

I oppose the commission's recommendation to remove urban limits from Local Authority District Plans so as to allow large suburban developments on the fringes of cities.

It is false economy for people to purchase new homes on cheaper land on the urban fringe because of the steadily rising commuting costs to schools, shops, employment and recreation.

Urban sprawl is threatening the supply of agricultural land (see "Urban sprawl the threat to farmers, not immigration" - Bruce Wills, President of Federated Farmers, in Sunday Star Times pA8 February 5th 2012)

It is shortsighted to ignore the impact of Peak Oil on infrastructure and transportation/commuting costs in New Zealand.

Studies in USA show that models for city development that are more compact turn out to be more sustainable than sprawl development. And it has been found that people who get a chance to experience living in well designed compact settlements generally like it.

Rather than encourage sprawl, I request that the commission give priority to improving the quality of higher density "urban" living within city limits so as to encourage preservation of agricultural land and less dependence on cars for living in cities.