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for: Self  
25.5.2015  
Hi:

I drafted this on your website which does not allow it to be submitted. I have reported this to your team and they are working on it.

Please acknowledge receipt of this submission.

Thanks, Dirk De Lu

## **Land Use Recovery Plan Review**

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### **Direction and Coordination**

For this plan to work it must be affordable. Both for Councils and individuals. CCC is looking at regular rate increases already. Some of us will no doubt be forced out of our homes by these increases. The LURP as currently offered will only make things worse.

Limit urban sprawl, greenfield development. We simply cannot afford it. Whether it is the new infrastructure with its massive construction and maintenance costs or the residents who find themselves forced to drive everywhere, the economics simply don't make sense.

The old urban sprawl car based way of doing things does not work in the face of increased population and decreased resources. Besides, roads and parking simply take up far too much valuable space.

Where new development is indicated include walking and cycling infrastructure within and between neighbourhoods. Provide excellent public transport. Include the amenities that people need schools, parks, shopping, entertainment all within walking or cycling distance.

Promote brownfield developments on land with existing infrastructure. Increase the density while requiring high quality planned development. With schools, parks, community centres, shops, employment, entertainment, restaurants and cultural activities within walking and cycling distances people will want to locate there. Include excellent public transport links.

Keep local water local by increasing the use of landscaped soak areas and permeable paving.

Face up to the coming sea level rise and don't build on threatened land. Make it parks for now.

### **Communities and Housing**

See above.

Encourage co-housing developments. Partner with Habitat for Humanity and other organisations to develop affordable housing.

Use some of the now 'surplus' CERA inner city sections for affordable housing. No, not the expensive apartments of the east frame, that is for the rich.

Provide schools, parks and community centres to support the outdoor and indoor activities we need to build community. Community gardens or allotments are also needed.

Connect our communities with excellent public transport and cycle routes. Require Travel Demand Management as part of all planning, fund it and implement it. De-emphasise personal vehicle use as the primary mode.

## **Business**

Make rail and sea freight a priority for locating and servicing of businesses which require freight. Road based freight requires expensive to build and maintain infrastructure and is unsustainable.

Where possible mix business with residential to allow people to live within walking or cycling distance to employment. Have employers provide secure cycle parking and end of trip facilities. Require Travel Demand Management for all businesses.

Encourage courier and package delivery using cargo bikes.

## **Transport**

De-emphasise roads and personal vehicles as the primary transport mode. It is not affordable for individuals or Councils.

Mandate cycle and walking routes as part of all repair, rebuild and new build transport projects.

Help central government see the error of road based freight over rail and sea. Oppose the use of 'monster trucks' which threaten other road users, increase noise pollution and require 'strengthened' infrastructure which we simply cannot afford.

Make cycle and walking infrastructure an integral part of the rebuild, new developments and new transport projects.

The Accessible City Transport chapter makes some flashy non connected and limited infrastructure available and is not a model to follow. A painted cycle lane on a street which is also a major car/bus and pedestrian route is not what those who commented to Share an Idea had in mind.

CERA has already cost us far too much in lost opportunities. The least we can do is learn from their mistakes. Include real consultation and learn from other cities about how to make multi modal transport a reality, and why.

People need commuter and recreational routes. Conflicts between modes are an issue and we need to design each mode's projects with an eye to how they will interact with each other.