

From: [shirley.truck](#)
To: [Audrey.Benbrook](#)
Subject: Note from David Lawry submitter 10A
Date: Sunday, 18 February 2024 3:01:24 PM
Attachments: [0.png](#)
[Spatialplanexhibnits_000027.pdf](#)

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Good morning Audrey I have attached a new document that I would like to present to the Commissioner's at my presentation on Tuesday 20th Feb at 3.10pm.

This is a recommendation arising from the Greater Christchurch Spatial Plan hearings which I submitted to and the press release from the Greater Christchurch Partnership team dated Friday the 16th of February in which they indicate that they have endorsed the final version of the Spatial Plan.

It is significant to the 10A hearing as with relation to "Protecting strategic infrastructure" there is now an agreement by the Greater Christchurch Partnership Committee (which comprises of ECAN and all the wider city Mayors) that with regards to urban development around strategic infrastructure that the word urban development should be **avoided** has now been crossed out and replaced with the words **carefully managed**.

As the press release indicated that the Greater Christchurch Partnership Committee received and endorsed the Greater Christchurch Spatial plan on Friday the 16th this is the first opportunity to present this to the Commissioners hearing plan change 10A

I will bring copies to present at the hearing on Tuesday however feel that it would be better for them to have this matter raised to them as soon as possible to allow them to read what is a significant change on topic to the 10A hearings decisions

Please advise receipt of this request and that it has been actioned

Kind regards David Lawry

3.10 Infrastructure

3.10.1 Protection of Strategic Infrastructure

We agree with Officers⁷⁸ that the key strategic infrastructure which is identified spatially on Map 9 represents important regional or national assets and that there is a need to ensure that development does not adversely affect its efficient operation, use, development, appropriate upgrade, and future planning. We also agree that while the avoidance of activities may be required in some circumstances to achieve this, in other cases the operation of strategic infrastructure can be appropriately provided for through the careful management of development. We therefore support recommended changes to the wording of the dGCSP which aligns with this.

We agree with the other changes recommended by Officers for the reasons given⁷⁹, as well as their further recommendation to include the airport symbol in the legend on Maps 9 & 15⁸⁰. The exception to this is that we do not consider there is any particular benefit in moving Map 9 so that it sits after Map 5, so we have not adopted this recommendation.

Recommendations:

- a) Amend Map 5 (page 40), as follows:
 - Identify Lyttelton Port and the inland ports
 - Identify National Grid assets

- b) Amend text under 'Protecting strategic infrastructure' (page 49) as follows:

Urban development should be ~~avoided~~ **carefully managed** 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, **the National Grid** and the electricity transmission **and distribution** network (see Map 9).

- c) Amend the title of Map 9 (page 49) to '**Key** strategic infrastructure'.

- d) Amend Map 9 (page 49) as follows:
 - Correctly show the National Grid
 - Differentiate between the National Grid assets and electricity distribution network assets
 - Show locations of prisons
 - Show the location of the Lyttelton Port Company City Depot inland port
 - Show location of military bases
 - Remove Woodford Glen Speedway and Ruapuna Raceway

⁷⁸ Section 4.10.1 of the Officers' Report

⁷⁹ Section 4.10.1 of the Officers' Report

⁸⁰ Pages 5-6 of the Officers' Response

Friday 16 February 2024

Greater Christchurch Partnership Media Release

Charting Our Course: Greater Christchurch Partnership Commits to Sustainable Growth

Today the Greater Christchurch Partnership Committee received and endorsed the final version of the Greater Christchurch Spatial Plan. It subsequently recommended its partner Councils adopt the Spatial Plan as their overarching strategy for managing growth.

In response to the anticipated growth of 700,000 people or more in the next thirty years, the Greater Christchurch Spatial Plan provides a blueprint that will enable the sub-region to accommodate growth while remaining an attractive place to live, learn, work, visit and invest. Informed by a robust evidence base, rigorous analysis and innovative consultation, the Greater Christchurch Spatial Plan identifies the pathway towards creating prosperous, sustainable, well-functioning and resilient urban environments in the dynamic context of ongoing change. It shows how new houses and businesses can be accommodated in a way that enhances the environment, integrates with transport and other infrastructure provisions, builds greater community resilience against risks to natural hazards, and contributes to a sustainable future for Greater Christchurch for existing communities and future generations.

