in and out of the city. It is impractical to have them loading all their gear onto public transport.	

Priority Development Areas - See Sections 4.9 of the Officers Report

Point	Submitter	Position
41.12	Charles Berdette Pardo	I agree with the identified areas of growth and hence need further facilities to support the growth. [Q4: Yes]
45.12	Richard Wesley	Strongly support ensuring that urban sprawl is contained. [Q4: Yes]
46.12	Jenny Sahng	I'm not super familiar with all the priority areas, but I'm surprised that areas like Addington aren't included. [Q4: Partially]
52.10	Charles Smart	Rangiora, Rolleston and Horby development will always result in urban sprawl and car dependency no matter the good intentions of council. These areas are too far from main urban areas and too reliant on cars currently. Focus should be on stopping any additional development in these areas. Even a rapid regional train network would struggle to improve livability of these areas. [Q4: Yes]
53.12	Andrew Wilson	Better long term planning instead of 3 year cycle stuff with central government involved as a co ordinated plan required with funding and resources allocated based on population and traffic counts [Q4: Yes]
57.12	Joshua Wharton	It does make me a little nervous about whether what is carried out in these areas may be regretted in the years ahead. BUT, in order to make effect to the special plan it does make sense. I'm for it, but it would need to be done carefully, and be monitored, so that the changes don't cause a rise in abuse of the system for profit or other unintended consequences. This, I imagine would be a heavy portion of the ongoing work of this programme. [Q4: Yes]
116.12	Jennifer Watters	We need a more joined up approach to revitalising urban areas. [Q4: Yes}
128.10	Kim McCracken On Behalf Of Brian and Anne Stokes	Woodend/Ravenswood/Pegasus [Q4]

Consultations:

The applicant has undertaken consultation with WDC in relation to the proposal. In addition the applicant submitted and consulted extensively on:

- The Rural-Residential Development Strategy (2010)
- Submission on the 2010 Plan
- Correspondence to the Planning Advisory Group 2013
- Submissions on the Draft Rural-Residential Development Strategy, March 2019 including detailed assessments on geotechnical, Ground Contamination and servicing requirements

Our submission is that:

1. The Spatial Plan should include indications of long term preferred directions for urban growth beyond the existing urban areas and those other areas of approved district plan changes. This would deliver long term guidance and coordination with the future transport network shown on Map 15, and provide some flexibility for the provision for urban growth.
2. The Spatial Plan should identify land adjoining Woodend, Ravenswood, Pegasus and accelerated growth centre, as part of an interconnected triangle of towns comprising Rangiora, Kaiapoi and Woodend-Ravenswood-Pegasus, with support from the strategic transport and other strategic infrastructure as the framework for a long term vision.
3. Maps 2 and 14 of the Spatial Plan should be amended to include the subject property at Woodend Ravenswood (as shown on the attached site plan and described in the attached WDC district plan submission) as “proposed future urban growth area”. This land has been identified by the WDC as being suitable for future residential development and is subject to a submission on the Proposed WDC District Plan. It would be unfortunate if the district plan submission process is adversely affected by shortcomings in the content and vision of the Spatial Plan.
4. The lack of inclusion on Maps 2 and 14 of the Woodend Ravenswood property at north Woodend in the area shown as “existing future urban area”, leaving the site subject to the provisions related to the Green Belt area which are completely inappropriate to its location and physical characteristics as well as its existing and proposed zoning.
5. A residential future of the subject site and area has already been identified in;
 - Our Space Consultation – KAC
 - WDC RR Development Strategy (March 2019)
 - WDC Review – identified as a preferred RR location
 - WDC – 2048 District Development Strategy
6. It is also the subject of a submission to the proposed review (submission number 211 & 214) seeking that the zoning should be changed to General Res. Once the zoning issue has been resolved it will be developed for residential use.
7. The land is in all respects suitable for residential use, services are available, it adjoins existing areas of housing and can be coordinated with, and integrated with, the existing Woodend/Ravenswood residential area. A copy of the district plan review submission is attached as part of this submission.

		<p>Our submission is that:</p> <ol style="list-style-type: none"> 1. The Stokes site, as shown on the site plan being part of the district plan submission, should be recognised in the GCSP as part of the Woodend/Ravenswood residential area. For the purposes of the Spatial Plan a residential development at rural-residential density is still residential in character, and by its location in this case could not be considered anything other than part of the Woodend/Ravenswood urban area. 2. Maps 2 and 14 should be amended to show the Woodend/Ravenswood site as part of the “existing urban area”, together with any other necessary amendments.
171.14	Summerset Group Holdings Ltd	<p>The DGCSPP does prioritise some areas for development over the life of the Plan, primarily the priority areas identified in Map 4. The timing of this is stated ‘to be determined’. Summerset considers that this lack of certainty provides a hinderance to the identification of potential development options within the Greater Christchurch area.</p> <p>[See full Attachment.]</p>
201.7	Property Council New Zealand	<p>We are glad to see that the Plan similarly mirrors our position. We also support the introduction of Priority Development Areas as it will allow for accelerated development in locations that will support the desired pattern of growth.</p>
282.11	Rebekah Couper-Wain	<p>I don't agree that Rolleston needs high density housing. Many people have moved out to Rolleston from more densely populated areas in the city, to be in an area with less people, less noise and for more of a smaller town lifestyle. High rise residential buildings being built next to single story residential buildings is not right for many reasons. This will significantly decrease property value, impinge on people's privacy, increase noise in these areas substantially and potentially block sunlight of existing single story buildings.</p> <p>Another reason why I don't agree with high-rise residential or commercial buildings is because Canterbury has been through some major trauma over the last 10 years with the 2010 and 2011 earthquakes. High rise buildings can be a major trigger for many who lived through this time.</p> <p>[Q4: No]</p>
336.8	Orion Group Limited	<p>Orion supports the recognition of priority development areas but reiterates the need to proactively provide for additional infrastructure growth and ensure that existing and new infrastructure is not negatively impacted by intensification through planning provisions. It will also be important when planning for accelerated development and intensification to ensure that coordination with the timing of infrastructure upgrades occurs.</p>

Priority Development Areas - See Sections 4.9 of the Officers Report

Point	Submitter	Position
2.10	Jackson Davey	<p>These areas already have a large number of people living in them, as well as existing public transport corridors. As such, encouraging further growth in these places will allow greater use of public transport (especially if it is also improved), and will also reduce emissions per person. I agree that 'business as usual' is not sufficient in Christchurch. The public transport system lags far behind the likes of Wellington and Auckland, despite having a similar population as Wellington. Usage of public transport is far too low, and there is a massive overreliance on cars. Encouraging higher density development and better public transport use is the only way that I can see Christchurch reversing these issues, and as these issues also relate significantly to reducing the emissions of the area, as well as the overall</p>

		<p>climate change outcomes of greater Christchurch I also see this plan as the only way that we can actually make a significant impact on the emission of people here.</p> <p>[Q5: Yes]</p>
5.11	Peter Earl	<p>No these are indirect subsidies. We employ the capitalist system because the free market is far more efficient at allocating resources than a central entity is, we should stick to these principals, de-regulate the market. If we have a housing shortage let the free market supply it with apartments, if people don't want to drive to the supermarket let the free market build shops in neighbourhoods, if you try to force something against the natural market issues will emerge in one form or another</p> <p>[Q5: No]</p>
7.10	Jenny Chiu	<p>Eastern christchurch should be priority development also This part of the city is just being left behind.</p> <p>[Q4: Partially]</p>
8.10	Rob Ingram	<p>My main concern is that focussing development in towns surrounding Christchurch will inevitably increase the number of commuters travelling into the city each day either because residents have been tempted out of Christchurch or new residents are settling in the surrounding towns. Since the residents of Christchurch are famously reluctant to use public transport a great deal of effort must be put in to ensure that new and existing commutes from surrounding towns into the city centre are transferred from low occupancy vehicles to mass transit.</p> <p>[Q4: Partially]</p>
15.9	Ashlin Freear	<p>great to focus in these areas but as i said before they are one small slice of the pie</p> <p><i>[Submitter in another point that the Spatial Plan missed the east and south of Christchurch]</i></p> <p>{Q4: Partially}</p>
21.11	Paul Hamilton	<p>As above</p> <p>[Q4: Yes]</p> <p>[Assume "as above" to refer to all previous responses to questions.]</p>
22.10	India Morton	<p>These areas are already business/shopping hubs, good to see them being expanded and developed.</p> <p>[Q4: Yes]</p>
25.11	Kees Vos	<p>More effort needs to be focused on East Christchurch. Any expansion of Rolleston and Rangiora should be slowed until there is adequate transportation options between them and the city.</p> <p>[Q4: Partially]</p>
26.11	Joy McLeod	<p>The east has been neglected and has a concentration of unhealthy shops for alcohol vaping etc. People need the basics of life such as food. medical, libraries, cafes and meeting places within walking and biking distance. This also leads to a sense of belonging in that area.</p> <p>[Q4: Yes]</p>

27.15	Chessa Crow	<p>My support depends entirely on WHAT the development is.</p> <p>If it's more Williams Corporation junk, of zillions of people crammed into tiny unliveable footprints, then NO, I DO NOT SUPPORT any accelerated or significant development AT ALL.</p> <p>Accelerated development never leads to anything good. It leads to cutting corners and crap being rammed down people's throats at a cost and benefit to NOT the neighbourhood!!!!</p> <p>[Q4: Partially]</p>
28.13	Bill McElhinney	<p>The Eastern Christchurch area has seen such drastic changes and needs to be carefully considered when looking at future development.</p> <p>[Q4: Yes]</p>
30.12	Bethany Millar	<p>These are good key locations to focus on, and disruption due to complexities in the short term will be welcomed for a more thriving system after the fact. Eastern Christchurch as a focus is great also with the many challenges it faces including the socio-economic struggles the future will bring with climate change and other issues.</p> <p>[Q4: Yes]</p>
32.13	Murray Allison	<p>Once again little detail of what this would entail. Rolleston expansion so far is poor. Lots of semi isolated groups of retail but most are the same. No actual clothing type shops at all. A lot of food shops.</p> <p>[Q4: Partially]</p>
35.12	Rory Evans Fee	<p>It's sad to see things move so slow even when all safety measures and public support is there. It should be easier to get permissions to build these projects</p> <p>{Q4: Yes}</p>
36.9	Peter Fitt	<p>This does not take account of expected Global Warming, rises in sea levels and greater more impact full storm and rain events. There should be no further development South and East of Rangiora, nor in the Eastern areas of Christchurch; doing so is building a problem that will in all probability materialise within 10-20 years.</p> <p>[Q4: No]</p>
37.12	Neil Stewart	<p>The Status Quo should remain.</p> <p>New Zealand and especially Canterbury has no issue with space and it should be utilised</p> <p>[Q4: No]</p>
41.10	Charles Berdette Pardo	<p>I agree with the identified areas of growth and hence need further facilities to support the growth</p> <p>[Q4: Yes]</p>
49.12	Rob McNeur	<p>Eastern Christchurch has been slowly fading since its heyday when New Brighton was a weekend destination for everyone, and the earthquake merely accelerated that slide. Adding to that, future climate change and rising sea levels is going to render significant areas of</p>

		<p>that coastline prone to increasing flooding and ultimately uninhabitable. This requires a long term plan to redesign the entire region for an uncertain future.</p> <p>The other regions specified, based along the transit corridors, require significant focus to encourage densification that is balanced with environmental concerns</p> <p>[Q4: Yes]</p>
51.13	Justinus Yudistira	<p>Yes, and please include Halswell North New Town as well. It's currently empty land, so please don't get this wrong, and immediately build high density housing there, and apartments and entertainment/retail venues. Please please don't muck it up, bring cheaper housing here!</p> <p>[Q4: Yes]</p>
54.12	Jesse Greaves	<p>There should be accelerated growth in many areas of Christchurch as this plan lines out and it would be necessary to communicate with key stakeholders to achieve the best outcome. However, the plans for Eastern Christchurch seem limited especially moving out as far as New Brighton, improper development of this area could limit the robustness and resilience of Christchurch.</p> <p>[Q4: Partially. Also coded to 4.1]</p>
58.12	Blake Hoare	<p>Yes, given the opportunity for investment, it can help those that are able to quickly adopt the changes to start the movement and start to change and allow people to get used to their areas changing and new developments becoming 'normal', this allows for acceptance from society and will help the strategic plan move forward faster in the future</p> <p>[Q4: Yes]</p>
64.11	Jessica Allison-Batt	<p>Significant investment has occurred in the inner city with projects such as Riverside. However, it is unclear how the plan will help to prioritise investment in those areas currently underinvested in within the central city including Sydenham and South Christchurch. Sydenham had a Master Plan that has not been implemented following the earthquakes and Plan Change 14 will increase residential development in the area. There needs to be a focus on regenerating and developing the wider city to make it an attractive place to live not just the area immediately in the center.</p> <p>{Q4: Partially}</p>
67.8	Josh Kelleher	<p>I fully support the need for an improved and a mass public transport system, but unsure on the proposed route and curious how it came to be. Hornby seems to be an odd prediction to be a significant urban centre. Unless it is predicted to be a link from Selwyn Christchurch. Or is there an ulterior plan to focus more on the west side of the city.</p> <p>[Q1 - Unsure - in relation to network of town centres and urban centres]</p>
71.11	Raymond Lum	<p>Papanui is a great area, has real potential</p> <p>[Q4 - Yes]</p>
84.12	Evelyn Charlesworth	<p>Yes I think so. As above, I think it makes sense to focus effort on these areas which are already the center of growth and contain the most people. It covers a diverse range of Christchurch and wider Christchurch too.</p> <p>[Q4: Yes]</p>

87.10	Beulah Pragg	I especially think that eastern Christchurch will need considerable support as the impacts of climate change are keenly felt. I absolutely support this as a priority area. [Q4: Yes]
90.8	David Lee	I don't like the idea of investing in orbital towns like Rolleston. Adding more homes or reasons to live in Rolleston will only increase car dependency. [Q4: Partially]
91.14	Gareth Hunter	I believe an urban growth barrier is a better alternative. There is an excellent video on YouTube by 'Paige Saunders' about greenbelts and provided examples from other cities in the world where the establishment of greenbelts has resulted in more housing being built on the other side of the greenbelt and therefore further away from where more housing is required. [Q4: partially]
93.11	Sasha Carey	The eastern part of Christchurch definitely needs to be supported more. A lot of people live in these areas and it is extremely important that these area's are prioritised. [Q4: Yes]
94.10	Philip Baumbach	Rolleston town centre has already had loads of money spent on it. The other towns in the Selwyn area including Lincoln just get the dregs.
95.10	Ruby Beaumont	Eastern Christchurch requires support. Those in a lower socio-economic area to begin with, are being left behind by the slow re-development from the earthquakes so to provide strengthening preemptively is wonderful to hear. [Q4: Yes]
96.12	Cayne Worthington	I think we should also look at areas that need the transport and are growing for a stage one project, the next areas should highly potential areas that need some investment to really take off. [Q4: Yes]
97.13	Wayn Barton	What about existing communities who have seen cuts to services in the guise of improvement? [Q3: No]
99.10	Michael Smith	New Brighton will likely be a challenge in the future with rising sea levels, so its important that climate change is considered, without withdrawing from the coastline except where unavoidable! [Q\$: Yes] [Cross ref to general - climate change]
102.12	David Moore	These are the dense areas that will create the most revenue, and therefore have the most focus. Taking this focus away from sprawl will reduce incentive for people to do so. [Q4: Yes]

103.9	Derek Milne	<p>Yes. Pedestrianise Rangiora High Street while you're at and create and truly people-focussed town centre. Will require some political courage.</p> <p>[Q4: Yes]</p>
104.12	Don Babe	<p>They already have a lot of the infrastructure and commercial centres.</p> <p>[Q4: Yes]</p>
105.12	Gary Durey	<p>You have stupidly listed too many suburbs in a single question.</p> <p>[Q4: Partially]</p>
106.12	Jackson Reilly	<p>These areas are hubs for people where people from outside the area come to, as such they need the proper due care taken and coordination from multi agencies is good for this</p> <p>[Q4: Yes]</p>
108.14	Andrew Livingstone	<p>I agree, especially with regard to Papanui.</p> <p>Rolleston definitely needs prioritisation, however, it needs to be spread along the central axis of Springston-Rolleston road, because Rolleston has grown in one direction (away from SH1) so now the 'town centre' is at one end of town, and the newer eastern end towards Lincoln has almost no commercial or otherwise facilities. This is already creating a traffic issue and in Rolleston as there is no alternative to driving to shops from a lot of the town. Greater urban density along that central axis, a second 'centre' near the Eastern end, where growth is occurring, and rapid transit to that end of town would help alleviate this.</p> <p>I recognise the need to support Eastern Christchurch as a lower socioeconomic area. However, I'm concerned with the need to be realistic around what the city will look like in the future. Throwing resources at areas that will be uninsurable in the future, and which will require a managed retreat is not a good idea (ie South Brighton etc.) Supporting inner eastern areas like Aranui, Shirley etc. with transport and resources should be a priority.</p> <p>[Q4: Partially]</p>
112.10	Sam Spekrijse	<p>Scientific and engineering best practice should be used over a partnership approach to help eastern Christchurch prepare; efficacy matters more than nicety under threat.</p> <p>[Q4: Partially]</p>
113.8	Ella McFarlane	<p>I specifically support the approach to develop the East, as it feels that often the East is excluded from conversations about the future of Christchurch when it is an area full of community, life, and potential.</p> <p>[Q4: Yes]</p>
117.13	Alice Holmes	<p>I work in Linwood and feel there's a lot of neglect in thia area so am fully supportive of more investment in this area.</p> <p>[Q4: Yes]</p>
119.11	Cameron Bradley	<p>I agree with brownfield priority development areas. I strongly disagree with any new development in Rangiora, Rolleston, or other areas around the fringes of Christchurch.</p>

		[Q4]
120.8	Ivinny Barros de Araujo	By expanding these priority areas, it gives people the chance of buying properties to live in in more affordable areas, like Rolleston and Rangiora, but still work in Christchurch. This would also reduce the big pressure in house prices in Christchurch. [Q4: Yes]
121.9	Louise Griffin	lincoln should be included in this plan. [Q4: Partially]
122.16	Luke Bulger	I fully accept the plan to identify Priority Development Areas. However, regarding the list of proposed Areas, common sense tells me that we must be constantly vigilant of the flooding threat from the Waimakariri in the future. Would the Rangiora Town Centre be damaged in a one-in-one-thousand-year river flood, or would it still be ok? [Q4: Yes - cross reference from Q4 - reference to natural hazard]
126.13	Tim Frank	Generally I am supportive of Priority Development Areas, but this focus comes a bit late. I work for an organisation that has substantial block of bare land zoned residential right in the centre of Papanui. Due to financial considerations (the money is running out) we will have to sell or develop this land in the next two years, starting now. We are considering a low-density development for senior citizens, because that's the best offer we have received. There is no incentive for any denser development in this area at the moment. The land will be locked away in this development for some time. [Q4: Yes]
127.9	Joe Davies	Seems perfectly rational. [Q4: yes]
128.8	Kim McCracken On Behalf Of Brian and Anne Stokes	Woodend/Ravenswood/Pegasus [Q4: partially]
129.10	Kristina Seregina	Agree with Papanui, Central City, Riccarton, and Hornby Disagree with Rolleston & Rangiora [Q4: partially]
130.12	Gideon Hodge	Lots of people live in some of these areas, and lots of jobs are in another. This is a city, and people need to be able to get to work and back without too much delay. But people also need other things, like quality housing, and often just peace. If we focus on where a majority of people live, we can get the best results for the most people [Q4: yes]
131.12	Erin Spencer	It's unfortunate most of these areas are already privileged/higher income. [Q4: partially]

133.13	Multiples Canterbury	Acceleration of development in priority areas will be necessary to kickstart wider change across the sub-region. We recognise that the sooner this happens, the better our children's chances of growing up in a safe climate. [Q4: yes]
134.9	Alex Greaves	it will be good to plan ahead for natural disasters which might occur to minimise the impact it has [Q4: yes]
135.12	David Gardner	yes this is a great move as it makes for a more walkable place to live, as long as it doesn't become a concrete jungle, development must also include greenspaces. [Q4: yes]
139.12	Waikura Trust	Originally Kaiapoi was included as a priority area, and should remain as such. [Q4: no]
146.8	Michael de Hamel	There could well be need for others also - See attached document. [Q4: yes]
148.12	Jane Higgins	This makes sense but I hope that accelerated development does not mean cutting corners or putting up poor quality housing. This needs to be done with very careful design work otherwise we are looking at the slums of the future. [Q4: Yes]
150.7	Connor McIver	Development in Rangiora and Rolleston should lower priority than in the other identified PDAs. This is because many residents in those areas would still need to commute to Christchurch proper and will likely do so by car for the foreseeable future, thus contributing to emissions. [Q4: Partially]
151.12	David Daish	Sounds good. Please, focus on state owned housing. I don't want to live under a landlord's thumb for the rest of my life. I'm sick of it. [Q4: Yes]
152.11	Louis Williams	There should be an eastern development node. The current layout of development nodes has the central city as the eastern most node - a misnomer. A development node in the eastern of the city would: <ol style="list-style-type: none"> 1. assist with affordable transportation and housing for the existing community in the east, 2. should have lower infrastructure connection costs given proximity to the CBD and existing Chch services. <p>The implication that eastern Chch will simply be avoided for development and will be prepared for sacrifice to climate change is not accepted and is not supported by robust analysis.</p>

		[Q2: No]
154.12	Aileen Lowe	<p>Rolleston town centre and surrounds do not need anything of the above. The resilience is already a factor and 'climate change' is a myth perpetrated by those who in power who are using it to manipulate the public. One does not make major decisions based on myths...climate change being a strategy to persistently remove the rights of the public, restrict freedom and movement, establish more taxes. This is very disappointing to realise that this council and other councils are taken in by this.</p> <p>[Q4: No]</p>
156.12	David H Ivory	<p>It is sensible to reinforce and support existing trends rather than to try to swim uphill - so this is an obvious response. As nodes along the transit corridors development here is self supporting of both densification and transit development. If Transit Oriented Development is to occur anywhere it is in those existing locations that have already proved capable of attracting investment.</p> <p>I would go further however.</p> <p>Change the Rating System In these areas the rate system should be changed from current development value to future development potential. This means that a single storey house, or single story retail space would be rated as if there was a 6 storey development on the land.</p> <p>6 storey developments are enabled by the proposed spatial plan, and so by rating the land at development potential the higher land value is captured in order to pay for transit systems and development.</p> <p>Phase it in</p> <p>However this should be phased in over a 10-15 year period. So in the first years there is little change from the current system, but as time goes on there is an increasing incentive to redevelop to pay for the higher rates level.</p> <p>There should also be a carrot - if in the first 10 years a development occurs there should be a waiver of developer contributions, and the increase in rates should continue on a faster schedule but still not be as high as the full development potential until a period of 5 years has passed.</p> <p>Land Value Capture</p> <p>This incentivises redevelopment, rewards earlier projects, but ultimately means that the increase in land value generated by the public expenditure on public transit is captured. The structure of any funding bonds can take into account the increase in revenue that the higher property rates will bring.</p> <p>So often there is public expenditure, but private profit. This would rebalance the equation and be fair, while being firm and straightforward.</p> <p>[Q4: Yes]</p>

157.11 Nika Klok

I think this partnership would mostly include larger commercial building companies and we already don't have enough support for smaller businesses. I also think that areas like rolleston already have too many commercial areas set up for new businesses. There are not enough people living there to support those businesses, so they tend to close very soon after opening and I think this is bad for the mental health of business owners.

[Q4: No]

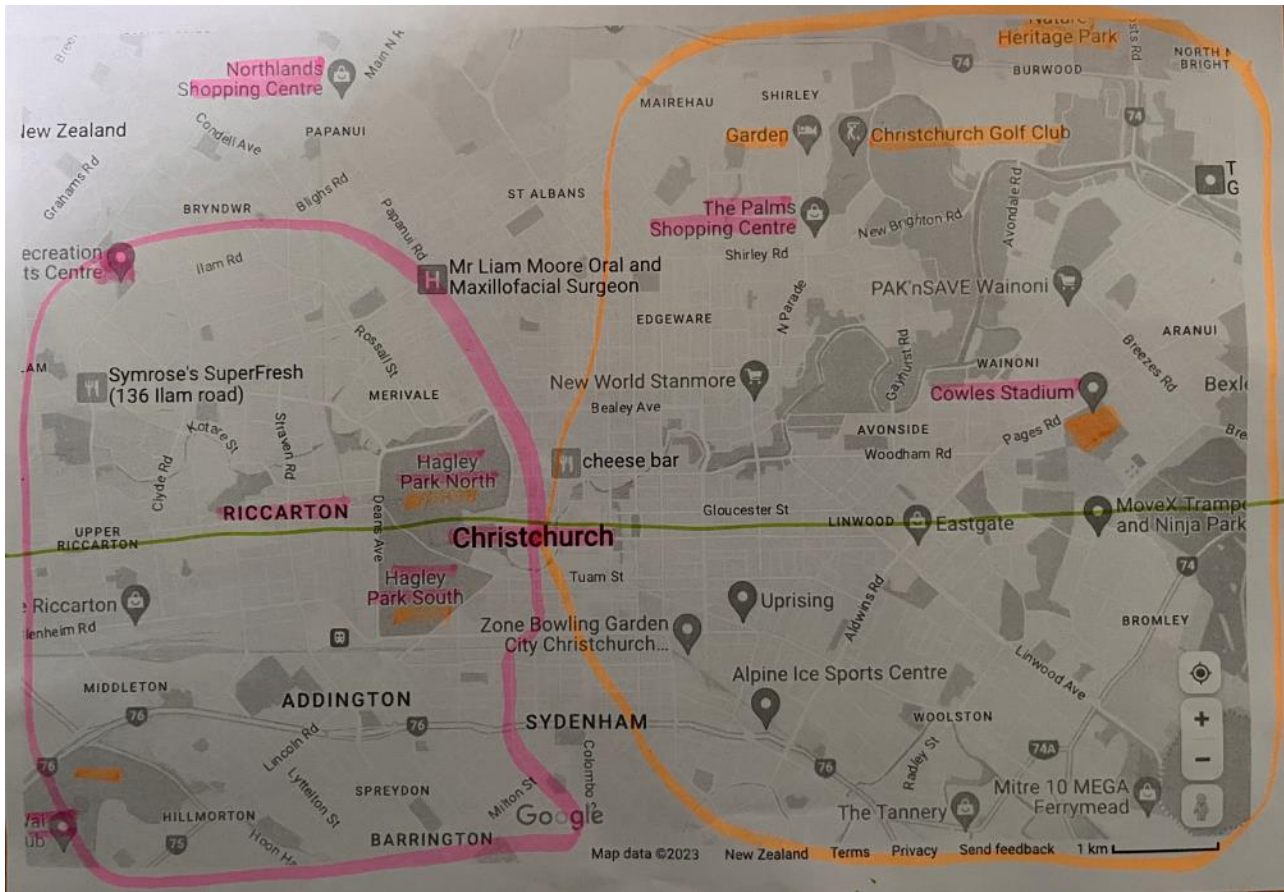
159.9 Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls High School

(Refer to Map attached - places and areas are highlighted) We have also identifies areas that are important to us as young people. We have chosen all areas important to us as young people. We have picked areas for sports and trainings. We have also picked good spaces for social reaction.

[Q4: partially]

159.13 Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls High School

We have also identifies areas that are important to us as young people. We have chosen all areas important to us as young people. We have picked areas for sports and trainings. We have also picked good spaces for social reaction.




[Q5 - Partially]

160.9	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls' High School	(Refer to Map - areas circled in blue pen) We circled all the malls, supermarkets, sports places and the airport; key areas that are important to us as young people. [Q4: partially]
161.9	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 Students from Christchurch Girls' High School	Hagley (has lots of sports turfs/courts & nice park), Town (many shops, lots of tourist attractions, and recreation areas), Riccarton & Northlands (major malls & close to schools and houses), Nga puna wai (sports centre). These areas are important to us because we go to the malls frequently and most of high school students don't have a license or a car. [Q4: Partially]
163.9	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students for Christchurch Girls' High School	Malls are a place where lots of young people go to meet up with their friends. Margaret Mahy playground should stay. A big mall should be developed. [Q4: Partially]
168.10	Okirano Tilaia On Behalf Of GC2050 Facilitator - 4 students from Rolleston High School	Priority Development Areas: These places are important to us because that's where we associate ourselves with. In these places we attend church go shopping, train, and do many more activities. (Highlighted in yellow on the map – Melton, Rolleston, Lincoln Church, Woolsten, Avonhead, Riccarton, and Linwood). [Q4: Partially]
169.12	osokind	This seems to deliver on initiatives happening globally and are based on population growth. New Zealand Like Australia, America, the UK and most other western countries is in population decline. The premise that the world is over populated is false and there is actually significant land here in NZ to accommodate more people with out building ghetto cities like we see happening around the world. a global population of 8.05 billion, would fill the land area of NZ and provide every man or woman 33 square meters of land each. There is no need for such urgency and creation of mechanisms to confiscate land for international corporations to build ghetto cities. my research into climate change suggests that the information that the council is using is not correct. Analysis of water levels, temperatures and historical events suggest that we are actually trending similar to how we have always been and if anything we are cooling more thea warming. [Q4: No]
170.12	Harriet Riley	I'm not sure, I don't know enough about these or what it might look like. [Q4: Unsure]
174.11	Water and Wildlife Habitat Trust	Most effective use of limited resources. social equity, environmental sustainability [Q4: Yes]
175.12	Anne Scott	While I see the need for Rolleston and Rangiora development, the first priority should be Papanui, Central City, Riccarton and Hornby. Getting the MRT up and running is a critical incentive to high density development. High density needs to be done well. There is a huge difference between high density in central Paris and wastelands of the tower blocks of East London While these areas are a priority the rest of Christchurch requires continued ongoing development. The Northwest of the City has been neglected ever since the earthquakes

		[Q4: Partially]
177.12	Scott Kilkelly	Papanui [Q4: Yes]
178.9	Bryce Harwood	Yes agreed, the more urban areas discussed need to be pushed to be developed as medium to high density to future proof. [Q4: Yes]
179.11	Bruce Mackenzie	this is not how to raise families, we need space. [Q4: No]
180.12	Peter Galbraith	Rangiora and Rolleston should have better public transport, and not allowed to sprawl as Christchurch has done. Unsure why Addington hasn't been included. [Q4: Yes]
181.13	Tom Norcliffe	Only if these areas are connected with appropriate mass rapid transport. On this basis, Lyttelton should be added to the list of priority development areas as well, and supported by a mass rapid transit connection to the city [Q4: Partially]
182.12	Jonathan Newcombe	This sounds nice. The reality is that we need market signals for where to build very intensively; not centrally planned decisions. So ultimately a lot of fluff that will waste money, and achieve little. [Q4: No]
184.1	Hill Street Ltd	Is generally supportive of the Spatial Plan in respect to Rolleston town centre and surrounds being a priority development area.
185.12	Ruth Grey	I agree only if there were better road network options along with improved public transport. [Q4: Partially]
186.13	Michael Wilson	Climate change is a topic that is completely getting out of proportion. So called "experts" are using doom and gloom scenarios to force more and more restrictions on people. More and more money and resources are spent on a perceived threat that is not materializing. I object to any change that take "climate change" and "resilience" as its main considerations. Instead, the city council should focus on implementing transparent and well-reasoned policies that directly address the ongoing issues. I object to to any kind of Low Emission areas. I also object to the concept of 15 minutes cities - this is nothing more than a plan to restrict our movement to a 15 minute distance. The cameras that are popping like mushrooms around the city will monitor our movements and will create a Chinese style surveillance city. [Q4: No] [cross ref to general - 15 minute cities]

192.9	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Boys' High School	<p>Priority development areas include where family lives where you hang out, where you train.</p> <p>Priority areas in the environment included Hagley Park (for sporting reasons), and Papanui training.</p> <p>[Q2: Yes]</p>
196.10	Cashmere Park Ltd, Hartward Investment Trust and Robert Brown	<p>1.3.9. Priority development areas which include Papanui, Central City and Riccarton (mass rapid transit phase one corridor).</p> <p>Comment (1) The submitters support the concept of mass rapid transport corridor development but consider the feasibility of this to be decades away.</p> <p>Comment (2) Focussing on intensive residential development solely around these corridors reduces options for development.</p> <p>Comment (3) Intensive development around corridors also has significant detrimental effects, noise pollution and air pollution associated with rapid transport corridors is well documented. Both aspects can have a significant impact on quality and duration of people's lives.</p> <p>[Q4: Partially. Full submission available]</p>
199.12	George Laxton	<p>I'm not sure I fully support the priority development and it sounds like on the surface (correct me if I am wrong) a hand out for the rich people.</p> <p>I'm happy for there to be incentives as long as they stay in reality and that the private businesses that take advantage of them have to pay back to the community in some way. I am of course not talking about small business that is run local. I'm talking of the bigger land developers who have lots of capital behind them.</p> <p>Yes there is a risk to their investments which should be encouraged. But I would like to see help that they get and profits reinvested in the community primarily, if they have success, they should share it with the community.</p> <p>Basically if private businesses get some sort of public funding (or advantage provided to them by the public) they should be made to reinvest back into the community in which they derived success from.</p> <p>[Q4: Partially]</p>
200.12	Donna Gillatt	<p>This appears to be council and government wanting to control the development and force out smaller stake holders and contractors.</p> <p>It looks like forcing change onto people without extensive and transparent consultation.</p> <p>The devil is always in the detail, and there is totally insufficient detail here for anyone to make a truly informed decision.</p> <p>It looks like authorities are trying to force people into living and moving within very restricted areas. Why would they want this?</p> <p>[Q4: No]</p>

202.1	ChristchurchNZ	<p>We strongly recommend that the newly upzoned Sydenham/Lancaster area (shaded Pink below) is included as a Priority Development Area given its strategic location and unparalleled city opportunity and noting that coordinated planning and investment by partner agencies would greatly facilitate and accelerate this opportunity. This could be either as a standalone priority development area or as an extension of the existing central city priority development area</p> <p>'...Further, we believe that the area would score highly in a technical evaluation against the criteria identified on page 43 and that it would sit logically as a Priority Development Area classified as 'Central City and surrounds' on Table1, page 43 (if not on its own)...</p>	
			
212.10	Ingrid Mesman	<p>Developing partnership with businesses will not give you opportunities to meet the specific needs of the local communities. Businesses want to profit out of any relationship. How will this happen when your proposal is to meet the individual needs of a local community. If you are suggesting a one size fits all or that businesses will consult with the local communities then you are seriously mistaken.</p>	
217.12	Davinia Sutton	<p>because of the impact on our historical architectural elements and our sense of community.</p> <p>[Q1.5. No]</p>	
218.10	Christchurch International Airport Ltd	<p>Priority Areas (pages 42-44)</p>	<p>CIAL supports the identification of Priority Areas in the draft Spatial Plan, however CIAL considers the wording should make it clear that these are <i>residential</i> priority areas, otherwise there could be confusion as to commercial and business development priorities across Greater Christchurch. In addition, there needs to be consideration of any relevant constraints applying to development in these areas (for example, the air noise contours).</p>
		<p>[Full Submission Available]</p>	

220.10	Ministry of Education	<p>Ministry position: To date we have not been involved in selection of PDAs nor engaged with in regards our development and investment intentions in the short / medium / long term, in these and other areas. MoE has a critical role to play in unlocking and supporting areas of complex growth (both brownfield and greenfield) through our planning and investment.</p> <p>While the detail of the specific PDAs is not included in the draft Spatial Plan, we have a particular interest in the Rangiora PDA identified through the Technical Assessment undertaken by the Partnership. The opportunities presented here need to consider the complexity of the land ownership (School, Board, Ministry) and this would be a good example of where more joined-up conversations can ensure best results.</p> <p>Decision sought: We seek to be involved as we are in other UGPs and Spatial Plan processes and consider the Joint Work Programme / PDA workstreams an essential forum for MoE to be included. This includes involvement in the development of criteria and selection of PDAs as well as their implementation. Ideally this would have already occurred to signal the collaborative approach sought, but going forward this would be a significant move towards more integrated planning and investment.</p>
225.11	jenny Gilgenberg	<p>No draft spatial plan is good, ie 15 min cities are out</p> <p>[Q4: No]</p> <p>[Also recoded under 11.3]</p>
232.13	Flora Johnson	<p>no use the current bus system.</p> <p>Canterbury people like cars and its not useful rate payers from out of city.</p> <p>[Q4: No]</p> <p>[Also recoded under 8.1 as point seems to relate to PT investment]</p>
234.11	Dianne Downward	<p>The market already determines where people live, work and play.</p> <p>Government either local or national is meant to be for the people not dictating to the people where they should live, work and play. People may not be able to afford to live where they work, or their work is scattered throughout the area, everyone should have access to the beach and other areas, family members will live in different parts of the country or within the city, etc. We all need to be able to move around.</p> <p>To try to have everyone live work and play within a predetermined area is folly.</p> <p>[Q4: No]</p>
240.8	Ross Clarke	<p>Whilst I do not oppose the Priority Development Areas, I am concerned that such prioritisation may be at the expense of other areas that are 'ready to go' in terms of available land, willing owners/developers, infrastructure availability, etc and which can deliver required housing or business capacity more effectively and/or efficiently.</p>

		<p>For example, prioritisation of Eastern Christchurch (as is proposed in the Spatial Plan and as has been proposed in previous planning documents) is commendable, but 'prioritising' this area through planning processes does not necessarily deliver outcomes which do not have merit or momentum within the development community.</p> <p>Noting this, it is critically important that the Spatial Plan be enabling of and responsive to unanticipated development within or beyond existing urban areas, where such proposals have merit, provide housing or business capacity and contribute to Greater Christchurch as a well functioning urban environment.</p> <p>[Q4: Partially]</p>
242.13	Carolyn Skinner	<p>All consultation should be with the communities involved before work takes place. I am nervous about wording that talks about accelerated development. Speaking for myself as a resident in Rolleston, who lives close to the town centre, I am deeply concerned about terraced housing/apartments shading my property, ruining my privacy and dismantling the community around me that I have lived in for 45 years!! I am in an older house here and do not want to be surrounded by intensification or have developers around trying to get me or my neighbours to sell our houses to them! I deeply concur with commentary from concerned residents in today's Press(23/07/2023)around the intensification densification divide.</p> <p>[Q4: No]</p>
246.14	Greg Bluck	<p>This will be used to divide the '15 minute city' into further sub groups , e.g housing , industry etc .Also make it easier to control of the citizens in the 15 minute city more effective ,similar to he Chinese model</p> <p>[Q4: No. also coded to 11.3]</p>
247.12	Luke Chandler	<p>Wrong focus</p> <p>[Q4: No]</p>
249.12	Anne Ferguson	<p>Not if it means the removal of existing housing, businesses and adequate roading with the current new north and south bypass and the two lane corridors leading to Hornby from inner city to Hornby and the south city urban areas.</p> <p>[Q4: No]</p>
250.10	John Maitland	<p>Government needs to keep out of business and focus efforts on the fundamentals of running a country. we need to remove conflict of interest between government and private sector. Government needs only to enable investment and growth.</p> <p>[Q4: No]</p>
252.13	Logan Brunner	<p>More housing densification is needed to create affordable options. New builds need to require various levels of incomes, so as to not gentrify the city in various neighbourhoods, as is currently happening, pushing low-income families to the more inaccessible suburbs, exacerbating inequalities.</p> <p>[Q4: Partially. Also coded 6.15]</p>
256.13	Janice Antill	<p>Development should be incremental and organic by the residents of Christchurch and the surrounding area.</p>

		<p>And not imposed top down by self entitled beaurocrats whose allegiance is not with the citizens of this area or New Zealand, and who are for massive overseas immigration from overpopulated countries.</p> <p>[Q4: No]</p>
257.13	shaun white	<p>Unfortunately Private Sector investment involves policy making which is not always in the best interest of the specified Areas. These investors are usually overseas and the Policies they are pushing come from Overseas Ideology not for benefitting the Local Economy or Local People.</p> <p>[Q4: No]</p>
258.11	Brendon Harre	<p>Cities provide affordable housing and housing choice when they have competitive tension between multiple development options. A too strict interpretation of priority areas will not achieve the affordable and housing choice opportunity that the draft spatial strategy is tasked to achieve. See my attached documents for a fuller explanation.</p> <p>[Q4: Partially]</p>
259.15	John Antill	<p>Development should be incremental and organic by the residents of Christchurch and the surrounding area.</p> <p>And not imposed top down by self entitled beaurocrats whose allegiance is not with the citizens of this area or New Zealand, and who are for massive overseas immigration from overpopulated countries.</p> <p>[Q4: No]</p>
260.11	Landowners Group	<p>Get rid of the outer control boundary that should not exist for the airport and you free up land suitable for building from Kaiapoi, Christchurch and Rolleston.</p> <p>This was introduced in a questionable manner. It should never have happened and it is our one chance to rectify"and correct what should never have happened under the Earthquake powers Mr Brownlee held.</p> <p>[Q4: No]</p>
261.8	Jan Sintes	<p>We are experiencing some momentum in the East for the first time since the earthquakes - don't stifle our area by stopping development.</p> <p>We need to fix & protect the broken areas before starting new projects.</p> <p>[Q4: No]</p>
264.14	Environment Canterbury Youth Rōpū	<p>We would love to see more support for other areas in Selwyn and Waimakariri as we feel the region would greatly benefit from this. We would also love more clarification around what plans for these areas could look like.</p> <p>[Q4: Yes]</p>
283.12	George Bluck	<p>What does this even mean? I do not support the private-public partnerships in this regard in all these 'focus' areas.</p> <p>[Q4: No]</p>

