

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

-Received via online submission form-

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I am completing this submission	For myself
Hearings	
Do you wish to speak to the hearings panel?	I wish to speak at the hearings
Phone number	[REDACTED]
Preferred location to be heard	Christchurch City
Questions	
Question 1: Our Space highlights there is significant capacity for new housing through redevelopment in Christchurch City but to accommodate housing growth in Selwyn and Waimakariri it identifies additional greenfield land around Rolleston, Rangiora and Kaiapoi. <i>Do you agree or disagree with this approach and why?</i>	
Agree/disagree	Do not agree
Comment	What we have had over the past ten years is controlled sprawl through the limits set in the UDS , RPS and District plans. Particularly since the earthquakes and encouraged by pouring most of the transport funding into motorways to Rolleston and Rangiora is massive greenfield growth on the periphery at the expense of the provision of well designed medium density living in the central core. This is not just a problem because of the earthquake but a distortion of the UDS and its objectives. This can not continue and needs to be turned around.
Question 2: Our Space adopts the current planning framework that encourages a range of new housing types, especially in the central city, close to suburban centres within the City and around existing towns in Selwyn and Waimakariri. <i>Do you agree or disagree with this approach and why?</i>	
Agree/disagree	Agree
Comment	This needs to be more than an aspiration and actually implemented with as much time and effort as has previously been given to greenfields and motorway building!
Question 3: Our Space proposes to develop an action plan to increase the supply of social and affordable housing across Greater Christchurch and investigate with housing providers different models to make it easier for people to own their own home. <i>What elements should be included in this action plan?</i>	
Comment	Sounds great. Is the issue that of whether people own or rent or whether in either instance it is affordable?
Question 4: Our Space adopts the current planning framework that directs new commercial development (office and retail) to existing centres to retain their viability and vitality, especially the central city, suburban centres and town centres in Selwyn and Waimakariri. <i>Do you agree or disagree with this approach and why? What further measures would support such development?</i>	
Agree/disagree	Somewhat disagree
Comment	Could things be tightened up a bit so we avoid fiascos like funeral parlours in residential areas? Services should also be part of the clustering.

Question 5: The Canterbury Regional Policy Statement and the District Plans for Christchurch City and Selwyn and Waimakariri Districts have already identified sufficient capacity for new industrial businesses. <i>Do you agree or disagree this is sufficient and in the right location and why?</i>	
Agree/disagree	Agree
Comment	
Question 6: The proposals in Our Space are informed by a Capacity Assessment that considers future demands for housing and business land, based on demographic changes and projections from Statistics New Zealand, and likely changes in our economy (including through business sector trends and impacts from technological change). <i>Do you agree or disagree with our evidence base and why?</i>	
Agree/disagree	Agree
Comment	Looks comprehensive and well founded.
Question 7: Our Space promotes greater densities around key centres to increase accessibility to employment and services by walking, cycling and public transport. This aligns with recent transport proposals that signal more high frequency bus routes and an intention to deliver rapid transit along the northern and south-west transport corridors. <i>Do you agree or disagree with this approach and why?</i>	
Agree/disagree	Do not agree
Comment	Nice words but transport needs a 'Sea Change' - a profound or notable transformation. We have to cease throwing away funds on motorways and which perpetuates low density, obesegenic sprawl and rather than 'signal' high frequency PT, actually do it, along with much more for cycling and walking. Get on with it! Having been in Adelaide (which has its fair share of cars) and using its tram running the length and width of the CBD and then out to Glenelg (Christchurch's Brighton or Sumner) makes one think why can't we have one here? Why can't we have the cycle network they have had in the Hawkes Bay for years running between Napier and Hasting and elsewhere?
Question 8: Our Space aligns with broader infrastructure planning (including wastewater, water supply, stormwater, energy, telecommunications, community facilities, schools and healthcare) to help create sustainable, cohesive and connected communities. <i>Do you agree or disagree with this approach and why? What more could be done to integrate infrastructure planning?</i>	
Agree/disagree	Somewhat agree
Comment	Please do not forget the older existing residential areas. If there is one thing councils could do to improve the amenity of existing residential areas (in competition with greenfields) is put the power and telephone lines underground when a street is dug up and its kerb and channel and carriageway replaced, sometimes after a hundred years of wear.
Question 9: What other points do you wish to make to inform the final Our Space 2018-2048: Greater Christchurch Settlement Pattern Update?	
Comment	<ol style="list-style-type: none"> 1. Thank you for the opportunity to express a view. 2. Please retain a policy of zero new noise sensitive development (ie. residential housing) within the noise contours (50dba) surrounding Christchurch International Airport. 3. Please keep urban development and quarrying out of the unconfined aquifer (see Var 6 of the NRRP) ie the recharge zone for Christchurch's water supply. There is plenty of land elsewhere. Urban development and the creation of pits over the aquifer just leads its ultimate contamination 4. Please keep urban development off the floodplains and coastal hazard zones. With all the development in Waimakariri District have the Ashley stopbanks been improved to a level that adequately protects that development?
Attachments	