

Introduction

Pursuant to section 24(1)(a) and (b) of the Canterbury Earthquake Recovery Act 2011 (“CER Act”), the Land Use Recovery Plan has directed the inclusion and removal of specific objectives, policies, rules and other methods in the Canterbury Regional Policy Statement, Christchurch City Council’s District Plan (also referred to as the “City Plan”), Selwyn District Council’s District Plan and Waimakariri District Council’s District Plan .

Section 24 does not enable a Recovery Plan to direct amendment of descriptions, explanatory guidance and statements, reasons, anticipated outcomes, implementation and/or monitoring provisions. As such, these matters are not included within the amendments directed. The exception is the amendments to the Regional Policy Statement where these matters are dealt with as ancillary to the Land Use Recovery Plan and have been dealt with through the exercise of powers under section 27 of the CER Act.

The section 24(1)(a) and (b) amendments are to be made by the local authorities as soon as practicable without the use of Schedule 1 of the Resource Management Act 1991 or any other formal public process.

From the time of notification of the Recovery Plan in the Gazette, persons exercising various functions or powers under the Resource Management Act (including applications for resource consents, notices of requirement, or variations to a RMA document) must not make a decision or recommendation that is inconsistent with the Recovery Plan. Pursuant to section 23, this applies whether or not the application was lodged before or after the gazetting of the Recovery Plan.

Where amendments have been directed by the Recovery Plan under section 24 it is noted that only the Minister for Canterbury Earthquake Recovery can request a change or variation to such provisions (section 24(5)). For this reason any amendments made under this provision will be required to be identified in the document by way of font, colour or other distinguishing format.

Understanding the changes

The changes to the RMA documents are varied. In some instances it has been necessary to replace entire provisions with new provisions where in other cases changes have been able to be made to individual words or parts of existing provisions. In each instance the proposed deletions are shown in strike through and bold, while the new provisions are in underline and bold. Text before a changed provision and text after a changed provision is indicated by the use of “(...)”. Instructions to add understanding of what is to be amended are included in a text box.

Every effort has been made to ensure that the changes specified in the Land Use Recovery Plan (including its Appendices) give the reader a full and fair understanding of the exact change proposed. For this reason, substantive changes have generally been shown in context, whereas consequential changes have generally been summarised and grouped. It should be noted, however, that given the complexity of the changes proposed, readers are encouraged to view these amendments alongside the particular RMA instrument, which are available online through the various local authorities’ websites.

Appendix 1: Amendments to the Canterbury Regional Policy Statement

Introduction

The amendment to the Regional Policy Statement is to include a new Chapter to the Canterbury Regional Council Regional Policy Statement. The new chapter is Chapter 6 Recovery and Rebuilding of Greater Christchurch.

Add Chapter 6 “Recovery and rebuilding of Greater Christchurch” including issues, objectives, policies and methods to the Canterbury Regional Council Regional Policy Statement as follows:

CHAPTER 6 – Recovery and rebuilding of Greater Christchurch

INTRODUCTION

The insertion of this chapter into the Canterbury Regional Policy Statement (CRPS) was directed by the Minister for Canterbury Earthquake Recovery in the Land Use Recovery Plan for Greater Christchurch and under section 27 of the Canterbury Earthquake Recovery Act 2011. The chapter is consistent with the Recovery Strategy for Greater Christchurch and the Christchurch Central Recovery Plan, and supports their implementation.

This chapter focuses on the metropolitan urban area of Greater Christchurch and towns stretching from Lincoln, Prebbleton and Rolleston in the south to Kaiapoi, Rangiora and Woodend/Pegasus in the north and the rural areas between Rangiora, Rolleston and Lincoln. The geographic extent of Greater Christchurch, for the purposes of this chapter, is shown in Map A. The Ashley River/Rakahuri lies to the north, the Waimakariri River cuts through the centre, the Port Hills and Selwyn River lie to the south and Pegasus Bay and Lyttelton Harbour/Whakaraupo are to the east. It excludes the area of Banks Peninsula as indicated in Map A. In Waimakariri District, Two Chain Road is the western boundary of the sub-region and in Selwyn District the western boundary follows Highfield and Station Roads (shown on Map A). It does not extend to the coastal waters adjoining this area.