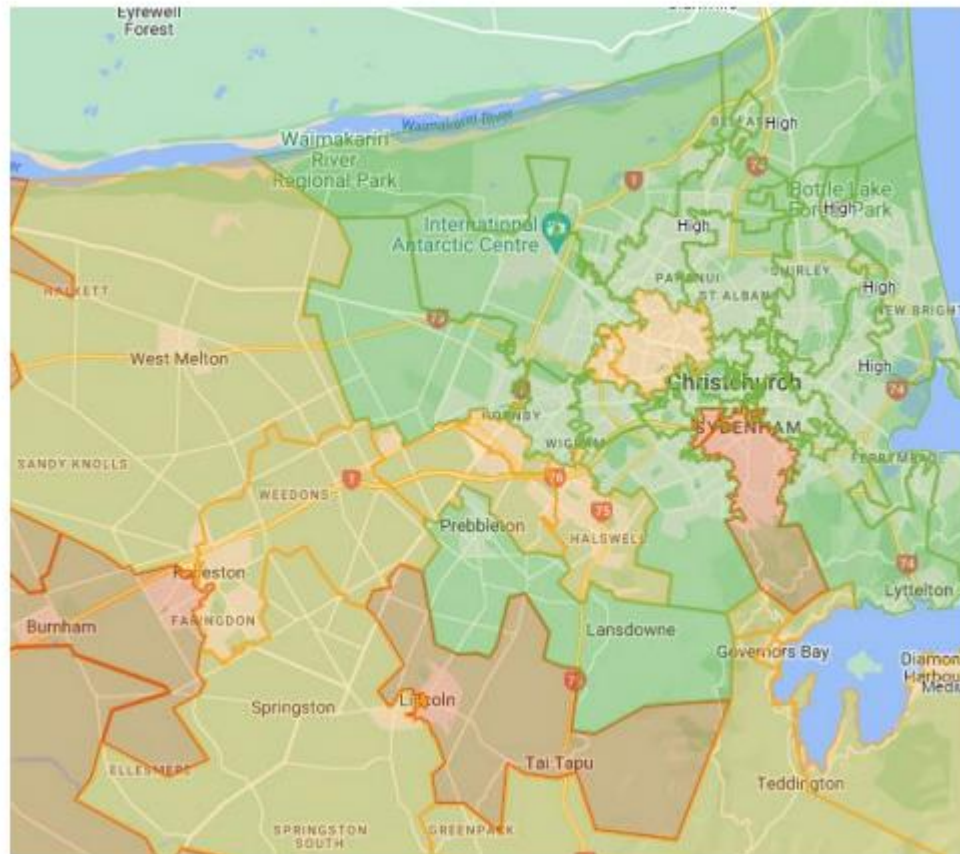
289.12	Paula Bevilacqua	<p>People will live where they can/want. Only those that have little to no choice will live where they are told. It is not a given that these areas will increase as predicted. Climate change is likely less of an issue to how the natural lay of the land and it's water ways go and how these are changed for development and the impact weather naturally has on such areas then what it could look like after development.</p> <p>[Q4: No]</p>
291.12	Joe Holland	<p>Not required especially when you claim '...the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience.' These words appear to come out of Agenda 2030. Again how would this be funded. With increasing debt and proposals like this coming from centralised areas of control I object to this Priority Development Area.</p> <p>[Q4: No}</p>
294.12	Michael Blewett	<p>Why must this be artificially promoted ,if its such a good idea surely it will stand be itself without public /private partnership. Do town centers really need development to that extent or any development?</p> <p>[Q4: No]</p>
296.11	justin barton	<p>some indicators are that population is not tracking as expected - so this may not be necessary</p> <p>concerned that the changes are not happening organically and evolving in a community driven way but are being imposed top down</p> <p>[Q4: Partially]</p>
300.15	Benjamin Love	<p>I heavily support the intensification of all existing areas within Christchurch, especially along main public transit/mass rapid transit corridors.</p> <p>I support public-private partnerships when implemented through a community lead development cooperative approach. The cooperative approach can provide fair and affordable to the masses, as well as disincentivize private corporations making excess profits.</p> <p>[Q4: Partially]</p> <p>[Coder note; This point is from a wider submission point on q5 on the Focus areas (PDAs)]</p> <p>[See attachment for figures, diagrams and images]</p>
304.13	Urban Estates Ltd	<p><i>In principle we support the concept of Priority Development Areas and look forward to working in partnership with the relevant Territorial Authorities and Government agencies to unlock opportunities in these areas.</i></p>

		<p>However we firstly note that the authors of the Spatial Plan have chosen not to consider other housing areas and options which should also be given priority, including well-located greenfield areas.</p> <p>Secondly, it is unclear what is the intended focus of the various priority development areas, over what timeframes it is to operate, and if for more intensive residential development by way of infill, the extent to which this is feasible. As noted above, while intensification of existing urban areas may appear possible, the feasibility of achieving this is often not possible due to a number of barriers, including:</p> <ul style="list-style-type: none"> • Fragmented land ownership, with the ability to re-develop at scale potentially thwarted due to landowners reluctance to sell, or sell at reasonable market rates • Miscalculating infill capacity by failing to properly account for the size, shape, value, and location of existing dwellings, sheds and utilities. • High cost of redeveloping sites which have existing buildings, structures and utilities on them, which in many cases may still have many years of viable use remaining • Assumes a voracious appetite for much smaller sections sizes than have previously been provided, especially in key townships in Selwyn and Waimakariri, but also in parts of Christchurch City • Assumption that giving effect to the Medium Density Residential Standards (MDRS) will result in significant levels of redevelopment in accordance with those provisions. There is a strong possibility that this may not come to pass; the MDRS are enabling and there is no requirement on landowners to intensify. In addition, developers often place encumbrances on developments to ensure the quality and amenity of their developments are protected. As such, any assumptions about the potential for infill to provide significantly for increased dwelling capacity in existing urban areas in the Greater Christchurch area over the life of the Spatial Plan should be approached with caution. <p>[Q4: Partially. Full Submission Available]</p>
325.11	Transpower New Zealand Limited	<p>Add National Grid to Map 4 “Priority Areas for Greater Christchurch” (page 44).</p> <p>Reason:</p> <p>Given the national significance of the National Grid and the strong higher order policy direction regulating land use, subdivision and development in proximity to it, it should be shown on this map as a clear constraint to development of identified priority areas.</p>
330.1	Tapper Family Trust	<p>The Trust seeks recognition within the draft Spatial Plan that growth and intensification on the Port Hills, ‘in pockets’ is appropriate. For example, where such growth is readily able to be absorbed i.e., those locations surrounded by existing development, being below ridge lines and with no prominence or significance be acceptable.</p> <p>The Trust considers the focus on Priority Development Areas within the draft Spatial Plan is too restrictive. It misses an easy opportunity to provide a general direction or signal towards the infilling on the Port Hills where appropriate. That is, the blanket restrictions proposed on the Port Hills in accordance with Part 1 – Areas to protect, avoid and enhance seem disproportionate and may</p>

		<p>arbitrarily and unnecessarily restrict growth in places where it is acceptable to do so. This is especially the situation where such areas are located close to the City Centre and with the ability to utilise existing infrastructure.</p> <p>[Full Attachment Available]</p> <p>[Coder note: This point forms part of a wider submission point seeking growth in the Port Hills]</p>
331.10	Carter Group Limited	<p>[Cross ref from spatial strategy]</p> <p>Comments with respect to particular maps Carter Group generally support Map 2 of the draft Spatial Plan showing the spatial strategy, subject to the inclusion of other development areas as shown in Appendix 1 to reflect recent plan change processes and the associated evidence base supporting urban growth in these locations.</p> <p>Carter Group notes that in Maps 2 and 14 the area subject to PC80 is marked as an “approved plan change not made operative”. PC80 was made operative on 1 June 2023 and should therefore be recognised as such in these maps. On this basis, Carter Group also consider PC80 should be shown in Map 13 as an extension of the IZone ‘Industrial Type Employment’ area.</p> <p>Carter Group also notes that decisions on the proposed Selwyn District Plan are imminent, and whilst the outcome of decisions on the rezoning are not known at this point the draft Spatial Plan and its maps should account for land rezoned through that process.</p> <p>Finally, Carter Group question the relevance or need for Map 4 generally, and specifically insofar that ‘Priority Development Areas Arising from Technical Assessment’ are spatially defined on the plan. The Spatial Plan as a whole generally describes the priority areas for Greater Christchurch and depicts these priority areas with greater clarity and broader context on Map 2. Conversely, Map 4 narrowly and inappropriately frames ‘Priority Areas for Greater Christchurch’, despite the text on page 43 of the draft Spatial Plan acknowledging these are only ‘broad locations’ and that ‘further work is required to define the extent and description of some of these areas’. For these reasons, Carter Group consider Map 4 should be deleted.</p>
336.17	Orion Group Limited	<p>Priority Development Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. The draft plan notes that these are a key tool within the draft Spatial Plan to accelerate development in locations that will support the desired pattern of growth and/or facilitate adaptation and regeneration.</p> <p>The Priority Development Areas in the draft Spatial Plan are Rangiora Town Centre and surrounds; Rolleston Town Centre and surrounds; Papanui; Central City; Riccarton; and Hornby. Eastern Christchurch is included as a priority area, recognising the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience.</p>

Orion supports in principle the approach to focus on these areas but reiterates the concerns raised above, that the implementation of the Spatial Plan will be of vital importance to the success of its goals. Provisions must be included in policies and plans that actively address the need to upgrade infrastructure to meet increased demand.

The map below shows areas where bulk electricity provision may currently be constrained until infrastructure is upgraded. Some of the priority areas fall within red or yellow areas and, as such, the timing of intensification or acceleration of development may need to be planned with an eye to when adequate infrastructure can be provided. Equally, electrification and development in other currently 'green' areas may lead to additional network constraints, depending on a range of drivers and levers which we are exploring through our future energy scenarios, and would be keen to discuss with the Komiti.



		There are plans for upgrading the bulk supply to some of the red and yellow areas (for example in Rolleston and Halswell), but timing of those upgrades will vary and as such any additional development that results in significantly increased demand will have to be planned to occur in conjunction with the relevant upgrades.
338.9	Waka Kotahi NZ Transport Agency	<p>Waka Kotahi supports a coordinated approach to address the specific needs of the Priority Areas/ Priority Development Areas identified in the Draft Spatial Plan, as this approach will enhance integration and ensure alignment with the delivery of infrastructure and development in the right place at the right time. Waka Kotahi supports the Joint Work Programme illustrated on page 90 and would like to work closely with our partners to further develop the sequence of activities, as part of the implementation plan.</p> <p>With reference to paragraphs 16 and 17 above, Waka Kotahi would like to work closely with Council under the separate planning processes to understand the potential impact of these and how they may limit the potential of planned priority development opportunities in the short to medium term.</p>
339.13	Fletcher Living	<p>In principle we support the concept of Priority Development Areas (PDA) and look forward to working in partnership with the relevant Territorial Authorities and Government agencies to unlock opportunities in these areas.</p> <p>However, it is unclear what the focus of the various PDAs is intended to be and in what sequence (i.e. which PDA has priority?), over what timeframes, which priority areas will be and if for more intensive residential development by way of infill, the extent to which this is feasible. As noted above, while intensification of existing urban areas may appear viable, the feasibility of achieving this is often not possible due to a number of barriers, including:</p> <ul style="list-style-type: none"> • Fragmented land ownership, with the ability to re-develop at scale potentially thwarted due to landowners' reluctance to sell, or sell at reasonable market rates • Miscalculating infill capacity by failing to properly account for the size, shape, value, and location of existing dwellings, utilities and other improvements. • High cost of redeveloping sites which have existing buildings, utilities, and other improvements on them, which in many cases may still have many years of viable use remaining • Assumes a voracious appetite for much smaller sections sizes than have previously been provided • Assumption that giving effect to the Medium Density Residential Standards (MDRS) will result in significant levels of redevelopment in accordance with those provisions. There is a strong possibility that this may not come to pass; the MDRS are enabling and there is no requirement on landowners to intensify. In addition, developers often place encumbrances on developments to ensure the quality and amenity of their developments are protected. As such, any assumptions about the potential for infill to provide significantly for increased dwelling capacity in existing urban areas in the Greater Christchurch area over the life of the Spatial Plan should be approached with caution. <p>[Q4: Partially. Full Submission Available]</p>
340.16	Hughes Developments Limited	In principle we support the concept of Priority Development Areas (PDA) and look forward to working in partnership with the relevant Territorial Authorities and Government agencies to unlock opportunities in these areas.
340.17	Hughes Developments Limited	Considers it is unclear what the focus of the various PDAs is intended to be and in what sequence (i.e. Which PDA has priority?), over what timeframes, which priority areas will be and if for more intensive residential development by way of infill, the extent to which this is feasible. As noted above, while intensification of existing urban areas may appear viable, the feasibility of achieving this is often not possible due to a number of barriers, including:

		<ul style="list-style-type: none"> • Fragmented land ownership, with the ability to re-develop at scale potentially thwarted due to landowners' reluctance to sell, or sell at reasonable market rates • Miscalculating infill capacity by failing to properly account for the size, shape, value, and location of existing dwellings, utilities and other improvements. • High cost of redeveloping sites which have existing buildings, utilities, and other improvements on them, which in many cases may still have many years of viable use remaining • Assumes a voracious appetite for much smaller sections sizes than have previously been provided, especially in key townships in Selwyn and Waimakariri, but also in parts of Christchurch City • Assumption that giving effect to the Medium Density Residential Standards (MDRS) will result in significant levels of redevelopment in accordance with those provisions. There is a strong possibility that this may not come to pass; the MDRS are enabling and there is no requirement on landowners to intensify. In addition, developers often place encumbrances on developments to ensure the quality and amenity of their developments are protected. As such, any assumptions about the potential for infill to provide significantly for increased dwelling capacity in existing urban areas in the Greater Christchurch area over the life of the Spatial Plan should be approached with caution..
344.12	Ann Hamilton	<p>Why do we need to accelerate development? What is wrong with any development need being organically driven by the community? Who would the 'partnership' be between? When clever phrases like Priority Development Areas and Urban Growth Partnership Spatial Plans are created it smacks of UN Interference with our lives.</p> <p>[Full Attachment Available]</p> <p>[Also coded to 10.1]</p>
349.20	Susanne Antill	<p>Development should be incremental and organic by the residents of Christchurch and the surrounding area.</p> <p>And not imposed top down by self entitled beaurocrats whose allegiance is not with the citizens of this area or New Zealand, and who are for massive overseas immigration from overpopulated countries.</p> <p>[Q4: No]</p>
350.15	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 young people from University of Canterbury/Ara	<p>I think it is good that priority areas have been identified in the plan, and identified for specific reasons. I think that it is incredibly important that the areas identified as being a priority to fulfil the obligation to Te Tiriti, aren't overlooked and remain a priority especially when the council might start looking to prioritise the development areas when the population continues to increase.</p> <p>[Q2: Yes]</p>

354.5	Anthea Laugesen	<p>Q4 The following Priority Development Areas have been identified in the plan: Rangiora Town Centre and surrounds; Rolleston Town Centre and surrounds; Papanui; Central City; Riccarton; and Hornby. Eastern Christchurch is included as a priority area, recognising the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience.</p> <p>Do you agree with the approach to focus on these areas?</p> <p>Yes <input checked="" type="radio"/> No Partially</p> <p>Why (please specify the Priority Area)</p>
362.4	Danne Mora Ltd	<p>✓ Partially Reasons</p> <p>In principle we support the concept of Priority Development Areas (PDA) and look forward to working in partnership with the relevant Territorial Authorities and Government agencies to unlock opportunities in these areas.</p> <p>However, it is unclear what the focus of the various PDAs is intended to be and in what sequence (i.e. which PDA has priority?), over what timeframes, which priority areas will be and if for more intensive residential development by way of infill, the extent to which this is feasible. As noted above, while intensification of existing urban areas may appear viable, the feasibility of achieving this is often not possible due to a number of barriers, including:</p> <ul style="list-style-type: none"> • Fragmented land ownership, with the ability to re-develop at scale potentially thwarted due to landowners' reluctance to sell, or sell at reasonable market rates • Miscalculating infill capacity by failing to properly account for the size, shape, value, and location of existing dwellings, utilities and other improvements. • High cost of redeveloping sites which have existing buildings, utilities, and other improvements on them, which in many cases may still have many years of viable use remaining • Assumes a voracious appetite for much smaller sections sizes than have previously been provided • Assumption that giving effect to the Medium Density Residential Standards (MDRS) will result in significant levels of redevelopment in accordance with those provisions. There is a strong possibility that this may not come to pass; the MDRS are enabling and there is no requirement on landowners to intensify. In addition, developers often place encumbrances on developments to ensure the quality and amenity of their developments are protected. As such, any assumptions about the potential for infill to provide significantly for increased dwelling capacity in existing urban areas in the Greater Christchurch area over the life of the Spatial Plan should be approached with caution.
365.4	H. Marsh	<p>No. Your emphasis on "business and private sector investment" is too deliberate. I assume this is referring to corporate businesses and investments, and not supportive of the individuals who have small-time businesses providing for their families, and their futures. Public and private sector investments are high level targets, aligned to the UN agenda key words to disempower and over power.</p> <p>[Q4: No]</p>
368.11	Christchurch Envirohub	<p>[Support]</p> <p>The areas for intensification are good. The centre of each area should be primarily designed for active transport, with faster roads wrapping around the areas of development to encourage less traffic within the centre.</p>

Priority Development Areas – Rangiora - See Sections 4.9 of the Officers Report

Point	Submitter	Position
122.15	Luke Bulger	<p>I fully accept the plan to identify Priority Development Areas. However, regarding the list of proposed Areas, common sense tells me that we must be constantly vigilant of the flooding threat from the Waimakariri in the future. Would the Rangiora Town Centre be damaged in a one-in-one-thousand-year river flood, or would it still be ok?</p> <p>[Q4: Yes - cross reference from Q4 - reference to natural hazard]</p>
248.15	Jono de Wit	<p>I agree with the areas Papanui; Central City; Riccarton; and Hornby and Eastern Christchurch being priority areas.</p> <p>I do not agree with Rangiora and Rolleston being priority areas until a frequent, reliable and affordable rail system has been built and begun operation. Without this, those areas will continue to be car dependent and many people living there will drive their cars into Christchurch which will have a negative effect on the people living in Christchurch.</p> <p>[Q4: Partially. Also coded to 9.1.6]</p>
310.25	Richard and Geoff Spark	<p>The Submitters agree with the Rangiora Priority Area and the identification of Rangiora as the major town in Waimakariri. As housing stock in Rangiora (and older suburbs in Christchurch City and Selwyn) ages and communities evolve, community renewal with a multi agency approach will be needed to deliver redevelopment packages. However this will not substitute the need for more consolidated greenfield development in Rangiora and elsewhere.</p>
333.7	Jos Unterschuetz	<p>I am supportive of Rangiora Town Center and Rolleston Town Centre being featured in the Priority Development Areas.</p> <p>[Q4: No]</p> <p>[Coder Note: The same point has been coded to the Rolleston PDA]</p>

353.6	John Laugesen	<p>Q4 The following Priority Development Areas have been identified in the plan: Rangiora Town Centre and surrounds; Rolleston Town Centre and surrounds; Papanui; Central City; Riccarton; and Hornby. Eastern Christchurch is included as a priority area, recognising the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience.</p> <p>Do you agree with the approach to focus on these areas?</p> <p>Yes <input checked="" type="radio"/> No Partially</p> <p>Why (please specify the Priority Area)</p> <p>Rolleston - already a new development with good consultation and planning - doesn't need to be a priority development</p> <p>Rangiora - Community involvement would be sufficient to maintain</p> <p>Greater Christchurch draft Spatial Plan submission form 6</p> <p>[Coder note: The same submission point has been coded to Rolleston PDA as well]</p>
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Priority Development Areas – Papanui - See Sections 4.9 of the Officers Report

Point	Submitter	Position
187.13	Waipapa Papanui-Innes-Central Community Board	<p>The Board acknowledges District Plan Changes mandated by the Government, among other factors, driving development in Papanui and the Central City, which the Plan would be appropriately aligned with. However, the Board notes:</p> <ul style="list-style-type: none"> • There is a gap in facilities for young people in our community, particularly around Papanui. The Board has undertaken to: 1) advocate for the completion of a youth audit which would see young people review places and spaces based on five key factors - safety, appeal, accessibility, how well resourced and 'youth friendly' they are); 2) engage with local young people to see where in Papanui they would like a potential youth space, using the youth audit factors; and 3) explore partnership opportunities to support young people to fulfil their vision. The Board suggests that the kind of work it is doing related to identifying appropriate youth facilities in the area, should consider, with a view to including, the Priority Development Areas in the Spatial Plan. • The Board has undertaken to advocate for the inclusion of community facilities, sporting facilities, parks, greenspace, and amenities in areas of high intensification, and areas earmarked for future intensification. The Board considers that areas identified for future intensification, must also have plans in place for community infrastructure. – It is not acceptable to simply

		refer these key things to others who might traditionally be more responsible for the delivery of those services. There must be an holistic approach, joined up. [FULL ATTACHMENT AVAILABLE]
215.11	Victoria Wicks	Papanui is a residential area. It is not just somewhere ripe for leverage for your transport and high density plans

Priority Development Areas – Central City - See Sections 4.9 of the Officers Report

Point	Submitter	Position
258.46	Brendon Harre	A short walk around Christchurch’s city centre quickly exposes that the city has a problem with land banking. Despite \$billions of public investments in city centre anchor projects in the past twelve years since the 2010/11 earthquakes there remains numerous unbuilt gaps in the built environment. Land values will always rise in response to improvement in amenity. This is not problematic if there is no restriction on constructing a higher density built environment. Because the cost is spread across a greater number of households and businesses. But if development capacity is limited, especially if there is no competitive tension from alternative development options, this allows property owners to extract an additional speculative value from their land holdings. This will add to affordability and gentrification problems, which is one of the concerns I have about the draft spatial strategy.
297.13	Fiona Bennetts	Perhaps Merivale, St Albans, Edgware, Richmond, Linwood, Phillipstown, Waltham, Sydenham and Addington could also be added as CBD-adjacent areas that would benefit from this coordinated effort. [Q4: Yes]

Priority Development Areas – Hornby - See Sections 4.9 of the Officers Report

Point	Submitter	Position
360.4	Ōpāwaho Heathcote River Network	We support the selection of Hornby as a Priority Development Area <ul style="list-style-type: none"> i. In order for Hornby to become a “...thriving neighbourhood with quality developments and supporting community infrastructure” a vital master planning exercise will need to be completed that, well in advance of any developments. ii. This master planning of the Hornby area must seek to correct the planning errors that have led to this industrial area being a gross polluter of the Ōpāwaho Heathcote River. iii. The siting of this area at the headwaters of the Ōpāwaho Heathcote River makes it essential that planning as well as blue-green networks effectively eliminate the likelihood of stormwater from this expansion and redevelopment of Hornby continuing to pollute the Ōpāwaho Heathcote River. iv. The reduction of stormwater pollution from Hornby should be listed among the purposes for this development on page 37 of the Spatial Plan. v. We submit that the Spatial Plan should encourage the use of green roofs and “sponge” developments to reduce and filter stormwater from the Hornby area to reduce the effects of such a large development at the headwaters of the river. vi. Given the opportunity for corrective action in this regard, not only at Hornby but at other Priority Areas, Priority Areas deserve to be rated as “Major contribution to the opportunity” for Opportunities 2 and 3 at least in the Joint Work Programme (p90 - 91).

Priority Development Areas – Rolleston - See Sections 4.9 of the Officers Report

Point	Submitter	Position
248.14	Jono de Wit	<p>I agree with the areas Papanui; Central City; Riccarton; and Hornby and Eastern Christchurch being priority areas.</p> <p>I do not agree with Rangiora and Rolleston being priority areas until a frequent, reliable and affordable rail system has been built and begun operation. Without this, those areas will continue to be car dependent and many people living there will drive their cars into Christchurch which will have a negative effect on the people living in Christchurch.</p> <p>[Q4: Partially. Also coded to 9.1.1]</p>
299.12	Jason Herrick	<p>Rolleston should be a major priority development area as there is significant demand for houses in Rolleston, most of the soil is unproductive, and the land is good to build on. Rolleston also has a significantly lower risk of flooding compared to some of the other priority development areas.</p> <p>{Q4: yes}</p>
333.8	Jos Unterschuetz	<p>I am supportive of Rangiora Town Center and Rolleston Town Centre being featured in the Priority Development Areas.</p> <p>[Q4: no]</p> <p>{Coder Note: The same point has been coded to the Rangiora PDA}</p>
353.7	John Laugesen	<p>Q4 The following Priority Development Areas have been identified in the plan: Rangiora Town Centre and surrounds; Rolleston Town Centre and surrounds; Papanui; Central City; Riccarton; and Hornby. Eastern Christchurch is included as a priority area, recognising the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience.</p> <p>Do you agree with the approach to focus on these areas?</p> <p>Yes <input checked="" type="radio"/> No <input type="radio"/> Partially <input type="radio"/></p> <p>Why (please specify the Priority Area)</p> <p>Rolleston - already a new development with good consultation and planning - doesn't need to be a priority development</p> <p>Rangiora - Community involvement would be sufficient to maintain</p> <p>Greater Christchurch draft Spatial Plan submission form 6</p> <p>{Coder note: The same submission point has been coded to Rangiora as well}</p>

Priority Development Areas – Eastern Christchurch - See Sections 4.9 of the Officers Report

Point	Submitter	Position
111.7	Katja Charmley	I think that the easter suburbs have not been considered enough in the plan. Especially Mt. Pleasant, Redcliffs and Sumner and anything from Lyttelton to Diamond Harbour.
152.13	Louis Williams	The treatment of Eastern Chch requires reconsideration. [Q5: No]
153.5	Hamish Cuthbert	There should be an eastern development node. The current layout of development nodes has the central city as the eastern most node - a misnomer. A development node in the eastern of the city would: 1 assist with affordable transportation and housing for the existing community in the east, 2 should have lower infrastructure connection costs given proximity to the CBD and existing Chch services. The implication that eastern Chch will simply be avoided for development and will be prepared for sacrifice to climate change is not accepted and is not supported by robust analysis.
194.10	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Boys' High School	(Mass-Rapid Transit System) We like the idea of the transit system. Personally, I am against the idea of making transport free, because it may result in an increase of taxes will do more harm than good for our pacific families in the east side. However, if they do go ahead to make transport free, they should place it on the east side to aid the pacific families. Critical areas for public transport include Fendalton (where I live), Straven Road (school/sport), New Brighton (beach), West Melton (Farm/church), Hagley Park (Poly, Rugby, golf) and Riccarton Mall. Riccarton is important because after school/training we would all go to the mall to have a feed at McDonalds or KFC, or just chill (it is also where most of us catch the bus home from). (Priority Areas) The East side is where most of my family live. They need the most help in terms of petrol, cars etc (transport). Mid-high-class areas can afford gas/petrol, inflation rises – low class areas will struggle more. [Q1: Yes. Also coded to 8.2]
205.11	Karen Silvers	I agree that East Christchurch needs significant investment following the earthquakes but I feel that the local community needs to decide their own priorities and how resources are allocated.
216.12	Glenis Youngman	Climate change is the biggest farce out and should not be used as a reason to make changes in certain areas. If climate change was real there would be no building apartments on Marine Parade as that is close to the beach. By not naming any specific areas in eastern Christchurch I do not believe there will be any priority given to it. The Christchurch city council need to look after the residents in Eastern Christchurch more as the area has been neglected for a long time. As a rate payer I am disappointed in how the council has not supported the New Brighton area by ensuring pot holes at the entrance to one of the main car parks and in by the Surfside mall. The health and safety hazards these holes create are enormous and sadly ignored by the council. What kind of partnership is the council proposing that the other areas are not getting? The rates paid by ratepayers in our area should stay in our area to fix the rotten roads, pot holes etc. We do not need any outside entity to come in and take over our area in the name of partnership. [Also coded to 4.2]
226.21	Caroline Syddall	I think this is a very significant document about the shift to the North and West of Christchurch with significant implications for the other parts of the city. I believe this should have been spelt out more clearly in the introduction. I think the introduction should be upfront that the East of Christchurch is not included in the development because of its environmental risk factors.

		<p>This level of focus on the N & W creates a significant risk for the East to not have the investment that it needs to create/maintain a good quality of life for its citizens. Eastern Christchurch is listed as a 'priority area' but the plan is the silent on the East because it is excluded from this development- there needs to be a much clearer statement on this.</p>
261.17	Jan Sintes	<p>The East is forgotten - how about consulting the community & making them part of this partnership.</p> <p>It seems we will only be informed of decisions once they have already been decided on - we would like to be listened to.</p> <p>[Q5 - No - <i>in relation to Eastern Christchurch</i>]</p>
288.9	North Beach Residents' Association	<p>Our primary concern is that the statement 'Eastern Christchurch has been identified as a Priority Area, rather than a Priority Development Area. The area has not been included as a development/growth focus but primarily to recognise the need for a partnership approach to support this area to adapt to the risks and impacts of climate change, and to build community resilience.' is nothing more than a euphemism for managed retreat. In addition, the 'Priority Area 'Eastern Christchurch is not clearly defined. We think this statement undermines the work residents, local community groups, and businesses have been doing to revitalise the area over a long period of time and threatens to undermine recent progress.</p>
288.15	North Beach Residents' Association	<p>This submission has been made by the executive committee of the North Beach Residents' Association (NBRA). Due to the short consultation period provided by the Greater Christchurch Partnership, the NBRA committee has not had adequate time to discuss the draft Spatial Plan with its members and its wider community. Nevertheless, the committee will be undertaking this consultation with its constituents in the coming months.</p> <p>While we concur with the broad thrust of the plan to “focus growth around key urban and town centres and along public transport routes” and the proposal “to prioritize sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities” we have many concerns and unanswered questions. These are detailed below.</p> <p>Our primary concern is that the statement 'Eastern Christchurch has been identified as a Priority Area, rather than a Priority Development Area. The area has not been included as a development/growth focus but primarily to recognise the need for a partnership approach to support this area to adapt to the risks and impacts of climate change, and to build community resilience.' is nothing more than a euphemism for managed retreat. In addition, the 'Priority Area' Eastern Christchurch is not clearly defined. We think this statement undermines the work residents, local community groups, and businesses have been doing to revitalise the area over a long period of time and threatens to undermine recent progress.</p>
297.16	Fiona Bennetts	<p>Glad to hear Eastern Christchurch is also included as a priority area.</p> <p>[Q4: Yes]</p>
337.2	Richard Johnson	<p>„how do you account for the rather limp approach to the east of the city, and New Brighton in particular? The proposals seem to be a nod towards an area of long-standing under-investment (planning and infrastructural neatly captured by the unresolved compost facility issue and the sewage treatment plant rebuild post the fires) by the Council and Government agencies. Not making it one of the Priority Action Areas (PAA) 2 demonstrates to me a bias towards a simplistic view of the future of the City being based on public transport and the need to have beds on the corridor, and a cherry pick of PAAs and regional</p> <p>[Full Attachment Available]</p>

352.15	Waitai Coastal- Burwood-Linwood Community Board	<p>The Community Board has a number of issues and concerns we wish to raise with the panel.</p> <p>“Eastern Christchurch has also been identified as a Priority Area, rather than a Priority Development Area, to recognise the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience. “For this to be more than just words, local, regional, and central government need to follow through and provide significant support for us to cope with existing and future challenges. The plan is unclear what “resilience” means. Residents of East Christchurch fear being abandoned to deal with challenges current and future. We cannot face those challenges without substantial support. Areas prone to coastal inundation and the effects of sea level rise should be considered as part of the Coastal Hazards Adaptation Programme, but the plan does not specify how it will be incorporated.</p> <p>[Full Attachment Available]</p>
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Priority Development Areas – Other - See Sections 4.9 of the Officers Report

Point	Submitter	Position
92.10	Louise Griffin	believe Lincoln should be included in this
188.13	Okirano Tilaia On Behalf Of GC2050 Facilitator - 4 students from Rolleston High School	<p>(Priority Development Areas) Hornby, Rolleston, Riccarton, Hagley Park, RuaPuna Raceway, Foster Park, and Lincoln.</p> <p>[Q4: Partially]</p>
191.11	Okirano Tilaia On Behalf Of GC2050 Facilitator - 25 students from Papanui High School	<p>Important Areas/Places (Route goes by or priority development areas)</p> <p>(School – Work – Social/Food – Home)</p> <ul style="list-style-type: none"> - Papanui - Merivale - Riccarton - Central City - Burnside - University of Canterbury - Sports Stadiums/Fields <p>[Q4: Partially]</p>
197.20	Lynette Bay	- What happens to the other areas? Are they just left to crumble and decay?

		<p>- One size does not fit every situation, flexibility of other solutions needs to be included</p> <p>[Q4: No]</p>
198.25	Paul Bryant	<p>So carbon causes climate change? So we reduce carbon? Isn't that what we are doing - electric and hydrogen economy in the future? Where is your climate change forecasts coming from? If the planet was cooling, would this be called climate change too?</p> <p>I think concrete jungles concentrating people are not the answer.</p> <p>Building high rise infrastructure in earthquake prone areas and concentrating people in these buildings = bad idea. What happens in a pandemic? Fire?</p> <p>Whose going to do all this work? I suspect a lot of it will be from overseas. Use the skills on our door step, keep our money in the country.</p> <p>[Q4: No]</p>
224.16	Tobias Meyer	<p>I think there should be more priority areas, especially Addington, Sydenham, Barrington, Edgware, St Albans, Merivale, and Fendalton</p> <p>[Q4: Partially]</p>
226.20	Caroline Syddall	<p>Yes, but I think the areas of Woolston that are not prone to flooding should be added.</p> <p>I definitely agree that significant resilience work should be done for Eastern Christchurch- it seems to have been largely abandoned by the Council since the quakes. There is a risk of increasing the divide in Christchurch with the North and West becoming more expensive and the enclave of the relatively wealthy as services improve while poorer people are trapped in the east with poor services and a low quality of life.</p> <p>[Q4: Yes]</p>
227.17	Jocelyn Papprell	<p>Yes, the areas listed seem obvious a priority areas. I do however think both Woolston and Linwood have potential as second order priority areas as both have good local services and potential for intensification along key public transport routes. It does seem that east Christchurch is to be left behind over the next 20-30 years due to the risks posed. Maybe it would be useful to be upfront in the spatial plan about the need for a gradual move from our low-lying, most-at-risk suburbs toward the west. This is referred to in the introduction (p19) but seems obfuscated throughout the document. Whilst this move is necessary due to the impacts of the 2010-11 earthquake sequence and climate change, a clearer proposal for the future of eastern suburbs would be useful.</p> <p>The elephant in the room: we need to be planning with a longer horizon with climate impacts in mind. What thinking is being done with respect to where people could relocate to when they need to move from coastal margins? Where will we resettle climate refugees from our Pacific neighbours or elsewhere in the world? Thinking along these lines need to be factored into our spatial plans.</p> <p>[Q4: Partially]</p>
266.15	SSRA- South shore residents association	<p>In general SSRA find this plan adds very little value to the Eastern areas and serves once again to set the East apart from the city. -Eastern Christchurch is included as a priority area, recognising the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience.</p>

		<p>In a climate change context, it has been observed that the most pressing issue is surface flooding and water run off. The flooding that has occurred recently has not been predominantly in the East in fact many other areas have been more adversely affected. It therefore perplexing that the only mention the East has in this plan is regarding resilience..</p> <p>It is disappointing that the east is highlighted as a priority area instead of a development area. SSRA suggest it should be both.</p> <p>The priority is to support the area to adapt to climate change & strengthen resilience using a partnership approach.</p> <p>SSRA have concerns with this wording as it is very vague. What does it mean for the East in regards to</p> <ul style="list-style-type: none"> • Infrastructure repairs and more efficient infrastructure technology? • Transport links? • Development of the New Brighton area and village? • Will this prohibit or stagnate future development in the East? • Will this add further complication and cost to building in the East- both commercial and residential. • How will this impact the proposed Coastal Hazards Adaptation Panel tranches? I • Who is the partnership with? Is the partnership approach working with the entire community or is it just between council and Mana Whenua? <p>[Q4: No]</p> <p>It is disappointing that the east is highlighted as a priority area instead of a development area.</p> <p>[Q5: No]</p>
303.9	Waihoru Spreydon-Cashmere-Heathcote Community Board	<p>Spatial Plan – Greater Sydenham</p> <p>The Board is concerned that “greater Sydenham” – roughly, the area from Selwyn Street to Ensors Road —is primarily analysed as industrial land without consideration of the broader prospects for commercial and residential growth here. The Board has the following observations:</p> <ul style="list-style-type: none"> – This is an area that is likely to see a very rapid increase in demand for residential living and as there is currently good supply of industrial land in Christchurch it is likely there will be a long-term shift to residential and other commercial uses. – Light industrial uses are important economically, but it seems likely there will be an increasing shift to boutique industrial uses and other commercial uses where the smaller floor spaces and higher costs are balanced by the proximity to the CBD and residential. – This is an area that is incredibly well suited to mode-shift oriented development as it is within walking distance of the CBD and could be well served with public transport and provision for active modes.

		<p>– It is also an area that could potentially unlock huge opportunities for affordable housing given the underlying land values and the prospect of typologies ranging from apartments to terraced housing.</p> <p>It is the Board’s view that this area should be conceived as an urban development opportunity certainly on par with the “Eastern Christchurch” area. Joined up investment in the urban form here could deliver on the Plan’s long-term goals very effectively.</p> <p>This area will certainly be an economic centre on par with the projected “North Halswell” area and one that will deliver on low-carbon transport goals and affordability far more readily.</p>
327.19	Birchs Village Limited and WDL Enterprises Limited	Considers that Prebbleton should be included as a Priority Development Area, due to its proximity to key employment centres (industrial and commercial on Map 13) and the strategic growth of Prebbleton should be identified as south towards (and covering) the new Kakaha District Park.
333.9	Jos Unterschuetz	<p>I would propose that Lincoln, Prebbleton, Kaiapoi, and Woodend significant secondary development areas that will grow as Rangiora and Rolleston grow, especially when linked with public mass transit corridors.</p> <p>[Q4: No]</p> <p>[Coder Note: The submitter was supportive of Rangiora Town Center and Rolleston Town Centre being featured in the Priority Development Areas.]</p>

Joint Work Programme/Implementation - See Sections 4.11 of the Officers Report

Point	Submitter	Position
197.14	Lynette Bay	<p>All people should be treated equally. Not one group being given specific advantages over another which is what is happening even now. We are one nation with 160 different nationalities so each needs to have a say.</p> <p>Affordable housing sounds great but in reality how exactly are you going to suddenly achieve that? It has been talked about for the last decade but there is still the same problem of lack of housing or affordable housing.</p> <p>Again, programs to get people using buses, cycles etc have been there for over a decade and how much progress has really been made there in relation to the huge amount of our money being spent on it? take cycle lanes - yes, while a good idea the amount or lack of cyclist using most of the routes shows a very different story. So called green money could have been utilized in other ways. Cheaper options, less spent on consultation fees etc. Council needs to be there for us the people, we are the ones who pay you.</p> <p>[Q5: Unsure. Also coded to 2.2]</p>

Joint Work Programme - See Sections 4.11 of the Officers Report

Point	Submitter	Position
63.8	Chris Reddell	I think future development around transport corridors is good, but the transport corridors need to be big enough to support the growth of development in those areas. I also think we need to be looking at how far those corridors extend.

