

SUMMARY STATEMENT

1. My name is **Philip Osborne**. I am an Economist at Property Economics.
2. I have prepared evidence on behalf of the **Christchurch City Council** to assist in the understanding of the economic impacts of specific Qualifying Matters proposed in Plan Change 14 to the Christchurch District Plan.
3. My evidence is based on the identification and assessment of the potential economic costs and benefits associated with the identified Qualifying Matters. The Matters in discussion today include Residential Industrial Interface ('**RII**') and Low Public Transport Accessibility ('**LPTA**').

Residential Industrial Interface

4. The RII seeks to manage the effects between increasing residential development under the MDRS and 'effects-generating' activities such as industrial businesses. The identified interface area (40m from an industrial zone) would limit development within the medium-density residential zones (MRZ) to 2 storeys to limit the potential for noise effects and those reverse sensitivity impacts.
5. The key economic balance involves the potential risk to the billions of dollars annual contributed to the city's GDP through the industrial sectors and the impact potential loss of 1,400 feasible dwellings (with lower height potential remaining) within the interface area.
6. In my view, given the level of capital investment often required for industrial activities, increasing the risk to subsequent operations, after the fact, sets a dangerous precedent in the market and potential impacts upon the overall competitiveness of the Christchurch economy. While it is possible for non-sensitive activities to exist within these interface areas, it is important that, while zoned industrial, the integrity of zoned area is maintained.

Low Public Transport Accessibility

7. The LPTA QM identifies areas that currently have low access to public transport where the MDRS will not be applied (i.e., the existing Operative Plan zoning will be retained).
8. The outcome of this QM is likely to be economically favourable in terms of an increased focus of residential development in areas that exhibit efficiency due to higher levels of accessibility (not only through public

transport), greater amenity and potentially lower marginal infrastructure costs.

9. The management of CO² emissions is one of the potential benefits associated with the LPTA QM. Further benefits include: (a) improved infrastructure efficiency; (b) improved public transport usage and efficiency (which have benefits beyond associated CO² reductions, for example reduced congestion); and (c) improved centre viability.
10. In terms of potential economic costs, the LPTA QM is the QM provided for in PC14 with the most significant impact upon identified capacity, due primarily to the geospatial extent of the QM.
11. While I acknowledge that feasible capacity can change over time in response to numerous variables, the level of feasible capacity currently modelled would suggest a large margin for error. As such, in my view it is highly likely that there would remain sufficient residential capacity under PC14 with the identified QMs.

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Phil Osborne