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Comments on Land Use Recovery Plan Review

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Date: 29.05.2015

Topic Area: Direction and Coordination

I am a trustee of the Piercey Family Trust which owns the property at 201 Bridle Path Road, Lot 1 DP 17397, area 2.0272 hectares.

Before the earthquakes this property was being considered for rezoning as Living 1B, then became part of the Ferrymead Special purposes zone which did not get reviewed due to the disruption of the earthquakes.

The property is now within the urban limits and under proposed rating changes from July this year will be recognised as residential for rating purposes by the Christchurch City Council, as indeed it should be.

It is currently zoned rural, is poor quality for farming, and we currently have 13 sheep as grass cutters.

Outcome 1 for LURP is to achieve a clear planning framework that directs where and how new development should occur so that it integrates efficiently and effectively with infrastructure programmes and avoids key hazards and constraints.

201 Bridle Path Road has a long road frontage next to Bridle path Road where there are existing services in place such as, water, sewerage, power etc. All the land across the road on the hillside is zoned red. 201 is zoned green and is not in a rock fall hazard zone and the land next to the road is above the flood management level.

There is an existing house to the north of 201 boundary at 221 Bridle Path Road. The Christchurch City Council permitted the building of a new house next to 221 at 225 after the earthquakes on a small piece of land – approximately 2000sq metres, with no preexisting building, despite the property having a rock hazard zone protruding onto part of it. A new house was built at 151 before the earthquakes just to the south of 201. This house was permitted because the piece of land it is built on is greater than 4 hectares. Currently the owner of 175 is

considering applying for resource consent to build a house on a vacant piece of land less than 2 hectares. Thus houses are being built along the same side of the road as 201. It is an anomaly that 201 cannot be subdivided into a small number of sections, all with road frontage and easy access to services. I do not think that the intention of the LURP is meant to prevent such development so close to the city. A key element in successful recovery and rebuilding is the recognition of existing infrastructure and service delivery. 201 borders Ferrymead park sports fields and is close to two primary schools, Mt Pleasant and Heathcote. It is close to the Ferrymead shops, which includes the Countdown Supermarket and there are a number of health providers in Ferrymead also.

Neighbours who previously lived across the road and were red zoned have asked if we are able to subdivide as they would like to continue to live in the area. The size that Living 1B would have permitted would have allowed for people who prefer a life style where they want a larger than normal urban section for perhaps keeping a horse, planting a home orchard, extensive vegetable garden etc. A spectrum of housing types need to be available to accommodate people with different requirements.

My husband and I are the only people living in the house at 201 at present. It is too big for us and we would love to be able to build ourselves a smaller home on the property for our retirement.

Topic Area: Transport

201 is on an existing public transport route. It is only 10-15 minutes to the centre of the city. There is an existing walkway and Bridle Path Road is used by a lot of cyclists. Permitting subdivision of 201 Bridle Path Road would be appropriate for transport effectiveness. Cycling, busing, walking or even travelling by car from 201 would use less energy given its positioning so close to both Linwood key centre and the Central City.