		[Q2: Yes]
66.19	Andrew McDowell	<p>While I believe it is necessary for Councils, utility companies, the business community, and contractors to work together from the planning stage to achieve efficiencies and achieve the best outcome, the wording here reeks of the terminology used in the UN Agendas 2030 and 2050, so I have to question what some of the focused actions are likely to be, what adaption and regeneration look like, how and why the priority areas have been selected, and by whom. Has there been any public consultation on this? How much say do the private sector investors get in the final plan, and will earnings from their investment benefit the community, or will their investment return disappear off shore leaving the community poorer? There is an obligation on the councils involved to ensure the unlocking of public and private investment is actually necessary, and not simply allow the milking of public funds for unnecessary projects while more urgent infrastructure maintenance and upgrades are neglected.</p> <p>[Q4: Partially]</p>
202.4	ChristchurchNZ	<p>5. Economic Development Plan</p> <p>As the joint work programme action to develop an “Economic Development Plan” is progressed (as identified on page 90), we would welcome clarification of expectations related to our role as the economic development agency (EDA) for Christchurch. The appropriate channel for this would be in the annual letter of expectations prepared by our shareholder, Christchurch City Council, in a manner consistent with the expectations outlined to Enterprise North Canterbury by Waimakariri District Council. If the role of EDAs is to be significant, funding to undertake this action must also be considered by these Councils through the current LTP process. We would welcome early direction on the scale of this work in order to inform our input to the Christchurch City Council LTP process.</p>
243.13	Phillipa Lamborn	<p>I think that that there will be significant loss of heritage if this plan goes ahead there are hundreds of years of heritage and homes and sites that will be moved out of the way and change significantly. There is no way that this will produce affordable housing the cost of producing these even with government support well like always go well over budget and not be affordable to the average New Zealander</p> <p>[Q5: No. Also coded to 2.2]</p>
279.12	Colleen Philip	<p>I think the future is increasingly uncertain. I strongly support the idea of reviewing this every 5 years.</p> <p>I suspect the 'market' is rushing ahead and some of this plan will be overtaken before it can be implemented.</p> <p>[Q5 : Yes]</p>
344.13	Ann Hamilton	<p>Why do we need to accelerate development? What is wrong with any development need being organically driven by the community? Who would the 'partnership' be between? When clever phrases like Priority Development Areas and Urban Growth Partnership Spatial Plans are created it smacks of UN Interference with our lives.</p> <p>[Full Attachment Available]</p> <p>[Also coded to 9.1]</p>

Joint Work Programme - See Sections 4.11 of the Officers Report

Point	Submitter	Position
64.12	Jessica Allison-Batt	<p>It is unclear how the plan will actually be implemented. Strong tools, action and funding is required to deliver change. This needs to go beyond setting a strategy into actually developing areas.</p> <p>[Q5: Partially]</p>
69.13	Malachy Lynch	<p>Yes Christchurch needs better public transport. However one light rail line won't solve everything, there needs to be multiple routes as well as Heavy rail and frequent buses all with priority. I think it would also be smart to stage the process with 2 or 3 shorter light rail lines to different communities that are extended every couple years, as opposed to 1 really long line that will take 10 years to complete and won't operate until finished.</p> <p>[Q1: Yes - MRT Staging]</p>
72.17	David Robinson	<p>Yes, but the subsidies for greenfields development need to go to achieve this.</p> <p>Greenfield developments need to pay the full costs via targeted rates not be cross subsidised by ratepayers.</p> <p>This will make brownfield intensification relatively cheaper.</p> <p>This is the only way land use development can be forced into the needed development patterns otherwise we are going to see continued sprawl.</p> <p>Also vehicle user need to pay much closer to their full costs of travel rather than being heavily subsidised as they currently are. If the current pricing continues they will just keep driving to their new greenfields homes.</p> <p>[Q2: Yes]</p>
76.19	Madeleine Price	<p>This plan has been carefully planned. Ideally it should work.</p> <p>My plea is that implementation of the plan is progressed carefully and is sufficiently flexible to be modified if difficulties are encountered.</p> <p>[Q6: N/A]</p>
102.13	David Moore	<p>This all looks good. To point 6.4, it would be nice to see stronger measures in place. People drive because it is convenient, so it would be good to take away some car infrastructure in favour of more bus, rail, or dedicated bike lanes to ensure the incentive is effective. A commitment to tax and subsidies as methods of affecting change would also be a good way of accelerating sustainable transport.</p> <p>[Q5: Yes]</p> <p><i>[Coder Note: This point is in relation to Direction 6.4. It has been added as an Implementation point to deliver the Spatial Strategy]</i></p>

108.24	Andrew Livingstone	<p>Opportunity #4: Support. At a regional level there is only so much we can do to create affordable housing, but we should do it, maybe requiring developers to have a certain percentage of houses in a certain price range. I don't have the answers here, but I agree with the principle.</p> <p>[Q5: Yes]</p> <p><i>[Coder note: This submission point has been coded from a larger submission point that is provided at Spatial Plan - General Comments - Spatial Strategy]</i></p>
150.10	Connor McIver	<p>The intended balance between preservation vs development of Māori Land is not entirely clear in this strategy. Also, it would be important that infrastructure investment in such areas is provided on an even footing with other land types, e.g. through development contributions, etc.</p> <p>[Q5: Unsure]</p>
165.9	Okirano Tilaia On Behalf Of GC2050 Facilitator - 5 students from Christchurch Girls' High School	<p>We support the idea of the improved public transport system proposed. Highlighting a route from Lincoln to Rangiora; in Christchurch zone (charge \$1 for ride) and then out of zone (charge \$2 [Lincoln/Rangiora]). We also highlighted in yellow areas that we would love the route to go by as young people (refer to map attached)</p>



[Q1: Yes - public transport fees]

201.3	Property Council New Zealand	Requests that the Partnership engage with the private sector (especially with those who own property and operate businesses along the route) before implementing any proposed road changes.
201.25	Property Council New Zealand	Considers that early engagement with the private sector is critical so that businesses along the MRT route are not negatively impacted by future road changes.
220.20	Ministry of Education	Ministry position: While the Greater Christchurch partnership has consulted with MoE as a Crown Agency as per some of the requirements of the NPS – UD (3.15.2b) there are other areas that could be significantly improved. This will ensure that urban development will be integrated with infrastructure planning and funding (NPS UD – Objective 6), achieve integrated land use and infrastructure planning (Policy 10 b) and additional infrastructure is available to service development capacity (3.5.1, 3.15.2d). The need to address ‘additional infrastructure’ requirements under the NPS UD is essential to achieve well-functioning, sustainable and thriving urban areas. This has been acknowledged in both the August 2022 update on Urban Form Scenarios (Greater Christchurch Spatial Plan and Mass Rapid Transit Indicative Business Case Briefing) at Focus 2 of Next Steps, as well as in the Greater Christchurch

		<p>Housing Development Capacity Assessment (March 2023). The latter capacity assessment indicated the need for a Phase 2 Housing Capacity Assessment to satisfy the ‘additional infrastructure’ requirements of the NPS – UD (pg.55).</p> <p>This Phase 2 Housing Development Capacity Assessment has not yet occurred but is critical to undertake to provide MoE the information needed to effectively input to the draft Spatial Plan at this level. The current TA level of capacity provided by this assessment and outlined in the draft Spatial Plan enables the Partnership to judge overall capacity but does not provide a useful level of detail in terms of development quantum, type or timing to assist providers of ‘additional infrastructure’.</p> <p>Decision sought: We consider engagement with additional infrastructure providers to be a fundamental requirement of an FDS, to give clarity for infrastructure providers, and help to achieve the aims of the draft Spatial Plan. Given the detail required this may need to occur at a sub-TA or corridor level (including centres) to understand the capacity allocation, staging (Short / medium / long term) and typologies required to deliver 170,000 people and 77,000 dwellings over the 30-year horizon.</p> <p>While the towns and centres planned for growth have been identified along with indicative densities there is no information on the quantum of this growth allocated and the timing specific to these areas. Without this information even at a high level MoE cannot provide useful input on the sufficiency of ‘additional infrastructure’. This should already have been provided to MoE and both quantum and timing should be included in the draft Spatial Plan, not purely considered at Implementation Plan stage.</p> <p>Prior to the Implementation Plan phase starting the supply of growth model information created to inform the draft Spatial Plan would help to begin developing robust estimates of development capacity, timing and typology. For example, sharing of the information that fed into the Housing Development Capacity Assessment (eg. Appendix 3 Formative Model Process). The more granular work completed by each TA to build up to the Reasonably Expected to be Realised / Feasible Capacity discussed in section 7.5 of the HDCA may also enable much greater understanding for MoE. Similar information has been invaluable in other FDS processes to enable us to provide useful input as ‘additional infrastructure’ providers and as a Crown agency.</p>
258.22	Brendon Harre	<p>Considers there is a strong possibility that the limited residential capacity provided in in the MRT growth corridor will not be achieved though. Considers that by restricting development to such a degree this will be a signal to land bankers to hoard the building opportunity. Property owners within the growth corridor instead of seeing an opportunity to build may well have the view they hold a special no-lose lottery ticket whereby they need do nothing to achieve ever larger land value increases.</p>
258.23	Brendon Harre	<p>Only having one short growth corridor may also affect local politics — empowering local political entities, such as, resident associations. They may seek to protect the ‘status quo’ of the light rail suburban gentrification process. These residents’ associations might campaign to limit change in the built environment while privately being pleased about the amenity that light rail provides. If this sort of campaigning is successful, then the main change in the light rail suburbs will be rapidly escalating house and land values i.e., the \$4bn public investment in light rail will be capitalised into higher private property prices. The cost of light rail will be incurred by all rate and tax payers while the main benefits will be privatised to a relatively few property owners.</p>
258.37	Brendon Harre	<p>The Christchurch MRT transport project is a good development for the city and region. I am broadly in support of this project (despite a few concerns regarding the routing of stage 2). A large amount of work over several years has gone into its design. The MRT project capital cost at \$4bn is less expensive than the LGWM proposal for Wellington or Auckland light rail because no tunnelling is required.</p>
258.38	Brendon Harre	<p>Considers there is the possibility for New Zealand’s three largest cities to build three similar transport projects in the same investment period providing the possibility for achieving scale economies (buying the same type of MRT light rail units for instance) and achieving cost savings from implementing learnings from one project to the next.</p> <p>[See full submission for further details]</p>

264.9	Environment Canterbury Youth Rōpū	<p>The city spans a wide area and we believe a light rail system is vital in connecting this. We do however, have a concern on the details on whether some of our more damaged roads will allow for a rail such as this. Effort will need to be put into fixing roads and ensuring they are strong enough to support the implementation of rails. In particular, we are concerned with the quality of roads in areas such as Papanui, Riccarton, and Christchurch East.</p> <p>[Q1: Yes - roading]</p>
269.8	CRAIG LAMBIE	<p>This has been planned for 30 years, I thought these transport plans would have been included when the whole city centre was replanned after 2011 earthquakes. Who will fund this the rate payers, central government (tax payers) or continued overseas investment.</p> <p>[Q1: No]</p>
269.16	CRAIG LAMBIE	<p>The plan is for a mass transit network from Belfast to Papanui, through Merivale, over to Riccarton, then to Hornby. Never mind all the houses in the way, including Heritage buildings, they will have to go. This network will have high story housing, up to 10 stories, without garaging and storage facilities, along side the transit network. Do Merivale residents know about this - that there beautiful historical home could be bulldozed down?</p> <p>[Q4: No]</p>
272.10	Tim Lindley	<p>It is a bold and well thought through plan. The challenge is now how to get on with it and do it well.</p> <p>[Q5: Yes]</p>
273.7	School Strike 4 Climate	<p>looks good, but need tangible action.</p> <p>[Q5: Partially]</p>

274.21	Christchurch Civic Trust	<p>Pg 70 4.3 Focus and incentivise intensification of housing to areas that support the desired pattern of growth</p> <p>bp 2 Please explain what is meant by <i>A competitive public transport system to encourage mode shift.</i> Does this involve mandatory control of fares charged on public transport? Does this involve road pricing in any way? If so, under what authority is this to be implemented? Does this mean ratepayer revenue is deliberately used to make public transport cheap or free for specific groups of people at particular times of the day/night?</p> <p><i>How is it intended to ensure coordinated and aligned action across multiple agencies, to inform, prioritise and unlock investment, and drive collective accountability?</i></p> <p>Does such an ambition require new governance structures with this objective as a key mandate?</p> <p>If reliance on achieving this coordination is to remain with the present organisational oversight, what powers in law will be used to give effect to the level of compulsion, persuasion, or other means to achieve compliance?</p> <p>[Also coded to 8.1. Full Submission Available]</p>
281.15	Robina Dobbie	How can we possibly justify investing rate payer's money with the current tightening economy?
308.17	Rob Nicol	<p>The Draft Spatial Plan does not meet the NPS-UD implementation and review requirements for a FDS.</p> <p>The NPS-UD requires a FDS to include an Implementation Plan which must be updated annually (Clause 3.18). The Spatial Plan has no provision for updating the Implementation Plan, simply noting that progress on the proposed Joint Work Programme will be updated every two years.</p> <p>The FDS must be reviewed every 3 years (Clause 3.16) whereas the Draft Spatial Plan only commits to a review every 5 years.</p> <p>Ongoing monitoring and review is essential, and a firm written commitment as a minimum to the FDS mandatory review and updating requirements. The Spatial Plan needs to be a 'living' and flexible document if it has any chance of keeping pace and being responsive to urban growth needs in a fast changing world/receiving environment and in the context of some very significant and immediate environmental challenges (in particular climate change) and the focus of the entire urban form / future on one which will support costly and uncertain public transport initiatives including MRT.</p> <p>[Also recoded under 11.4.1]</p>
310.7	Richard and Geoff Spark	Considers that one potential 'fishhook' is how the intensification process is to be integrated with the timing of the MRT. For example between Papanui and Belfast (around 5.5 km) it is proposed to be distributed along the entire length. How long will it take to generate the necessary quantum of households to provide meaningful support to MRT, particularly with the existing roading connections available?

310.32	Richard and Geoff Spark	<p>The submitters agree that there has been traditionally heavy reliance on statutory instruments to implement past urban development strategies and a greater use of non RMA instrument is to be welcomed. However the Draft Spatial Plan appears to full short of the NPS-UD implementation and review requirements for a FDS. The NPS-UD requires a FDS to include an Implementation Plan which must be updated annually (Clause 3.18). The Spatial Plan has no provision for updating the Implementation Plan, simply noting that progress on the proposed Joint Work Programme will be updated every two years. The FDS must be reviewed every 3 years (Clause 3.16) whereas the Draft Spatial Plan only commits to a review every 5 years. This is to ensure there is integration with the Long Term Plans process under the Local Government Act. Ongoing monitoring and review is essential, along with frequent reporting. A written commitment should be included in the respective Long Term Plans with appropriate resources and budgets allocated to this function.to meet the FDS mandatory review and updating requirements. The Spatial Plan needs to be a ‘living’ and flexible document if it has any chance of keeping pace and being responsive to urban growth needs in a fast changing world/receiving environment and in the context of some very significant and immediate environmental challenges (in particular climate change).. The focus of the urban form and future is on one which will support costly and uncertain transport initiatives including MRT. This is not the most appropriate approach. It is one that may have costs that outweigh the benefits. It does not give effect to the NPS-UD nor ultimately the purpose of the Act. Consideration needs to be given to whether the RMA Schedule 1 process can deliver the outcomes sought, , and how e Plan will be impacted by the Act’s new structure and purpose.</p>
312.2	Trices Road Rezoning Group	<p>The submitter seeks to amend the Spatial Plan monitoring and review provisions to comply with the mandatory National Policy Statement – Urban Development (NPS-UD) i.e. the Implementation Plan must be updated annually and the Spatial Plan(which is a NPS-UD Future Development Strategy (FDS)) must be reviewed every three years, and any other alternative, additional or consequential amendments which give effect to the intent of this submission.</p> <p>[Full Attachment Available]</p>
313.16	Miles Premises Ltd	<p>The Draft Spatial Plan does not meet the NPS-UD implementation and review requirements for a FDS.</p> <p>The NPS-UD requires a FDS to include an Implementation Plan which must be updated annually (Clause 3.18). The Spatial Plan has no provision for updating the Implementation Plan, simply noting that progress on the proposed Joint Work Programme will be updated every two years.</p> <p>The FDS must be revied every 3 years (Clause 3.16) whereas the Draft Spatial Plan only commits to a review every 5 years.</p> <p>Ongoing monitoring and review is essential, and a firm written commitment as a minimum to the FDS mandatory review and updating requirements. The Spatial Plan needs to be a ‘living’ and flexible document if it has any chance of keeping pace and being responsive to urban growth needs in a fast changing world/receiving environment and in the context of some very significant and immediate environmental challenges (in particular climate change)and the focus of the entire urban form / future on one which will support costly and uncertain public transport initiatives including MRT.</p> <p>[Relevant submission points also recoded under 11.4.1]</p>
315.22	West Melton Holdings Ltd	<p>The Draft Spatial Plan does not meet the NPS-UD implementation and review requirements for a FDS. The NPS-UD requires a FDS to include an Implementation Plan which must be updated annually (Clause 3.18). The Spatial Plan has no provision for updating the Implementation Plan, simply noting that progress on the proposed Joint Work Programme will be updated every two years. The FDS must be revied every 3 years (Clause 3.16) whereas the Draft Spatial Plan only commits to a review every 5 years. Ongoing monitoring and review is essential, and a firm written commitment as a minimum to the FDS mandatory review and updating requirements. The</p>

		<p>Spatial Plan needs to be a 'living' and flexible document if it has any chance of keeping pace and being responsive to 11 urban growth needs in a fast changing world/receiving environment and in the context of some very significant and immediate environmental challenges (in particular climate change) and the focus of the entire urban form / future on one which will support costly and uncertain public transport initiatives including MRT.</p>
318.14	Andrew McAllister	<p>The Draft Spatial Plan does not meet the NPS-UD implementation and review requirements for a FDS.</p> <p>The NPS-UD requires a FDS to include an Implementation Plan which must be updated annually (Clause 3.18). The Spatial Plan has no provision for updating the Implementation Plan, simply noting that progress on the proposed Joint Work Programme will be updated every two years.</p> <p>The FDS must be reviewed every 3 years (Clause 3.16) whereas the Draft Spatial Plan only commits to a review every 5 years.</p> <p>Ongoing monitoring and review is essential, and a firm written commitment as a minimum to the FDS mandatory review and updating requirements. The Spatial Plan needs to be a 'living' and flexible document if it has any chance of keeping pace and being responsive to urban growth needs in a fast changing world/receiving environment; and in the context of some very significant and immediate environmental challenges (in particular climate change); and the focus of the entire urban form / future on one which will support costly and uncertain public transport initiatives including MRT.</p> <p>[Also recoded under 11.4.1]</p>
339.18	Fletcher Living	<p>The Spatial Plan recognises that it will be necessary to incentivise higher density residential living. The previous and now current Christchurch District Plan have provided for higher densities. While there had been some demand for this housing typology, recent experience indicates that demand is now tailing off. This indicates that unless there are significant incentives that the desired increase in density will not occur. It is not sufficient to enable this development. This is recognised in Direction 4.3 but no examples of this critical component for densification are provided or discussed.</p> <p>We agree that focusing growth away from hazardous locations and investing in infrastructure that reduces exposure and adapting urban areas by incorporating functional elements into the blue-green network can all help to reduce some of the risks. However, we note there does not appear to be any discussion or initiatives that considers managed retreat of existing development that is vulnerable with the next 30 years.</p> <p>Further clarity on implementation and delivery of the Spatial Plan is required. As currently drafted the implementation and delivery is vague and uncertain and it is not clear how each supporting agency will be involved and who is providing leadership on various initiatives, and where there is a coordinating agency in charge of implementation. It is equally uncertain how the development community will be able to take advantage of opportunities to partner with territorial authorities, the Greater Christchurch Partnership and Government Agencies on relevant initiatives.</p>

		[Q6. Also coded to 4.2 and 6.1.8. Full Submission Available]
340.29	Hughes Developments Limited	Further clarity on implementation and delivery of the Spatial Plan is required. As currently drafted the implementation and delivery is vague and uncertain and it is not clear how each supporting agency will be involved and who is providing leadership on various initiatives, and where there is a coordinating agency in charge of implementation. It is equally uncertain how the development community will be able to take advantage of opportunities to partner with territorial authorities, the Greater Christchurch Partnership and Government Agencies on relevant initiatives.
345.9	Trojan Built Property Holdings Limited	[Cross ref to evidence base - FDS] The Draft Spatial Plan does not meet the NPS-UD implementation and review requirements for a FDS. The NPS-UD requires a FDS to include an Implementation Plan which must be updated annually (Clause 3.18). The Spatial Plan has no provision for updating the Implementation Plan, simply noting that progress on the proposed Joint Work Programme will be updated every two years. The FDS must be reviewed every 3 years (Clause 3.16) whereas the Draft Spatial Plan only commits to a review every 5 years. Ongoing monitoring and review is essential, and a firm written commitment as a minimum to the FDS mandatory review and updating requirements. The Spatial Plan needs to be a 'living' and flexible document if it has any chance of keeping pace and being responsive to urban growth needs in a fast changing world/receiving environment and in the context of some very significant and immediate environmental challenges (in particular climate change) and the focus of the entire urban form / future on one which will support costly and uncertain public transport initiatives including MRT.

Other Feedback - See Sections 4.13 of the Officers Report

Point	Submitter	Position
76.13	Madeleine Price	Will our stormwater drainage systems need to be upgraded to cope with the watershed from increased rooftops and sealed street surfaces? Will the sewer systems cope adequately in high density areas? We do not want flooding and sewage failures in adverse weather. [Q2 - Yes infrastructure]
128.9	Kim McCracken On Behalf Of Brian and Anne Stokes	Refer Attachments: Attach 1 - Submission Statement Attach 2 - Submission on the WDC District Plan (Refer submission 211) Attach 3 - Submission on Variation No 1 to the WDC District Plan (Refer submission 214) Attach 4 - Our Space Consultation Nov 2018 - Woodend - Pegasus is identified as a key activity centre (Map attached)

		<p>Attach 5 - Waimakariri RR Development Strategy March 2019 (Map attached)</p> <p>Attach 6 - WDC District Plan Review (identified for preferred RR development)</p> <p>Attach 7 - Waimakariri 2048 District Development Strategy July 2018</p> <p>[Q5 - other feedback]</p>
234.16	Dianne Downward	<p>I also feel you need to update your question around ethnicity at the beginning of this questionnaire as there are huge gaps with nothing to represent me as a New Zealander and am forced to always put other.</p> <p>Our closest neighbour – Australia was missing, North American continent was missing and most glaring of all, there was no box to tick for New Zealander!</p> <p>There was one for ‘European New Zealander’ and one for Maori, Pacifica (detailing the various island nations), African, S American, Asian, Middle Eastern, but nothing for the many non Maori, non European people who have lived here for generations.</p> <p>Since the gold rush in the 1800’s there have been Chinese NZer’s and no box for them to tick.</p> <p>The generations of people whose ancestors came originally from England and Europe but identify as a NZer, no box for them.</p> <p>What of the very many NZer’s of mixed maori/non maori blood? why should they have to pick a ‘side’ when they are first and foremost NZer’s.</p> <p>There are also many new NZer’s who have worked hard and are proud to be citizens and then forced to tick a box which no longer represents them. Why?</p> <p>Most of all, I wonder why the need to divide people into different groups?</p> <p>Shouldn’t the focus be on uniting us all? Social cohesion?</p>
261.9	Jan Sintes	<p>The East is forgotten - how about consulting the community & making them part of this partnership.</p> <p>It seems we will only be informed of decisions once they have already been decided on - we would like to be listened to.</p> <p>[Q5: No - <i>in relation to appropriate consultation</i>]</p>
278.9	Anita Vulling	<p>We should improve the already existing infrascructure</p> <p>[Q2: No]</p>

Other Feedback > General - See Sections 4.13 of the Officers Report

Point	Submitter	Position
66.21	Andrew McDowell	The plan still needs to allow quick and easy private vehicle exit from the urban areas to access the wider outdoor pursuits that are part of Kiwi culture, the ocean, beaches, rivers, and mountains. However, again the UN agenda of removing private vehicle use is already

		<p>glaringly evident in towns and cities across New Zealand, without public consultation about the implementation, as seen by the prolific deployment of road cones restricting traffic flows and creating safety hazards they are meant to reduce, the ever decreasing inner town and city speed limits that are snarling up traffic flow and adversely affecting response times of the emergency services, and the increased number of judder bars again slowing traffic and increasing congestion. There is also the obvious removal of council owned parking, leaving a limited number of expensive private provider car parks, which negatively impacts businesses in these areas by making them less accessible to those travelling into these areas from further afield.</p> <p>[Q3a: Yes - <i>private vehicles and parking</i>]</p>
66.24	Andrew McDowell	<p>These six "opportunities" are taken out of the UN Agenda 2030. The councils represented here are responsible to their communities, not to central Government or the UN. These so called opportunities are racist, divisive, include woke ideologies that are contrary to scientific fact. Cultural and historic heritages of any race other than Maori have been excluded. This submission form is in English language, yet many Maori words are used without an English translation.</p> <p>[Q5: No]</p>
66.32	Andrew McDowell	<p>What community consultation has been undertaken to date regarding the community developments and the supporting infrastructure, including surveillance and control systems supported by AI?</p> <p>[Q5: No]</p>
66.33	Andrew McDowell	<p>Who determines what qualifies as an area of significant natural value, who determines this, and how much total area do we actually need or want of these areas. There may need to be more focus on not developing on land that is unsuitable for the proposed development to avoid the Christchurch Earthquakes Red Zones situation, or creating lakes that become a health hazard, such as Pegasus. On protecting productive food production land and the wellbeing of water bodies, start by addressing the constant dumping of toxic chemical nanoparticle via high altitude aerosol injection geoengineering operations that nobody is allowed to talk about or acknowledge, yet is clearly visible in our skies most days. It is poisoning our waterways, soil, the air we breathe, getting into the food chain, and even limiting food production due the the reduction in sunlight. Councils have a responsibility to monitor and control pollution, so should be all over this.</p> <p>[Q5: No]</p>
72.9	David Robinson	<p>c) The area under the airport noise boundary could be designated for light industrial so that some areas along the rail line can be rezoned for mixed use (any heavier industry could go to areas outside the groundwater recharge zone if it needs to relocate).</p> <p>[Q1: No]</p>
72.10	David Robinson	<p>b) Congestion tolls will be needed to reduce emissions (& VKT proxy) - again these work better with rail & rail based PnR</p> <p>[Q1: No]</p>
72.13	David Robinson	<p>With 1m pop, roughly 2x current pop the roads will be full. There is no room to expand them in the urban area. Congestion is nonlinear and will be >>> 2x with 1m pop</p> <p>[Q1: No]</p>
80.11	creative transitions to sustainable futures	<p>Sign-off and market the 1st Urban Great Walk (CHCH360Trail - Christchurch 360 Trail) and mark ancient trails through the region by symbolic planting of Ti Kouka and kowhai.</p>

		[Full Attachment Available]
80.12	creative transitions to sustainable futures	<p>Promote Greater Christchurch and the City of Golden Winters (capturing the amazing blaze of golden flowers of the very Canterbury kowhai that is increasingly evident in and around the city as planted trees come to fruition).</p> <p>Bush City in Cathedral Square that reflects all the habitats of lowland Canterbury, spilling out of the Chalice (bringing nature into the heart of the city, following the model at Te Papa on the Wellington waterfront).</p> <p>LIUDD - Sponge City – to acknowledge the need for hydrologically sound city planning. Community Gardens – ensuring no residual contamination.</p> <p>With all of the above – we are in a prime position to promote the greater city as a National Park City – an international concept developed out of London.</p> <p>[Full Attachment Available]</p>
80.13	creative transitions to sustainable futures	<p>Socio-cultural</p> <p>We can't be complacent after March 15 and, as stress and anxiety increase in community with associated loss of social cohesion, there is an urgent need to address the means of bringing people together and caring for each other, and watching out for and addressing pockets of alienation.</p> <p>A Plane Table in an elevated central city location that embraces the diversity of peoples and nature in the City – there is a model.</p> <p>Continuing to foster international connections through Sister Cities.</p> <p>[Full Attachment Available]</p>
80.15	creative transitions to sustainable futures	<p>Build a stronger “town and gown” relationship and, for instance, partner with research and engineering school to design (in conjunction with the impactful boating industry and expertise in the country) new generation, hi-tech, aerofoil-powered Sailing Ships to support the slow tourism model</p> <p>[Full Attachment Available] (below).</p>
80.17	creative transitions to sustainable futures	<p>Promote our region as multi-valued destination for slow tourism – that captures the above and markets a truly clean green, kind place. For instance, those who have actually done the chch360trail say “I’ve lived in chch all my life and never knew it has such riches”; “it’s better than the El Camino, and the Great Walks”; “it’s transformational” – at a time when an older demographic is wanting to have deeper, more meaningful experiences of the world that are not impacting the environment.</p> <p>[Full Attachment Available]</p>
81.13	Ross Marks	<p>Not at present, thanks.</p> <p>[Q6: No]</p>
91.17	Gareth Hunter	<p>I think we need better communication about why this plan is important. Especially at the moment with the cost of living crisis, I believe it is important to show the financial implications of this plan compared to continuing with the status quo, in addition to the social and</p>

environmental benefits and costs. I would love to live in a city where walking, cycling and using public transport is seen as something normal rather than being in the small minority.

And I would love to see the major cycle route network become a network and expand to 300km in the next 10 years.

[Q6: cross reference to PT]

115.2 Drucilla Kingi-Patterson

We may need a Vintage Rail Strategy to promote
Tourism using Bus, tram, rail, marine, air

Plus

Ambury → Ashburton rail trip

And then develop short fast rail

eg Christchurch Bus exchange to Lincoln

this also goes past Christchurch Hospital and Canterbury

plus support major cricket events

Vintage - Christchurch → Lyttelton.

We need a tourist transport Project to help promote
New Brighton. Double Decker Bus, tram, rail

We also need a transport option for Orana Park

eg Double Decker Bus, train, tram, rail

Transport needs to be more child friendly

		<p>IPA - The Time Machine Project 2018 - 2028</p> <p>work, education, health environment, housing, lifestyle.</p> <p>South Island New Zealand.</p> <p>[Full Attachment Available]</p> <p>[Coder note: This submission point relates to tourism opportunities.]</p>
117.9	Alice Holmes	<p>I've loved in various parts of Japan and have seen thow concrete jungle that can result from building up without proper planning for green space. There are a lot of tiny cheaply built apartments popping up in St Albans with very little thought for green pce or trees. Parking is also a problem. If we got all cars to stop parking on roads and instead required off street parking to be available that would probably be more effective at getting people to consider ditching their cars. In Japan you must prove you have a place to park before you can purchase a car. This will often be a private paid carpark in the neighbourhood. We have pople regularly parking on the footpath in St Albans because there is no room on narrow roads, I see this just getting worse with the increase of multiapartments with no garages. Public transport is nowhere near good enough yet for people to consider ditching their cars.</p> <p>[Q2: Unsure]</p> <p>[Coder note: This has been added <i>Other Feedback - General</i> as it relates to car parking]</p>
124.10	Tim O'Sullivan	<p>Missing from the draft plan is the need to create and support the religious life of the community by the provision of places of worship for religious communities. This may be a good thing as most religious groups do not need a spatial plan to help them plan their activities. However, the plan's narrative is entirely secular in its orientation when it seems to sum up life as to "live, work, shop,</p>

		recreate and socialise” (page 57). Worship is still a part of the lives of many people of Christchurch, and this should be acknowledged in the draft spatial plan. An important Christchurch cultural narrative is symbolised by the Cathedral in the Square.
126.30	Tim Frank	<p>Generally I am supportive of Priority Development Areas, but this focus comes a bit late. I work for an organisation that has substantial block of bare land zoned residential right in the centre of Papanui. Due to financial considerations (the money is running out) we will have to sell or develop this land in the next two years, starting now. We are considering a low-density development for senior citizens, because that's the best offer we have received. There is no incentive for any denser development in this area at the moment. The land will be locked away in this development for some time.</p> <p>[Q4: Yes]</p>
171.15	Summerset Group Holdings Ltd	The DGCSPP is intended to be reviewed every 5 years. Summerset supports such a review, however, considers that this should also be tied into a review of the relevant District and Regional planning documents (whatever the future form of these may be); and that the timing of the review and updating of the joint work programme should, at a minimum, coincide with such. The DGCSPP should also be explicitly integrated with the Long Term Plans for the three Councils (to enable infrastructure provision) and with any Council based planning on infrastructure and open space provision.
187.17	Waipapa Papanui-Innes-Central Community Board	<p>Christchurch has a complex history of being partly built on unsuitable land, much of which has since been red zoned, but with land drainage issues remaining, and only likely to get worse with climate change. It is thus considered that planning should be holistic and not overlook opportunities for stormwater management, including investigation of the use of permeable surfaces/rain gardens where applicable. Other forms of appropriately holistic thinking could include planning for: ecological corridors; retaining productive horticultural soils locally; supporting future cycle connections; and provisions that enhance community resilience in the face of emergencies, such as relevant evacuation routes (promoting the '4 Rs': reduction, readiness, response and recovery). In respect of maintaining the natural environment, how to avoid over-development in that part of the river corridor from the Avon Loop to Darlington (and other areas residents particularly value). Whether the green belt will truly help contain urban sprawl onto irreplaceable food growing soils. With regard to the Priority Development Areas, whether there is, as it appears, a risk of the East being inadvertently downgraded further</p> <p>[Full Attachment Available]</p>
197.17	Lynette Bay	<ol style="list-style-type: none"> 1. Immigration. Do you wish NZ or Christchurch to become another France where we become over run with young fighting age male mainly Muslim immigrants come here, do not integrate or get jobs and become disillusioned then cause problems when they perceive an injustice has been done to them. Immigration is fine but needs to be controlled. Where are we going to house these migrants when we can not house our growing of number of homeless people? Should immigrants be given priority over our own New Zealanders who live here? 2. I am not sure where you get your stats re population growth - is it from data or from modelling? Stats NZ talks about a 10% excess mortality rate happening right at this present time which points a different picture of decline in population rather than growth which is what this plan is about. Birth rates are down as well so population not being replaced like it once was as well. <p>[Q6. Also coded to 11.4]</p>
205.12	Karen Silvers	The questions above are very leading and will potentially scew the data collected.
213.11	John Gudgeon	<p>And get rid of the 5G towers. They have little to do with connectivity speed for most users but are needed for mind-controlling those who got covid-jabs and are now walking antennas. Yes, they show up on bluetooth with MAC addresses! And how about respecting bodily autonomy instead of shutting my children out of council libraries and swimming pools because they didn't get injected with an "experimental" bioweapon?</p> <p>Glyphosate and GMO food should be banned. They are dangerous.</p>

216.15	Glenis Youngman	<p>Really disappointed that all you are looking at are 15 minute city concepts and not at what is good for the city as a whole. To single out certain areas and ignore other areas shows how insincere your plans for the future are.</p> <p>I suggest that you reduce the rates being paid by rate payers in Eastern Christchurch as you have no ideas on how to develop it. Eastern Christchurch is treated like it is a nuisance to the Christchurch City Council.</p> <p>I expect a reduction in our rates now that we have to pay for excess water. We already pay for water once in our rates so is unfair that you add more water debt to our rates.</p>
222.8	Graeme McCarrison On Behalf Of Spark, Chorus, One NZ, FortySouth and Connexa	<p>Well-functioning urban environments</p> <p>Telecommunication and infrastructure including electricity is missing from the explanation of what contributes to a well-functioning urban environment. Core to any well-functioning urban environment is the infrastructure such as telecommunications and electricity on which the people and economy of Greater Christchurch dependent. Take away telecommunications and electricity the modern urban environment will not function.</p> <p>We recommend that the following be added to the meaning of a well-functioning urban environment. "Enable and support the provision of critical infrastructure, such telecommunications."</p>
237.13	Alastair McNabb	<p>No 15 minute city. No reckless wasteful spending of public funds on flavour of the month ideas. Try fixing the damaged roads and improving other such infrastructure. Using my money for your pet projects is theft.</p> <p>[Q6: Also recoded under 11.3]</p>
238.13	Jack Gibbons	<p>I do not believe that enough housing is being enabled or planned for. An important consideration is that the more is enabled, the lower the cost of each development opportunity, and the lower the marginal cost of housing.</p> <p>[Comment made in response to Q6 - also recoded under 6.1.7]</p>
250.11	John Maitland	<p>We need to remove racial distinction from New Zealand policies.</p> <p>[Q6]</p>
253.12	jo mcgregor	<p>The more people there are in a city, the more isolated people become. Crime goes up, quality of life goes down.</p> <p>Families are becoming fragmented.</p> <p>[Q4: No]</p>
255.15	Leanne Farrar	<p>Whakawhanake Kāinga Komiti who are these people, how were these people chosen, what are their qualifications to speak for ALL people in greater Christchurch area. Do they have any personal invested interests, are they unbiased, what is the ethnicity ratios of these people, who is paying them to make their statements.</p> <p>[Q6]</p>
256.9	Janice Antill	<p>I strongly disagree with anything that destroys the old established character and buildings of Christchurch.</p>

		<p>I strongly disagree with high rise, high density housing which alienates Christchurch residents and is designed for a huge immigration of men from overpopulated countries where there is an imbalance of men to women.</p> <p>[Q2: No]</p>
256.10	Janice Antill	<p>I support Christchurch existing living, where people in Christchurch can grow their own gardens and have pets and hens.</p> <p>I note that Christchurch City Council has had no regard for the green spaces around Styx Mill Road where productive land is now filled with housing.</p> <p>So no regard was taken here of green spaces and productive horticultural areas!</p> <p>Christchurch citizens have traditionally lived in a very environmental and ecological way. They have lived in harmony with nature.</p> <p>They have not overpopulated.</p> <p>I do not support a huge influx of new immigrants in Christchurch as the WEF and the United Nations are proposing for Christchurch.</p> <p>[Q2: No.]</p>
256.14	Janice Antill	<p>I totally disagree with all aspects of this spatial plan.</p> <p>Christchurch does not need more population, particularly as the job has injured and made young New Zealanders infertile.</p> <p>We do not need a huge influx of overseas immigrants.</p> <p>[Q6]</p>
257.14	shaun white	<p>I have seen variants of this Plan being implemented in the UK and other Countries and the general consensus seems to be that it is Controlling in it's very nature, restricting movements of individuals, creating condensed low quality housing in Cities and damaging/removing Rural Communities.</p> <p>[Q5: No]</p>
257.15	shaun white	<p>I do not see how a United Nation plan based around Green Agenda adopted by Local Governments can benefit New Zealand a country which has very low impact on Global Emissions.</p> <p>[Q6]</p>
258.35	Brendon Harre	<p>The submitter would greatly encourage anyone considering New Zealand's infrastructure needs utilise the Commission to aide their thinking — especially the authors of the Greater Christchurch draft spatial strategy.</p>
259.10	John Antill	<p>I strongly disagree with anything that destroys the old established character and buildings of Christchurch.</p> <p>I strongly disagree with high rise, high density housing which alienates Christchurch residents and is designed for a huge immigration of men from overpopulated countries where there is an imbalance of men to women</p>

		[Q2: No. Also coded to 6.1]
259.12	John Antill	<p>I support Christchurch existing living, where people in Christchurch can grow their own gardens and have pets and hens.</p> <p>I note that Christchurch City Council has had no regard for the green spaces around Styx Mill Road where productive land is now filled with housing.</p> <p>So no regard was taken here of green spaces and productive horticultural areas!</p> <p>Christchurch citizens have traditionally lived in a very environmental and ecological way. They have lived in harmony with nature.</p> <p>They have not overpopulated.</p> <p>I do not support a huge influx of new immigrants in Christchurch as the WEF and the United Nations are proposing for Christchurch</p> <p>[Also coded to 5.1]</p>
259.13	John Antill	<p>I like the existing parks and character of Christchurch which have been established over the last couple of centuries for Christchurch citizens.</p> <p>This proposal would be an artificial construct imposed on Christchurch residents.</p> <p>This is all social engineering from top down.</p> <p>It has not taken any concern for Christchurch residents.</p> <p>[Q3b: No. Also coded to 5.2]</p>
259.16	John Antill	<p>I totally disagree with all aspects of this spatial plan.</p> <p>Christchurch does not need more population, particularly as the job has injured and made young New Zealanders infertile.</p> <p>We do not need a huge influx of overseas immigrants.</p> <p>[Q6]</p>
260.7	Landowners Group	<p>Its not as transparent as it needs to be. Will land be required by government acquisition to do this?</p> <p>[Q1: Unsure]</p>
260.12	Landowners Group	<p>How can you propose this when we have so many areas needing to be fixed? Again its not as transparent as it needs to be.</p> <p>[Q6]</p>

261.13	Jan Sintes	<p>The draft plan promotes the partnership of the Councils, Mana Whenua and Government agencies; however, I feel the main people, who are the residents within our communities, have been overlooked and should be part of this partnership. A lot of work seems to have gone into fostering this partnership, however nowhere do I see where our priorities and expectations have been identified.</p> <p>[Full Attachment Available]</p>
266.9	SSRA- South shore residents association	<p>SSRA are not unable to agree with the MRT route as it does not show any improved public transport to large residential areas of CHC - The entire Eastern area of Christchurch has not been included. New Brighton is a substantial village with a variety of services and should be seen as a locally important urban center. We believe that New Brighton should be designated as locally important. How does it encourage people to use cars less - when the extremities of the city are unserved by adequate public transport.</p> <p>[Q1: No - <i>in relation to the urban centres and towns</i>]</p>
269.17	CRAIG LAMBIE	<p>I feel this draft plan is not in the best interest of all the people of greater Christchurch and seems to be on the face of it favour a few.</p> <p>[Q5: No]</p>
269.18	CRAIG LAMBIE	<p>Kiwis love to get out and about and enjoy all the Canterbury and South Island offers and I think this will restrict our way of life and ability and freedom to do the things we can today.</p> <p>[Q6: N/A]</p>
270.8	Bridget Stokes	<p>There needs to be more public awareness of what is proposed- especially in the community areas mentioned. Had never heard of this before today - the last day for submissions - feels like it is being passed in the backdoor quietly, absolutely appalled by that. When you are affecting peoples homes, lives and communities you need to be far more open and transparent.</p> <p>[Q6: N/A]</p>
271.19	Joanne Zervos	<p>I am all for a partnership approach but this partnership must include residents. There have been a lot of plans made up without the input from local residents - river corridor, red zones, etc. The residents want to be included. They want certain areas retained as parks, roads retained, recreational spaces, community gardens, wetlands, trees, etc. The partnership approach throughout the document seems to totally neglect partnership you should all have with the residents.</p> <p>[Q4: Partially]</p>
275.17	Patrick Kennedy	<p>Fully agree with prioritising Te Tiriti obligations at long last. Recognising, and giving equal weight to, the significance of indigenous traditions, development and cultural values (rather than making them an afterthought) in our planning processes is vital to our maturing as a more equal society.</p> <p>[Q4: Yes]</p>
278.11	Anita Vulling	<p>These decisions should involve the citizens of Christchurch, involvement will create participation</p> <p>[Q5: No]</p>
281.8	Robina Dobbie	<p>I believe there are a lot of things this council needs to sort out before heading down the path of this idealistic Christchurch Spatial Plan</p> <p>[Q6]</p>
281.11	Robina Dobbie	<p>Fix the city issues before escalating our city growth.</p>

281.17	Robina Dobbie	Our city was a wealthy city and due to underinsurance by the CCC we have been slow to recover from the 2010/11 earthquakes. The under insurance was a decision made by this council from members dreaming and gambling with city assets yet here we go again dreamers making irresponsible decisions.
281.21	Robina Dobbie	Where did these plan ideas come from? Europe? We do not have the population nor the culture for these ideas to work here on such a sudden basis.
281.27	Robina Dobbie	I believe there are a lot of things this council needs to sort out before heading down the path of this idealistic Christchurch Spatial Plan.
283.14	George Bluck	I do not agree with the draft spatial strategy, it is all very vague. Especially around the minimization and protection from natural disasters and climate change. This plan is heavily Maori focused, why is there no room for European cultural heritage? [Q6] <i>[Coder note: This is the whole submission point under Q6. The aspect around European Cultural Heritage has been coded to Opportunity 1]</i>
290.13	Andrew Sprouse	Surely some of the red zone could be reused for housing giving people green spaces to live in, not as the blocks of flats that are being built now with little or no outdoor space? [Q6]
291.13	Joe Holland	because we are all created equal and these six areas seek to control the people. Again they link to the UN Agenda 2030, they look to limit where we can live, how we live our lives and our freedoms including our freedom of movement. I cannot and will not support this. Our lives need greater freedoms not intensification that limit our ability to support our families. [Q5: No]
292.11	Donna Rurehe	Something is off! [Q6]
294.13	Michael Blewett	The general nature of these proposals is limiting freedom of choice for people on their movements and living situation and locations for such a small population it is unnecessary and the lack of public consultation via referendum is disturbing. [Q6]
297.15	Fiona Bennetts	Change is hard, and a lot of people who drive everywhere simply cannot see another way of moving about. We need to show them that public and active transport are the future of transport, and that cars are a luxury but not a right or necessity of life. We are a small city, but we are growing rapidly. Lots of small cities do amazing things with walking and cycling networks as well as public transport and some space for private vehicles. Change is inevitable. The current way of living (low density, urban sprawl, car-centric roading) is not sustainable in any city in the world in these Climate and Biodiversity crises. We must change how we live. no-one is exempt. [Q6:]
298.13	Jane McKenzie	Your plan declares the Cultural needs of Maori have been overlooked pg 68. What happened to One People, One Nation. There are 16% Maori in New Zealand and about 36% Chinese apart from other nationalities or ethnicities. Christchurch is made up of Many nationalities/cultures with more coming. There are 1,500 Syrians arriving per year with