Collaboratively developed by the Greater Christchurch Partners and our wider government partners¹, informed by widespread public consultation, the Plan identifies major foreseeable opportunities and challenges facing Greater Christchurch, providing an aspirational yet feasible plan to guide its sustainable and prosperous future development. It provides a collective approach to tackling critical issues that span community, council, and agency boundaries. The Spatial Plan builds on the foundational work of the Greater Christchurch Partnership since 2007, drawing on the past to build a prosperous shared future.

¹ The Greater Christchurch Partners include Environment Canterbury, Mana Whenua, Christchurch City Council, Selwyn District Council, Waimakariri District Council, Te Whatu Ora – Waitaha, and the NZ Transport Agency, and the Urban Growth Partners which include Department of Internal Affairs, Kāinga Ora, Ministry of Housing and Urban Development.

Over 7,000 people engaged during the development of the plan through the Huihui Mai survey and 358 then submitted on the draft plan. This provided clear signals on ways Greater Christchurch needs to grow to meet the needs of current and future generations and address challenges of population growth, housing affordability and climate change. Feedback received provided a strong direction from residents on how to tackle some of the big issues facing the city region, such as improving public transport, building in the right places, strengthening climate resilience and restoring the natural environment. There was a high level of support (86%) for intensifying development along key public transport routes.

The Spatial Plan reflects mana whenua values and priorities through identification of the blue/green network, the preference for a compact urban form and recognition of Māori Land as part of the mapped settlement pattern, including a key direction to 'Enable the prosperous development of kāinga nohoanga on Māori Land'.

Mana whenua governor, Gail Gordon, says "The focus on provision for sustainable communities, environment, economy and wellbeing outcomes, now and into the future, is consistent with mana whenua intergenerational aspirations of "Mo Tatou, a, mo ka uri a muri ake nei" - For us and our children after us."

Waimakariri Mayor Dan Gordon says by aligning land use planning and transport in targeted areas, the Plan enables a strategic, intentional approach to accommodating growth. Six priority development areas have been identified as a focus for coordinated action to unlock investment: Rangiora Town Centre and surrounds; Rolleston Town Centre and surrounds; Papanui; Central City; Riccarton; and Hornby.

"Focusing growth along key public transport routes and in and around centres ensures that the projected demand for housing and business space can be met in a way that enables communities and business to thrive".

Christchurch Mayor Phil Mauer says the proposed 'turn up and go' mass rapid transit system will provide effective public transport linking people with where they need to go,

shaping the city in a way that enables Greater Christchurch to avoid the problems that growth can bring.

“Earmarking a dedicated corridor for mass rapid transport and boosting public transport connections enables us to concentrate growth on areas well-served by transport links. In this way we can avoid the costly retrofitting that many cities are forced to undertake as the population grows”.

Selwyn Mayor Sam Broughton says that the success in capturing the voice of the youth of Greater Christchurch was vital to the development of the Plan, as decisions today will impact young people and generations to come. Climate change resilience, good public transport, a clean and green environment, and drinking water quality emerged as top priorities for the youth of Greater Christchurch.

“Our vibrant youth voice within Greater Christchurch has been an invaluable contribution to the Plan's evolution. Their voice resonated prominently throughout the entire engagement and hearings process. This underscores the significance of forward-thinking decisions, emphasising that choices made today ripple across generations and affirming that every voice matters in crafting our collective future”.

Environment Canterbury Chair Peter Scott says the draft Spatial Plan ensures that growth and development does not come at the expense of the natural environment.

“Our communities reinforced the importance of protecting and improving the environment. By enhancing and expanding the network of waterways and green spaces, the plan will support and benefit biodiversity and ecosystems, provide adaptation to climate change, support primary production, and providing recreational opportunities.”

For more information visit www.greaterchristchurch.org.nz