

BEFORE THE INDEPENDENT HEARINGS PANEL

In the matter of:

The Proposed Christchurch Replacement District Plan -

Chapter 15 - Commercial

Chapter 16 - Industrial

Submitters:

Generation Zero (#1149)

Rowan Muir (#713)

Matthew Scobie (#711)

Jack Randall (#688)

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Catherine Jill Collier (#636)

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The parts of the Proposal this submission relates to are as follows:

Chapter 15 Commercial

- 15.1.1 Objective 1 Focus of commercial activity
- 15.1.1.3 Policy 3 Comprehensive approach to development of the Halswell and Belfast Key
- 15.1.1.4 Policy 4 Activities in district and neighbourhood centres
- 15.1.2.2 Policy 8 Design of new development
- 15.2.4.3.1 Outline development plan
- 15.2.3.8 Landscaping and trees
- 15.2.6.3.4 Transport

Chapter 16 Industrial

- 16.1.1 Objective 1 - Recovery and growth
- 16.1.1.1 Policy - Sufficient land supply
- 16.1.1.4 Policy - Activities in the industrial zones
- 16.1.1.7 Policy - Brownfield redevelopment

The particular changes that Generation Zero are seeking are as follows:

Chapter 16

16.1.1 Objective 1 - Recovery and growth

- 1. The recovery and economic growth of the district's industry are supported and strengthened in existing brownfield ~~and new greenfield~~ industrial zones.

16.1.1.1 Policy 1 - Sufficient land supply

- 1. Maintain a sufficient supply of industrial zoned land within current urban boundaries to meet future demand up to 2028, having regard to the requirements of different industries, and to avoid the need for industrial activities to locate in non-industrial zones.

16.1.1.4 Policy 4 - Activities in the industrial zones

1. Maintain and support the function of industrial zones while providing for limited non-industrial activities that:
 1. are ancillary in scale and on the same site as a permitted activity;
 2. are not appropriate in more sensitive environments due to their potential noise, odour or other environmental effects;
 3. comprise yard based or trade suppliers in the Industrial General Zone;
 4. provide an emergency service which may generate adverse effects; or
 5. support the needs of workers and businesses in the zone for food and beverages, commercial services, public transport, cycleways and the care of children.
2. Avoid any activity in industrial zones with the potential to hinder the establishment or ongoing operation of industrial activities.
3. Avoid the use of industrial zones for non-industrial activities that could adversely affect the strategic role of the Central City, District, and Neighbourhood Centres as focal points for commercial, community, residential, and other activities.

Executive Summary of Submission

Generation Zero is a national organisation launched in June 2011 with over 10,000 supporters, mostly between the ages of 18 and 30. Our vision is for a thriving, carbon neutral Aotearoa before 2050. We believe it is vital to design our infrastructure to survive the detrimental effects of climate change such as sea level rise and increased storm events, at the same time as reducing the emissions contribution of our city to this environmental crisis. A sustainable Christchurch is our goal: one which would not have detrimental impacts or consumption that exceeds the environmental capacity in the long term.

Generation Zero wishes to express our full support for *15.1.2.2 Policy 8*, *15.1.1 Objective 1*, *15.1.1.3 Policy 3*, *15.1.1.4 Policy 4*, *15.2.4.3.1*, *16.1.1.7 Policy 7*. We support these policies because they call for enhancement and provision for active transport (e.g. walking, cycling, bus use), a “compact and sustainable urban form” and increasing street amenity and public usage.

Concerning *16.1.1.1 Policy 1* and *16.1.1.4 Policy 4*: Generation Zero considers it eminently sensible to ensure that future development of land does not go beyond the current urban boundaries and includes provisions to enhance public transport to outlying areas. Development should be limited to existing brownfields zones and not be expanded into greenfields zone. To create a liveable city with an emphasis on reducing carbon emissions we must ensure that sprawl does not occur [1, 2, 3]. Other negative effects of sprawl have been shown to include: unproductive congestion on roads, high levels of air pollution, the loss of open space amenities, and residential segregation and pockets of poverty caused by unequal provision of public goods and services across sprawling metropolitan suburbs [4]. If these areas are allowed to sprawl to the periphery of the urban footprint there will be an increase

demand for transportation from employees, customers and suppliers. With transportation emissions among one of the largest contributors to carbon emissions in New Zealand and worldwide [5], we need to ensure that our cities are developed in a way that reduces transport related carbon emissions such as ensuring new developments are accessible via public transport and cycleways. If we do not factor this impact in, it will be counter to the ideals of a sustainable, low-carbon future. Creating a city within the current urban boundaries will enhance connectivity between places and allow for active modes of transport to be taken.

References:

[1] Bart, I. L (2010) Urban sprawl and climate change: A statistical exploration of cause and effect, with policy options for the EU, *Land Use Policy*, 27, p. 283 - 292

[2] Reid Ewing , Keith Bartholomew , Steve Winkelman , Jerry Walters & Geoffrey Anderson (2008) Urban development and climate change, *Journal of Urbanism: International Research on Placemaking and Urban Sustainability*, 1:3, 201-216, DOI: 10.1080/17549170802529316

[3] Marshall, J. D. (2008) "Energy- efficient Urban Form", *Environment, Science and Technology*
Environmental Science & Technology 2008 42 (9), 3133-3137. DOI: 10.1021/es087047I

[4] Nechyba, T. J., & Walsh, R. P. (2004). Urban Sprawl. *The Journal of Economic Perspectives*, 18(4), 177–200. <http://doi.org/10.2307/3216798>

[5] MBIE "New Zealand Energy Greenhouse Gas Emissions Report" (2013)

Sincerely,

Nick Hanafin (4/05/15)

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