		<p>a three year renewal on that amount, so why the segregation. No one has been hard done by in Christchurch. We are One People who look after each other and Maori have not been overlooked in anyway.</p> <p>[Q4: [Coder note: No response]]</p>
298.15	Jane McKenzie	<p>I was told of this Greater Christchurch Spatial Plan on Thursday 20th July 2023 with only three days to present a submission, which really is rather poor.</p> <p>While the pictures look pretty, the excessive amount spent on designing the website and booklet might have been better spent in letter drops to the residence living in the areas affected by the Plan, as very few people knew about it.</p> <p>Because I became aware of this, today I door knocked and spent many hours walking in the rain talking to the residence of Papanui Rd, who I might add were absolutely shocked they had not been informed since it was going to affect them directly.</p> <p>[Q6]</p>
314.15	Red Spur Limited	<p><u>NPS-UD</u></p> <p>As acknowledged in the background document assessing alternative growth scenarios, the proposed Spatial Plan is a Future Development Strategy as required under the NPS-UD which does not meet the mandatory requirements of the NPS-UD. It doesn't provide for sufficient development capacity in Selwyn and Waimakariri.</p> <p>In addition, it will not meet the NPS-UD requirement for planning decisions to contribute to well functioning urban environments – in terms of Policy 1, it will not</p> <ul style="list-style-type: none"> - have or enable a variety of homes that: <ul style="list-style-type: none"> (i) meet the needs, in terms of type, price, and location, of different households (1a) - support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; - support reductions in greenhouse gas emissions to any greater extent than other growth scenarios (a mix of consolidated and dispersed growth) which meet all the other requirements of the NPS-UD including providing at least sufficient development capacity for housing and business land. <p>It simply cannot proceed in its current form as it will be not give effect to higher planning documents, specifically the NPS-UD.</p>

		<p><u>Maps 2 and 14</u></p> <p>The Spatial Plan does not meet the requirement for a FDS to spatially identify the 'broad locations' in which at least sufficient development capacity for housing and business land will be provided over the long term, in both existing and future urban areas. Maps 2 and 14 only show existing urban areas and approved rezonings, and is cadastrally based rather than showing broad locations. It continues the current CRPS approach of applying a firm immoveable Metropolitan Urban Limit. Decisions on private plan change for rezoning in Selwyn District have consistently found that this is in direct conflict with the NPS-UD direction and associated guidance documents.</p> <p><u>Implementation</u></p> <p>The Draft Spatial Plan does not meet the NPS-UD implementation and review requirements for a FDS.</p> <p>The NPS-UD requires a FDS to include an Implementation Plan which must be updated annually (Clause 3.18). The Spatial Plan has no provision for updating the Implementation Plan, simply noting that progress on the proposed Joint Work Programme will be updated every two years.</p> <p>The FDS must be reviewed every 3 years (Clause 3.16) whereas the Draft Spatial Plan only commits to a review every 5 years.</p> <p>Ongoing monitoring and review is essential, and a firm written commitment as a minimum to the FDS mandatory review and updating requirements. The Spatial Plan needs to be a 'living' and flexible document if it has any chance of keeping pace and being responsive to urban growth needs in a fast changing world/receiving environment; and in the context of some very significant and immediate environmental challenges (in particular climate change); and the focus of the entire urban form / future on one which will support costly and uncertain public transport initiatives including MRT.</p> <p>[Q6: Full Submission Available]</p>
327.22	Birchs Village Limited and WDL Enterprises Limited	Prebbleton is notably excluded from areas to Protect and Avoid (Map 5) (c.f. with the identified growth area of Hornby which is covered by an area to Protect and Avoid).
328.4	Toni Pengelly	MAY I RESPECTFULLY REMIND THE COUNCIL AND ITS BUREAUCRATS THAT YOU ARE ELECTED AND EMPLOYED TO SERVE THE RESIDENTS OF THIS CITY NOT AN INTERNATIONAL NON- ELECTED AND UNACCOUNTABLE ORGANISATION. [Full Attachment Available]

332.6	Lyttelton Port Company Limited	<p>Maps - General</p> <p>As a general comment, LPC seeks that the draft Spatial Plan maps and legends consistently identify all three of LPC's sites. The Port and the Inland Ports are all critical to the integrated freight network in Greater Christchurch and cannot be distinguished in a functional or operational sense. Furthermore, it is important that the maps are displayed at the correct scale to ensure LPC's assets are clearly visible to readers of the draft Spatial Plan.</p> <p>[Full Submission Available]</p>
332.16	Lyttelton Port Company Limited	<p>Interplay between Objectives and Directions</p> <p>LPC observes that some sections of the draft Spatial Plan will conflict in certain contexts. For example, the Port is located in and is functionally dependent on the coastal environment. There is unavoidable interaction between the needs of Port infrastructure and the broader management of environmental or cultural values associated with the coastal environment. LPC continues to fulfil its environmental obligations and continues to work with the tangata whenua on various issues, but the bottom line is that the Port is a highly modified part of the coastal environment. Likewise, LPC would be concerned if external decisions were made on how best to manage natural hazards both at the Port and the Inland Ports. LPC is well cognisant of these issues. At present, the draft Spatial Plan does not appear to contemplate these interactions. LPC suggests that one solution is to add a new section with text addressing the interaction between the various Opportunities and Directions.</p> <p>[Full Submission Available]</p>
332.23	Lyttelton Port Company Limited	<p>'Key Business Area'</p> <p>The Port of Lyttelton is identified as a "key business area" in the proposed network of urban and town centres. LPC is concerned, in the first instance, that the list omits the Inland Ports which cannot be functionally or operationally separated from activities at the Port. Furthermore, LPC considers that its activities do not sit comfortably in this category. The Port and the Inland Ports are strategic infrastructure with national economic and social importance and LPC is concerned that notation as a "key business area" undersells this importance.</p> <p>LPC seeks a new type of "centre" for strategic infrastructure where the purpose would reflect the nature of those activities as explained in LPC's submission.</p>
349.18	Susanne Antill	<p>Christchurch citizens have traditionally lived in a very environmental and ecological way. They have lived in harmony with nature.</p> <p>They have not overpopulated.</p> <p>I do not support a huge influx of new immigrants in Christchurch as the WEF and the United Nations are proposing for Christchurch.</p> <p>[Q3a: No]</p>
363.4	Richmond Residents' and Business Association	<p>Consideration should be given to a facilitation process which enables a linking up of urban communities (suburban) to provide opportunities for discussing common concerns, and for the implementation of common ideas for continued development of each area. This would provide valuable cross-community participation, help maintain a sense of holistic unity in any wide regional planning and contribute to successful Greater Christchurch/local Council/community group government plan delivery.</p>

		[Full Attachment Available]
364.3	Alan Grey	<p>Manipulative language of the plan. The plan, as presented and in its marketing and solicitation of feedback, is based on strong rhetorical propaganda. By this, I mean that a variety of rhetorical devices are used (e.g., describing only its perceived benefits in glowing terms) and designed to reduce any opposition to the plan. This is especially problematic when youth are targeted for feedback, as they apparently have been (see p.5), for they are much more inclined to accept statements uncritically and be susceptible to manipulation by language, aside from the fact that their sheer youth places them in a position of poorly understanding the nuances and complexity of issues in the real world.</p> <p>[Full Attachment Available]</p>
365.5	H. Marsh	<p>The first point becomes a racially divisive statement, like so many recent policies. Why is that? Why Maori land only, and not land that belongs to New Zealanders who haven't chosen to identify as Maori?</p> <p>[Q5: No]</p>
365.7	H. Marsh	<p>The stealing of property is already evident by the impossible costs of homes and rates, compared to wages. I would have to consider this has been a gradual and deliberate manipulation to ensure people will become comfortable being given one of your homes in return for a microchipped social credit existence. First create the problem, then offer the solution. We all know what that means, and when that last happened. I refer to the creation of an illness to create forced mrna vaxes (chipped and gene altering) on an unawakened community, and make existence impossible without compliance. What that achieved was to3make a society reliant on pharma products due to their ill health, and sterilised the next generation of children. So there is likely not going to be a population growth. If the effects of the vaxes become real, it will be reverse.</p> <p>This is not supporting our children's futures, nor our grandchildren's - for at least those who will be able to safely produce children! It is controlling them into a microchipped social credit system that most can't yet imagine exists. Do your homework and know the truth about the intention for controls and removal of all human rights and properties as we know them. What world do you want to live in, and your children to inherit? Think carefully. Are you aware of the kind of people who will controlling those "institutions"? Do you realise this is the new Auschwitz plan</p> <p>[Q5: No]</p>

Infrastructure - See Sections 4.10 of the Officers Report

Point	Submitter	Position
115.5	Drucilla Kingi-Patterson	<p><u>Note</u></p> <p>Having read the report there is a lack of consideration that we have a ageing population with high medical needs requiring better housing needs plus better access to regular ongoing medical care. Plus the infrastructure and staff to provide medical care. This must be high in planning rail</p> <p>You may also find one in fire workers is also a career</p> <p>There is also limited consideration of pet owners living in these areas and transport plus facilities required. This will affect housing</p> <p>[Full Attachment Available]</p>
126.28	Tim Frank	<p>The protection and development of the freight network is important. In particular more freight should be transported by rail. This should not impede the development of regional passenger rail, rather a restoration of formerly double-tracked lines and further measures to increase the capacity of railway lines. The railway line between Islington and Rolleston was double-tracked until the 1990s, when it was converted to single track to save on maintenance. The railway track through the city is also partially used on one track only, even though the second track is still present. This could easily be re-activated to increase capacity. Space needs to be protected for additional capacity.</p> <p>[Q6 - N/A - in relation to freight]</p>
146.9	Michael de Hamel	<p>If the population is to grow as expected, then there will be a need for a tertiary education provider in North Canterbury, either as a stand-alone institution or as a branch campus. Even now the area is one of the most under-served in this respect in the country. This will save many trips through to Christchurch, and all the lost time and productivity involved. It will also under-pin future business and population growth in the area.</p>

		[Recoded from Attachment]
146.15	Michael de Hamel	<p>Known risk of energy disruption</p> <p>Remember the difficulty in getting fuel to Christchurch in the immediate aftermath of the earthquakes? The problems caused in the eastern areas of Christchurch when underground electric cables were damaged in the earthquakes? The disruption in NZ air travel when the pipeline from Marsden Point to Auckland airport was damaged?</p> <p>At present Greater Christchurch's energy supplies are pretty much in two baskets – the oil storage depot on reclaimed land and very close to sea level in Lyttelton and the Islington electricity substation which is in the path of a Waimakariri outbreak and of fires driven by either nor-west or south-westerly winds.</p> <p>An 'inland port' serving liquid fuel needs is needed, probably in North Canterbury (perhaps served by rail from Lyttelton or Picton). A second full-size National Grid connection is also needed, probably to the north of the City, with a switching station to match and back-up the Islington supply to Christchurch.</p> <p>[Recoded from attachment - other risks recoded under natural hazards, climate change, and general comments.]</p>
146.19	Michael de Hamel	<p>Known risk of communications failure</p> <p>One of the critical factors in the response to the Christchurch earthquakes and to Cyclone Gabriel was the loss of communications. Landlines were damaged, and undamaged cell sites were overloaded. Many cell sites did not have back-up generators, and they did not have the wiring needed to be plugged into a portable generator. Those with generators fairly quickly ran out of fuel. There are also risks from natural and unnatural disruption to electronic networks, ranging from sun-derived electromagnetic pulses to sabotage. Communications include personal and goods movement which are also liable to disruption from many causes.</p> <p>The Spatial Plan needs to include clear back-up routes down which communications can be re-established following disruption. These may include existing communications 'corridors', but might also include 'shortcuts' between population and business centres. These routes would be usable for copper cables and perhaps small vehicles such as quad bikes. Even quite a narrow 'high-elevation' bridge (perhaps also used for a transit system) across the Waimakariri near McLeans Island would insure against the difficulties presented by the current Waimak bridges being taken out.</p> <p>[Recoded from attachment - other risks identified by submitter have been recoded under 11.2.1, 4.1 and 2.2.]</p>
146.23	Michael de Hamel	<p>Known risk of pandemic</p> <p>The Covid pandemic has shown how important it is for communities to be able to operate in relative isolation from others. Even a small amount of staggering of infection can result in a huge reduction in peak demand for health services, for example.</p> <p>The Spatial Plan needs to help by enabling communities to have all essential services, and as many as possible of the nice-to-have ones available locally, so that people don't have to travel as much and risk spreading or picking up infection. This may be as simple as</p>

		<p>requiring developments such as Pegasus/Ravenswood to have medical centres, a local council office and perhaps library, and to make sure that such services are retained in places like Kaiapoi and Lyttelton.</p> <p>[Recoded from attachment - other risks identified have been recoded under natural hazards, climate change, and infrastructure.]</p>
171.7	Summerset Group Holdings Ltd	<p>The protection of strategic infrastructure. Strategic infrastructure identified on Map 9 includes land within the 50 and 55 dBA 'noise control zones', special purpose infrastructure zones, port operations and port influence, local and national grid powerlines, and State Highway and road corridors.</p> <p>Text associated with Map 9 refers to the 'avoidance' of urban development around strategic infrastructure 'to ensure the safety and wellbeing of residents, and to safeguard the effective operation, maintenance and potential for upgrades of this infrastructure'. Current legislation does not provide for the outright 'protection' of strategic infrastructure nor direct urban development to 'avoid' such areas. Summerset considers that this is an overly generic way of approaching this matter and does not reflect the ability to mitigate the effects of development through mechanisms such as noise insulation and careful site planning.</p> <p>Further, the reference to 'potential for upgrades' of such infrastructure provides no certainty as to the associated implications of this 'opportunity'. Summerset reserves the right to comment on such matters, including any revisions of the air noise contours identified in the DGCSP.</p> <p>Summerset considers that a high-level assessment of strategic infrastructure within the region, and its associated requirements in the short, medium and long term, should be undertaken and made available to the public prior to the Greater Christchurch Spatial Plan becoming operative. This would provide the public with an opportunity to have visibility over this matter and enable a more informed assessment of the potential implications of such.</p>
171.13	Summerset Group Holdings Ltd	<p>Summerset acknowledges that infrastructure investment is a complex challenge that requires a good understanding of development needs in the short, medium and long term. However, while often new greenfield developments have higher infrastructure costs upfront in the short term, which are then paid for over time through development contributions, it can provide more significant and cost-effective benefits over the longer term.</p> <p>In many cases, brownfield development can be subject to the same, or more significant infrastructure constraints. Many brownfield areas are already over-capacity, which may impact their feasibility for future upgrades (and therefore, tying into the development capacity of an area), and these should all be factors that urge Council to exercise more nuanced decision-making in relation to infrastructure investment. The end result of such an approach of favouring infill development (as proposed under the DGCSP), may again lead to perverse outcomes from an infrastructure perspective, whereby old assets are attempted to be upgraded solely to try and keep up with capacity only to be at the mercy of what is an aging asset. A balanced and nuanced approach better serves growing cities.</p> <p>[See full Attachment.]</p>

204.4	Board of Airline Representatives New Zealand Inc	<p data-bbox="520 99 882 126">RESPONSE TO THE SPATIAL PLAN</p> <p data-bbox="520 168 1848 228">The Spatial Plan presents a useful opportunity to provide overall direction regarding the location of appropriate residential development on land surrounding airports.</p> <p data-bbox="520 342 1990 500">Such direction is consistent with the National Policy Statement – Urban Development’s objective to deliver quality urban environments. A key aspect of delivering quality urban environments is ensuring that such environments are not adversely affected by, or in conflict with, the effects of airport operations. Airports provide a good example of the importance of location for ensuring quality environments and the amenity and wellbeing of communities. High-density developments located too close to airports are likely to have poor amenity and wellbeing outcomes due to the effects of aircraft noise.</p> <p data-bbox="520 610 1982 703">Many airports, including Christchurch Airport, are surrounded by land that is typically considered as greenfield area, on the outskirts of urban centres. This is purposeful planning, to minimise the adverse effects generated by airports on neighbouring activities by creating a "buffer" of less sensitive rural land.</p> <p data-bbox="520 813 1976 938">As drafted, the Spatial Plan “Part one - areas to protect, avoid and enhance “specifically recognises the need to protect strategic infrastructure and that urban Development should be avoided around strategic infrastructure to ensure the safety and wellbeing of residents and to safeguard the effective operation, maintenance and potential for upgrades of this infrastructure. Christchurch airport is recognised as part of the region’s key strategic infrastructure. BARNZ strongly supports this provision.</p> <p data-bbox="520 980 1946 1073">However, the direction which follows, which includes matters such as avoiding development in areas with significant natural values, fails to carry through this matter and accordingly, to appropriately recognise the need to also avoid urban development around strategic infrastructure.</p> <p data-bbox="520 1183 1961 1211">Beyond the reference on page 60 of the document there is no further reference to this key driver of appropriate urban development.</p> <p data-bbox="520 1253 1988 1313">This is a significant oversight and for the reasons outlined in the first part of the submission, and in part one of the Strategic Plan, needs to be rectified.</p> <p data-bbox="520 1356 1946 1481">Better recognition for significant infrastructure and its relationship with future urban development in the directions section of the Strategic Plan would assist in informing and guiding the community and relevant planning documents about the extent to which the location and development of noise sensitive activities is inappropriate within the noise control zones associated with Christchurch Airport.</p>
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		[See full Attachment. Also recoded under 11.2.1]	
218.19	Christchurch International Airport Ltd	<p>Opportunities, Directions and Key Moves (pages 30-31)</p>	<p>CIAL has a number of general comments in relation to the framework of the draft Spatial Plan, namely the Opportunities, Directions and Key Moves:</p> <ul style="list-style-type: none"> • CIAL generally supports the approach of outlining Opportunities, Directions and Key Moves. • CIAL’s sustainability strategy is particularly aligned with Opportunities 3, 5 and 6. The six key kete (pillars) of CIAL’s sustainability include climate, energy, biodiversity, water and noise and circularity and this complements the high-level direction in the draft Spatial Plan.
			<ul style="list-style-type: none"> • CIAL considers that there needs to be express reference in the Opportunities to the enablement of infrastructure, otherwise the draft Spatial Plan will be missing the strategic direction required to provide and protect infrastructure in the context of the growth of Greater Christchurch. • CIAL considers that it should be made clear that there is no hierarchy between the Objectives and the provisions that flow from them. As drafted, there may be interpreted to be a natural hierarchy due to the order of the Opportunities and the language used. • Under Opportunity #5 (albeit noting that CIAL considers infrastructure should form an Opportunity in and of itself), the text should be expanded to refer to both the “enablement” and “protection” of infrastructure, to recognise the important role it plays, and will play, in the future growth of Greater Christchurch. • Under Opportunity #6, CIAL considers that reference is required to public transport to key nodes (such as Christchurch Airport) and that a more expanded reference is required in respect of the Greater Christchurch freight network. • CIAL considers that infrastructure should form its own Key Move, given the importance of adequate, resilient and future-proofed infrastructure to the growth of Greater Christchurch.
		[Full Submission Available]	
		<p>A strengthened network of urban and town centres (page 35)</p>	<p>Christchurch Airport is included as a “Key business area” in the proposed network of urban and town centres.</p> <p>As outlined in CIAL’s submission, CIAL considers that this underplays the unique and important role of Christchurch Airport and the social, environmental and economic benefits that the broader Christchurch Airport campus brings to Greater Christchurch. On this basis, CIAL considers that Christchurch Airport should be recognised in the draft Spatial Plan as a Key Transport, Energy and Employment Node.</p>
		[Full Submission Available]	

220.15	Ministry of Education	<p>Ministry position: The following are some high-level comments on the state of the network that may require additional planning and investment. These should not be considered detailed responses or adequate to answer the questions on the sufficiency of ‘additional infrastructure’ required by the NPS – UD. Greater detail on the constraints and opportunities here can only be developed when further detail on development is provided, and this is a necessary step in understanding the sufficiency of ‘additional infrastructure’ and promoting integrated planning.</p> <p>In general, the growth proposed in the draft FDS and through the MDRS will place pressure on the education network servicing the central city and surrounding suburbs. Work is currently underway by MoE to increase the capacity of the education network in a number of the growth areas indicated in the draft Spatial Plan. These include multiple projects currently underway or planned in Rolleston, Lincoln and the South-west of Christchurch.</p> <p>Decision sought: As per the FDS section below we request greater engagement with MoE on areas of growth and change, to inform the ‘additional infrastructure’ components of the draft Spatial Plan. It is not possible to provide input on the draft Spatial Plan at present in this regard without an understanding of the quantum, type and staging of development that may occur.</p> <p>Another focus will be on the MRT project and the areas / centres that are likely to be activated by this. It is important to understand its timing and planning and likely impacts on both development and accessibility. We welcome greater engagement on this project alongside the PDAs to ensure integrated planning and delivery across agencies.</p>
220.19	Ministry of Education	<p>Ministry position: While the Greater Christchurch partnership has consulted with MoE as a Crown Agency as per some of the requirements of the NPS – UD (3.15.2b) there are other areas that could be significantly improved. This will ensure that urban development will be integrated with infrastructure planning and funding (NPS UD – Objective 6), achieve integrated land use and infrastructure planning (Policy 10 b) and additional infrastructure is available to service development capacity (3.5.1, 3.15.2d).</p> <p>The need to address ‘additional infrastructure’ requirements under the NPS UD is essential to achieve well-functioning, sustainable and thriving urban areas. This has been acknowledged in both the August 2022 update on Urban Form Scenarios (Greater Christchurch Spatial Plan and Mass Rapid Transit Indicative Business Case Briefing) at Focus 2 of Next Steps, as well as in the Greater Christchurch Housing Development Capacity Assessment (March 2023). The latter capacity assessment indicated the need for a Phase 2 Housing Capacity Assessment to satisfy the ‘additional infrastructure’ requirements of the NPS – UD (pg.55).</p> <p>This Phase 2 Housing Development Capacity Assessment has not yet occurred but is critical to undertake to provide MoE the information needed to effectively input to the draft Spatial Plan at this level. The current TA level of capacity provided by this assessment and outlined in the draft Spatial Plan enables the Partnership to judge overall capacity but does not provide a useful level of detail in terms of development quantum, type or timing to assist providers of ‘additional infrastructure’.</p> <p>Decision sought: We consider engagement with additional infrastructure providers to be a fundamental requirement of an FDS, to give clarity for infrastructure providers, and help to achieve the aims of the draft Spatial Plan. Given the detail required this may need to occur at a sub-TA or corridor level (including centres) to understand the capacity allocation, staging (Short / medium / long term) and</p>

		<p>typologies required to deliver 170,000 people and 77,000 dwellings over the 30-year horizon. While the towns and centres planned for growth have been identified along with indicative densities there is no information on the quantum of this growth allocated and the timing specific to these areas. Without this information even at a high level MoE cannot provide useful input on the sufficiency of 'additional infrastructure'. This should already have been provided to MoE and both quantum and timing should be included in the draft Spatial Plan, not purely considered at Implementation Plan stage.</p> <p>Prior to the Implementation Plan phase starting the supply of growth model information created to inform the draft Spatial Plan would help to begin developing robust estimates of development capacity, timing and typology. For example, sharing of the information that fed into the Housing Development Capacity Assessment (eg. Appendix 3 Formative Model Process). The more granular work completed by each TA to build up to the Reasonably Expected to be Realised / Feasible Capacity discussed in section 7.5 of the HDCA may also enable much greater understanding for MoE. Similar information has been invaluable in other FDS processes to enable us to provide useful input as 'additional infrastructure' providers and as a Crown agency.</p>
222.5	Graeme McCarrison On Behalf Of Spark, Chorus, One NZ, FortySouth and Connexa	<p>Telecommunications is a critical infrastructure providing digital services essential to a well-functioning urban environment. This is generally well stated in Opportunity 5.3.</p> <p>Recognise the role telecommunications beyond Opportunity 5 related to 'providing space for business and the economy to prosper in a low carbon future'. Telecommunications is essential in supporting resilience to the impacts of natural hazards and climate change (Opportunity principle 2); providing choices for supporting the movement of people and goods and enabling access to social, cultural and economic opportunities (Opportunity 6). Communications providers have a role in enabling and supporting all 6 Opportunities of the draft Spatial Plan.</p>
222.6	Graeme McCarrison On Behalf Of Spark, Chorus, One NZ, FortySouth and Connexa	<p>Telecommunications – critical infrastructure</p> <p>Telecommunications providers [refer to Appendix 1 of full Attachment] deliver critical communications infrastructure that connects communities, underpins key economic and social objectives and is a critical part of our response to climate change. Communications providers invest over \$1.5 billion every year to maintain existing services, add capacity and resiliency to existing networks and connect new communities.</p> <p>Some of the investment relates to the cost of relocating existing cell-sites because of the increasing densification of urban areas.</p> <p>In parallel, Spark, and One NZ are currently rolling out new 5G mobile networks, deploying over 1,000 new mobile sites and extending network coverage to regional communities. Connexa and FortySouth are essential partners in building the mobile network infrastructure. Chorus as a wholesale only provider of broadband services over fibre optic and copper networks. In late 2022 Chorus completed the final stage of the Ultrafast Broadband network build with fibre services now available to 87% of New Zealand addresses. Demand for fibre services continues to grow and Chorus recently connected their one millionth address to fibre. Chorus continues to expand its fibre network in urban and small rural settlements. Continuous network technology upgrades are needed to keep up with the increasing demand from consumers and businesses – exponential growth in the use of data is continuing and each year the amount of data handled by telecommunications networks roughly doubles. Chorus, Spark, One NZ, FortySouth and Connexa, along with other</p>

		<p>telecommunication providers, invest significantly every year in our networks to ensure New Zealanders have access to world class digital services.</p> <p>The mobile, wireless and fixed line/fibre services that Spark, Chorus, One NZ, Connexa and FortySouth provide are a key part of our national infrastructure. Mobile communications have developed into an essential and critical function, supporting New Zealanders in all aspects of their lives. It is worth explaining a couple recent changes to the how we build and provide network due to Spark, OneNZ and 2degrees selling most of their passive network to Connexa (Spark & 2degrees) and FortySouth (One NZ) are responsible for, building, owning, operating, and maintaining the mobile tower infrastructure which Spark, 2degrees and One NZ attach their network equipment. Spark, 2degrees and One NZ remain telecommunication network operators providing customers the opportunity for digital connectivity. The diagrams in Appendix 2 [see full Attachment] give a general understanding of what each organisation is responsible for and highlight the split between passive structures and the active components of the Spark, 2degrees and One NZ wireless networks.</p> <p>The influence of the telecommunications sector and its infrastructure is significant across the four dimensions of wellbeing: Economic, Social, Cultural, and Environmental. Mobil, wireless and fixed line/fibre infrastructure is critically important for the economy and peoples' wellbeing. Our services also allow consumers to contact friends and family, conduct business, be entertained, and engage with Government, medical, educational, and emergency services. Similarly, our sector will be a critical driver of productivity growth across the New Zealand economy in the near and long-term.</p>
222.7	Graeme McCarrison On Behalf Of Spark, Chorus, One NZ, FortySouth and Connexa	<p>Telecommunication important to Greater Christchurch</p> <p>We would like to take the opportunity to highlight the importance of telecommunications to Greater Christchurch.¹</p> <p>Telecommunications infrastructure is nationally, regionally, and locally critical. It is fundamental to digital transformation of private and public (both social and network) infrastructure. Telecommunication networks, wireless and fixed line are a critical part of enabling New Zealand to successfully respond to climate change, monitor and enhance the environments that New Zealander's love. These networks enable the gathering and generation of data to better understand and respond to changes, especially environmental changes which are occurring at pace. Telecommunication network technology is continually developing and changing to meet customer expectations for new, faster, and uninterrupted digital experiences wherever possible they are. The continual challenge is finding locations to increase the density of the telecommunication networks to meet the demand generated by growth and development.</p> <p>Well-functioning communities depend on recognising and planning for the all the core infrastructure including telecommunications, social infrastructure, three waters, transport/movement, and electricity. There are interdependencies between networks especially on electricity. Urban systems are interdependent for example a poorly community with poor connectivity generates car dependency, which leads to air pollution, high carbon emissions, obesity and other health issues, degradation of local amenity, anti-social behaviour and loss of natural habitat.</p> <p>Telecommunications and digital infrastructure are important for ensuring access for everyone including those who are vulnerable and disadvantaged. Ensuring that telecommunications networks are recognised, planned for, and constructed is critical part of planning for growth and development in the Greater Christchurch as telecommunications' shape places in ways that contribute to radical</p>

		reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage their use of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure. b. link people, enabling the flow of ideas and information. c. connect whānau, communities, business, enables new technologies and is becoming increasingly essential for accessing key services such as education, social, health, business, and government services. d. significantly contribute across the four dimensions of wellbeing: economic, social, cultural, and environmental.
271.8	Joanne Zervos	We also need to consider our ring roads and the links to our ports. [Q1 - Yes]
271.12	Joanne Zervos	Transport links to suburban homes and businesses need to be maintained and upgraded to allow linkages into this system. [Q2 - Yes]
281.10	Robina Dobbie	We still have issues with our infrastructure that have not been addressed from the 2010/11 earthquakes surely these need to be addressed first. How can we open up to immigration without fixing issues and completing existing unfinished infrastructure.
313.4	Miles Premises Ltd	We seek the following amendments to the Draft Greater Christchurch Spatial Plan (the Spatial Plan), and any other additional, consequential or alternative amendments which reflect and give effect to the intent of our submission and our interests: Protecting strategic infrastructure Appropriate measures should be applied Urban development should be avoided around strategic infrastructure to ensure the safety and wellbeing of residents, and to safeguard the effective operation, maintenance and potential for upgrades of this infrastructure. Key strategic infrastructure in Greater Christchurch includes Christchurch Airport, the Port of Lyttelton, the inland ports at Rolleston and Woolston, state highway and rail corridors, and the electricity transmission network (see Map 9). Reason: Consistent with Christchurch District Plan Change 5E decision which requires acoustic insulation for sensitive activities where noise levels exceed 55 dBA (railway noise) and 57dBA (road noise). The same approach i.e. managing noise effects on sensitive with acoustic insulation requirements should apply to airport noise. This is also the current operative District plan requirement for development subject to airport noise.
325.12	Transpower New Zealand Limited	Retain "Strategic Infrastructure" in the list of "Areas to protect" on page 51. Reason: Transpower supports the inclusion of reference to strategic infrastructure in the "areas to protect" column on the basis that the National Grid is included in the definition. It is inferred by the key on Map 9..
325.13	Transpower New Zealand Limited	Amend Map 5 to include National Grid assets. Transpower recommends that the National Grid extent should capture the subdivision corridors (in terms of the Proposed Selwyn District Plan, Proposed Waimakariri District Plan and the Operative Christchurch District Plan). Transpower is readily able to provide this data. Reason:

		The direction in Policies 10 and 11 the NPSET regarding land use and development in proximity to the National Grid is directly relevant to the FDS assessment of constraints. Given the higher order direction in the NPSET, the National Grid should be shown on the “Areas to Protect and Avoid” map.
325.14	Transpower New Zealand Limited	<p>Add National Grid to Map 5 “Areas to Protect and Avoid” (page 52).</p> <p>Reason:</p> <p>Given the national significance of the National Grid and the strong higher order policy direction regulating land use, subdivision and development in proximity to it, it should be shown on this map as strategic infrastructure to be protected.</p>
325.15	Transpower New Zealand Limited	<p>Amend final sentence on page 60 regarding “protecting strategic infrastructure” as follows:</p> <p>Key strategic infrastructure in Greater Christchurch includes is Christchurch Airport, the Port of Lyttleton, the inland ports at Rolleston and Woolston, state highway and rail corridors, and the National Grid and the electricity transmission distribution network (see Map 9).</p> <p>Transpower has assumed that this is the intended definition. The relief sought does not preclude an alternative definition if there are forms of infrastructure not covered here. In any event, the National Grid should be explicitly included.</p> <p>Reason:</p> <p>Given the national significance of the National Grid and the strong higher order policy direction regulating land use, subdivision and development in proximity to it, Transpower supports the text on page 60. That said, an amendment is proposed to clarify the difference between electricity transmission and distribution networks. Given that Map 9 appears to show both transmission and distribution networks (albeit with errors noted below), Transpower assumes that the intent is to reference both. “Electricity transmission network” as quoted in the document is only the National Grid.</p>
325.16	Transpower New Zealand Limited	<p>Amend Map 9 to correctly show the National Grid and amend the legend annotation and symbols to differentiate between the National Grid assets and electricity distribution network assets.</p> <p>Reason:</p> <p>There are errors on map 9 which appear to misrepresent the National Grid as “power lines”, confusing it with electricity distribution. Some National Grid assets are also completely omitted. Given the national significance of the National Grid and the strong higher order policy direction regulating land use, subdivision and development in proximity to it, it should be correctly shown on this map as a clearly requiring protection. This information can readily be obtained from Transpower’s open data website.</p>
325.17	Transpower New Zealand Limited	Add National Grid to Map 14 “Broad locations of housing and business development capacity” (page 79).

		<p>Reason:</p> <p>Given the national significance of the National Grid and the strong higher order policy direction regulating land use, subdivision and development in proximity to it, it should be shown on this map as clear constraint to development of identified broad locations of housing and business development capacity..</p>
325.33	Transpower New Zealand Limited	<p>A significant resource management issue in Greater Christchurch and across New Zealand is inappropriate development, land use and subdivision in close proximity to existing National Grid transmission lines, which can compromise its operation, maintenance, development and upgrade. Under the NPSET, policies and plans must include provisions to protect the National Grid from other activities. Specifically, the NPSET requires that district plans include a buffer corridor around National Grid lines within which “sensitive” activities should not be given resource consent and other activities that have the potential to compromise the National Grid or generate reverse sensitivity effects are managed. The three primary reasons for restricting activities within the buffer corridor are electrical risk; annoyance caused by transmission lines and reverse sensitivity; and restrictions on the ability for Transpower to access, maintain, upgrade and develop the lines, as well as compromising the assets themselves. Policies 10 and 11 of the NPSET provide the primary direction on the management of adverse effects of subdivision, land use and development activities on the National Grid, and function as the primary guide to inform how adverse effects on the National Grid are to be managed through planning provisions. The policies are directive in nature. The Christchurch District Plan includes National Grid corridor provisions that give effect to Policies 10 and 11 of the NPSET. The provisions for Selwyn and Waimakariri form part of the Proposed District Plans for those districts. The relief sought by Transpower in its submissions for both proposed plans is consistent with its national approach (including Christchurch). Transpower has identified some inconsistencies with how different types of Strategic Infrastructure have been categorised in the “Areas to Protect and Avoid” assessment. For example, what was meant by “protecting” the electricity transmission network with reference to the Policies 10 and 11 of the NPSET. This could be clarified by adding the background assessment and raw data showing how Strategic Infrastructure was categorised and weighted as a constraint.</p> <p>[Coder Note: Also coded to 11.4]</p> <p>Amend Map 5 to include National Grid assets. Transpower recommends that the National Grid extent should capture the subdivision corridors (in terms of the Proposed Selwyn District Plan, Proposed Waimakariri District Plan and the Operative Christchurch District Plan). Transpower is readily able to provide this data.</p> <p>Reason:</p> <p>The direction in Policies 10 and 11 the NPSET regarding land use and development in proximity to the National Grid is directly relevant to the FDS assessment of constraints. Given the higher order direction in the NPSET, the National Grid should be shown on the “Areas to Protect and Avoid” map.</p> <p>There are errors on a number of maps which appear to misrepresent the National Grid as “power lines”, confusing it with electricity distribution infrastructure. Some National Grid assets are also completely omitted. These errors are detailed in Appendix A. Given the national significance of the National Grid and the strong higher order policy direction regulating land use, subdivision and development</p>

		<p>in proximity to it, it should be correctly shown on the draft Spatial Plan maps. This information can readily be obtained from Transpower’s open data website. To assist, Appendix B includes the draft Spatial Plan Map and the Strategic Infrastructure Map overlaid with the National Grid.</p> <p>Amend Map 2 to include the National Grid. The National Grid assets in the Greater Christchurch area have been overlaid on Map 2 for the Council’s information (see Appendix B).</p> <p>Reason:</p> <p>The National Grid is nationally significant infrastructure by virtue of the NPSET. Section 3.14(1)(f) of the NPSUD specifically identifies that the FDS should be informed by every other National Policy Statement under the Act. On that basis the National Grid should be shown on Map 2 alongside rail and state highways.</p>
326.4	Infinity Investment Group Holdings Limited	<p>Protecting strategic infrastructure</p> <p>Infinity considers that the current drafting, which seeks to avoid urban development around strategic infrastructure, is overly directive given the wide range of strategic infrastructure covered and range of potential effects. The current drafting does not recognise that there are a range of measures (such as acoustic insulation) to manage effects between strategic infrastructure and residential land use. Amendment is sought to enable the detail of appropriate measures to manage effects to be addressed through the regional policy statement and district plans.</p> <p>Amend the direction for Protecting strategic infrastructure (page 60) as follows:</p> <p><u>Appropriate measures should be applied</u> Urban development should be avoided around strategic infrastructure to ensure the safety and wellbeing of residents, and to safeguard the effective operation, maintenance and potential for upgrades of this infrastructure...</p> <p>[Full Attachment Available]</p>
328.8	Toni Pengelly	<p>I AM COMPLETELY OPPOSED TO THE USE OF CHLORINE AND FLUORIDE IN OUR PURE ARTESIAN WATER SUPPLY. THESE ARE BOTH AHRMFUL TO HEALTH AND AN UNNECESSARY AND OBJECTIONABLE EXPENSE TO THE RATEPAYERS OF CHRISTCHURCH.</p> <p>[Full Attachment Available]</p>
328.9	Toni Pengelly	<p>RATEPAYERS HAVE NOT CONSENTED TO AND IN FACT OBJECT TO CONSISTENT BUDGET BLOWOUTS AND EXPENDITURE ON UNNECESSARY PROJECTS SUCH AS EXTENSIVE CYCLEWAYS AND THE MONSTROSITY IN OUR INNER CITY PRECINCT OF A STADIUM WHICH SHOULD HAVE BEEN BUILT OUTSIDE OF THE CITY. IT IS HIGHLY INTRUSIVE, USED BY ONLY A SMALL NUMBER OF RATEPAYERS AND A COMPLETELY UNNECESSARY INCLUSION IN Christchurch’s city plan.</p> <p>[Full Attachment Available]</p>
332.30	Lyttelton Port Company Limited	<p>Maps 9, 14 and 15</p>

The maps must identify the Port and the Inland Ports Operations and Influence Overlays. Furthermore, LPC considers that other major freight network routes should also be included for reasons outlined in its submission.

[Also coded to 7. Full Submission Available]

The wider freight network

The Port and Inland Ports are a critical component of the freight network for Greater Christchurch and other South Island, New Zealand and overseas locations.

Due to the topographical barrier of the Port Hills for road and rail access to the Port, the existing connections that link the Port to the wider freight network, and the connections to and between the Inland Ports, are of critical importance. Directly out of the Port, these include:

- State Highway 74 through the Lyttelton Tunnel;
- Sumner Road/Evans Pass Road;
- Dyers Pass Road;
- Gebbies Pass; and
- The rail spur connecting to the Main South Line through a dedicated rail tunnel through the Port Hills.

Beyond this, the wider road and rail network are also of critical importance for freight movements, including the Brougham Street corridor and other locations.

[Full Submission Available]

Identification of the freight network

LPC's position is that the draft Spatial Plan should clearly recognise the significant infrastructure and transport networks that support the Greater Christchurch area, including the Port and the Inland Ports, as well as the freight connections between them.

The map at Appendix 3 highlights key road and rail freight routes that connect to LPC's hubs. LPC considers that these routes are significant and should be identified in an appropriate location in the draft Spatial Plan.

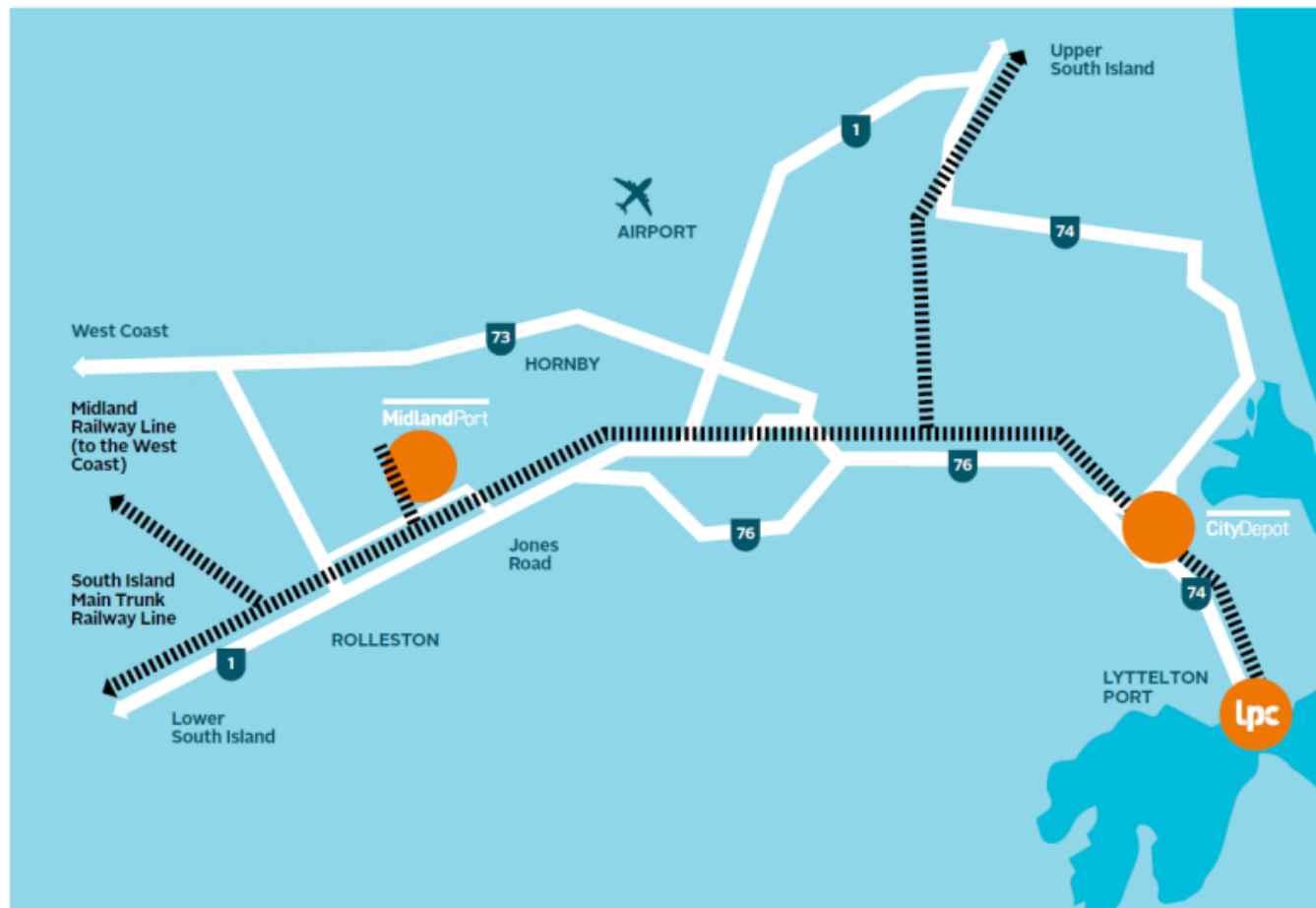
Importantly this map identifies primary freight routes that are used day-to-day, but also alternative routes which are used in circumstances where the primary routes are not suitable and/or available for use.

These alternative routes are critical to the resilience of the integrated freight network. Without them, if one of the primary freight routes is compromised then the entire network breaks down. LPC therefore considers that both the primary and alternative routes, must be identified and protected in the draft Spatial Plan.

The draft Spatial Plan should also consider the future of the freight network as volumes grow to cater for the growth of the region and country. For example, this may need to include:

- Embedding Norwich Quay as a State Highway servicing the Port;
- Resilience and upgrade works to Evans Pass and the route to Sumner, and the route out to Governors Bay via Gebbies Pass;
- Access along State Highway 74 to North Canterbury;
- Upgrades along the State Highway 76 route, specifically the Brougham Street section;
- In the medium to long-term, another solution for the Lyttelton Tunnel; and
- In respect of rail at Midland Port, maintaining the ability for trains to turn onto to the northern line when leaving Midland Port, ensuring trains can continue to move efficiently along the double tracked line between Islington and Rolleston, and that any proposed roading overpass at Rolleston does not affect access to and from Midland Port

APPENDIX 3 - KEY ROAD AND RAIL FREIGHT ROUTES THAT CONNECT TO LPC'S HUBS



[Full Submission Available]

332.31 Lyttelton Port Company Limited

General - Opportunities, Directions and Key Moves (pages 30-31)

It is important that the draft Spatial Plan appropriately recognises the balance between urban growth and the infrastructure necessary to support it, particularly with anticipated growth to 1 million people in Greater Christchurch in the future. LPC generally supports the identification of key Opportunities and their associated Directions and Key Moves. As currently drafted, there are Directions which provide for infrastructure, but these do not sit neatly within the existing Opportunities. LPC considers there should be an additional Opportunity specifically relating to the enablement and protection of infrastructure. It is vital that strategic infrastructure, specifically Port activities and the freight network, is efficient and resilient. This approach provides greater clarity and certainty, and appropriately

		<p>elevates the recognition of infrastructure to ensure it is provided for at a high level in the draft Spatial Plan. If the Greater Christchurch Partnership prefers to retain six Opportunities, LPC seeks amendments outlined below.</p> <p>[Full Submission Available]</p>
333.11	Jos Unterschuetz	<p>One other point of feedback, from Rolleston to the Christchurch City Centre we have a double lane highway, which was needed and I am very happy about. Christchurch needs a double lane highway from the City Centre to Kaiapoi, Woodend, and Rangiora. This is not part of the current plan but should be.</p> <p>[Q6]</p>
336.2	Orion Group Limited	<p>This Spatial Plan will satisfy the requirements of a future development strategy under the National Policy Statement on Urban Development (NPS UD). Importantly, the NPS UD directs that local authority decisions on urban development are to be integrated with infrastructure planning decisions, and that planning decisions contribute to well-functioning urban environments.² A well-functioning urban environment is one in which:</p> <ul style="list-style-type: none"> • Infrastructure is not adversely affected by incompatible activities; and • Urban growth is planned with infrastructure provisions in mind, recognising that the two run hand-in-hand <p>We note that Rautaki Hanganga o Aotearoa New Zealand Infrastructure Strategy 2022 – 2052 emphasises the need to plan for infrastructure networks for our cities before they are required. Otherwise, it may be difficult, if not impossible, to provide them later. The Strategy also emphasises the preparation for future infrastructure should look at all the types of infrastructure and transport that will be needed.³</p> <p>In this context, we strongly support integrated energy planning in developing this Spatial Plan. We explain this further in our submission when we talk more about the potential changes that will be needed to our infrastructure in order to progress the outcomes in this Spatial Plan. We will need as much foresight and prior knowledge as possible of significant changes to urban development and transport planning to provide successfully for the accompanying energy infrastructure.</p>
336.12	Orion Group Limited	<p>Orion’s ability to respond to changes in demand will depend on our ability to be flexible in the provision of infrastructure. In this sense it is important that the planning provisions that flow from the Spatial Plan allow for Orion to obtain additional space for infrastructure when and where it is required. Planning provisions will also need to recognise the importance of protecting Orion infrastructure in a changing environment that is likely to result in a more intense built form with a higher risk of negative interaction between built form and infrastructure.</p> <p>Orion has submitted on Plan Change 14 to the Christchurch District Plan (PC14) and Variation 1 to the proposed Selwyn District plan (Variation 1) seeking the inclusion of provisions that allow for additional land to be set aside where intensification of a site occurs and</p>

		<p>the increase in demand means additional infrastructure is required. Enabling the upgrade of infrastructure in line with development that increases demand will be key to ensuring Orion is able to respond to that demand.</p> <p>The ability for Orion to enable the MRT and broader electrification of our transport system, will require similar proactive, least regrets planning, investment and flexibility. As set out above, whether the demand is to enable the charging of individual electric vehicles at home, or some form of MRT, it will require consideration as early as possible to allow Orion to support it. Provision in the planning framework to facilitate a range of scenarios will be required in order to ensure provision of electricity to meet the need.</p>
336.13	Orion Group Limited	<p><i>Interface between proposed MRT and existing Orion Infrastructure</i></p> <p>In addition to the provision of additional infrastructure to meet the likely increase in demand for electricity, there is potential for a MRT system to be located across, or in close proximity to, areas where Orion has significant infrastructure already in place. In some cases, the introduction of an MRT system will require the movement of the electricity infrastructure, as colocation would not be practical or feasible. This is likely to be a concern in any location that is suitable for MRT and Orion wishes to highlight the importance of communication and timing to enable investment in changes to Orion infrastructure where that is required.</p> <p>An example of where colocation of Orion infrastructure and MRT would not be compatible is where high voltage cables run underground, either where an MRT route is proposed or in close proximity to the route. If movement of infrastructure is required, Orion will require as much time as possible to allow for planning and the physical relocation. Prior to the physical works commencing there is significant planning required, including design, resource consenting and procurement; these processes can take years to complete.</p> <p>As an example of the time required for some projects, Orion is currently undertaking a 15 year project to upgrade the high voltage underground network within Christchurch City. Attached and marked "A" are images showing the works currently underway to install high voltage cable underground in the section between the Milton and Bromley zone substations on Ferry Road and setting out timeframes for the physical works. In this example the cable was ordered approximately 18 months prior to being available for use. Planning and design for the works commenced approximately 5 years before physical work commenced.</p>

Orion Infrastructure located along the proposed MRT routes

42. The map below shows the approximate MRT Routes.



Orion has used the map above to calculate the following approximate list of assets that sit within or immediately adjacent to the MRT route such that they might be affected by the route:

- 1. 131x Sites: i. 88 Kiosk Substation Sites ii. 15 Outdoor Substation Sites iii. 12 Building Substation Site siv. 6 Primary Network Centre Sites- 11 -v. 6 Undeveloped Sites vi. 2 Zone Substation Sites vii.

		<p>2 Pad Mount Transformer Sites 2. 151 poles 3. 863 Distribution boxes 4. 338 Distribution cabinets 5. 2,900m of overhead lines 6. 2,438m of 33kV/66kV underground cable 7. 160,970 of underground cable (11kV, low voltage, out of service or street light)</p> <p>The extent of infrastructure that will need to be relocated will depend on the specific location of the MRT within the corridor and the nature of the MRT system, however Orion wish to reiterate that these works will take some time and communication will be central to ensuring there are not delays.</p>
336.23	Orion Group Limited	<p>Page 60 and Map 9 refers to protecting strategic infrastructure, noting that urban development should be avoided around strategic infrastructure to ensure the safety and wellbeing of residents and to safeguard the effective operation, maintenance and potential for upgrades of this infrastructure. Key strategic infrastructure in Greater Christchurch includes Christchurch Airport, the Port of Lyttelton, the inland ports at Rolleston and Woolston, state highway and rail corridors, and the electricity transmission network (see Map 9).</p> <p>There is no specific link to this discussion in terms of a direction statement corresponding to an opportunity. In our view, Map 9 better corresponds with the discussion under direction 5.3. We suggest that Map 9 is moved to this part of the plan along with a new direction statement referring to the protection of strategic infrastructure. We also ask that this discussion is amended to refer to electricity distribution as well as electricity transmission. The distribution network is shown on the map but given its importance should also be specifically referred to in the accompanying narrative.</p>
336.24	Orion Group Limited	<p>Orion has suggested a number of amendments to the draft Opportunities set out in the strategy. The amendments sought are in order to strengthen the ability for Orion to provide a reliable and resilient supply of electricity through the time the Spatial Plan relates to.</p>
336.25	Orion Group Limited	<p>Orion supports the intent of the draft Spatial Plan, a collaborative vision for how the Greater Christchurch area will grow and develop in the long term will assist Orion to plan effectively and efficiently. That said, how the Spatial Plan is executed and carried forward into the relevant planning documents will be vitally important to achieving that outcome.</p> <p>For Orion to be able to continue to provide a reliable and resilient supply of electricity to the intensified, and increasingly electrified, city it will need to be able to plan in advance for increasing demand and to have space for the required infrastructure. For this to occur Orion wishes to highlight the following.</p> <p>[Full Attachment available. Submission points recoded against relevant themes.]</p>
336.26	Orion Group Limited	<p>The draft plan proposes six opportunities, which link to a set of clear directions and key moves to help shape the future of Greater Christchurch. It sets out the spatial strategy. 76. Orion supports the spatial strategy in principle but submits that some of the directions contained in the opportunities could be further amended or expanded as follows:</p> <p>[Full Attachment available. Submission points coded against relevant Opportunities.]</p>
338.11	Waka Kotahi NZ Transport Agency	<p>[Cross ref from spatial strategy]</p> <p>24. Waka Kotahi supports the inclusion of the State Highway Corridor as part of the strategic infrastructure (Map 9) of which its function will be considered as part of urban growth and land use is appropriately integrated with the strategic transport networks and wider system. This will promote the safety and wellbeing of residents while safeguarding the effective operation, maintenance and potential improvements of this infrastructure overtime.</p>

338.12	Waka Kotahi NZ Transport Agency	<p>22. Waka Kotahi considers the proposed six opportunities, the set of directions and key moves identified in the Draft Spatial Plan aligns with the strategic direction set out in the Transport Outcomes Framework, the NPS-UD, the ERP and other Waka Kotahi strategies, as listed above.</p> <p>23. Waka Kotahi supports the areas that should be protected and avoided from land development, as identified in Map 5, which includes strategic infrastructure (state highway, railway, airport, etc), sites and areas of significance to Māori, environment areas and features, groundwater protection zone, and highly productive land. These identified areas support long-term investment decisions for the transport system in accordance with where land development occurs.</p> <p>24. Waka Kotahi supports the inclusion of the State Highway Corridor as part of the strategic infrastructure (Map 9) of which its function will be considered as part of urban growth and land use is appropriately integrated with the strategic transport networks and wider system. This will promote the safety and wellbeing of residents while safeguarding the effective operation, maintenance and potential improvements of this infrastructure overtime.</p>
359.2	The Greater Hornby Residents Association	<p>[Cross ref to intensification]</p> <p>We agree that housing density has to increase, but question how you are going to do this, when the infrastructure is already failing in many locations. Perhaps it may be best to limit these builds to follow behind new infrastructure as it is put in place.</p>
359.6	The Greater Hornby Residents Association	<p>Quarry dust:</p> <p>The current system involving quarry dust is seeing us receiving complaints about increased dust levels from quarry activity in Pound Rd. to as far away as Hei-Hei Rd., which is over 3km from Fulton Hogans crushing system at Pound Rd. We note that the Aggregate Association is recommending a 500m setback, equal to Australia’s lowest setting. Residual Crystalline Silica dust content in NZ is far higher than Australia, and we understand The University of Canterbury has traced this dust as far as 10km from the site of origin. Even India and China have much stricter setback levels. In Europe crushing equipment must be enclosed to stop the spread of this cancerous dust. As mentioned above GNS Science recommends 7km as best practice for setbacks between residences and quarries. Quarry trucks and Demolition trucks should all be covered when travelling around the city. Why are we not taking these issues seriously here in Christchurch, and continuing to potentially harm our residents health and wellbeing.</p>
360.11	Ōpāwaho Heathcote River Network	<p>i. We submit that the place of energy and digital technologies in a well-functioning modern society is too important to be left to the competitive vagaries of “strong partnerships with providers of energy and digital technologies”.</p> <p>ii. We submit that equity of access to energy and digital technologies now requires a guarantee of supply and access similar in importance to water.</p>
363.12	Richmond Residents' and Business Association	<p>As stated earlier, Richmond is one of Christchurch’s oldest suburbs and maintenance of its services infrastructure was largely neglected for many years until the earthquakes exposed many weaknesses and identified requirements to update infrastructure, particularly roading and footpaths. We do not want to see practices reflecting a ‘pothole politics’ mentality when work projects are planned. We also suggest the role that local residents can play should be given higher priority so that we can establish a future proof and resilient community as we move into an unpredictable future.</p> <p>[Full Attachment Available]</p>

Infrastructure > Airport Noise Contours - See Sections 4.10.1 of the Officers Report

Point	Submitter	Position
72.25	David Robinson	<p>c) The area under the airport noise boundary could be designated for light industrial so that some areas along the rail line can be rezoned for mixed use (any heavier industry could go to areas outside the groundwater recharge zone if it needs to relocate).</p> <p>[Q1 - No]</p>
108.23	Andrew Livingstone	<p>I disagree with the size of the noise corridor for the airport. There are plenty of urban airports without such a noise corridor and no issues, and having that corridor extend all the way to Rolleston is excessive. Maybe don't allow retirement homes or other facilities too near, but aeroplane noise is irrelevant compared to regular urban sounds like dogs barking, vehicles, lawnmowers etc, so such a large area without much development is unnecessary.</p> <p>That aside, and with the comments above, I fully support the vision and ideas in this plan. Thank you for the chance to have my say.</p> <p>[Q6]</p>
146.18	Michael de Hamel	<p>I note that simply altering the noise control boundaries around Christchurch Airport doesn't give incentives for noise reduction measures at the airport and from aircraft approaching and leaving. Most airports around the world have active noise reduction programmes (flight path steepness, hours of operation, type of aircraft, outfield planting etc), and a reduction in the noise boundaries shouldn't be too onerous on the Airport Company. In the past airport noise was difficult to control and monitor because of the difficulty of measurement of noise levels without specialist equipment, but simple cellphone apps can now do the job.</p> <p>[Last point also recoded under 4.1]</p>
147.10	Brooke McKenzie	<p>In the spatial plan there is reference to protecting assets such as the airport from encroachment of housing developments. But this brings up a very serious and possibly expensive arising problem.</p> <p>The current airport protection from housing encroachment is currently the 50dbn contour. This is under review by ECAN who will determine where the new Outer Control Boundary (OCB) will be. For over 18 months they have had this under consideration and instigated a \$500,000 plus international panel to determine the position of the 50,55 and 65 dbn contours in conjunction with CIAL experts. Total cost would be estimated at over \$2million. ECAN has comparison of other comparable airports around the world. ECAN knows where the highly productive land lies. At this moment ECAN have all input data to determine a new OCB. ECAN also knows where they intend the new OCB contour will be. However their RPS is not due until later 2024 when they will disclose the new contours. The simple fact is that Christchurch city needs land and the only safe, non flooding land is into the existing restrictive contours. It is known that the new OCB will be the minimum of NZ6805 1992 which is 55 dbn OCB and may well have a soft fringe to 57 OCB. There is no justification to keep it over the greater christchurch partnership at 50 OCB.</p>

		<p>Herin lies the quandary. Waimak, Selwyn and CCC have their district plans being confirmed before ECAN publishes their RPS end 2024 yet they know what their determination re the OCB (55 - 57) will be. In the meantime the other councils approve their district plans with the old 50 dbn OCB reaffirmed. absolutely insane.</p> <p>This process is simply wrong and expensive for many party's into the future. it is bureaucratic non co-ordination incompetence and shows a lack of compatibility between our controlling entities.</p> <p>Here is what should be happening. there should be a working group of GCP and ECAN should inform them where the OCB will fall in their RPS. If its going to remain at 50dbn, then so be it. If its going to 55 or 57 dbn OCB the other councils can include in their district plans, if they want, or keep it at 50 in their areas.</p>
149.7	David Lawry	<p>The airport air noise contour specifically the 50 dBA Ldn contour provided to Christchurch International Airport (CIAL) by its owner Christchurch City council (CCC) is unique. It provides a significant competitive advantage to CIAL.</p> <p>CIAL earns more from property management and development than its aviation business.</p> <p>CIAL is losing very significant aviation air movements especially to Auckland Airport and international airports. Especially on the Queenstown routes. CCC have been provided with the evidence. CIAL has recently raised in excess of \$300 million on the NZFX bond market. It has announced that it intends to build a new airport at Tarras and continues to buy land at Tarras presumably with the approval of the CCC CEO. Information obtained indicates that CIAL still has insufficient land to build a wide bodied capable runway. A major international runway building company has indicated that the runway alone at Tarras would cost in the order of 1 Billion \$NZ. The question therefore is how is this new airport to be funded and what will the impact of that huge debt raising be on the rate payers of Christchurch. The clear intention is to pull travellers away from Christchurch</p> <p>CCC has allowed CIAL to very significantly reduce the annual dividend in the order of \$30 million a year down to around \$5 million. How long are the rate payers going to incur this income loss while CIAL seeks to move to Tarras?</p> <p>The air noise contours act to provide CIAL noise complaint risk protection assessed at the maximum capacity of the runways which has recently been assessed by ECAN at 220,000 air movements an increase from the previous 176,000 agreed capacity. Yet CIAL have less than 70,000 air movements per year and as stated is losing market share. There is no prospect at all of the capacity ever being reached.</p> <p>One elephant in the room is that the entire matter of noise complaint risk could be removed by land owners contracting out of making noise complaints. An objective assessment of this option has never been independently undertaken.</p> <p>Why does CCC continue to support an extreme residential land use avoidance regime when the alleged risk from noise complaints, that it is alleged could result in a curfew is simply dishonest. There is no such risk CCC noise control offices do not even investigate airport related noise complaints, delegating them back to its company.</p>

		<p>This competitive advantage has had the effect of pushing residential development away from Christchurch with a very significant ongoing rating opportunity cost loss.</p> <p>All for a company that intends to move its operation to Tarras. There are very significant resource consent risks, simply astronomical costs which will guarantee that us the rate payers will gain no benefit from CIAL and indeed that CCC could well be financially at risk. While it is alleged that funding is already ensured the question should be asked is it from China. Additionally the instigator of the entire Tarras plan CIALs previous CEO has left the company.</p> <p>Turning back from the facts to the spacial plan. If the air noise contours specifically the 50 dBA Ldn air noise contour is not removed then the adverse impact on CCC's ability to provided the needed growth is put at significant risk. Literally thousands of hectors are impacted If the land impacted by sea rise, climate related flooding, and liquefaction risk are removed from current land allegedly availability for residential development then it quickly becomes apparent that there is indeed a lack of land earmarked for the needed growth.</p> <p>The problems remains that conflict of interest agendas are adversary impacting on this process.</p> <p>ECAN are currently overseeing a re-evaluation the air noise contours, the validity of the 50 dBA Ldn air noise contour will then be tested.</p> <p>CIAL have driven a huge amount of litigation around air noise contours and other advantages. Regardless of legal structures used by CCC to try and remove itself from conflicts their " no surprises requirement " of the Holdings Corporation and recent need to address a number of ethical issues makes it very clear that the responsibility and power to address the conflicts of interest and competitive advantages being enjoyed by CIAL sits with the CCC CEO.</p> <p>The question is will that CEO support the removal of the 50 dBA Ldn air noise contour in the ECAN process or be complicit in its retention.</p> <p>[Q5: general comment re airport contour]</p>
204.2	Board of Airline Representatives New Zealand Inc	<p>GUIDING POLICIES FOR PLANNING DEVELOPMENT ASSOCIATED WITH AIRPORTS</p> <p>The National Airspace Policy of New Zealand creates a framework to guide the aviation sector (airports, airlines, and Airways NZ) towards integrating future airspace design and emerging technologies to be employed in communications, navigation and surveillance/air traffic management. The objective is to provide certainty for the nation and for the aviation sector's future investments in air navigation and Air Traffic Management equipment.</p>

		<p>The “integrated” section of the National Airspace Policy observes the important interface between airspace, land use planning and the Resource Management Act 1991 (RMA) and recognises that: “Airport Authorities and local authorities should work together in a strategic, co-operative and integrated way to ensure that planning documents (including those under the Resource Management Act) appropriately reflect noise contours and/or control and approach and departure paths that take account of current and projected traffic flows. Resource Management Act planning tools (including plan rules and designations) should as far as practicable seek to avoid the establishment of land uses or activities and potential obstacles or hazards that are incompatible with aerodrome operations or create adverse effects.” (emphasis added)</p> <p>Guidance for land use planning and mitigation of the effects of airport related noise is also provided in NZS6805:1992. The objective of NZS6805 is to ensure the proper protection from the effects of airport noise while facilitating the efficient operation of the airport.</p> <p>As guiding documents for district planning, It is therefore important that the Spatial Plan is developed in a manner that does not inadvertently cut across or remove the current critical checks and balances for land development around airports provided for within these policies.</p>
204.3	Board of Airline Representatives New Zealand Inc	<p>REVERSE SENSITIVITY</p> <p>By way of background, reverse sensitivity is the term used to refer to a situation where an existing activity creates noise and has been sited so as to avoid disturbing any community; an activity which is sensitive to that noise locates in the vicinity of the existing activity and then complains about the presence of the original activity and seeks restrictions on that original activity. The establishment of Activities Sensitive to Aircraft Noise (ASANs) in the vicinity of airports has the potential to create, and indeed already in some other locations has created, pressure for limits on airport activity including curfews and operational restrictions, e.g. Wellington, Queenstown, Auckland and Sydney, Australia.</p> <p>The potential implications of reverse sensitivity on the existence and development of airports should not be understated. If new residential developments or intensification of existing residential areas are allowed, without due consideration of reverse sensitivity effects on the airports, there could be substantial long-term implications for regional and national tourism and commerce. These restrictions would likely range from reduction in passenger and freight capacity and hours of operations through to higher passenger and freight charges and the possible stranding of airport assets as airlines seek to mitigate the effects of increased costs of operation. The recent Environment Court decision relating to aircraft engine testing at Whenuapai Airport is a timely example of how an airport once largely surrounded by greenfield land can be constrained by enabling urban development nearby.¹ (Neil Construction Ltd v Auckland Council [2019] NZEnvC 154.)</p>

		<p>Exposure to noise levels at or above 65 dB Ldn can cause adverse health and wellbeing effects and these effects cannot be completely mitigated through mechanisms such as acoustic insulation. To manage these effects, airports rely on designations, as well as land use planning, through mechanisms such as overlays to manage appropriate development in proximity to airports.</p> <p>BARNZ wishes to ensure that aircraft operations are not unnecessarily or unreasonably constrained through the inappropriate location of noise sensitive urban developments so that communities can continue to benefit from the important infrastructure provided by the Airport.</p>
204.5	Board of Airline Representatives New Zealand Inc	<p>RESPONSE TO THE SPATIAL PLAN</p> <p>The Spatial Plan presents a useful opportunity to provide overall direction regarding the location of appropriate residential development on land surrounding airports.</p> <p>Such direction is consistent with the National Policy Statement – Urban Development’s objective to deliver quality urban environments. A key aspect of delivering quality urban environments is ensuring that such environments are not adversely affected by, or in conflict with, the effects of airport operations. Airports provide a good example of the importance of location for ensuring quality environments and the amenity and wellbeing of communities. High-density developments located too close to airports are likely to have poor amenity and wellbeing outcomes due to the effects of aircraft noise.</p> <p>Many airports, including Christchurch Airport, are surrounded by land that is typically considered as greenfield area, on the outskirts of urban centres. This is purposeful planning, to minimise the adverse effects generated by airports on neighbouring activities by creating a "buffer" of less sensitive rural land.</p> <p>As drafted, the Spatial Plan “Part one - areas to protect, avoid and enhance” specifically recognises the need to protect strategic infrastructure and that urban Development should be avoided around strategic infrastructure to ensure the safety and wellbeing of residents and to safeguard the effective operation, maintenance and potential for upgrades of this infrastructure. Christchurch airport is recognised as part of the region’s key strategic infrastructure. BARNZ strongly supports this provision.</p> <p>However, the direction which follows, which includes matters such as avoiding development in areas with significant natural values, fails to carry through this matter and accordingly, to appropriately recognise the need to also avoid urban development around strategic infrastructure.</p> <p>Beyond the reference on page 60 of the document there is no further reference to this key driver of appropriate urban development.</p> <p>This is a significant oversight and for the reasons outlined in the first part of the submission, and in part one of the Strategic Plan, needs to be rectified.</p>

		<p>Better recognition for significant infrastructure and its relationship with future urban development in the directions section of the Strategic Plan would assist in informing and guiding the community and relevant planning documents about the extent to which the location and development of noise sensitive activities is inappropriate within the noise control zones associated with Christchurch Airport.</p> <p>[See full Attachment. Also recoded under 11.2]</p>
218.17	Christchurch International Airport Ltd	<p>Noise contours</p> <p>62 Noise contours are a key planning tool used at airports worldwide. Their intended purpose is to:</p> <p>62.1 Define the noise footprint an airport can operate in;</p> <p>62.2 Ensure regions grow in a way that is right for future generations, which means planning well to protect communities from aircraft noise (both now and into the future); and</p> <p>62.3 Enable major airports to continue growing to meet the needs of the regions and countries they serve.</p>

		<p>63 Proactive planning rules based on noise contours protect people from establishing sensitive land uses (like housing, schools or hospitals) in areas that are exposed to higher levels of aircraft noise which might disturb them or affect their quality of life. As much as possible, areas within the noise contours which are exposed to higher levels of aircraft noise are reserved for things like industrial, agricultural or recreational land uses.</p> <p>64 CIAL therefore supports the inclusion of the 50dB Ldn Air Noise Contour as a constraint in the draft Spatial Plan. However, the Air Noise Contour has recently been remodelled and the draft Spatial Plan mapping requires amendment to reflect the 2023 50dB Ldn Outer Envelope Air Noise Contour (as shown in Appendix B).</p> <p>65 The two-year remodelling process was rigorous and robust and the final 2023 50dB Ldn Outer Envelope Air Noise Contour has been agreed by independent experts engaged by both CIAL and Environment Canterbury. CIAL's experts produced the report <i>2023 Updated Christchurch International Airport Noise Contours</i> and this is available on CIAL's website.⁴ The report contains key information that explains the effects of aircraft noise on communities and the importance of land use planning tools to address those effects.⁵ It also outlines the technical remodelling and review processes in greater detail.⁶</p> <p>66 The 2023 50dB Ldn Outer Envelope Air Noise Contour represents the most up to date technical information of the geographical extent of projected aircraft noise exposure within Greater Christchurch, with Christchurch Airport operating at its ultimate runway capacity. This is the correct information for inclusion in a long-term strategic planning document.</p>
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APPENDIX B – 2023 REMODELLED 50DB LDN CONTOUR

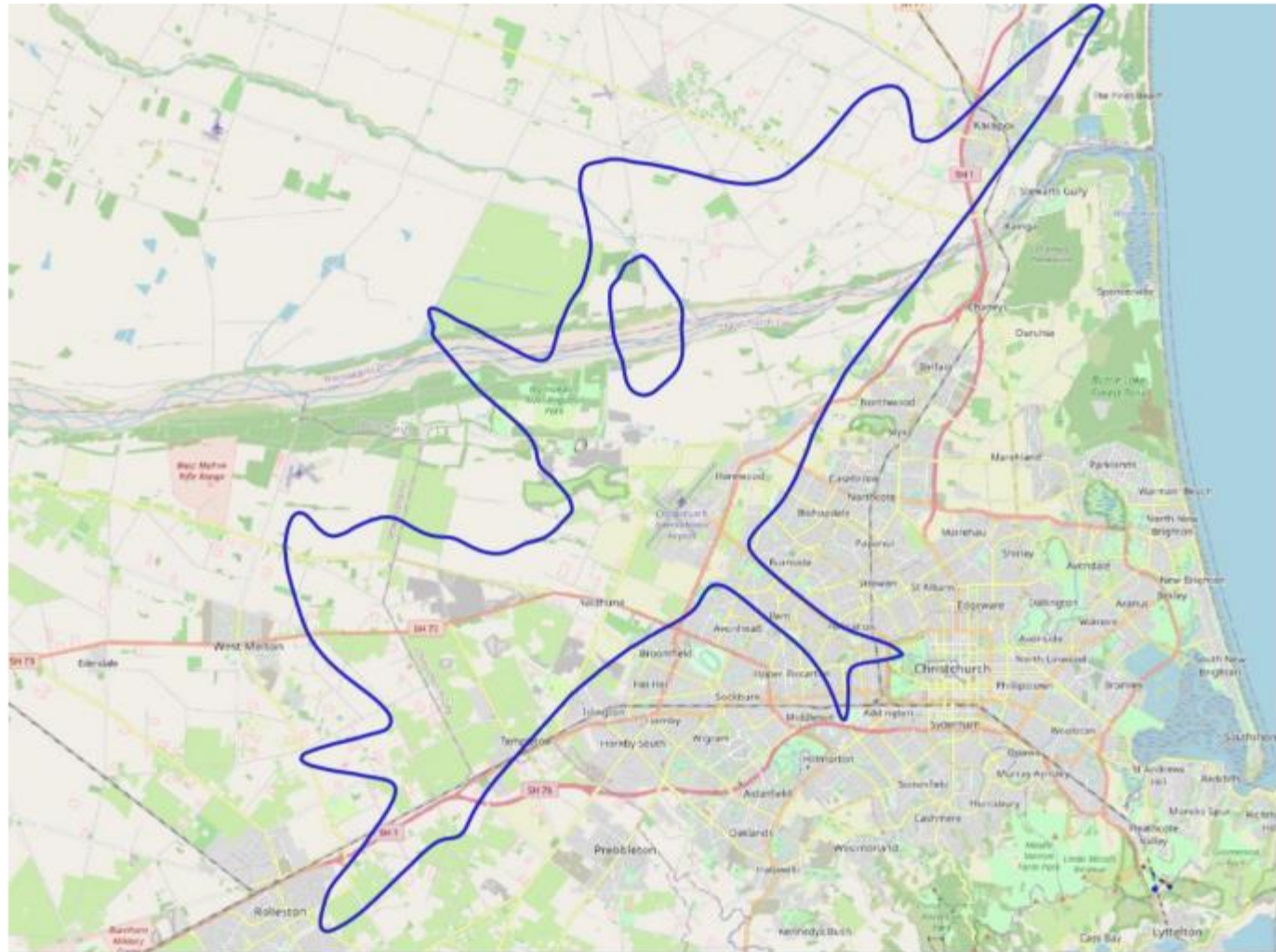


Image 1: 2023 Outer Envelope 50dB Ldn Air Noise Contour

[Full Submission Available]

		<p>Areas to protect, avoid and enhance (pages 50-65)</p>	<p>CIAL generally supports the approach of the draft Spatial Plan towards areas to protect, avoid and enhance.</p> <ul style="list-style-type: none"> • CIAL supports the identification of "Strategic infrastructure" as an area to protect. By identifying the Christchurch Airport air noise contours as an area to protect, the remainder of the planning framework will then be directed to include appropriate provisions, for example provisions requiring the avoidance of new sensitive activities in areas subject to the contours. • Map 5 should depict the 2023 Outer Envelope 50dB Ldn Air Noise Contour and it should be shaded commensurately to recognise the level of protection required of Christchurch Airport operations. • CIAL supports Direction 2.2 as community and ecosystem resilience will be critical in the future. CIAL's sustainability strategy supports the delivery of this Direction, which supports the recognition of Christchurch Airport as a KTEEN. • Map 9 should depict the 2023 Outer Envelope 50dB Ldn Air Noise Contour. • CIAL supports the management of highly productive land in accordance with the National Policy Statement for Highly Productive Land, however CIAL considers that Map 12 should reflect the status of land under the National Policy Statement (for example, land that is not zoned Rural or Rural Production should not be shown in the mapping).
[Full Submission Available]		<p>A strengthened network of urban and town centres (page 35)</p>	<p>Christchurch Airport is included as a "Key business area" in the proposed network of urban and town centres.</p> <p>As outlined in CIAL's submission, CIAL considers that this underplays the unique and important role of Christchurch Airport and the social, environmental and economic benefits that the broader Christchurch Airport campus brings to Greater Christchurch. On this basis, CIAL considers that Christchurch Airport should be recognised in the draft Spatial Plan as a Key Transport, Energy and Employment Node.</p>
[Full Submission Available]		[see full submission pdf for further detail]	
260.14	Landowners Group	<p>LANDOWNERS TO REVIEW PANEL VIA ECAN</p>	

1. Is the Panel aware the 50 dBA contour is being used as an OCB in the Christchurch context, within which there is a strictly enforced policy and regulatory approach adopted to **avoid** all noise sensitive activities (including visitor accommodation, pre-schools, dwellings, hospitals etc..?)
2. Is the panel aware every other airport in NZ is at 55dbn directed by a non legal standard NZ6805.
3. Is the Panel aware of other airports that adopt a similar approach i.e. where an OCB of 50 dBA Ldn is used and a similar avoidance approach adopted?
4. Does the Panel have a technical (as opposed to political) view as to the appropriateness of the 50 dBA Ldn contour?
5. World-wide comparisons? Can the panel advise ECAN of the regulations of FAA , ANEF, NEF etc and OCB's as advised as such?
6. Is the Panel aware of the actual and potential costs associated with this policy/regulatory approach?
7. Does the Panel have a technical view on the quantum of risk to the airport associated with potential reverse sensitivity effects?
8. Is the level and nature of complaints lodged to date against CIAL airport operations relevant to the question of risk, bearing in mind the majority of complaints relate to low flying aircraft? The CIAL website will confirm the less than 20 complaints per annum and the complaint content.
9. Does the Panel have a view as to what reasonable practicable steps could be taken by CIAL to reduce the footprint of the contours? i.e. The airport has few night flights yet these make up 60% of contour input. (refer phantom flights landowners presentation.
10. Does the panel have all of the monitoring reports produced by CIAL? These are available on the CIAL website.
11. Does the Panel have the report on airport growth prepared by Ailevon Pacific? (supplied to ECAN for panel information)

12. Are the accuracy of the previous growth projections relevant to the peer review? (supplied to panel by **landowners presentation to CCC councillors, staff and Central Government politicians**).
13. We draw the panel's attention to the huge inaccuracy of CIAL projections over the past 30 years and the less than 50% of those projections being met at any one time.
14. It would be appreciated if the panel could consider the decline of CIA air traffic over the past 25 years, the mix going from jet to turbo, Auckland becoming the NZ entry hub, the ever increasing loss of Dom and Int to Queenstown airport and the intent of CIAL to introduce another airport to compete with QT in their own region.
15. Does the panel have accurate & reliable growth projections which would enable it to form a view as to when or whether ultimate capacity might be achieved? (refer landowners presentation which reasonably argues CIA will not achieve ultimate capacity within the next 100 years)
16. What are the generally accepted circumstances/ or criteria for adopting ultimate capacity as a basis for setting of air noise contours? Do the present circumstances fit within the generally accepted international and NZ criteria?
17. Does the panel consider that normal airport contour prediction is based on future air movement projections in 10 -20 year bands.
18. Does the panel concur that ultimate capacity is used for airports nearing their capacity and where further runways or development will be required to meet shorter term demands.
19. One of the matters unresolved by the Expert Panel in 2008 was the appropriateness of using a fixed future year prediction period for airport growth – does the Panel consider this a valid and more appropriate alternative? If considered a valid or more appropriate alternative, what parameters should be included within a set of remodelled contours, including growth projections, flight paths, fleet mix etc...
20. Assuming modern construction methods in accordance with the NZ Building Code are adopted for all new dwellings, does the Panel anticipate that air noise within the 50 dBA Ldn contour will have a night time (22.00pm – 7.00am) amenity or health effect? If yes, what additional building standards would be required to protect amenity?

		<p>21. If there are no effects on health/ amenity at night time, does the Panel have a view as to the level of daytime (07.00am – 22.00pm)amenity effects, specifically whether such effects could be considered nuisance effects within a typical urban residential context (or similar)?</p> <p>22. Does the Panel have a view as to the likelihood of changes in fleet mix over the next 30 years? 50 years?</p>
260.15	Landowners Group	<p>I am deeply concerned to see the lack of professionalism, competence and lack of co-ordination in relation to the above. The different entities are boxing on with their plan changes in relation to the airport contours in the various district plans through PC14 development within Greater Christchurch, plans that are significantly impacted by the air noise contour. Yet the deciding body being Environment Canterbury, who will control the process for determining the contour for future development, will not undertake their reassessment initiate this process until late 2024 at the earliest. It is their Ecan's decision as to whether the new contours within which developments can take will be the current Outer Control Boundary (OCB) Of 50 dbn or a new contour of 55dbn as per a New Zealand standard 6805:1992 and in line with every other New Zealand airport, or even 57dbn with a larger section Rural residential of 1 acre to create a soft fringe to the city which will in future protect the airport from long term encroachment but be more than reasonable by world standards.</p> <p>This lack of co-ordination simply means that as PC14 <u>and the Variations to the Waimakariri and Selwyn District Plan</u> progresses and as per Environment Canterbury's own acknowledgement the existing 50dbn contour will remain in effect until their revision later in 2024 which may well change the contours to 55 or 57 OCB. In fact the contour OCB to 55/57 is well supported within CCC (staff and majority councillors), ECAN (staff and majority councillors) plus central government ministers of both political persuasions.</p> <p>This to me, as a ratepayer, points to either one upmanship between the CCC and ECAN , incompetence to see the huge additional expense by not co-ordinating at the sensible early stage by fast tracking or by public plan change to work within the time frame of PC14 <u>and other changes</u>.</p> <p>The International expert panel spent over one year to come up with their final report which is now online. ECan_CIAL_FinalRemodelledNoiseContour_IEP_Review_Report_Final_28Jun2023%20(1).PDF</p> <p>This review has cost ECAN over \$500,000 and from the CIAL input I would assess their cost for the report would be in excess of \$1,500,000 (estimated as they would not give me the information under the Official Information Act, Whereas ECAN did).</p> <p>The report must be complimented in that it is comprehensive but more importantly written in easily understood format for the average reader. However what around \$2 million of ratepayer and CIAL shareholder (CCC and central government) money has achieved is simply to show the determination of 50, 55 and 65 dbn contours as agreed by the ECAN expert panel and CIAL expert panel is an agreement of lines determining the position of <u>those new</u> contour lines which at the end of the day are not much different from the 2008 contours <u>affect significant additional areas of the three districts.</u> What was further determined <u>agreed was</u> that the ultimate capacity of the airport, with improvements and runway extensions completed will be 201,000 movements per year. I believe that the ultimate capacity of the airport should have been done on the current configuration. Be that as it may it should be noted that this ultimate capacity</p>

will not be predicted to be reached before 2084, a very questionable prediction given the profound inaccuracy of all previous growth predictions for the Airport.

That is 61 years away.

Two scenarios have been introduced in the ~~#Report~~. ~~The current~~, being the OEC (Outer envelope) and AANC (annual average noise contour). ~~There are differences with the~~The International Expert panel previously advised ECAN by memo **(attached)** that AANC was ~~advised the most appropriate~~, yet in the ~~#Report~~ they fail to make any recommendation as to the choice of contour ~~say both are recognised~~.

What is the difference between the two? Well, in real terms, the OEC covers significantly greater areas of land than the AANC, including a key area identified for intensification within the City.

ECAN have a further unpublished document comparing OCB of comparable airports to CIAL around the world. All have much more lenient contours than ~~the~~ Christchurch.

With such large expenditure one would expect the shareholders of the airport (CCC 75%), CCC councillors and involved staff, ECAN councillors and involved staff, greater Christchurch partnership and involved staff **form a group of involved entities to come to some determination** of where the changes to the contours will be made. Done immediately to notch into PC14 or PC14 delayed until a OCB determined

There are only 3 options.

1. OCB remains at 50dbn which stops any development to the west ~~as the status quo~~ and, to a lesser extent the north.
2. OCB goes to 55dbn as per NZ6805 and every other airport in New Zealand. Some in fact allow development into 55-60 dbn for certain types of development.
3. OCB goes to 57dbn which is still restrictive by world standards creating a rural residential soft fringe acting as a buffer between intensive development and the airport.

Already ECAN staff know exactly where their decision will fall. They have had a long time talking with experts, determining productive land, determining where the so called "reverse sensitivity" issues lie, the safe hard development land and the interests of the city for long term development. CCC have done the same as both councils have screeds of information going back 30 years. Yet why don't they have the sense to all sit down and co-ordinate a time line and **REMOVE ALL UNCERTAINTY**.

		<p>What I'm saying in this open letter is not promotion of my personal opinions but pointing out a blatant dysfunction between the executive of ECAN and CCC and our elected councillors on both these elected entities who control the direction of our city and the unwarranted cost put on ratepayers by incompetence to see common sense to co-ordinate on parallel decision making.</p> <p>It matters not what ECAN's decision is. If they decide the OCB will remain at 50dbn then that is the decision. It will lock up developable land for at least until the next airport review in 10 years. That will achieve exactly what CIAL are arguing in PC14 <u>and the other plan changes</u> and they quite frankly are playing <u>have the deep pockets to play</u> the same successful game they have played for the past 35 years.</p> <p>CCC have made it clear the city needs land and toward the airport is the only option. However there is a clique of employees in both CCC and ECAN who see major intensification within the city being the answer. This is to a degree a nonsense but another day's argument.</p> <p>Finally CCC is the major shareholder of CIAL. Christchurch needs long term developable land. They must ask themselves does CIAL top the city's interest? If it's the city who has a better argument and a 55 or 57 dbn determined. CIAL will fight for as long as they can keeping the consultant lawyer gravy train going. As the major shareholder through a shareholder meeting CCC can determine by shareholder instruction to the board of CIAL to accept the determination of the new OCB whatever it may be, and not contest it. If they refuse replace the board.</p> <p>This document I believe has a broader public interest than just the parties circulated.</p>
260.16	Landowners Group	<p>It is shortsighted to try to get everyone into apartments and townhouses in the urban centre. A more varied approach is needed.</p> <p>Different types of properties are required and the land to the north west needs to be opened up to meet the dire housing needs.</p> <p>The OCB that the airport uniquely hold in NZ needs to be brought into line with the rest of NZ's airports.</p> <p>[Q2: No. No explanation of the meaning of 'OCB']</p>
260.17	Landowners Group	<p>Extensive commentary on the airport noise contours. See full submission</p>
299.18	Jason Herrick	<p>The Christchurch International Airport Ltd noise contour should not move any closer to the residential area at Strauss Drive and New Creek Mews in Rolleston.</p> <p>[Q5: Partially]</p> <p>[Coder note: This submission point is part of a wider submission point on Q5]</p>

299.19	Jason Herrick	<p>The Christchurch International Airport Ltd noise contour should not move any closer to the residential area at Strauss Drive and New Creek Mews in Rolleston.</p> <p>A more detailed map should be provided of the proposed new Christchurch International Airport Ltd noise contour, particularly around the Levi Road, Rolleston area. This should show the existing noise contour line and the proposed new noise contour line.</p> <p>The Selwyn District Council is planning to create a large, 100 hectare District Park on the corner of Levi Road and Weedons Road. The Selwyn District Council has already purchased the land and this has been included in the Rolleston Structure Plan since 2009. This could be added to the draft Spatial Plan map (the image with the 700,000 - 1 MILLION PEOPLE title at the top).</p> <p>[Q6]</p>
306.1	Equus Trust	<p>Equus Trust is the owner of 76 Hawthorden Road, which lies within but close to the current operative Christchurch International Airport 50 dBA noise contour (see Figure 1 below).</p>

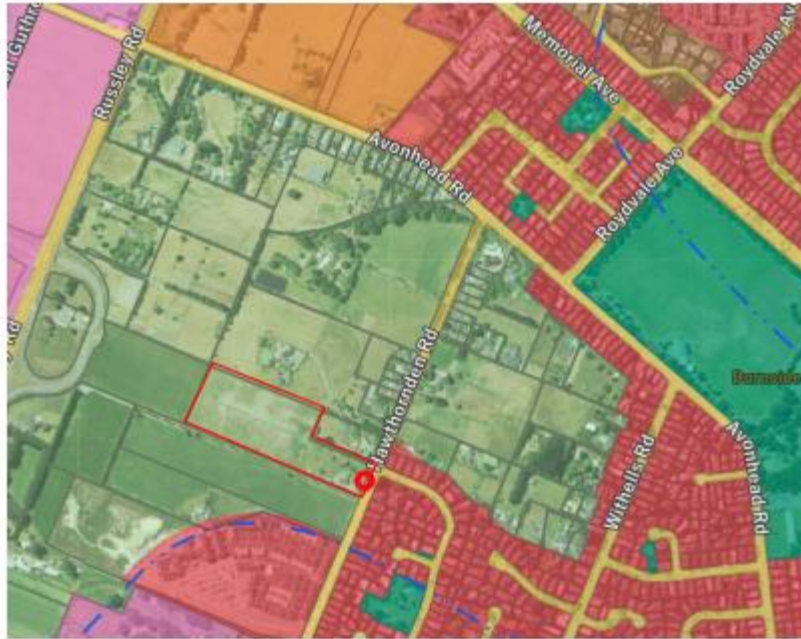


Figure 1: Location of 76 Hawthornden Road – outlined in red.

Legend:

— 50dba Airport Noise Conto

District Planning Zones

- Residential Zone
- Open Space Zone
- Commercial Zone
- Rural Zone
- Industrial Zone
- Transport Zone
- Special Purpose Zone

Relief Sought (see also Response to Online Questions below)

We seek the following amendments to the Draft Greater Christchurch Spatial Plan (the Spatial Plan), and any other additional, consequential or alternative amendments which give effect to the intent of our submission and our interests:

Map 5: Areas to protect and avoid, Map 9 Strategic infrastructure Amend Maps 5 and 9 such that the Christchurch Airport Noise Control Zone (CANCZ) apply to land within the 57 dBA airport noise contour, such contour to be based on the methodology adopted in the Christchurch Airport Remodelled Contour Independent Expert Panel Report (June 2023) except that it be based on a maximum 30 year assessment period having regard to matters such as future growth projections, predicted flight paths and expected flight paths and not ultimate runway capacity; and that the Annual Average not Outer Envelope contour apply. Maps 5 and 9 should also show the 65 dBA airport noise contour, based on the same assumptions and methodology as stated above for the 57 dBA contour, and the Spatial Plan should clarify that sensitive activities (as defined in the Christchurch District Plan, or similar) are permitted between the 57-65 dBA contour, subject to appropriate acoustic insulation, and that no noise mitigation measures are required outside the 57 dBA airport noise contour.

Reason:

The Map 5 and 9 Christchurch Airport Noise Control Zones show the operative CIAL airport 50 dBA and 55 dBA airport noise contours. These are now out of date. The amended contours as recommended by the Independent Expert Review Panel are based on the most up to date information and best practice, but do not make recommendations regarding the appropriate contour to use for noise control purposes, and only model future airport growth projections based on ultimate runway capacity (as per their terms of reference). The amended CACNZ sought in this submission is consistent with international best practice and NZS 6805:1992, Airport Land Use Management and Land Use Planning (NZS 6805) and is the most appropriate way to achieve the purpose of this Act having regard to the costs, benefits and risks associated with alternatives.

Protecting strategic infrastructure

Appropriate measures should be applied Urban development should be avoided around strategic infrastructure, to ensure the safety and wellbeing of residents, and to safeguard the effective operation, maintenance and potential for upgrades of this infrastructure. Key strategic infrastructure in Greater Christchurch includes Christchurch Airport, the Port of Lyttelton, the inland ports at Rolleston and Woolston, state highway and rail corridors, and the electricity transmission network (see Map 9).

Reason:

Consistent with Christchurch District Plan Change 5E decision which requires acoustic insulation for sensitive activities where noise levels exceed 55 dBA (noise) and 57 dBA (road noise). The same approach i.e. managing noise effects on sensitive with acoustic insulation requirements should apply to airport noise. This is also the current operative District plan requirement for development subject to airport noise.

Maps 2 and 14

Amend Maps 2 and 14 to identify land between the 50-57 dBA revised airport noise contours (as requested to be defined under 'Maps 5 and 9' above) as new/expanded residential areas, with no restrictions in relation to airport noise, including 76 Hawthornden Road. In the alternative, some of this land (but not 76 Hawthornden Road) could also be identified for business purposes. 76 adjoins existing residential development and suitable for residential development.

Table 2: Sufficiency of housing development capacity to meet projected demand (2022 – 2052)

		<p>Table 3: Sufficiency of industrial land to meet projected demand (2022 – 2052)</p> <p>Decisions on recent Selwyn private plan change requests consistently agree with evidence that the Council’s housing and business capacity assessments underestimated housing and business capacity, and overestimated available capacity, and did not meet the requirements of the National Policy Statement – Urban Development (NPS-UD). We understand that essentially the same Council methodology underlies the figures in Tables 2 and 3. They should be revised to reflect best practice and ensure that they comply with the NPS-UD.</p>
309.2	Four Stars Development Ltd & Gould Developments Limited	<p>Adopt 55dBA is the appropriate contour within which residential development and other sensitive land uses, should be discouraged or avoided.</p> <p>In the alternative or as part of airport protection, if the Greater Christchurch Spatial Plan (GCSP) Hearing Panel considers the 50dBA to be the appropriate contour, then it should not have an associated avoidance policy, rather it should be to "manage" development to ensure protection of residential amenity by building design.</p> <p>That the airport noise contour(s) in the GCSP are the Average Annual Noise Contour (AANC), not the Outer Envelope Contour (OEC).</p> <p>Remodelling of Airport Noise Contours</p> <p>The 50 dBA and the other noise contours have been remodelled and peer reviewed by and Independent Expert Panel. The remodelled contours are based on the best practice and the most up to date information.</p> <p>The contours shown in Figure 1A below illustrate the Outer Envelope boundary (OEB) and that shown in Figure 1B illustrates the Annual Average boundary. Only the OEB 50 dBA contour affects the subject land. However the 50 dBA contour is not the appropriate control for protecting the Airport from reverse sensitivity effects. That level of protection is unique both in New Zealand and globally and based on a very conservative approach adopted by previous planning agencies in the distant past. The Panel may be aware of the findings in the Environment Court in <i>Robinsons Bay v CCC (C60/2004)</i> that if the contour were set at 55</p>

		<p>Ldn it is unlikely there would be any prospect of a curfew, so 50 Ldn is not required to protect this "critical infrastructure". Also, the Airport's advisors (Marshall Day) have consistently advised in respect of other New Zealand Airports (including Auckland, Wellington and Queenstown) that level of 55 dBA is considered as providing a reasonable level of residential amenity. The adoption of a 55 dBA contour based on Annual Average Noise exposure for airport protection purposes is therefore sought through the Spatial Plan process. The operative airport noise contours are outdated and the GCSP should adopt the reviewed ones but use the 55 dBA contour for the purpose of avoiding reverse sensitivity effects. Waiting for the review if the CRPS will delay the confirmation of the contours for several years without any commensurate benefits.</p>
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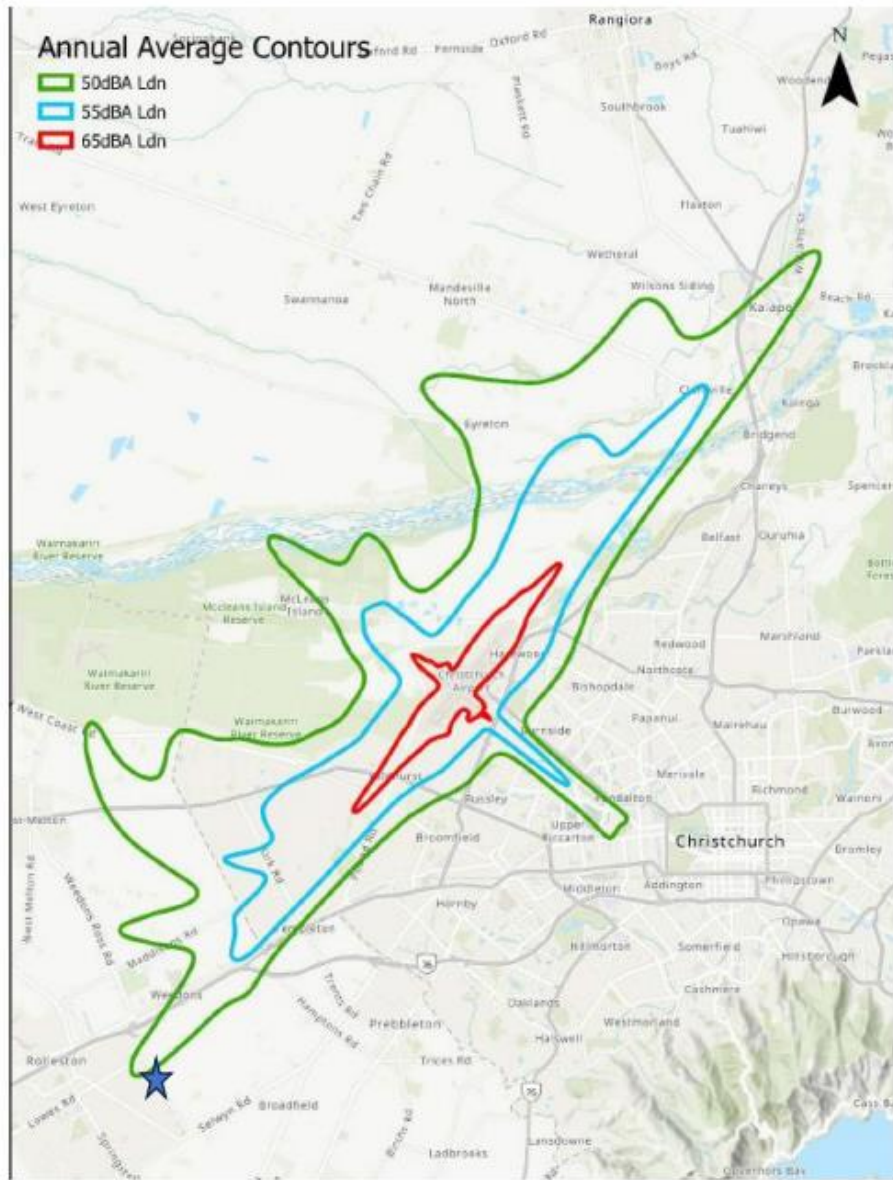


Figure 1A The 2023 remodelled 50 Ldn (solid green line)- the Annual Average Contour
 Four Stars Gould Site marked with blue star (appx)

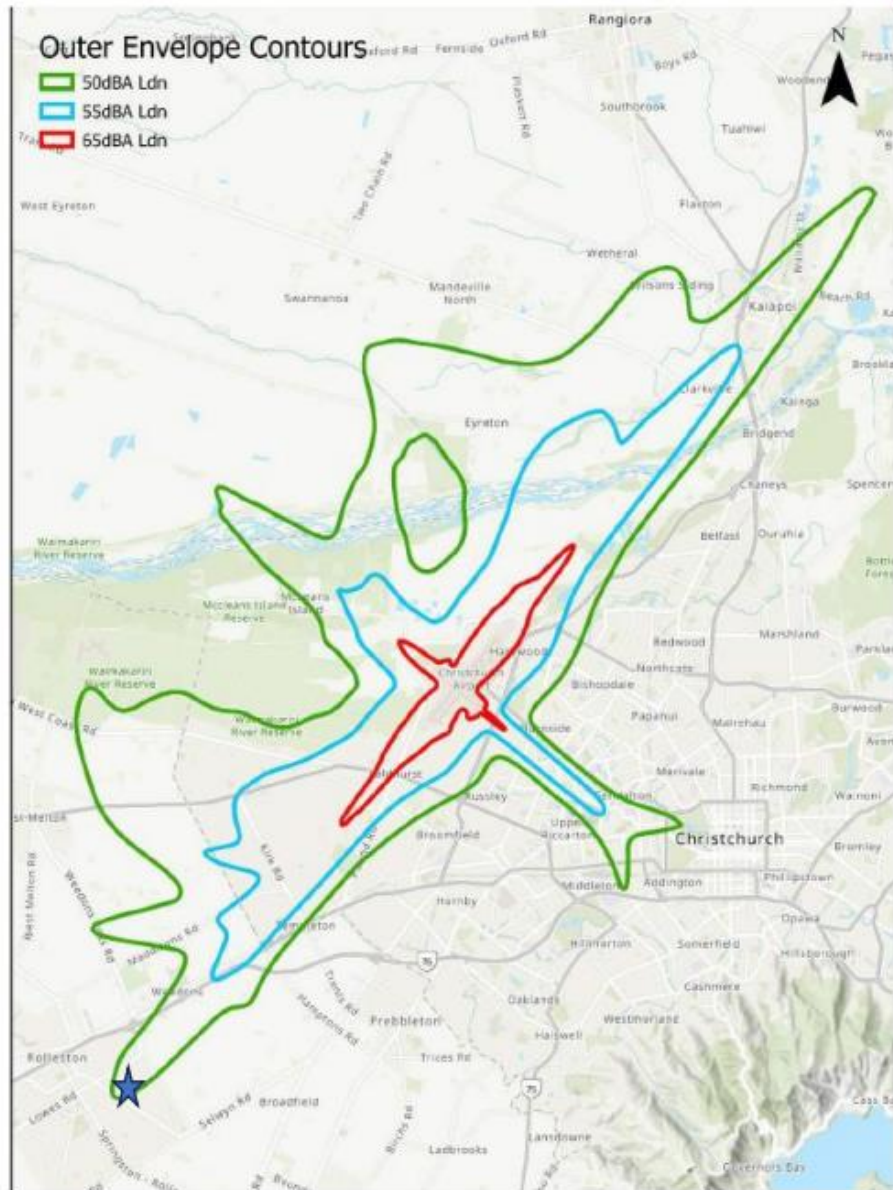


Figure 1B The 2023 remodelled 50 Ldn (solid green line) Outer Envelope boundary. Four Stars Gould Site marked with blue star (appx)

[Full Submission Available]

313.2	Miles Premises Ltd	<p>Miles Premises Ltd own land at 400, 475 Memorial Avenue and 500, 520 and 540 Avonhead Road ('the Site') which is zoned Industrial Park (Memorial Avenue) Zone and is affected by the operative Christchurch International Airport (CIAL) airport noise contours (see Figures 1 and 2 below).</p> <p>We have lodged a submission and further submissions on Proposed Change 14 to the Christchurch District Plan seeking an amendment to the Airport Noise Qualifying Matter (ANQM) such that it only apply to areas within the 57 dBA Ldn airport noise contour; is based on a maximum 30 year assessment period having regard to matters such as future growth projections, predicted flight paths and expected flight paths; and that the Annual Average rather than Outer Envelope contour apply. The submission also seeks removal of the Low Public Transport Accessibility Qualifying Matter (LPTAQM), in particular as it applies to north west Christchurch; and rezoning the current urban zoning of 400, 475 Memorial Avenue and 500, 520 and 540 Avonhead Road to allow the full range of business and related activities (industrial, office, accommodation, health, community, entertainment, recreation etc) and/or rezoning it in full or part Future Urban Zone or Medium Density Residential; in all cases with no restrictions in activity type or standards due to airport noise effects.</p> <p>Memorial Premises Ltd development intentions for their land is to focus business activity along the Memorial Avenue portion of the Site, and residential activity towards Avonhead Road. There is scope for medium/higher density residential development and potentially mixed use development.</p>
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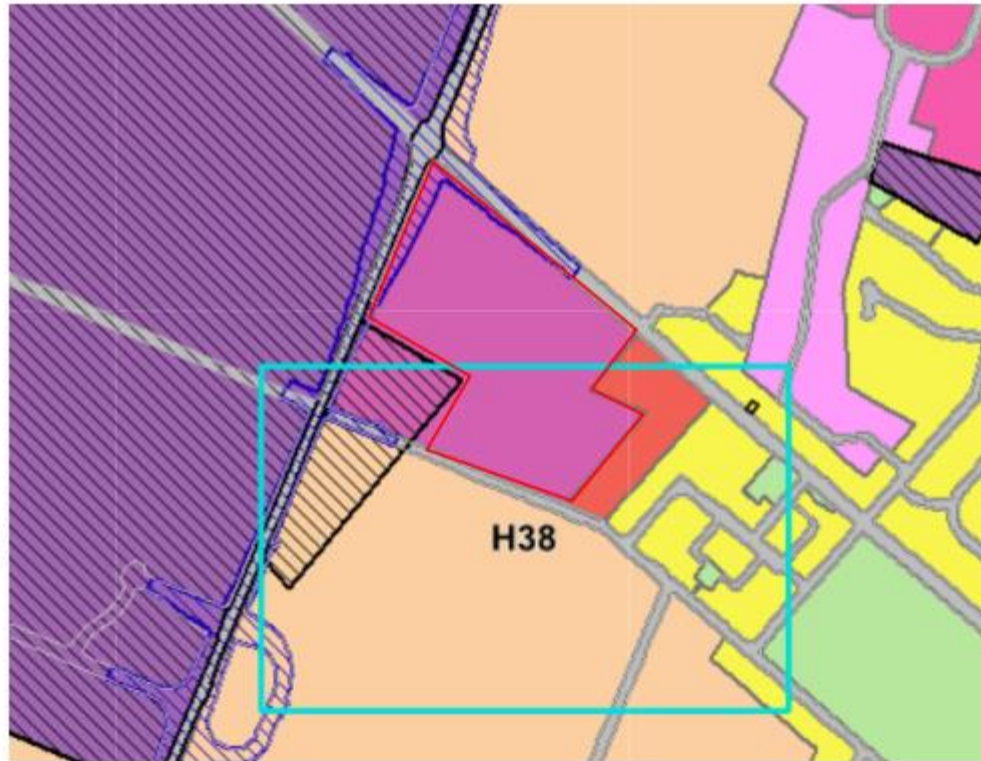


Figure 1: Operative Christchurch District Plan planning map – Site outlined in red

Legend:

[Full Attachment available]

313.3 Miles Premises Ltd

Relief Sought (see also Response to Online Questions below)

We seek the following amendments to the Draft Greater Christchurch Spatial Plan (the Spatial Plan), and any other additional, consequential or alternative amendments which reflect and give effect to the intent of our submission and our interests:

Map 5: Areas to protect and avoid, Map 9 Strategic infrastructure

Amend Maps 5 and 9 such that the Christchurch Airport Noise Control Zone (CANCZ) apply to land within the 57 dBA airport noise contour, such contour to be based on the methodology adopted in the Christchurch Airport Remodelled Contour Independent Expert Panel Report (June 2023) except that it be based on a maximum 30 year assessment period having regard to matters such as future growth projections, predicted flight paths and expected flight paths and not ultimate runway capacity; and that the Annual Average not

		<p>Outer Envelope contour apply. Maps 5 and 9 should also show the 65 dBA airport noise contour, based on the same assumptions and methodology as stated above for the 57 dBA contour, and the Spatial Plan should clarify that sensitive activities (as defined in the Christchurch District Plan, or similar) are permitted between the 57-65 dBA contour, subject to appropriate acoustic insulation, and that no noise mitigation measures are required outside the 57 dBA airport noise contour.</p> <p>Reason: The Map 5 and 9 Christchurch Airport Noise Control Zones show the operative CIAL airport 50 dBA and 55 dBA airport noise contours. These are now out of date. The amended contours as recommended by the Independent Expert Review Panel are based on the most up to date information and best practice, but do not make recommendations regarding the appropriate contour to use for noise control purposes, and only model future airport growth projections based on ultimate runway capacity (as per their terms of reference). The amended CACNZ sought in this submission is consistent with international best practice and NZS 6805:1992, Airport Land Use Management and Land Use Planning (NZS 6805) and is the most appropriate way to achieve the purpose of this Act having regard to the costs, benefits and risks associated with alternatives.</p>
338.6	Waka Kotahi NZ Transport Agency	<p>17. Waka Kotahi would also like to understand how the Proposed Airport Noise Contour and the corresponding development enablement policy, could limit development potential and the realisation of the direction and outcomes set out in the Draft Spatial Plan. We note this will be considered through the review of the Regional Planning Statement by Environment Canterbury under a separate planning process in due course.</p>
340.24	Hughes Developments Limited	<p>Support in part Direction 5.3. The current Christchurch International Airport noise contours are out of date and need to be updated using the Annual Average Noise Contours recently developed, by CIAL, and peer reviewed by Environment Canterbury. The Spatial Plan needs to use the updated noise contours to inform future planning processes and decision making.</p>
341.1	Independent Producers Limited	<p>The Spatial Plan includes various maps which show airport noise contours that are currently identified in the operative and proposed District Plans for the Selwyn and Waimakariri Districts, and the operative Christchurch District Plan. These planning instruments show both a 55dBA and 50dBA noise contour.</p> <p>Recent modelling carried out on behalf of Christchurch International Airport Limited (CIAL) has developed new noise contours using updated modelling technology. The modelling created two sets of new noise contours: the Outer Envelope Contours (OEC) and the Annual Average Noise Contours (AANC). The CIAL modelling has been peer reviewed by an independent group of experts convened by Environment Canterbury.</p> <p>Notwithstanding concerns we have about the noise contour modelling and associated peer review adopting the ultimate capacity of airport operations approach, and the unreliability of any robust growth and population projections, we consider that the Spatial Plan should, subject to the matters addressed further in this submission, use these most recent peer reviewed noise contours as the basis for informing any future land use planning processes and decision making, rather than relying on the outdated contours currently shown in the Spatial Plan. We further contend that any noise contours used for planning purposes should rely on the AANC rather than the OEC.</p>

		<p>This is based on advice from Environment Canterbury's Independent Peer Review Panel to the effect that the OEC is a theoretical contour only and that application of the AANC is consistent with global best practice.</p> <p>[Full Attachment Available]</p> <p><i>[Coder note: Another submission point has been added to the Airport Noise Contour code around the use of the 55dBA over the 50dBA]</i></p>
341.2	Independent Producers Limited	<p>Further to the points noted above, we consider that use of only the 55dBA is the most appropriate contour for land use planning purposes rather than the 50dBA contour. Findings in the Environment Court confirm that if the contour were set at 55dBA it is unlikely there would be any prospect of a curfew for airport operations, so reliance of a 50dBA contour is not required. Furthermore, CIAL's noise experts (Marshall Day) have consistently advised in respect of all other airports in New Zealand that reliance on the 55 dBA contour, rather than a 50dBA contour, is considered sufficient at providing a reasonable level of amenity. In the event that the Spatial Plan's Hearings Panel do consider that the 50dBA is required to manage effects, then any proposed planning regime should not be based on an avoidance policy as is the current approach, rather it should seek to manage development to ensure the protection of amenity through appropriate building design.</p> <p>[Full Attachment Available]</p> <p><i>[Coder note: Another submission point has been added to the Airport Noise Contour code in supporting inclusion of the 'new' contours]</i></p>
345.1	Trojan Built Property Holdings Limited	<p>Troy Lange is director Trojan Built Properties Ltd, which is a construction company based in Christchurch and which has development interests in west and south Greater Christchurch, including land affected by the Christchurch International Airport Ltd airport noise contours.</p> <p>We have lodged a submission and further submissions on Proposed Change 14 to the Christchurch District Plan seeking an amendment to the Airport Noise Qualifying Matter (ANQM) such that it only apply to areas within the 55 dBA Ldn airport noise contour; is based on a maximum 30 year assessment period having regard to matters such as future growth projections, predicted flight paths and expected flight paths; and that the Annual Average rather than Outer Envelope contour apply. The submission also seeks removal of the Low Public Transport Accessibility Qualifying Matter (LPTAQM), in particular as it applies to north west Christchurch; and rezoning land between the 50 and 55 Ldn CIAL airport noise contour for urban development (Future Urban Zone or Medium Residential), with no restrictions relating to airport noise, in particular but not limited to 120, 100, 88, 76, 68, 66, 60, 46, 44, 42, 40 and 38 Hawthornden Road as shown on Figure 1 below.</p>

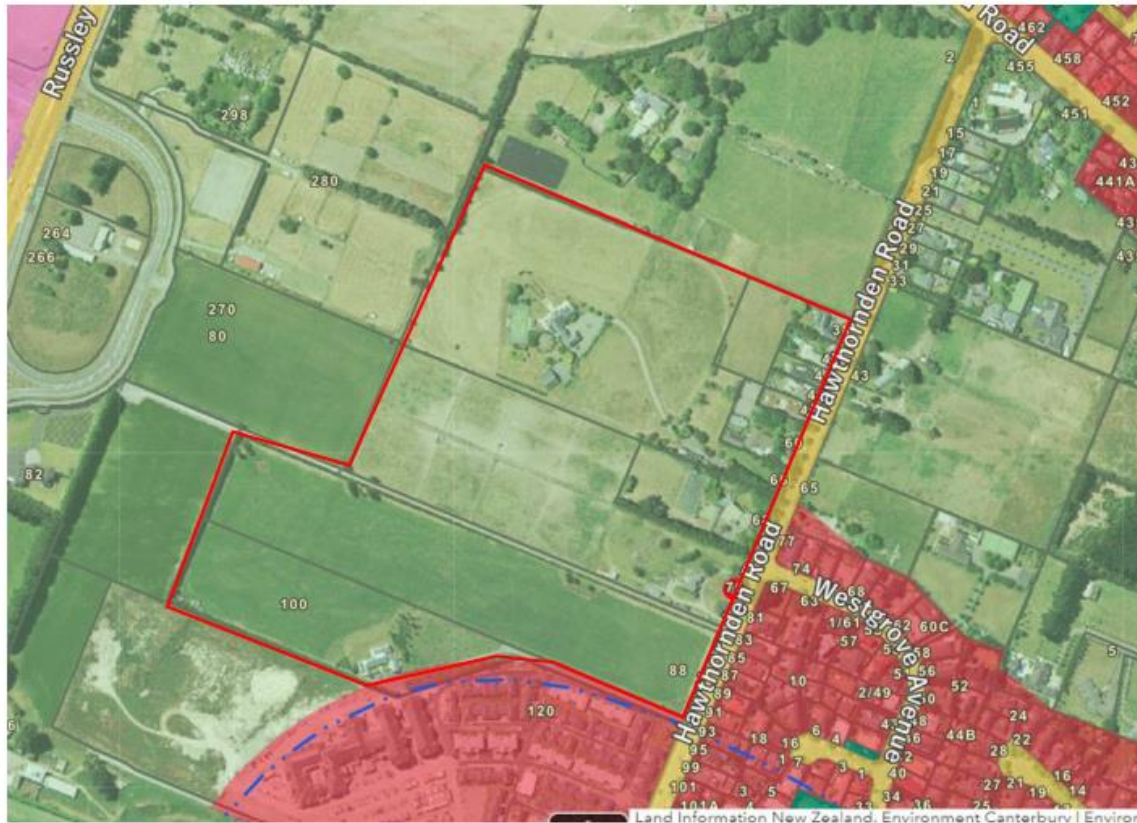


Figure 1: Location of Hawthornden Road properties sought to be rezoned for urban residential development (and other land within the 50 dBA airport noise contour) – outlined in red. Operative 50 dBA airport noise contour – hatched blue line.

Relief Sought (see also Response to Online Questions below) We seek the following amendments to the Draft Greater Christchurch Spatial Plan (the Spatial Plan), and any other additional, consequential or alternative amendments which give effect to the intent of our submission and our interests:

Map 5: Areas to protect and avoid, Map 9 Strategic infrastructure Amend Maps 5 and 9 such that the Christchurch Airport Noise Control Zone (CANCZ) apply to land within the 57 dBA airport noise contour, such contour to be based on the methodology adopted in the Christchurch Airport Remodelled Contour Independent Expert Panel Report (June 2023) except that it be based on a maximum 30 year assessment period having regard to matters such as future growth projections, predicted flight paths and expected flight paths and not ultimate runway capacity; and that the Annual Average not Outer Envelope contour apply. Maps 5 and 9 should also show the 65 dBA airport noise contour, based on the same assumptions and methodology as stated above for the 57 dBA contour, and the Spatial Plan

		<p>should clarify that sensitive activities (as defined in the Christchurch District Plan, or similar) are permitted between the 57-65 dBA contour, subject to appropriate acoustic insulation, and that no noise mitigation measures are required outside the 57 dBA airport noise contour.</p> <p>Reason: The Map 5 and 9 Christchurch Airport Noise Control Zones show the operative CIAL airport 50 dBA and 55 dBA airport noise contours. These are now out of date. The amended contours as recommended by the Independent Expert Review Panel are based on the most up to date information and best practice, but do not make recommendations regarding the appropriate contour to use for noise control purposes, and only model future airport growth projections based on ultimate runway capacity (as per their terms of reference). The amended CACNZ sought in this submission is consistent with international best practice and NZS 6805:1992, Airport Land Use Management and Land Use Planning (NZS 6805) and is the most appropriate way to achieve the purpose of this Act having regard to the costs, benefits and risks associated with alternatives. We further submitted on the PC14 in support of the Miles Premises Ltd submission which sought that noise controls apply at the 57 dBA airport noise contour.</p> <p>Protecting strategic infrastructure Appropriate measures should be applied around strategic infrastructure, to ensure the safety and wellbeing of residents, and to safeguard the effective operation, maintenance and potential for upgrades of this infrastructure. Key strategic infrastructure in Greater Christchurch includes Christchurch Airport, the Port of Lyttelton, the inland ports at Rolleston and Woolston, state highway and rail corridors, and the electricity transmission network (see Map 9).</p> <p>Reason: Consistent with Christchurch District Plan Change 5E decision which requires acoustic insulation for sensitive activities where noise levels exceed 55 dBA (railway noise) and 57 dBA (road noise). The same approach i.e. managing noise effects on sensitive with acoustic insulation requirements should apply to airport noise. This is also the current operative District plan requirement for development subject to airport noise.</p> <p>Maps 2 and 14 Amend Maps 2 and 14 to identify land between the 50-57 dBA revised airport noise contours (as requested to be defined under 'Maps 5 and 9' above) as new/expanded residential areas, with no restrictions in relation to airport noise, including 76 Hawthornden Road. In the alternative, some of this land (but not 76 Hawthornden Road) could also be identified for business purposes. 76 adjoins existing residential development and is highly suitable for and a logical extension of existing residential development.</p>
346.1	Jendy Judd	<p>1) Compliance by all stakeholders to Noise Contours</p> <ul style="list-style-type: none"> • Reinstate flight paths as expressed within the CCC District Plan Flights within 65db noise contours for take-off and landing

		<ul style="list-style-type: none"> • CIAL to operate within noise contours, during take-off and landing. Reinstate original flight exit on southern runway to keep within 65dBA contours in District Plan <p>2) Noise standard Measurement - needs to be changed, and/or its application for CIAL.</p> <ul style="list-style-type: none"> • Airport noise measurements and standard is unfit for purpose of meeting district plan requirements and minimising impact to community. • 65bBA should be based on instantaneous noise, not averaged over 24hours(including period of low noise) • Current standard cannot be breached by CIAL. Therefore, noise complaints have/and never will be resolved if this standard is utilised in the current form. • Residents are gathering expert acoustic data.3) Spatial / District Plan – application for all stakeholders equally • That is, land development and usage equal to all parties. • For example, CIAL / CCHL able to develop land (within contours) that other landowners can't!
346.2	Jendy Judd	<p>Noise Contours - Current Restraints to residents</p> <ul style="list-style-type: none"> • Noise constraints impact how residents can use or develop their land. However , there is a commensurate duty on the Airport to also abide the rules in the District Plan • CIAL can develop their land within the noise contours. <p>[Full Submission Available]</p>
346.3	Jendy Judd	<p>This submission is related to numerous residential concerns regarding infrastructure current and future impacts, upon the health and wellbeing of our community. In particular (but not limited to):</p> <p>Part 1: Areas to Protect, Avoid and Enhance (within stated plan above)</p> <p>Area to Protect - Local Community</p> <ul style="list-style-type: none"> • Yaldhurst had a population of 1,602 (2018 NZ Census) • Long-term, established community. • School (approx. 120 students, opened 1876) • Businesses, church, memorial hall, families, livestock, museum, domain, sports, and culture • Residents fully aware that they reside within CCC District Plan noise contours – have shaped their lives around these contours. • Moral and legal expectation that the CCC District Plan applies to all stakeholders. <p>[Full submission Available. Coder Note: Stated Plan above refers to Greater Christchurch Spatial Plan (Draft for Consultation)]</p>
346.4	Jendy Judd	<p>Managing Impact to People and the historic community</p>

Current Issues -

1. Excessive ongoing noise – Recent changes to the noise environment in the community, and in particular the southern runway resulting in ongoing excessive noise impacting the health and wellbeing of residents.
2. CIAL / CCHL non-compliance to the noise contours within the CCC District Plan. That is, the CIAL air traffic is operating outside of noise contours expressed within the District Plan which is impacting the local community.
 - a. The airport is breaching operational noise levels daily, Ongoing excessive noise levels (including today) with readings above 65 dB, with some exceeding 90 dB, and over 66dB internally. Impacting health of residents.
3. Noise Measurement Standard is unfit for the purpose of meeting the district plan and impact to residents.
4. Land development and Noise contours - differs across stakeholders. Christchurch Holdings Ltd (CCHL) CIAL can develop, whilst other landowners can't.

Excessive ongoing noise

- Ongoing issues – raised with CIAL and CCC initially in March 2021
 - The airport is breaching operational noise levels daily, Ongoing excessive noise levels (including today) within the 55dBA and 50dBA noise contours, with acoustic readings above 65 dB, some exceeding 90 dB, and over 66dB internally (in home), impacting health of residents.
 - Please refer to three attachments attached. These documents are a few of numerous in actions / and correspondence with CIAL to resolve the matter, without success.
 - No evidence of improvements for residents over extended period.
- Residents are experiencing a significant increase in the level of noise due to change of flightpaths, which breaches the noise level anticipated between the 55dBA and 50dBA noise contours, impacting health and wellbeing of residents.
- Following complaints based on excessive increase in noise, I was advised verbally by a manager at Airways NZ Ltd, that there was a due to a change (early 2021) to the flight paths used for the Airport. This has meant, aircraft have been passing directly over her many residents and at a lower height, than was ever the case.
- CIAL / CCHL non-compliance to the noise contours within the CCC District Plan. That is, the CIAL air traffic is operating outside of noise contours expressed within the District Plan which is impacting the local community.
 - The airport is breaching operational noise levels daily, Ongoing excessive noise levels (including today) with readings above 65 dB, with some exceeding 90 dB, and over66dB internally . Impacting health of residents.

Noise Measurement Standard - needs to be changed, and/or its application for CIAL.

		<ul style="list-style-type: none"> • Airport noise measurements and standard is unfit for purpose of meeting district plan requirements and minimising impact to community. • 65bBA should be based on instantaneous noise, not averaged over 24hours((including period of low noise) • Current standard cannot be breached by CIAL. Therefore, noise complaints have/and never will be resolved if this standard is utilised in the current form. • Residents are gathering expert acoustic opinion on the standard and its application. <p>Noise Contours - Current Restraints to residents</p> <ul style="list-style-type: none"> • Noise constraints impact how residents can use or develop their land. However , there is a commensurate duty on the Airport to also abide the rules in the District Plan • CIAL can develop their land within the noise contours. <p>[Full Submission Available]</p>
346.5	Jendy Judd	<p>Ongoing Actions to address issues – March 2021 – ongoing (2+yrs)</p> <ul style="list-style-type: none"> • Noise issues and impacts on health - raised with CIAL and CCC initially in March 2021 <ul style="list-style-type: none"> ○ The airport is breaching operational noise levels daily, Ongoing excessive noise levels (including today) with readings above 65 dB, with some exceeding 90 dB, and over 66dBinternally . Impacting health of residents. ○ No evidence of improvements for residents over extended period. ○ Please refer to three attachments attached. These documents are only three of numerous inactions / and correspondence with CIAL to resolve the matter, without success. ○ We (residents) have extensive information regarding this ongoing issue, such as meeting documents, letters, and emails. For simplicity of this submission, I haven't provided this information, however, please assume that this information is inclusive and can be provided when requested / later. • Many residents, including me, are concerned about retaliation of the CIAL and CCC because of ongoing habitual rogue behaviours against residents seeking to address this issue. <p>[Full Submission Available]</p>
347.11	Momentum Land Limited	<p>Although both the North Block and the South Block lie inside of the 2008 50 dBA Ldn airport noise contours for the Christchurch International Airport Limited (CIAL), those noise contours have now been remodelled to reflect current and future conditions.²⁹The North Block lies outside of the remodelled (2022-23) 50 dBA Ldn contour. Although the South Block still lies partially inside of the remodelled (2022-23) 50 dBA Ldn contour, its proposed use as a retirement village should not be prevented by that factor. The certain benefits of residential retirement village development of the South Block far outweigh any potential negative benefits due to airport noise or reverse sensitivity issues.</p>

		<p>Avoidance or prevention of new residential or other urban or land development within the 50dBA Ldn airport noise contour is not necessary, desirable or justified to ensure the safety and wellbeing of residents, or to safeguard the effective operation, maintenance and potential for upgrades of the Christchurch International Airport. The appropriate boundary for that purpose is the 55 dBA Ldn airport Annual Average noise contour, as remodelled in 2022-23</p> <p>Relief Sought</p> <p>Amend Map 9 and Map 5 to remove the 50 dBA Ldn Christchurch International Airport noise contour, and instead show only the 55 dBA Ldn Christchurch International Airport Annual Average noise contour, as remodelled and shown in the Christchurch Airport Remodelled Contour Independent Expert Panel Report June 2023, as the Airport Noise Control boundary within which urban development should be avoided to ensure the safety and wellbeing of residents, and to safeguard the effective operation, maintenance and potential for upgrades of the Christchurch International Airport.</p> <p>[Full Attachment Available]</p> <p>[Coder note: The sites referred to in the point are described further in the WDC greenfield code]</p>
348.31	Balance Developments Limited	<p>This submission seeks to:</p> <p>Amend Map 9 and Map 5 to remove the 50 dBA Ldn Christchurch International Airport noise contour, and instead show only the 55 dBA Ldn Christchurch International Airport Annual Average noise contour, as remodelled and shown in the Christchurch Airport Remodelled Contour Independent Expert Panel Report June 2023, as the Airport Noise Control boundary within which urban development should be avoided to ensure the safety and wellbeing of residents, and to safeguard the effective operation, maintenance and potential for upgrades of the Christchurch International Airport.</p> <p>[Submission point also recoded under 11.4.1.]</p>
348.36	Balance Developments Limited	<p>Airport Noise Contours</p> <p>Although the Balance South Kaiapoi Block lies inside of the 2008 50 dBA Ldn airport noise contours for the Christchurch International Airport Limited (CIAL), those noise contours have now been remodelled to reflect current and future conditions.²⁹ The Balance South Kaiapoi Block lies outside of the remodelled 50 dBA Ldn contour.</p> <p>Avoidance or prevention of new residential or other urban or land development within the 50dBA Ldn airport noise contour is not necessary, desirable or justified to ensure the safety and wellbeing of residents, or to safeguard the effective operation, maintenance and potential for upgrades of the Christchurch International Airport. The appropriate boundary for that purpose is the 55 dBA Ldn airport Annual Average noise contour, as remodelled in 2022-23.³⁰</p> <p>At any rate, the certain benefits of residential development of the Balance South Kaiapoi Block far outweigh any potential negative benefits due to airport noise or reverse sensitivity issues.</p> <p>[Full Submission available.]</p>

348.40	Balance Developments Limited	<p>Balance Ltd seeks the following relief:</p> <ul style="list-style-type: none"> - Amend Map 9 and Map 5 to remove the 50 dBA Ldn Christchurch International Airport noise contour, and instead show only the 55 dBA Ldn Christchurch International Airport Annual Average noise contour, as remodelled and shown in the Christchurch Airport Remodelled Contour Independent Expert Panel Report June 2023, as the Airport Noise Control boundary within which urban development should be avoided to ensure the safety and wellbeing of residents, and to safeguard the effective operation, maintenance and potential for upgrades of the Christchurch International Airport; <p>[Full Submission available.]</p>
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Evidence Base - See Sections 4.12 of the Officers Report

Point	Submitter	Position
146.24	Michael de Hamel	<p>Known risk of population incursion</p> <p>The projections for population increase in the Christchurch area are based on general population growth figures, adjusted for age structure etc, but do not take into account what might happen on a geopolitical scale. If sea levels rise by a metre around the world, then there are going to be billions of people needing new places to live. In many, if not most, of the areas affected there simply isn't the land to move to. This will result in huge immigration pressure on 'under populated' countries like New Zealand, and in particular on parts of the country with large flattish areas and a relatively abundant supply of fresh water.</p> <p>This could easily result in a million or more extra people wanting to make their homes in the Greater Christchurch area within the next 50 years. Even without a hostile invasion New Zealand might decide to invite Pacific Island or European populations to settle here.</p> <p>The Greater Christchurch Spatial Plan needs to look at the ultimate life-supporting capacity of the district, and to look at some of the limiting factors involved. Is there potential for a 'New Territories'-type city development at, say West Melton (could foundations be strong enough for big high-rises? or a new city on the site first selected for Christchurch on the hills at Teddington and through Gebbies Pass? (Hong Kong and its New Territory cities are built on old volcanic rocks.) The issues at this stage are the 'big picture' ones, like how could sewage be disposed of or re-used, and how could transport links be expanded to serve the populations.</p> <p>In the past Rolleston was touted as the development area to watch. Where will the next ones be?</p>
197.16	Lynette Bay	<ol style="list-style-type: none"> 1. Immigration. Do you wish NZ or Christchurch to become another France where we become over run with young fighting age male mainly Muslim immigrants come here, do not integrate or get jobs and become disillusioned then cause problems when they perceive an injustice has been done to them. Immigration is fine but needs to be controlled. Where are we going to house these migrants when we can not house our growing number of homeless people? Should immigrants be given priority over our own New Zealanders who live here? 2. I am not sure where you get your stats re population growth - is it from data or from modelling? Stats NZ talks about a 10% excess mortality rate happening right at this present time which points a different picture of decline in population rather than growth which is what this plan is about. Birth rates are down as well so population not being replaced like it once was as well.

		[Q6. Also coded to 11.1]
198.23	Paul Bryant	<p>What was the makeup of the sample group that came up with the 86% in support? Were minors or children part of this including people below the voting age?</p> <p>You state population will may double or more in 60 years. So does it keep doubling every 60 years or less - what does this look like in your future plan? Or is that someone elses problem. This is not a sustainable approach.</p> <p>With deaths higher than births and skilled workers leaving the country at the moment, where are all these people going to come from? Imigrants? Refugees?</p> <p>What is really driving this plan? Council, Government, who? Is this a 15 minute city?</p> <p>What part is AI going to play in the future?</p> <p>I don't think this plan has done much thinking. Look at other places in the word, your plan resembles China. Learn from mistakes others have made, open your mind, think outside the box, dream the future and make it happen.</p> <p>[Q6. also coded to 11.3]</p>
198.26	Paul Bryant	<p>What was the makeup of the sample group that came up with the 86% in support? Were minors or children part of this including people below the voting age?</p> <p>You state population will may double or more in 60 years. So does it keep doubling every 60 years or less - what does this look like in your future plan? Or is that someone elses problem. This is not a sustainable approach.</p> <p>With deaths higher than births and skilled workers leaving the country at the moment, where are all these people going to come from? Imigrants? Refugees?</p> <p>What is really driving this plan? Council, Government, who? Is this a 15 minute city?</p> <p>What part is AI going to play in the future?</p> <p>I don't think this plan has done much thinking. Look at other places in the word, your plan resembles China. Learn from mistakes others have made, open your mind, think outside the box, dream the future and make it happen.</p> <p>[Q5]</p>
220.18	Ministry of Education	<p>[FDS]</p> <p>Ministry position: The following are some high-level comments on the state of the network that may require additional planning and investment. These should not be considered detailed responses or adequate to answer the questions on the sufficiency of 'additional infrastructure' required by the NPS – UD. Greater detail on the constraints and opportunities here can only be developed when further detail on development is provided, and this is a necessary step in understanding the sufficiency of 'additional infrastructure' and</p>

promoting integrated planning.

In general, the growth proposed in the draft FDS and through the MDRS will place pressure on the education network servicing the central city and surrounding suburbs. Work is currently underway by MoE to increase the capacity of the education network in a number of the growth areas indicated in the draft Spatial Plan. These include multiple projects currently underway or planned in Rolleston, Lincoln and the South-west of Christchurch.

Current areas of rapid greenfield growth include Rolleston, Lincoln and Halswell. To this will be added additional areas for greenfield growth such as Belfast, Rangiora, Woodend, Kaiapoi, Prebbleton and Darfield. The MoE has actions planned for managing currently anticipated growth in these areas, but these will need to be reviewed if there are additional greenfield growth areas (above current estimates) or changes to the anticipated or delivered housing density.

Decision sought:

As per the FDS section below we request greater engagement with MoE on areas of growth and change, to inform the 'additional infrastructure' components of the draft Spatial Plan. It is not possible to provide input on the draft Spatial Plan at present in this regard without an understanding of the quantum, type and staging of development that may occur.

Another focus will be on the MRT project and the areas / centres that are likely to be activated by this. It is important to understand its timing and planning and likely impacts on both development and accessibility. We welcome greater engagement on this project alongside the PDAs to ensure integrated planning and delivery across agencies.

The draft Spatial Plan and Relationship to a Future Development Strategy (FDS)

While the draft Spatial Plan is considered by the Partnership as equivalent to a Future Development Strategy there are several areas where engagement with MoE has not been undertaken in a way that enables it to provide a robust response across the different roles we have as Crown Agency, provider of additional infrastructure, and landowner.

Under Section 3.13(2) of the NPS-UD 2020 (as reviewed in May 2022) every FDS must spatially identify:

- a. the broad locations in which development capacity will be provided over the long term, in both existing and future urban areas, to meet the requirements of clauses 3.2 and 3.3; and
- b. the development infrastructure and additional infrastructure required to support or service that development capacity, along with the general location of the corridors and other sites required to provide it; and

c. any constraints on development.

Policy 10 of the NPS-UD states that local authorities should engage with providers of development infrastructure and additional infrastructure (schools are considered additional infrastructure), to achieve integrated land use and infrastructure planning. In addition to this, subpart 3.5 of the NPS-UD states that local authorities must be satisfied that the additional infrastructure required to service the development capacity is likely to be available.

With specific reference to the requirements of preparing and updating an FDS, Section 3.15 (2) of the NPS-UD states that (2) In order to prepare the draft required by that procedure, local authorities must engage with the following: ... (d) providers of additional infrastructure.

Ministry position:

While the Greater Christchurch partnership has consulted with MoE as a Crown Agency as per some of the requirements of the NPS – UD (3.15.2b) there are other areas that could be significantly improved. This will ensure that urban development will be integrated with infrastructure planning and funding (NPS UD – Objective 6), achieve integrated land use and infrastructure planning (Policy 10 b) and additional infrastructure is available to service development capacity (3.5.1, 3.15.2d).

The need to address ‘additional infrastructure’ requirements under the NPS UD is essential to achieve well-functioning, sustainable and thriving urban areas. This has been acknowledged in both the August 2022 update on Urban Form Scenarios (Greater Christchurch Spatial Plan and Mass Rapid Transit Indicative Business Case Briefing) at Focus 2 of Next Steps, as well as in the Greater Christchurch Housing Development Capacity Assessment (March 2023). The latter capacity assessment indicated the need for a Phase 2 Housing Capacity Assessment to satisfy the ‘additional infrastructure’ requirements of the NPS – UD (pg.55).

This Phase 2 Housing Development Capacity Assessment has not yet occurred but is critical to undertake to provide MoE the information needed to effectively input to the draft Spatial Plan at this level. The current TA level of capacity provided by this assessment and outlined in the draft Spatial Plan enables the Partnership to judge overall capacity but does not provide a useful level of detail in terms of development quantum, type or timing to assist providers of ‘additional infrastructure’.

Decision sought: We consider engagement with additional infrastructure providers to be a fundamental requirement of an FDS, to give clarity for infrastructure providers, and help to achieve the aims of the draft Spatial Plan. Given the detail required this may need to occur at a sub-TA or corridor level (including centres) to understand the capacity allocation, staging (Short / medium / long term) and typologies

		<p>required to deliver 170,000 people and 77,000 dwellings over the 30-year horizon.</p> <p>While the towns and centres planned for growth have been identified along with indicative densities there is no information on the quantum of this growth allocated and the timing specific to these areas. Without this information even at a high level MoE cannot provide useful input on the sufficiency of 'additional infrastructure'. This should already have been provided to MoE and both quantum and timing should be included in the draft Spatial Plan, not purely considered at Implementation Plan stage.</p> <p>Prior to the Implementation Plan phase starting the supply of growth model information created to inform the draft Spatial Plan would help to begin developing robust estimates of development capacity, timing and typology. For example, sharing of the information that fed into the Housing Development Capacity Assessment (eg. Appendix 3 Formative Model Process). The more granular work completed by each TA to build up to the Reasonably Expected to be Realised / Feasible Capacity discussed in section 7.5 of the HDCA may also enable much greater understanding for MoE. Similar information has been invaluable in other FDS processes to enable us to provide useful input as 'additional infrastructure' providers and as a Crown agency.</p>
232.17	Flora Johnson	<p>nga tshu Corp can pay for their own heritage initiatives.</p> <p>Green house gas and climate change has been debunked by thousands of scientists. Looks like the ccc has not noticed this. This has become a religion not fact. View Barry Brill chairman climate scientist coalition.</p> <p>Stop wateing taxpayers money on absurd nonsense.</p> <p>You only have to travel an hour out of your offices and see the fact that nz is full of amazing ecological sound resources. Stop wasting money on unnecessary transformation.</p> <p>[Q5: No]</p>
234.15	Dianne Downward	<p>The plan is based on the population growth of Canterbury but when I look at the data provided by Statistics NZ, our death rate is up by 10% and the birth-rate is down. https://www.mpamag.com/nz/news/general/new-zealand-population-what-will-happen-over-the-next-decade/427713</p> <p>Therefore what data is the need for all this development based on?</p>
243.18	Phillipa Lamborn	<p>There is there is no cost benefit analysis that I have seen on this and struggled to say that the cost both of carbon and financial and environmental would outweigh the benefit at all</p> <p>[Q4: No]</p>
244.12	Anne Bluck	<p>I would describe what you are proposing in your draft as verbosity. New Zealand's greenhouse gas emissions are extremely minimal compared to the rest of the world, for example, China.</p> <p>[Q5: No]</p>
253.14	jo mcgregor	<p>Where are these 700,000 people coming from? Its certainly not from birth. Where are they immigrating from?</p>

		<p>Why is there a specific focus on areas significant to Maori? What about the areas significant to the early European settlers, or the Chinese? We are all kiwis... why prioritise one race over others?</p> <p>[Q6. Also coded to 3]</p>
255.9	Leanne Farrar	<p>Public transport is slow, not user friendly and is not time efficient to use</p> <p>Where are all these people coming from.....is the modelling correct?</p> <p>[Q1: No. Also coded to 8.1]</p>
257.9	shaun white	<p>Firstly, the amount of capital required is not feasible without major lending and unfortunately the Ratepayers will be the ones who end up funding this with huge increases on already unsustainable rates increases.</p> <p>Secondly, i do not see enough Scientific proof that vehicles are having the impact on Carbon Emissions that certain profit motivated groups are claiming.</p> <p>Finally, i believe that New Zealanders are being detrimentally impacted by a Green Agenda created by overseas Policy makers who do not have New Zealand's best interest at heart. Our governments and Councils should be taking a proportionate approach based on evidence not ideology.</p> <p>[Q1: No. Also coded to 4.1]</p>
258.20	Brendon Harre	<p>Considers that historically policy makers have both under and over estimated population change. What is needed is a spatial strategy that is adaptable enough to cope with multiple change scenarios — including that Christchurch becomes a city with a population that exceeds 1 million. If the metropolitan area continues its current growth trajectory it will exceed 750,000 people in less than 30 years and be well over a million in 60 years' time.</p>
261.14	Jan Sintes	<p>I would also like to see a breakdown of how the findings from the engagement figures are made up. I realise that by going around schools and encouraging youth to complete the online survey may give a greater engagement base, I am worried that children who do not have the life experience that comes with age and experience are skewing the figures in favour of a positive result. How many of the 7,000 people who completed the online survey were over 25??</p> <p>{Full Attachment Available}</p>
278.12	Anita Vulling	<p>Yes I think it should be studied more in dept , have working groups from all areas in Christchurch to come to the best option</p> <p>[Q6: N/A]</p>
280.10	David Wilson	<p>let me point out a few things..... the death rate is up, the birth rate is lower than ever before, the push for trans-gender among the children in schools will reduce the amount of future offspring.... so tell me where are all the people that you say will be in christchurch coming from overseas???? i hope not look at england and the problems they are having now in especially high density areas.</p> <p>[Q5: Partially]</p>
281.9	Robina Dobbie	<p>The growth predictions for Christchurch seem well overstated. In the 19 years between 1989 and 2008 the Christchurch population grew by 69000. In the last 15 years the population has grown by 20300 approx 5.5% growth or 30000 approx 8% dependent on which data is</p>

		used. The earthquakes brought down the population although it has sincerecovered. We have a decreasing birth rate and our death rate has increased by 10%. How are these predictions formulated?
281.22	Robina Dobbie	The HuiHui Mai engagement was performed using the tools incorrectly and it was able to create false results. After attending the HuiHui Mai and talking to numerous other people who also attended them I found the report was not a reflection of my experience and the experiences I heard from other attendees at some different venues.
287.13	Opal Consortia	Anticipate greater growth than your Capacity Analysis. For example Selwyn is the fastest growing District in the Country and the same promoters are still there with more joining. [Q6]
288.11	North Beach Residents' Association	<p>Areas to Protect and Avoid Background Report Methodology</p> <ul style="list-style-type: none"> • We are concerned about some of the underlying assumptions outlined in Section 1 Areas to Protect, Avoid as those assumptions are based on a methodology and reasoning for identifying the areas to protect and avoid set out in the Areas to Protect and Avoid Background Report. That report is, in turn, based on a contested body of work the Christchurch City Council undertook in 2021 the Coastal Adaptation Framework ,the Coastal Hazards Adaptation Programme and proposed changes to the district plan. • In the background report, Section 2.1 Identification of areas to protect and avoid notes that: ‘Areas to protect and avoid are also generally limited to those matters tested previously through a legislative process, particularly a process under the Resource Management Act. Exceptions were made for natural hazards identified within public documents but not yet tested through a resource management process. While not robustly tested through a statutory process, it is considered appropriate to include the following matters given the risks posed to people and property and national direction, namely under the New Zealand Coastal Policy Statement.’ • The report acknowledges as a footnote that Christchurch City Council had already embarked on consultation on a Plan Change (issues and options) based on published maps defining areas at risk of inundation(flooding) and erosion, specifically the Coastal Adaptation Framework and proposed changes to the District Plan. Since the assumptions underlying the Coastal Adaptation Framework have been widely contested and are as yet unresolved, it follows that some of the assumptions underlying this part of the report are themselves open to question. • In 2021 during the consultation phase of the Coastal Adaptation Framework, we objected that many of the assumptions and methodology in the framework were flawed. Our objections then, which still stand, included: <ul style="list-style-type: none"> ○ A focus on public (CCC) assets, we argued that it is artificial to consider public assets in isolation when CCC has a duty of care to the community, including private assets, whether business, community-owned or household, to support social and economic well-being. ○ A guiding principle laid out in the framework is that priority be given to natural and nature-based options. A laissez-faire approach that did not look at other mitigation measures to climate change other than those that could be achieved naturally (e.g., the creation of wetlands). In its public consultation then, CCC staff made it clear they were opposed to infrastructural investment such as hard protection structures. ○ Managed retreat was very much on the table. This, CCC claimed, was in line with the New Zealand Coastal Policy Statement (2010). Yet the NZCPS states that managed retreat should be considered a risk reduction response along with other options. This, we argued, was the position CCC should betaking. Instead, their Guiding Principles did not faithfully reflect the intent and wording of the NZCPS’s Policy 27: Strategies for protecting significant existing development from coastal hazard risk “that hard protection structures may be the only practical means to protect existing infrastructure of national or regional importance, to sustain the potential of built physical resources to meet the reasonably foreseeable needs of future generations.”

		<ul style="list-style-type: none"> ○ We argued that since the original modelling undertaken by Tonkin & Taylor was based on a laissez-faire assumption of no measures taken to mitigate sea-level rise, further, more rigorous modelling was needed of different scenarios, including hard engineering and natural mitigations as well as environmental factors such as sand accretion¹ to provide revised mapping and overlays that took into account such modelling. Until then, the framework’s methodology remained incomplete. ● In addition, we also express grave concerns that the use of IPCC, RPC8.5 and RPC8.5+ are continuing to be the basis for planning decisions for our city and for the development of this Greater Christchurch Spatial Plan document. The IPCC is clear that these scenarios are “not likely” and “implausible to unfold” and not to be used for policy making (IPCC, ar6 wg1, chapter 4, section 4.4.2.p.13 and this has now been recognised internationally. We believe the use of these scenarios needs to be reviewed, and the other RPC scenarios need to be considered and evaluated in line with IPCC’s latest guidance.
308.3	Rob Nicol	Decisions on recent Selwyn private plan change requests consistently agree with evidence that the Council’s housing and business capacity assessments underestimated housing and business capacity, and overestimated available capacity, and did not meet the requirements of the National Policy Statement – Urban Development (NPS-UD). We understand that essentially the same Council methodology underlies the figures in Tables 2 and 3. They should be revised to reflect best practice and ensure that they comply with the NPS-UD.
313.7	Miles Premises Ltd	Decisions on recent Selwyn private plan change requests consistently agreed with evidence that the Council’s housing and business capacity assessments underestimated housing and business capacity, and overestimated available capacity, and did not meet the requirements of the National Policy Statement – Urban Development (NPS-UD). We understand that essentially the same Council methodology underlines Tables 2 and 3. They should be revised to reflect best practice and ensure that they comply with the NPS-UD.
315.18	West Melton Holdings Ltd	Considers the GCSP will not meet the NPS-UD requirement for planning decisions to contribute to well functioning urban environments – in terms of Policy 1, it will not- have or enable a variety of homes that:(i) meet the needs, in terms of type, price, and location, of different households (1a)- support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets;- support reductions in greenhouse gas emissions to any greater extent than other growth scenarios (a mix of consolidated and dispersed growth) which meet all the other requirements of the NPS-UD including providing at least sufficient development capacity for housing and business land. ¹⁰ It simply cannot proceed in its current form as it will not give effect to higher planning documents, specifically the NPS-UD.
325.4	Transpower New Zealand Limited	<p>A significant resource management issue in Greater Christchurch and across New Zealand is inappropriate development, land use and subdivision in close proximity to existing National Grid transmission lines, which can compromise its operation, maintenance, development and upgrade. Under the NPSET, policies and plans must include provisions to protect the National Grid from other activities.</p> <p>Specifically, the NPSET requires that district plans include a buffer corridor around National Grid lines within which “sensitive” activities should not be given resource consent and other activities that have the potential to compromise the National Grid or generate reverse sensitivity effects are managed. The three primary reasons for restricting activities within the buffer corridor are electrical risk; annoyance caused by transmission lines and reverse sensitivity; and restrictions on the ability for Transpower to access, maintain, upgrade and develop the lines, as well as compromising the assets themselves. Policies 10 and 11 of the NPSET provide the primary direction on the management of adverse effects of subdivision, landuse and development activities on the National Grid, and function as the primary guide to inform how adverse effects on the National Grid are to be managed through planning provisions. The policies are directive in nature. The Christchurch District Plan includes National Grid corridor provisions that give effect to Policies 10 and 11 of the NPSET. The provisions for Selwyn and Waimakariri form part of the Proposed District Plans for those districts. The relief sought by</p>

		<p>Transpower in its submissions for both proposed plans is consistent with its national approach (including Christchurch). Transpower has identified some inconsistencies with how different types of Strategic Infrastructure have been categorised in the “Areas to Protect and Avoid” assessment. For example, what was meant by “protecting” the electricity transmission network with reference to the Policies 10 and 11 of the NPSET. This could be clarified by adding the background assessment and raw data showing how Strategic Infrastructure was categorised and weighted as a constraint.</p> <p>[Coder Note: Also coded to 11.2]</p>
325.7	Transpower New Zealand Limited	<p>Amend first paragraph on page 23 as follows:</p> <p>Relevant national direction includes the National Policy Statement on Urban Development, Government Policy Statement on Housing and Urban Development, Government Policy Statement on Land Transport, the Emissions Reduction Plan, and the following other national policy statements relating to highly productive land and freshwater management:</p> <ul style="list-style-type: none"> • National Policy Statement on Highly Productive Land; • National Policy Statement for Freshwater Management; [and] • National Policy Statement on Energy Transmission 2008. [add others as relevant] <p>Alternatively, review entire section “Delivering on national direction” to make it clear that the FDS obligations under “Sub-Part 4 Future Development Strategy” of the NPSUD have been addressed within the Spatial Plan, including the matters that the FDS must spatially identify (section 3.13(2)) and the matters that have informed the FDS (section 3.14).</p> <p>Reason:</p> <p>The second and third paragraphs at the top of page 23 state: “The Spatial Plan satisfies the requirements of a future development strategy under the National Policy Statement on Urban Development. This includes setting out how well-functioning urban environments will be achieved, and how sufficient housing and business development capacity will be provided to meet expected demand over the next 30years. What this national direction requires of the Spatial Plan is summarised below.” If the Spatial Plan satisfies the requirements of an FDS under the NPSUD, the first paragraph on page 23 should be amended to reflect the council’s obligations under Section 3.14(f) of the NPSUD, which requires that the FDS is informed by other national policy statements besides highly productive land and freshwater management. Transpower seeks text amendments to paragraph 1 to address this. It should at least include the NPSET. The remainder of page 23 lists what the national direction requires of the Spatial Plan. Transpower considers that this list is incomplete, as it appears to omit the full suite of national policy statement requirements under Section 3.14(f). Reference should be made to this on page 23 and within the text in orange squares on the same page. Transpower does not wish to pre-determine the approach for taking “other” national direction in to account, so has not proposed specific text amendments or additions to this part. It therefore seeks a review to ensure fulsome reference to the NPSUD requirements for FDSs. This could be achieved by amendments to the existing text or a wholesale review of this subsection to ensure that all the NPSUD obligations are clearly addressed..</p>

325.19	Transpower New Zealand Limited	<p>Areas to Protect and Avoid Report section 2.1 Identification of Areas to Protect and Avoid (page 6)</p> <p>Amend paragraph 2 as follows (page 6):</p> <p>Areas to protect and avoid are also generally limited to those matters tested previously through a legislative process, particularly a process under the Resource Management Act. Exceptions were made for natural hazards identified within public documents but not yet tested through a resource management process. While not robustly tested through a statutory process, it is considered appropriate to include the following matters given the risks posed to people and property and national direction, namely under the New Zealand Coastal Policy Statement and the National Policy on Electricity Transmission 2008 (NPSET). These additional matters include::</p> <ul style="list-style-type: none"> • coastal hazards • fault lines • tsunami • National Grid <p>Reason:</p> <p>Given the national significance of the National Grid and the strong higher order policy direction regulating land use, subdivision and development in proximity to it, it should be included in this list alongside the New Zealand Coastal Policy Statement. This would also clearly reflect the requirements of Section 3.14(f) of the NPSUD. It is acknowledged that “strategic infrastructure” is included on the identified list of areas to protect on the same page, however it is not clear how this categorisation has been determined in relation to the National Grid and how this has informed the weighted assessment of constraints. This statement also conflicts with the text in Section 4.5 which states that “<i>development must be avoided around significant infrastructure...</i>” Transpower considers that further information is required to put this in context (see below), particularly given that the National Grid has not been accurately mapped on either the “Map of Areas to Protect and Avoid” (section 3.2 page 8) or the Strategic Infrastructure Map (section 4.5 page 17).</p>
325.20	Transpower New Zealand Limited	<p>Areas to Protect and Avoid Report Section 2.3 Weighting of Areas to Protect and Avoid (page 7). Add data and assessment informing the results of “Weighting of Areas to Protect and Avoid”.</p> <p>Reason:</p> <p>This section explains the process followed to weight constraints that informed the “areas to protect and avoid”. Transpower seeks that the data informing this assessment are added as a background document to the draft Spatial Plan so that it is clear how “areas to protect and avoid” were ultimately categorised and weighted. For example, what is meant by “protecting” the electricity transmission network with reference to Policies 10 and 11 of the NPSET. Both policies set a strong higher order direction against the establishment of sensitive activities in proximity to and those that have the potential to compromise the National Grid. Transpower considers that the detailed approach to this assessment and the results should be included for transparency and to enable a robust review of accuracy against the national direction in accordance with Section 3.14(f) and 3.12(2)(c) of the NPSUD.</p>

325.21	Transpower New Zealand Limited	<p>Areas to Protect and Avoid Report, Section 3.2, Map of Areas to Protect and Avoid (page 8). Amend Map of Areas to Protect and Avoid to include National Grid assets. Transpower seeks that the National Grid extent should capture the subdivision corridors (in terms of the Proposed Selwyn District Plan, Proposed Waimakariri District Plan and the Operative Christchurch District Plan). Transpower is readily able to provide this data.</p> <p>Reason:</p> <p>The direction in Policies 10 and 11 the NPSET regarding land use and development in proximity to the National Grid is directly relevant to the FDS assessment of constraints. Given the higher order direction in the NPSET, the National Grid should be accurately shown on the “Areas to Protect and Avoid” map.</p>
325.22	Transpower New Zealand Limited	<p>Areas to Protect and Avoid Report Section 4.5 Strategic Infrastructure (page 17). Retain text in paragraph 2 of Section 4.5 but clarify categorisation of constraints to address conflicting statement in section 2.3 that states strategic infrastructure is to be “protected”.</p> <p>Transpower supports the identification of “Strategic Infrastructure” as a resource to avoid, in particular, the text in paragraph 2 of section 4.5 that states:</p> <p><i>“Development must be avoided around significant infrastructure to ensure the safety and wellbeing of residents, as well as maintaining the operation, maintenance and upgrades of existing infrastructure.”</i></p> <p>That said, as noted above, this statement conflicts with the text in section 2.3 of the Areas to Protect and Avoid Report, which categories strategic infrastructure as requiring protection rather than avoidance.</p>
325.23	Transpower New Zealand Limited	<p>Areas to Protect and Avoid Report Section 4.5 Strategic Infrastructure (page 17). Include definition of Strategic Infrastructure to clarify how it has informed the “Areas to Protect and Avoid” background report and how this aligns with the spatial mapping requirements of NPSUD Section 3.13(2)(c).</p> <p>Reason:</p> <p>Consistent with Transpower’s comments on the main body of the draft Spatial Plan, clarification is sought on the definition of Strategic Infrastructure and how this relates to the identification of development constraints for “other infrastructure” required in Section 3.13(2)(c) of the NPSUD, and how section 3.14 has been given effect to with regard to Policies 10 and 11 of the NPSET.</p>
325.24	Transpower New Zealand Limited	<p>Areas to Protect and Avoid Report Section 4.5, Map of Strategic Infrastructure Areas to Protect (page 17). Amend map on page 17 to correctly show the National Grid and amend the legend annotation and symbols to differentiate between the National Grid assets and electricity distribution network assets.</p>

		<p>Reason:</p> <p>There are errors on this map which appear to misrepresent the National Grid as “power lines”, confusing it with electricity distribution. Some National Grid transmission lines are also completely omitted.</p> <p>Given the national significance of the National Grid and the strong higher order policy direction regulating land use, subdivision and development in proximity to it, it should be correctly shown on this map. This information can readily be obtained from Transpower’s open data website. There is confusion with the Map title as well, given it states, “Map of Strategic Infrastructure Areas to Protect.” While the word “protect” might be applied here in a generic way, it potentially creates further confusion given the approach to weighting constraints and inconsistent use of protect/avoid terminology elsewhere..</p>
325.25	Transpower New Zealand Limited	<p>Areas to Protect and Avoid Report, Section 4.5 Strategic Infrastructure, Electricity transmission corridors (page 18). Support / Amend .</p> <p>National gGrid transmission lines and a number of other electricity transmission lines connect into and go through the Greater Christchurch sub-region. Development needs to be avoided under and around these transmission lines for safety, and maintenance purposes.</p> <p>A significant resource management issue in Greater Christchurch and across New Zealand is inappropriate development, land use and subdivision in close proximity to the National Grid, which can compromise its operation, maintenance, development and upgrade. Under the NPSET, policies and plans must include provisions to protect the National Grid from other activities. Specifically, the NPSET requires that district plans include a buffer corridor around National Grid lines within which “sensitive “activities should not be given resource consent and other activities that have the potential to compromise the National Grid or generate reverse sensitivity effects are managed. This policy direction has directly informed the assessment of the National Grid as a strategic infrastructure constraint.</p> <p>Reason:</p> <p>Transpower supports the text under the heading “Electricity transmission corridors” on page 18. It generally reflects the NPSET (in relation to the National Grid), however in order to ensure that the FDS aspect of the draft Spatial Plan gives proper effect to Section 3.14(f) and 3.12(c) of the NPSUD, additional text is sought. This is will also bring the document in line with Section 4.4 of the Areas to Protect and Avoid report that addresses how the National Policy Statement for Highly Productive Land 2022 has informed the assessment.</p>
325.26	Transpower New Zealand Limited	<p>Greater Christchurch housing development capacity assessment March 2023.</p> <p>Amend bullet point list on page 45 as follows:</p> <p>Government departments Organisations who provide development and additional infrastructure include:...</p> <ul style="list-style-type: none"> • Ministry of Health as providers of healthcare-;

		<p>• Transpower New Zealand Limited as owner and operator of the National Grid.</p> <p>Transpower supports the housing development capacity assessment to the extent that it clearly relies upon the NPSUD defined terms of “development infrastructure” and “additional infrastructure”. This approach could be reflected in the Spatial Plan for consistency. Transpower also supports the text on page 45 that states “<i>the additional infrastructure providers will be engaged to identify whether there are any constraints to the long-term development capacity.</i>” Transpower would welcome this Phase 2 engagement as clear consideration of these matters is absent from the draft Spatial Plan.</p> <p>As nationally significant infrastructure, Transpower requests that text is added to the bullet point list on page 45 to reference Transpower and the National Grid.</p>
325.27	Transpower New Zealand Limited	<p>Greater Christchurch Business Development Capacity Assessment (General). Retain definitions of “development infrastructure” and “additional infrastructure”.</p> <p>Reason:</p> <p>Transpower supports the approach of the Business Development Capacity Assessment to the extent that it clearly relies upon the NPSUD defined terms of “development infrastructure” and “additional infrastructure.” This approach should be reflected in the Spatial Plan for consistency (as requested earlier)..</p>
326.1	Infinity Investment Group Holdings Limited	<p>Greater provision for greenfield growth is required</p> <p>Intensification of existing urban areas, together with the limited provision for FUDAs in locations that have already been identified for future urban development, cannot meet the requirements of the NPS-UD.</p> <p>In order to provide for a well-functioning urban environment under Policy 1 of the NPS-UD, Greater Christchurch needs to (among other matters):</p> <ul style="list-style-type: none"> (i) have or enable a variety of homes that meet the needs, in terms of type, price, and location, of different households; and (ii) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and (iii) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and (iv) support reductions in greenhouse gas emissions; and (v) be resilient to the likely current and future effects of climate change.

The NPS-UD directs local authorities to provide, as a minimum, sufficient development capacity at all times to meet expected demand for housing, in existing and new areas, and for both standalone dwellings and attached dwellings. In order to be sufficient, development capacity must be feasible and reasonably expected to be realised.

The identified FUDAs are primarily located around Rangiora, Rolleston and Lincoln. While it may be appropriate to enable growth around those major towns, they are located at the outer edge of the Greater Christchurch area. There is no greenfield growth identified or enabled in closer proximity to the identified 'significant urban centres' (Central City, Hornby, Riccarton and Papanui), although there is likely to be significant demand for greenfield housing in this location within the planning horizon addressed by the Spatial Plan. Instead, a focus on intensification will provide a limited housing type within Christchurch City, failing to meet the needs of different households; expected demand for housing (including in new areas, and for standalone dwellings); and failing to provide a well-functioning urban environment.

Failure to sufficiently identify additional locations for greenfield development will also fail to achieve the directions contained in the Spatial Plan, including:

- (a) Direction 4.2 - Ensure sufficient development capacity is provided or planned to meet demand;
- (b) Direction 4.4 - Provide housing choice and affordability;
- (c) Direction 4.5 - Deliver thriving neighbourhoods with quality development and supporting community infrastructure; and
- (d) (d) A low emissions future – through provision of greenfield housing options in close proximity to significant urban centres.

Intensification of existing urban areas requires a larger number of smaller infill developments. The fact that the Spatial Plan's reliance on intensification of existing urban areas to deliver housing capacity is unrealistic is clearly demonstrated in Figure 3 (page 21), which identifies that actual patterns of growth have provided a greater proportion of outward growth and lower proportion of intensification than intended. The Spatial Plan has failed to address the feasibility of achieving housing capacity as proposed. In developing the Spatial Plan, the Greater Christchurch Partnership has not sufficiently engaged with developers who understand where demand for housing lies, and who will play a significant role in delivering housing capacity.

Future greenfield development is clearly anticipated by the NPS-UD. Greater provision for greenfield development is necessary to give effect the NPS-UD, and must be provided for within the Spatial Plan.

Relief Sought:

		<p>Redrafting of the Spatial Plan, and in particular text relating to Opportunity 4 (pages 68 –75) to address the matters raised in this submission, to align with and give effect to then NPS-UD, and meet the requirements of a Future Development Strategy</p> <p>[Full Attachment Available]</p>
327.23	Birchs Village Limited and WDL Enterprises Limited	<p>Considers that Prebbleton is historically and is still today, a very popular suburb for development. More people are to be enabled to live in areas of urban environment where there is a high demand for housing (i.e. Prebbleton) relative to other areas within the urban environment (Objective 3NPS-UD).</p>
331.11	Carter Group Limited	<p>Demand and development capacity</p> <p>Carter Group note the importance of knowing likely future demand and capacity for both residential and commercial land.</p> <p>Carter Group considers it is imperative that these assessments are done in a robust and collaborative manner, with the supporting information made publicly available. Carter Group has in various planning processes across Greater Christchurch demonstrated that both demand and capacity has been significantly underestimated by Councils and the Greater Christchurch Partnership. The risk is that Councils are then not meeting their obligations under the National Policy Statement for Urban Development 2022.</p> <p>To this end, Carter Group notes that Table 2 and Figure 9 of the draft Spatial Plan is unlikely to be accurate, particularly for the Waimakariri District given the recent work it has done in that District.</p> <p>[Full Attachment Available]</p>
343.3	Waipuna Halswell-Hornby-Riccarton Community Board	<p>The Board considers that it needs to be recognised that Christchurch City is not growing as fast as Waimakariri or Selwyn are growing. The Board questions the Plan’s growth projections for Christchurch City. Please refer to report by Mike Blackburn attached. (This was also referred to The Hearings Panel for Plan Change 14). The Board understand from mathematicians that it is difficult to model 60 years out with any accuracy and considers that the lack of accuracy needs to be stated.</p>
345.8	Trojan Built Property Holdings Limited	<p>[NB: FDS reference]</p> <p>NPS-UD</p> <p>As acknowledged in the background document assessing alternative growth scenarios, the proposed Spatial Plan is a Future Development Strategy as required under the NPS-UD which does not meet the mandatory requirements of the NPS-UD. It doesn’t provide for sufficient development capacity in Selwyn and Waimakariri.</p> <p>In addition, it will not meet the NPS-UD requirement for planning decisions to contribute to well functioning urban environments – in terms of Policy 1, it will not</p> <ul style="list-style-type: none"> – have or enable a variety of homes that: <ul style="list-style-type: none"> (i) meet the needs, in terms of type, price, and location, of different households (1a) – support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; – support reductions in greenhouse gas emissions to any greater extent than other growth scenarios (a mix of consolidated and dispersed growth) which meet all the other requirements of the NPS-UD including providing at least sufficient development

		<p>capacity for housing and business land.</p> <p>It simply cannot proceed in its current form as it will not give effect to higher planning documents, specifically the NPS-UD. Maps 2 and 14</p> <p>The Spatial Plan does not meet the requirement for a FDS to spatially identify the 'broad locations' in which at least sufficient development capacity for housing and business land will be provided over the long term, in both existing and future urban areas. Maps 2 and 14 only show existing urban areas and approved rezonings, and is cadastrally based rather than showing broad locations. It continues the current CRPS approach of applying a firm immovable Metropolitan Urban Limit. Decisions on private plan change for rezoning in Selwyn District have consistently found that this is in direct conflict with the NPS-UD direction and associated guidance documents.</p>
347.8	Momentum Land Limited	<p>The draft Spatial Plan does not currently enable well-functioning urban environments in the Greater Christchurch (GC) area. Specifically, it does not identify any Greenfields Priority areas - Residential or Business – in the GC area, and so does not: a enable a variety of homes that meet the needs, in terms of type, price, and location of different households; b have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; c support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; d support reductions in greenhouse gas emissions; e enable an urban environment in Christchurch which is resilient to the likely current and future effects of climate change.</p> <p>[Full Attachment Available]</p> <p>[Coder note: the submission as a whole primary relates to including two areas of land in WDC as greenfield/growth locations. These points are primarily coded to WDC Greenfield]</p>
347.9	Momentum Land Limited	<p>The Draft Spatial Plan has not provided any assessment of feasible housing capacity or housing demand in Kaiapoi, and has simply assessed the whole of the Waimakariri District as if it is one housing market. As Kaiapoi is the closest Waimakariri town to Christchurch, the demand for housing is likely to be greater in Kaiapoi than in Waimakariri overall, so deficits of housing capacity to meet demand are more likely to result in Kaiapoi.</p> <p>In making its capacity and demand assessments for the Waimakariri District, the Draft Spatial Plan overestimates capacity and underestimates demand. In relation to demand, it estimates 5600 households in the medium term (ie average 560 households per year for 10 years, including margin) and 13250 household in the long term (ie average 442 households per year for 30 years, including margin), but Waimakariri District building consents averaged more than 700 per year for the 5 years up to 2022, and more than 570 per year over the last 30 years.</p> <p>[Full Attachments Available]</p> <p>[Coder Note: A sperate code has been added in relation to Capacity. The above being demand]</p>
347.10	Momentum Land Limited	<p>In relation to feasible capacity, the Draft Spatial Plan overestimates capacity in the following ways:</p>

It assumes that, in existing Greenfields areas, 75% of land will be available for development, and in FUDAs, 100% of land will be available for development. The actual yields of recent developments (taking into account land used for infrastructure and commercial uses) are 60 - 65% for greenfields and 85% for FUDAs.

It assumes an unrealistically low development margin of 6.6%, rather than the usual required development margin of at least 20%.

It fails to take account of the effect of the National Environmental Standards on Freshwater (NES-FW) which negatively affects the development potential of greenfield areas and FUDAs, particularly areas which are low-lying and flood-prone, as is the case throughout most of the eastern parts of the Waimakariri District, where development is most likely to take place..

It assumes house prices, building costs and official cash rates from 2020/21, all of which have changed markedly since then, in ways which discourage the development of housing supply compared to that time.

It fails to take account of the following factors which mean that likely market supply of homes will fall short of the calculated feasible capacity:

- a. Developer intentions: not all landowners have clear intentions to develop their land in the short-medium-long terms, nor to sell their land to others who may wish to develop it.
- b. Tax implications: greenfield land-owners are liable for taxes on recent land value uplift caused by rezoning, these taxes being greatest in the first year following the rezoning, but gradually diminishing over time and then ceasing 10 years later. This can cause land to be withheld from the market for up to a decade
- c. Land banking and drip-feeding: Some landowners intend to develop in the future, but are currently withholding supply to capitalise on inevitable land price inflation, while some are drip-feeding supply to maintain prices and maximise returns.
- d. Site constraints: the estimates of feasible capacity consider only some infrastructure site constraints while ignoring others such as power and telecommunications, and also overlook other factors that affect developability, such as contamination or awkward site shape/topography.
- e. Operational capacity: some landowners face operational capacity constraints, which limit the number of new residential lots that they can supply per annum.
- f. Financing: similarly, some landowners face capital/financing constraints that also limit their ability to supply.
- g. Given these various market forces, it follows that actual market supply will only ever be a modest proportion of feasible capacity, and that reliance on "just enough" feasible capacity to meet demand will invariably lead to significant and prolonged market shortages.

The Draft Spatial Plan estimates of feasible capacity also overestimate the impacts of the medium density residential standards (MDRS) in that:

- a. Much of the existing zoned urban area in Waimakariri District is already built out, and in Kaiapoi, is relatively new.

		<ul style="list-style-type: none"> b. The rate of intensification which can be achieved is limited by the capacity of existing infrastructure networks. The Council is yet to carry out detailed modelling to assess the capacity to service all plan-enabled and expected capacity within existing residential areas. Whereas for greenfield areas, new infrastructure can be appropriately sized and designed to meet the scale of new neighbourhoods. c. In provincial districts such as Waimakariri, there is currently only limited demand for the intensified types of housing enabled by MDRS. Housing consents in the Waimakariri District over the last decade were 88% stand-alone dwellings, only 7% flats/units/duplexes and 5% retirement units (of which there has been and still is shortages of supply to meet the demand in the District). d. Māori and Pasifika people prefer 2-3 bedroom + standalone housing.²³ e. Engagement carried out with the development sector in Christchurch, as part of the background work for the Draft Spatial plan, showed that developers prefer to build standalone single and two story dwellings and single and two storey multi-unit complexes in residential areas, as this is where the demand lies. <p>[Full Attachments Available]</p>
348.26	Balance Developments Limited	<p>Providing sufficient development capacity</p> <p>Part 2 of the Draft Spatial Plan sets out the guiding directions for an urban environment that enables diverse and affordable housing. Direction 4.4 discusses housing choice and affordability and states that:</p> <p><i>(A)dditional greenfield development may be required for the longer term and to provide for a population towards one million. Additional greenfield will be assessed through other statutory processes.²⁴</i></p> <p>This statement is contrary to the requirements on local authorities under the NPS-UD(cl.3.13(1)(ii)) to provide in the FDS sufficient development capacity in future urban areas that meets the criteria set out in cl. 3.2 and 3.3.</p> <p>Cl. 3.3 refers to development capacity for business land. Cl. 3.2 refers to sufficient development capacity for housing and these areas must be plan enabled and capable of meeting expected demand plus the appropriate competitiveness margin.</p> <p>What is considered sufficient development capacity?</p> <p>Clause 3.4(1)(c) provides that development capacity is plan-enabled for housing if</p> <ul style="list-style-type: none"> a. in relation to the short term, it is on land that is zoned for housing in an operative district plan b. in relation to the medium term, either (a) applies or it is on land that is zoned for housing in a proposed district plan c. in relation to the long term, either (b) applies or it is on land identified by the local authority for future urban use or urban intensification in an FDS

		<p>By stating that additional greenfield sites will be assessed through other statutory processes, the draft Spatial Plan is not complying with cl.3.4(1)(c). It is the intent of the NPS-UD that future land for housing is identified in a FSD. The draft Spatial Plan should therefore identify land in the CDP area for future urban use, including Greenfield Priority Areas – Residential.⁵¹</p> <p>The Belfast block is well suited to be identified as a Greenfield Priority Area - Residential for the following the reasons set out in this submission, and will allow for a variety of housing types, due to the size (36 ha) of the block.</p> <p>[Full Submission available.]</p>
364.1	Alan Grey	<p>Hubris in forecasting the future. The plan is based on projections that the population will have increased to 700,000 people by 2050 and over a million within the next 60 years “if not earlier” (p.13). This is based on unstated demographic reasoning, and therefore is designed simply to scare people into thinking there is a problem to be solved. While a graph is given on p.70 to convince everyone of these population outcomes, it appears to be in error anyway. It shows that for 2023, the population of Greater Christchurch is approximately 570,000, which is obviously incorrect. StatsNZ shows the population of ALL of Waimakariri and Selwyn Districts, and Christchurch City (including Banks Peninsula) to be 489,000 in 2018, so it is hardly likely to be >560,000 five years later in a much smaller geographic range.</p> <p>[Full Attachment Available]</p>
364.4	Alan Grey	<p>Fails to meet legislative requirements. Further to the last point, this plan completely fails the test of demonstrating that the proposed infrastructure meets needs “in a way that is most cost-effective for households and businesses” (Local Government Act, 2002, §10). Councils must show this and prove effectiveness and efficiencies, not just present a broad, ill-defined plan that says effectively nothing more than “we will make some transport corridors and have variable housing—and look at all the wonderful things that will do for Christchurch”. That’s just tilting at windmills.</p> <p>[Full Attachment Available]</p>
365.9	H. Marsh	<p>The figures pertaining to population growth don't stack up. It's a paradox because, there is a depopulation agenda afoot. So how do you justify the condensed housing of high density living, unless you are progressing with the snatch of private properties under the un and gov agendas.</p> <p>[Q1: Not at all]</p>
369.9	E and C Hobbs	<p>Ratepayers have NOT consented to an invisible unelected group of LGNZ officials dictating to our councillors and telling them what to promote and what to ignore and what they must spend money on. It is NOT the money of the LGNZ, it is the hard earned money of ratepayers who simply want the basics well-maintained.¹³ The council needs to represent its citizens, not obey the dictates of hidden influences trying to wheedle their way into the minutiae of the relationship between the council and the ratepayers.¹⁴ The CCC needs to unhobble itself from the LGNZ which is just another government department trying to order ratepayers about. Ratepayers do not need that. Ratepayers have elected councillors to represent, not to dictate, and they do not want government meddling in local matters.¹⁵</p> <p>Recently I heard – and I hope it is not true – that councils linked to the LGNZ cannot borrow money from the LGNZ unless the council agrees to put up the private property of ratepayers as security. Is this correct? If so, then you need to know that you don’t have the consent of ratepayers unless you specifically ask them. I don’t know of anyone who would agree to that, particularly with no control over how the council spends its money. If this is correct then you need to make this clearly known to every ratepayer. No money can be borrowed from the LGNZ if this is the case. We most certainly do NOT consent. The council must be honest with all people it purports to</p>

		represent. ¹⁶ Is the “spatial plan” a euphemism for a 15-minute city where Christchurch residents are unable to travel further than 15-minutes due to “climate change” except on one or two occasions every year? If this is correct then, again, you need to be honest with all residents in Christchurch. Make it known. People need to know. Then they can validly voice their opinion.
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Evidence Base > FDS Compliance - See Sections 4.8 and 4.12.3 of the Officers Report

Point	Submitter	Position
214.10	Greg Gaba	<p>The draft Spatial plan does not comply with the requirements of a Future Development Strategy under the NPS-UD because it does not provide for the assessment and identification of additional Future Urban Development Areas or Greenfield Priority Areas –Residential or Business in the Christchurch District Plan area through the Spatial Planning process.</p> <p>The draft Spatial Plan states that it satisfies the requirements of a FDS under the NPS-UD.⁶However, it does not meet the requirements to provide at least sufficient development capacity, as required by clauses 3.2 and 3.3 over the next 30 years to meet expected demand⁷,nor assist the integration of planning decisions under the Act with infrastructure planning and funding decisions,⁸ because it fails to (as required) spatially identify the broad locations in which development capacity will be provided over the long term, in both existing and future urban areas, (our emphasis) to meet the requirement of clauses 3.2 and 3.3.⁹</p> <p>Clause 3.3 requires every tier 1, 2 and 3 local authority to provide at least sufficient development capacity in its region or district to meet expected demand for business land:</p> <ul style="list-style-type: none"> a. from different business sectors; and; b. in the short term, medium term, and long term. <p>In order to be sufficient to meet expected demand for business land, the development capacity must be:</p> <ul style="list-style-type: none"> a. plan-enabled; and b. infrastructure-ready; and c. suitable to meet the demands of different business sectors; and d. meet the expected demand plus the appropriate competitiveness margin.¹¹(our emphasis) <p>The draft Spatial Plan sets out there will be a significant shortfall of commercial land in Christchurch over the next 30 years.¹² However, Maps 2 and 14 draft Spatial Plan do not provide for any new Greenfield Areas – Business in the Christchurch area.¹³</p>

		<p>The Business Development Capacity Assessment estimates the shortfall of commercial land is approximately 110.1 ha. There needs to be a variety of business land types, as not all demand for commercial land can be satisfied by high rise buildings in the City Centre.</p> <p>The NPS-UD requires the Christchurch City Council to provide for a variety of types of business land to be supplied, suitable for different business sectors in terms of location and site size¹⁴and to limit adverse impacts on the competitive operation of land and development markets.¹⁵</p> <p>The contents of the draft Spatial Plan will affect the future contents of planning instruments under the RMA, such as the CRPS and the CDP; Clause 3.17 of the NPS-UD requires every tier 1 and 2 local authority to have regard to the relevant FDS when preparing or changing RMA planning documents. The failure of the draft Spatial Plan to provide for sufficient development capacity in the CDP area will result in those RMA documents also failing to give effect to the NPS-UD.</p> <p>[Relevant submission points also recoded under 7.4.]</p>
308.14	Rob Nicol	<p>As acknowledged in the background document assessing alternative growth scenarios, the proposed Spatial Plan is a Future Development Strategy as required under the NPS-UD which does not meet the mandatory requirements of the NPS-UD. It doesn't provide for sufficient development capacity in Selwyn and Waimakariri.</p> <p>In addition, it will not meet the NPS-UD requirement for planning decisions to contribute to well functioning urban environments – in terms of Policy 1, it will not</p> <ul style="list-style-type: none"> – have or enable a variety of homes that:(i) meet the needs, in terms of type, price, and location, of different households (1a)- support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; – support reductions in greenhouse gas emissions to any greater extent than other growth scenarios (a mix of consolidated and dispersed growth) which meet all the other requirements of the NPS-UD including providing at least sufficient development capacity for housing and business land. <p>It simply cannot proceed in its current form as it will not give effect to higher planning documents, specifically the NPS-UD.</p>
308.16	Rob Nicol	<p>Maps 2 and 14</p> <p>The Spatial Plan does not meet the requirement for a FDS to spatially identify the 'broad locations' in which at least sufficient development capacity for housing and business land will be provided over the long term, in both existing and future urban areas. Maps 2 and 14 only show existing urban areas and approved rezonings, and is cadastrally based rather than showing broad locations. It continues the current CRPS approach of applying a firm immoveable Metropolitan Urban Limit. Decisions on private plan change for rezoning in Selwyn District have consistently found that this is in direct conflict with the NPS-UD direction and associated guidance documents.</p>
308.18	Rob Nicol	<p>The Draft Spatial Plan does not meet the NPS-UD implementation and review requirements for a FDS.</p> <p>The NPS-UD requires a FDS to include an Implementation Plan which must be updated annually (Clause 3.18). The Spatial Plan has no provision for updating the Implementation Plan, simply noting that progress on the proposed Joint Work Programme will be updated every two years.</p>

		<p>The FDS must be reviewed every 3 years (Clause 3.16) whereas the Draft Spatial Plan only commits to a review every 5 years.</p> <p>Ongoing monitoring and review is essential, and a firm written commitment as a minimum to the FDS mandatory review and updating requirements. The Spatial Plan needs to be a 'living' and flexible document if it has any chance of keeping pace and being responsive to urban growth needs in a fast changing world/receiving environment and in the context of some very significant and immediate environmental challenges (in particular climate change) and the focus of the entire urban form / future on one which will support costly and uncertain public transport initiatives including MRT.</p> <p>[Also recoded under 10.2]</p>
310.12	Richard and Geoff Spark	The Spatial Plan is proposed as the Future Development Strategy for Greater Christchurch, as required by the NPS-UD (Subpart 4). However, the background document 'Urban Form Scenarios Evaluation Report' acknowledges that the it does not meet the mandatory NPSUD requirement for every local authority to provide at least sufficient development capacity in its region or district to meet expected demand for housing and business land (see p 13). There is a projected a shortfall in Selwyn and Waimakariri Districts.
310.28	Richard and Geoff Spark	As acknowledged in the background document assessing alternative growth scenarios, the proposed Spatial Plan is a Future Development Strategy as required under the NPS-UD which does not meet the mandatory requirements of the NPS-UD. It does not provide for sufficient development capacity in Selwyn and Waimakariri.
310.31	Richard and Geoff Spark	In relation to Maps 2 and 14 the submitted considers the Spatial Plan appears not to meet the requirement for a FDS to spatially identify the 'broad locations' in which at least sufficient development capacity for housing and business land will be provided over the long term, in both existing and future urban areas. Maps 2 and 14 only appear to show existing urban areas and approved rezonings, and cadastrally based rather than showing broad locations. It appears to continue the current CRPS approach of applying a firm immoveable Metropolitan Urban Limit. Decisions on private plan change for rezoning in Selwyn District have consistently found that this is in direct conflict with the NPSUD direction and associated guidance documents. A more schematic map would be more appropriate.
310.33	Richard and Geoff Spark	However the Draft Spatial Plan appears to full short of the NPS-UD implementation and review requirements for a FDS. The NPS-UD requires a FDS to include an Implementation Plan which must be updated annually (Clause 3.18). The Spatial Plan has no provision for updating the Implementation Plan, simply noting that progress on the proposed Joint Work Programme will be updated every two years. The FDS must be reviewed every 3 years (Clause 3.16) whereas the Draft Spatial Plan only commits to a review every 5 years. This is to ensure there is integration with the Long Term Plans process under the Local Government Act.
313.14	Miles Premises Ltd	<p>As acknowledged in the background document assessing alternative growth scenarios, the proposed Spatial Plan is a Future Development Strategy as required under the NPS-UD which does not meet the mandatory requirements of the NPS-UD. It doesn't provide for sufficient development capacity in Selwyn and Waimakariri.</p> <p>In addition, it will not meet the NPS-UD requirement for planning decisions to contribute to well functioning urban environments – in terms of Policy 1, it will not</p> <ul style="list-style-type: none"> – have or enable a variety of homes that: (i) meet the needs, in terms of type, price, and location, of different households (1a) – support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; – support reductions in greenhouse gas emissions to any greater extent than other growth scenarios (a mix of consolidated and dispersed growth) which meet all the other requirements of the NPS-UD including providing at least sufficient development capacity for housing and business land.

		It simply cannot proceed in its current form as it will not give effect to higher planning documents, specifically the NPS-UD.
313.15	Miles Premises Ltd	The Spatial Plan does not meet the requirement for a FDS to spatially identify the 'broad locations' in which at least sufficient development capacity for housing and business land will be provided over the long term, in both existing and future urban areas. Maps 2 and 14 only show existing urban areas and approved rezonings, and is cadastrally based rather than showing broad locations. It continues the current CRPS approach of applying a firm immovable Metropolitan Urban Limit. Decisions on private plan change for rezoning in Selwyn District have consistently found that this is in direct conflict with the NPS-UD direction and associated guidance documents.
313.17	Miles Premises Ltd	<p>The Draft Spatial Plan does not meet the NPS-UD implementation and review requirements for a FDS.</p> <p>The NPS-UD requires a FDS to include an Implementation Plan which must be updated annually (Clause 3.18). The Spatial Plan has no provision for updating the Implementation Plan, simply noting that progress on the proposed Joint Work Programme will be updated every two years.</p> <p>The FDS must be revised every 3 years (Clause 3.16) whereas the Draft Spatial Plan only commits to a review every 5 years.</p> <p>Ongoing monitoring and review is essential, and a firm written commitment as a minimum to the FDS mandatory review and updating requirements. The Spatial Plan needs to be a 'living' and flexible document if it has any chance of keeping pace and being responsive to urban growth needs in a fast changing world/receiving environment and in the context of some very significant and immediate environmental challenges (in particular climate change) and the focus of the entire urban form / future on one which will support costly and uncertain public transport initiatives including MRT.</p> <p>[Also recoded under 10.2.]</p>
315.7	West Melton Holdings Ltd	The Spatial Plan is proposed as the Future Development Strategy for Greater Christchurch, as required by the NPS-UD (Subpart 4). However, the background document 'Urban Form Scenarios Evaluation Report' acknowledges that it does not meet the mandatory NPSUD requirement for every local authority to provide at least sufficient development capacity in its region or district to meet expected demand for housing and business land (see p 13). There is a projected shortfall in Selwyn and Waimakariri Districts.
315.17	West Melton Holdings Ltd	As acknowledged in the background document assessing alternative growth scenarios, the proposed Spatial Plan is a Future Development Strategy as required under the NPS-UD which does not meet the mandatory requirements of the NPS-UD. It doesn't provide for sufficient development capacity in Selwyn and Waimakariri.
315.19	West Melton Holdings Ltd	The Spatial Plan does not meet the requirement for a FDS to spatially identify the 'broad locations' in which at least sufficient development capacity for housing and business land will be provided over the long term, in both existing and future urban areas. Maps 2 and 14 only show existing urban areas and approved rezonings, and is cadastrally based rather than showing broad locations. It continues the current CRPS approach of applying a firm immovable Metropolitan Urban Limit. Decisions on private plan change for rezoning in Selwyn District have consistently found that this is in direct conflict with the NPS-UD direction and associated guidance documents.
315.21	West Melton Holdings Ltd	The Draft Spatial Plan does not meet the NPS-UD implementation and review requirements for a FDS. The NPS-UD requires a FDS to include an Implementation Plan which must be updated annually (Clause 3.18). The Spatial Plan has no provision for updating the Implementation Plan, simply noting that progress on the proposed Joint Work Programme will be updated every two years. The FDS must be revised every 3 years (Clause 3.16) whereas the Draft Spatial Plan only commits to a review every 5 years. Ongoing monitoring and review is essential, and a firm written commitment as a minimum to the FDS mandatory review and updating requirements. The Spatial Plan needs to be a 'living' and flexible document if it has any chance of keeping pace and being responsive to urban growth needs in a fast changing world/receiving environment and in the context of some very significant and immediate environmental challenges (in

		particular climate change)and the focus of the entire urban form / future on one which will support costly and uncertain public transport initiatives including MRT.
318.11	Andrew McAllister	<p>As acknowledged in the background document assessing alternative growth scenarios, the proposed Spatial Plan is a Future Development Strategy as required under the NPS-UDwhich does not meet the mandatory requirements of the NPS-UD. It doesn't provide for sufficient development capacity in Selwyn and Waimakariri.</p> <p>In addition, it will not meet the NPS-UD requirement for planning decisions to contribute to well functioning urban environments – in terms of Policy 1, it will not</p> <ul style="list-style-type: none"> – have or enable a variety of homes that:(i) meet the needs, in terms of type, price, and location, of different households(1a) – support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; – support reductions in greenhouse gas emissions to any greater extent than other growth scenarios (a mix of consolidated and dispersed growth) which meet all the other requirements of the NPS-UD including providing at least sufficient development capacity for housing and business land. <p>It simply cannot proceed in its current form as it will be not give effect to higher planning documents, specifically the NPS-UD.</p>
318.13	Andrew McAllister	The Spatial Plan does not meet the requirement for a FDS to spatially identify the 'broad locations' in which at least sufficient development capacity for housing and business land will be provided over the long term, in both existing and future urban areas. Maps 2 and 14 only show existing urban areas and approved rezonings, and is cadastrally based rather than showing broad locations. It continues the current CRPS approach of applying a firm immoveable Metropolitan Urban Limit. Decisions on private plan change for rezoning in Selwyn District have consistently found that this is in direct conflict with the NPS-UD direction and associated guidance documents.
318.15	Andrew McAllister	<p>The Draft Spatial Plan does not meet the NPS-UD implementation and review requirements for a FDS.</p> <p>The NPS-UD requires a FDS to include an Implementation Plan which must be updated annually (Clause 3.18). The Spatial Plan has no provision for updating the Implementation Plan, simply noting that progress on the proposed Joint Work Programme will be updated every two years.</p> <p>The FDS must be reviewed every 3 years (Clause 3.16) whereas the Draft Spatial Plan only commits to a review every 5 years.</p> <p>Ongoing monitoring and review is essential, and a firm written commitment as a minimum to the FDS mandatory review and updating requirements. The Spatial Plan needs to be a 'living' and flexible document if it has any chance of keeping pace and being responsive to urban growth needs in a fast changing world/receiving environment; and in the context of some very significant and immediate environmental challenges (in particular climate change); and the focus of the entire urban form / future on one which will support costly and uncertain public transport initiatives including MRT.</p> <p>[Also recoded under 10.2]</p>
320.3	Cockram Premises Limited	The submitter seeks that Maps 2 and 14 are amended to show broad locations for future urban development, including areas additional to the existing urban areas. Considers that the Spatial Plan does not meet the requirement for a Future Development Strategy (FDS) to spatially identify the 'broad locations' in which at least sufficient development capacity for housing and business land will be provided over the long term, in both existing and future urban areas. Maps 2 and 14 only show existing urban areas and approved rezonings, and is

		<p>cadastrally based rather than showing broad locations. It continues the current CRPS approach of applying a firm immoveable Metropolitan Urban Limit. Decisions on private plan change for rezoning in Selwyn District have consistently found that this is in direct conflict with the NPS-UD direction and associated guidance documents.</p>
320.9	Cockram Premises Limited	<p>Amend the Spatial Plan to comply with the NPS-UD mandatory review and implementation requirements. Considers the Draft Spatial Plan does not meet the NPS-UD implementation and review requirements for a FDS. The NPS-UD requires a FDS to include an Implementation Plan which must be updated annually (Clause 3.18). The Spatial Plan has no provision for updating the Implementation Plan, simply noting that progress on the proposed Joint Work Programme will be updated every two years. The FDS must be reviewed every 3 years (Clause 3.16) whereas the Draft Spatial Plan only commit to a review every 5 years. Ongoing monitoring and review is essential, and a firm written commitment as a minimum to the FDS mandatory review and updating requirements. The Spatial Plan needs to be a 'living 'and flexible document if it has any chance of keeping pace and being responsive to urban growth needs in a fast changing world/receiving environment and in the context of some very significant and immediate environmental challenges (in particular climate change) and the focus of the entire urban form / future on one which will support costly and uncertain public transport initiatives including MRT.</p>
325.2	Transpower New Zealand Limited	<p>The section "Delivering on national direction" states on page 23: "the spatial plan satisfies the requirements of a future development strategy under the National Policy Statement on Urban Development." This means that the Spatial Plan is required to include and be informed by specific matters set out in sub-part 4 of the NPSUD. Transpower's assessment is that the draft Spatial Plan goes some way towards fulfilling the content and preparation requirements for Future Development Strategies (FDSs) set out in Subpart 4 of the NPSUD.</p> <p>An example is reference to the "electricity transmission corridor" in the "Places to Protect and Avoid" report. However, the specific requirements of NPSUD Sub-Part 4 are not clearly articulated within the draft Spatial Plan or the supporting information. Transpower therefore supports amendments to the draft Spatial Plan and technical assessments to clarify the extent to which the draft Spatial Plan has been appropriately informed by the FDS requirements. Of relevance to Transpower is the extent to which sections 3.13 and 3.14 of the NPSUD have been addressed:</p> <p><i>3.14 [Every FDS must be informed by the following:] (f) every other National Policy Statement under the Act, including the New Zealand Coastal Policy Statement; and</i></p> <p><i>3.13 [Purpose and content of FDS] [2 Every FDS must spatially identify] (b) the development infrastructure and additional infrastructure required to support or service that development capacity, along with the general allocation of corridors and other sites required to provide it; and any constraints on development.</i></p> <p>For example, page 23 states that "relevant national direction includes the National Policy Statement on Urban Development, Government Policy Statement on Housing and Urban Development, Government Policy Statement on Land Transport, the Emissions Reduction Plan, and other national policy statements relating to highly productive land and freshwater management. If the Spatial Plan is intended to fulfil the function of an FDS then the NPSET is also relevant in terms of what this national direction requires of the Spatial Plan (see page 23). It is possible that the NPSET has informed the FDS, however this is not clearly articulated within the documents such that doubt remains that this in fact the case. In addition, the draft Spatial Plan appears to rely on the Canterbury Regional Policy Statement definition of Strategic Infrastructure to inform the infrastructure considerations, albeit it is not clear. As the draft Spatial Plan intends to fulfil the function of an FDS, a clear definition of Strategic Infrastructure is required. If necessary, alongside an explanation of how this aligns with the definitions of "development infrastructure" and "additional infrastructure" and the associated NPSUD Sections 3.13(2)(b) and (c) obligations for infrastructure. We note that these terms and their NPSUD definitions are relied upon in the supporting Housing and Business Development Capacity Assessments.</p>

329.2	Foodstuffs (South Island) Properties Limited	<p>Foodstuffs is concerned that the GCSP in its current form does not give effect to the National Policy Statement for Urban Development 2020 (NPS-UD). The NPS-UD is designed to improve responsiveness¹ in decisions that affect an urban environment and recognises the national significance of:</p> <ul style="list-style-type: none"> (a) having well-functioning urban environments that enable all people and communities to provide for their social, economic and cultural wellbeing, and for their health and safety, now and in the future; (b) providing as a minimum sufficient development capacity at all times to meet the different needs of people and communities. <p>The NPS-UD requires a well-functioning urban environment to, as a minimum, enable suitable sites (in terms of both location and size) for business activities to be realised and supported by an associated policy framework. Businesses should be built in places close to jobs, community services and public transport and where they respond to market demand. The GCSP needs to be future focussed, and needs to have sufficient flexibility for planning instruments to be able to be responsive.</p> <p>For context, the Recommendations and Decisions report for the NPS-UD states, in relation to responsiveness²:</p> <p>Urban areas are dynamic and complex, continually changing in response to wider economic and social change. The current planning system can be slow to respond to these changing circumstances and opportunities, which can lead to mismatch between what is enabled by planning and where development opportunity (or demand) exists. This can lead to delays in supply or incentivise land banking. The intent of the responsive planning provisions in the National Policy Statement on Urban Development (NPS-UD) is to:</p> <ul style="list-style-type: none"> • enable the planning system to work responsively towards more competitive development markets, through developments at scale • ensure that plan change requests are considered on their own merits, irrespective of infrastructure funding constraints, and to ensure that decision-making supports developments that are of scale and contribute to well-functioning urban environments. <p>Foodstuffs is particularly interested in Opportunity 5 of the Spatial Plan. This seeks to provide space for businesses and the economy to prosper in a low carbon future. However, Directions 5.1-5.2 focus on integration with transport links and the centres networks – a very limited area.</p> <p>[Full Attachment available. Other relevant submission points recoded under Opportunity 5.]</p>
329.5	Foodstuffs (South Island) Properties Limited	<p>The Spatial Plan appears to be a Future Development Strategy (FDS) but in its current form it is deficient in the mandatory requirements of a FDS.</p> <p>Clause 3.13 of the NPS-UD specifies that purpose and content of an FDS, and provides that:</p>

(1) The purpose of an FDS is:

(a) to promote long-term strategic planning by setting out how a local authority intends to:

- (i) achieve well-functioning urban environments in its existing and future urban areas; and
- (ii) provide at least sufficient development capacity, as required by clauses 3.2 and 3.3, over the next 30 years to meet expected demand; and

(b) assist the integration of planning decisions under the Act with infrastructure planning and funding decisions.

(2) Every FDS must spatially identify:

- (a) the broad locations in which development capacity will be provided over the long term, in both existing and future urban areas, to meet the requirements of clauses 3.2 and 3.3; and
- (b) the development infrastructure and additional infrastructure required to support or service that development capacity, along with the general location of the corridors and other sites required to provide it; and
- (c) any constraints on development.

Clause 3.3 of the NPS-UD is relevant to sufficient development capacity for business land(emphasis added):

(1) Every tier 1, 2, and 3 local authority must provide **at least** sufficient development capacity in its region or district to meet the **expected demand for business land**:

- (a) from **different business sectors**; and
- (b) **in the short term, medium term, and long term**

In order to be **sufficient** to meet expected demand for business land, the development capacity provided must be:

- (a) plan-enabled (see clause 3.4(1)); and
- (b) infrastructure-ready (see clause 3.4(3)); and
- (c) **suitable** (as described in clause 3.29(2)) **to meet the demands of different business sectors** (as described in clause 3.28(3)); and
- (d) for tier 1 and 2 local authorities only, meet the expected demand plus the appropriate competitiveness margin (see clause 3.22).

The Spatial Plan doesn't provide for sufficient development capacity over the short, medium and long term, including for different business sectors. Only a coarse (as opposed to fine grain) analysis of capacity is provided in the Spatial Plan. By not identifying broad locations where needed new development capacity will be provided over the long term it does not achieve the purpose of an FDS. It also

		<p>does not meet other requirements of a FDS for review and implementation. The Spatial Plan lacks flexibility and seems to be simply mostly showing the existing urban areas and approved rezoned areas. There are no measurable actions or measurements of whether it does (or can) achieve feasible future development.</p> <p>When it comes to implement the Spatial Plan through the lower order planning documents, and if it has been determined there is insufficient development capacity (as described in 3.3 above), Clause 3.7 requires a change to RMA planning documents asap and a local authority must consider other options for increasing development capacity and otherwise enabling development. This is the future vision that needs to be provided now in the Spatial Plan.</p> <p>[Relevant submission points also recoded under 7.4.]</p>
348.16	Balance Developments Limited	<p>The draft Spatial Plan does not currently satisfy the requirements of the National Policy Statement on Urban Development (NPS-UD) for a Future Development Strategy (FDS), in that it does not:</p> <ul style="list-style-type: none"> a. promote long-term strategic planning by setting out how the local authorities intend to: <ul style="list-style-type: none"> i. achieve well-functioning urban environments in their existing and future urban area; and ii. provide at least sufficient development capacity, as required by clauses 3.2 and 3.3 of the NPS-UD, over the next 30 years to meet expected demand;¹ and iii. assist the integration of planning decisions under the Act with infrastructure planning and funding decisions² and b. spatially identify the broad locations in which development capacity will be provided over the long term, in both existing and future urban area, to meet the requirements of clauses 3.2 and 3.3 of the NPS-UD³ because it does not provide for the assessment and identification of any Future Urban Development Areas or Greenfield Priority Areas, whether Residential or Business, in the CDP area.
348.17	Balance Developments Limited	<p>The draft Spatial Plan does not currently enable well-functioning urban environments in the Greater Christchurch area. Specifically, it makes no provision for Greenfield Residential Development in the CDP area, and so does not:</p> <ul style="list-style-type: none"> a. enable a variety of homes that meet the needs, in terms of type, price, and location of different households; b. have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; c. support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; d. support reductions in greenhouse gas emissions; e enable an urban environment in Christchurch which is resilient to the likely current and future effects of climate change. <p>[Full Submission available - seeking to Confirm the Belfast block as part of the existing urban area; and Identify the Belfast block as a Greenfield Priority Area - Residential; and Amend Map 2 and Map 14 to reflect the change in identification of the land, as above.]</p>

348.18	Balance Developments Limited	<p>Submission Point: The draft Spatial plan does not comply with the requirements of a Future Development Strategy under the NPS-UD because it does not provide for the assessment and identification of additional Future Development Areas or Greenfield Priority Areas – Residential or Business in the Christchurch District Plan area through the Spatial Planning process.</p> <p>The draft Spatial Plan states that it satisfies the requirements of a FDS under the NPS-UD.⁴ However, it does not meet the requirements to provide at least sufficient development capacity, as required by clauses 3.2 and 3.3 over the next 30 years to meet expected demand⁵, nor assist the integration of planning decisions under the Act with infrastructure planning and funding decisions,⁶ because it fails to (as required) spatially identify the broad locations in which development capacity will be provided over the long term, in both existing and future urban areas, (our emphasis) to meet the requirement of clauses 3.2 and 3.3.7.</p> <p>Clause 3.2 requires every tier 1, 2 and 3 local authority to provide at least sufficient development capacity in its region or district to meet expected demand for housing:</p> <ul style="list-style-type: none"> a. in existing and new urban areas; and; b. for both standalone dwellings and attached dwellings; and c. in the short term, medium term, and long term. <p>In order to be sufficient to meet expected demand for housing, the development capacity must be:</p> <ul style="list-style-type: none"> a. plan-enabled; and b. infrastructure-ready; and c. feasible and reasonably expected to be realised; and d. meet the expected demand plus the appropriate competitiveness margin. <p>(our emphasis)</p> <p>Contrary to these requirements, the draft Spatial Plan fails to provide for any housing in new urban areas of Christchurch City, and does not provide for standalone dwellings as well as attached dwellings. Instead, it relies upon intensification and infill of the existing urban area.</p> <p>This will not enable a variety of homes to meet the needs, in terms of type, price and location of different households, particularly for the medium and long terms. As the population of Christchurch City grows over the next 30 years, the number of standalone homes, in relation to the population will fall, making those homes scarcer and therefore less affordable.</p>
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		<p>The draft Spatial Plan also does not provide for good accessibility for all people between housing, jobs, and community services, as people who wish to live in standalone homes and cannot afford the increasingly scarce ones available in Christchurch City will be driven to move to Selwyn and Waimakariri Districts and commute into Christchurch City for employment and services.</p> <p>The draft Spatial Plan incorrectly relies upon the unusual patterns of growth which took place in the years after the Canterbury Earthquakes to project future demand for housing in the Christchurch, Selwyn and Waimakariri Districts. While demand in the latter 2 has been high in that time period, compared to medium in Christchurch City, that has been largely driven by the need to relocate away from areas of Christchurch which were badly affected by the earthquakes, compared to locations in the 2 rural districts. The draft Spatial Plan should not exacerbate the dislocation which has already occurred and embed it as a template for future growth.</p> <p>As an FDS, the draft Spatial Plan must spatially identify the broad locations in which development capacity will be provided over the long term, in both existing and future urban areas, to meet the requirements of clauses 3.2 and 3.3.9 This is a requirement for each local authority.¹⁰ The draft Spatial Plan fails to meet this requirement in that the Christchurch City Council has not made provision for development capacity over the long term, in both existing and future urban areas. It is relying solely on the capacity of existing areas to be intensified and infilled. That is not a feasible and reasonably expected to be realised source, and therefore not sufficient.¹¹</p> <p>The contents of the draft Spatial Plan will affect the future contents of planning instruments under the RMA, such as the CRPS and the CDP; Clause 3.17 of the NPS-UD requires every tier 1 and 2 local authority to have regard to the relevant FDS when preparing or changing RMA planning documents. The failure of the draft Spatial Plan to provide for sufficient development capacity in the CDP area will result in those RMA documents also failing to give effect to the NPS-UD</p>
348.19	Balance Developments Limited	<p>The Draft Spatial Plan states it provides for a well-functioning urban environment and sets out the criteria for this on p.23, reflecting the content of Policy 1 of the NPS-UD. However, by not allowing for any Future Urban Development Areas, or Greenfields Priority Areas (Residential or Business) in the CDP area, the draft Spatial Plan does not meet several key aspects of Policy 1, which defines well-functioning urban environments as, at a minimum:</p> <ul style="list-style-type: none"> a. having or enabling a variety of homes that: <ul style="list-style-type: none"> i. meet the needs, in terms of type, price, and location, of different households; and ii. enable Māori to express their cultural traditions and norms; and b. having good accessibility for people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and c. supporting, and limiting as much as possible adverse impacts on the competitive operation of land and development markets; and

		<p>d. supporting reductions in greenhouse gas emissions; and e. are resilient to the likely current and future effects of climate change.</p> <p>The draft Spatial Plan does not meet the above requirements as it does not provide for an yfuture development capacity for housing within the CDP area. The draft Spatial Plan projects that the feasible capacity of existing zoned land in Christchurch City, over the next 30 years is94,000 additional households, while the expected demand (with a margin) is 37,500 households over that time frame, and on that basis asserts that there is a large surplus of housing capacity over demand.</p> <p>The draft Spatial Plan is overestimating the capacity of existing zoned land in the Christchurch District to provide sufficient development capacity for housing. The draft Spatial plan relies exclusively or heavily on intensification of the existing developed areas through the Medium Density Residential Standards (MDRS).¹² It also assumes that current dwellings and structures will be removed and replaced by new dwellings, in order to maximise the potential of the relevant zones. There are flaws in this approach, which will be addressed below.</p> <p>The draft Spatial plan does not enable a variety of homes that meet different needs in terms of price, type, and location, as required by Policy 1(a)(i) of the NPS-UD. Christchurch City has the highest proportion of crowded households in Greater Christchurch,¹³ with one in four Pasifika people and one in eight Māori living in a crowded dwelling.¹⁴ Pasifika and Māori people prefer2-3 bedroom + standalone housing.¹⁵ The draft Spatial plan does not currently provide the kind of future housing needed by Pasifika and Māori in Christchurch City and should provide for future greenfield sites to meet this demand.</p>
348.29	Balance Developments Limited	<p>This submission relates to the draft Spatial Plan as a whole, but has specific focus on:</p> <p>In order to satisfy the requirements of the National Policy Statement on Urban Development (NPS-UD) for a Future Development Strategy (FDS) to:</p> <p>a. promote long-term strategic planning by setting out how the local authorities intend to:</p> <ul style="list-style-type: none"> i. i achieve well-functioning urban environments in their existing and future urban areas¹; and ii. ii provide at least sufficient development capacity, as required by clauses3.2 and 3.3 of the NPS-UD, over the next 30 years to meet expecteddemand;² and iii. iii assist the integration of planning decisions under the Act with infrastructure planning and funding decisions³ and <p>b. spatially identify the broad locations in which development capacity will be provided over the long term, in both existing and future urban area, to meet the requirements of clauses 3.2 and 3.3 of the NPS-UD the Draft Spatial Plan must identify the Balance South Kaiapoi Block as a Future Urban Development Area and a Greenfield Priority Areas – Residential.</p>

348.30	Balance Developments Limited	<p>[Full Submission available.]</p> <p>The draft Spatial Plan does not currently enable well-functioning urban environments in the Greater Christchurch (GC) area. Specifically, it does not identify any Greenfields Priority areas - Residential or Business – in the GC area, and so does not:</p> <ol style="list-style-type: none"> a. enable a variety of homes that meet the needs, in terms of type, price, and location of different households; b. have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; c. support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; d support reductions in greenhouse gas emissions; d. enable an urban environment in Christchurch which is resilient to the likely current and future effects of climate change. <p>This submission seeks to:</p> <ul style="list-style-type: none"> – Identify the Balance South Kaiapoi Block as a Future Urban Development Area; and – Identify the Balance South Kaiapoi Block as a Greenfield Priority Area - Residential; and – Amend Map 2 and Map 14 to reflect the change in identification of the land, as above; and – Amend Map 9 and Map 5 to remove the 50 dBA Ldn Christchurch International Airport noise contour, and instead show only the 55 dBA Ldn Christchurch International Airport Annual Average noise contour, as remodelled and shown in the Christchurch Airport Remodelled Contour Independent Expert Panel Report June 2023, as the Airport Noise Control boundary within which urban development should be avoided to ensure the safety and wellbeing of residents, and to safeguard the effective operation, maintenance and potential for upgrades of the Christchurch International Airport. <p>[Last submission point also recoded under 11.2.1.]</p>
348.32	Balance Developments Limited	<p>The Draft Spatial plan must comply with the requirements of a Future Development Strategy under the NPS-UD by identifying Greenfield Priority Areas – Residential and Business.</p> <p>The Draft Spatial Plan states that it satisfies the requirements of a FDS under the NPS-UD.⁵ However, in order to meet the requirements to provide at least sufficient development capacity, as required by clauses 3.2 and 3.3 over the next 30 years to meet expected demand⁶, and assist the integration of planning decisions under the Act with infrastructure planning and funding decisions,⁷ it must spatially identify the broad locations in which development capacity will be provided over the long term, in both existing and future urban areas, (our emphasis) to meet the requirement of clauses 3.2 and 3.38 by identifying Greenfield Priority Areas – Residential and Business.</p> <p>Clause 3.2 requires every tier 1, 2 and 3 local authority to provide at least sufficient development capacity in its region or district to meet expected demand for housing:</p> <p>a in existing and new urban areas; and;</p> <p>b for both standalone dwellings and attached dwellings; and</p>

c in the short term, medium term, **and long term.**

In order to be **sufficient** to meet expected demand for housing, the development capacity must be:

a **plan-enabled**; and

b **infrastructure-ready**; and

c **feasible and reasonably expected to be realised**; and

d meet the expected demand plus the appropriate competitiveness margin (for tier 1 and 2 local authorities).¹

(our emphasis)

Contrary to these requirements, the Draft Spatial Plan fails to provide for any Greenfields Priority Areas - Residential in the Greater Christchurch area. Although it provides for some Future Urban Development Areas in Kaiapoi and other towns in Waimakariri District and Selwyn District, the identification of land as a FUDA enables both potential Residential and potential Business uses, and so does not make certain and sufficient provision for either.

Failure to identify Greenfields Priority Areas – Residential will result in a failure to enable a variety of homes to meet the needs, in terms of type, price and location of different households, particularly for the medium and long terms. Reliance on infill housing and intensification will mean that, as the population of Kaiapoi grows over the next 30 years, the number of standalone homes, in relation to the population will fall, making those homes scarcer and therefore less affordable. Identifying the Balance South Kaiapoi Block as Greenfields Priority Areas – Residential is necessary to meet the expected demand for a variety of homes in Kaiapoi over the medium to long term.

Identifying the Balance South Kaiapoi Block as Greenfields Priority Areas – Residential would also provide for good accessibility for people between housing, jobs, community services, natural spaces and open spaces, including by way of public or active transport.

As an FDS, the Draft Spatial Plan must spatially identify the broad locations in which development capacity will be provided over the long term, in both existing and future urban areas, to meet the requirements of clauses 3.2 and 3.3.11 The Draft Spatial Plan fails to meet this requirement in that it does not identify Greenfields Priority Areas – either Residential or Business. In relation to Kaiapoi, the Draft Spatial Plan has not made provision for development capacity over the long term, in both existing and future urban areas, as the Future Urban Development Area is not specific as to the amount of Residential and Business use that will eventuate. Also, the Draft Spatial Plan is relying too heavily on the capacity of existing areas to be intensified and infilled. That is not a feasible and reasonably expected to be realised source, and therefore not sufficient.

The contents of the Draft Spatial Plan will affect the future contents of planning instruments under the RMA, such as the CRPS and the PWDP; Clause 3.17 of the NPS-UD requires every tier 1 and 2 local authority to have regard to the relevant FDS when preparing or changing RMA planning documents. The failure of the Draft Spatial Plan to provide for sufficient development capacity in Kaiapoi is likely to result in those RMA documents also failing to give effect to the NPS-UD.

[Full Submission available.]

348.33	Balance Developments Limited	<p data-bbox="489 99 898 126">Well-functioning urban environments</p> <p data-bbox="489 168 1997 293">The Draft Spatial Plan states that it provides for a well-functioning urban environment, and sets out the criteria for this on p.23 of the Plan, reflecting the content of Policy 1 of the NPSUD. To the contrary, by not allowing for any Greenfields Priority Areas (Residential or Business) in the Kaiapoi area, the Draft Spatial Plan does not meet several key aspects of Policy1, which defines well-functioning urban environments as, at a minimum:</p> <ul style="list-style-type: none"> <li data-bbox="537 337 1052 365">a. having or enabling a variety of homes that: <ul style="list-style-type: none"> <li data-bbox="569 407 1535 435">i. i meet the needs, in terms of type, price, and location, of different households; and <li data-bbox="569 440 1346 467">ii. ii enable Māori to express their cultural traditions and norms; and <li data-bbox="537 509 1955 570">b. having good accessibility for people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and <li data-bbox="537 574 1944 634">c. supporting, and limiting as much as possible adverse impacts on the competitive operation of land and development markets; and <li data-bbox="537 639 1192 667">d. supporting reductions in greenhouse gas emissions; and <li data-bbox="537 672 1331 699">e. are resilient to the likely current and future effects of climate change <p data-bbox="489 808 1976 933">The Draft Spatial Plan does not meet the above requirements as it does not provide for any Greenfields Priority Areas - Residential within the Kaiapoi area. The Draft Spatial Plan projects that the feasible capacity of the Waimakariri District, over the next 30 years, is 14,450additional households, while the expected demand (with a margin) is 13,250 households over that time frame, and on that basis asserts that there is a small surplus of housing capacity overdemand (350 in the medium term and 1200 in the long term).¹³</p> <p data-bbox="489 1045 1955 1170">The Draft Spatial Plan has not provided any assessment of feasible housing capacity or housing demand in Kaiapoi, and has simply assessed the whole of the Waimakariri District as if it is one housing market. As Kaiapoi is the closest Waimakariri town to Christchurch, the demand for housing is likely to be greater in Kaiapoi than in Waimakariri overall, so deficits of housing capacity to meet demand are more likely to result in Kaiapoi.</p> <p data-bbox="489 1282 1986 1438">In making its capacity and demand assessments for the Waimakariri District, the Draft Spatial Plan overestimates capacity and underestimates demand. In relation to demand, it estimates5600 households in the medium term (ie average 560 households per year for 10 years, including margin) and 13250 household in the long term (ie average 442 households per year for 30 years, including margin), but Waimakariri District building consents averaged more than700 per year for the 5 years up to 2022, and more than 570 per year over the last 30 years.¹⁴</p>
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		<p>In relation to feasible capacity, the Draft Spatial Plan overestimates capacity in the following ways:</p> <p>[Full Submission available. HCA points re-coded under 6.1.7]</p>
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