Chapter 6 provides a resource management framework for the recovery of Greater Christchurch, to enable and support earthquake recovery and rebuilding, including restoration and enhancement, for the area through to 2028. Recovery in Greater Christchurch is also supported by provisions in Chapter 5 – Land use and infrastructure that are notated “Entire Region”. The provisions in the remainder of the CRPS also apply.

The purpose of Chapter 6 is to enable recovery by providing for development in a way that achieves the purpose of the Resource Management Act 1991.

For discussion and provisions regarding specific resource matters (for example, energy, biodiversity and landscape), further reference should be made to other chapters in the CRPS.

6.1 ISSUES

Issue 6.1.1 – Enabling recovery, rebuilding and development

How to provide certainty to the community and businesses around how Greater Christchurch will accommodate expected population and household relocation and growth, housing needs and economic activity during the recovery period in an efficient and environmentally sustainable manner. This includes providing for a diverse community with a range of incomes, needs and business types.

Explanation

While the needs for Greater Christchurch in the long term are important, recovery and rebuilding in the short term are critical.

The community requires certainty around where recovery development will take place during the recovery period to enable planning for delivery of infrastructure and protection of key resources such as strategic transport networks, water supply, and other significant natural and physical resources. In particular, it is important that resources are directed to specific geographic areas, to enable efficient and effective public investment in strategic, network and social infrastructure. Without certainty and forward planning, recovery for the Central City, Key Activity Centres and neighbourhood centres will be slower, and will result in inefficient investment decisions being made by infrastructure providers and developers, and incur unnecessary additional costs for local authorities.

When making decisions around accommodating residential and business relocation and growth over the recovery period, it is recognised that there is a range of needs among the community, in terms of both residential accommodation and business provision. A spectrum of housing types needs to be available to accommodate people on different levels of income and with different requirements, including a possible temporary working population, as well as providing for diversity among the different business types that operate within Greater Christchurch, from small offices and retail through to large industrial sites. It is important that the functions of different types of business zones are protected to ensure that lower-value industrial land is not competing with potentially higher-value office and retail development.

Issue 6.1.2 – Adverse effects arising from development

Development can result in adverse effects on the environment, which if not identified and avoided, remedied or mitigated

where appropriate, could result in inappropriate outcomes for the region's natural and physical resources, and reduce Greater Christchurch's resilience and ability to provide for the needs of people and communities. Poorly planned development can increase risk from natural hazards and the effects of climate change, create resource use conflicts, increase community isolation, prevent the efficient and effective delivery of infrastructure and services, reduce economic viability and result in greater overall energy consumption.

Explanation

There are a number of environmental challenges to providing for recovery, rebuilding and development in Greater Christchurch. These need to be recognised and provided for through a clear planning framework. For Greater Christchurch, the key resource management issues include:

- (a) The potential for contamination of Christchurch City's drinking water as a result of inappropriate development over the unconfined aquifer to the west of the city;
- (b) The negative effects of stormwater being discharged directly into waterways without land-based or wetland treatment;
- (c) The potential to compromise or lose significant natural resources, character and amenity, and lost opportunities for enhancement;
- (d) The potential to undermine the role and function of the Central City and Key Activity Centres, together with the investment made in these centres;
- (e) Risk to people and property from natural hazards such as flooding, coastal inundation, earthquakes, rockfall, rock roll or coastal erosion;
- (f) Sea-level rise and the effects of climate change;
- (g) Conflicts between legitimately established activities and sensitive activities which seek to locate in proximity to these (reverse sensitivity);
- (h) Efficient and effective provision for maintenance, upgrade and delivery of services and infrastructure, in particular strategic infrastructure;
- (i) Minimising energy consumption;
- (j) Providing for development in the right place, at the right time, to meet the needs of the community.

Within these issues lies an opportunity to plan for better outcomes and make better decisions about the resources that are used for Greater Christchurch to rebuild and recover.

A key element in successful recovery and rebuilding is the recognition of existing infrastructure and service delivery. It is important that relocation and growth during the recovery period do not compromise the efficient operation of infrastructure, particularly strategic infrastructure.

Recovery can be more effectively and efficiently achieved if it supports existing centres of activity, such as the Central City, Key Activity Centres and neighbourhood centres. Some recent urban development has not utilised the opportunities available to integrate effectively with existing urban centres.

The links between the size of a future urban footprint and the level of energy used need to be given weight. Urban growth occurred before the earthquakes across Greater Christchurch in a way that resulted in accelerated energy use, in particular where development has created a more dispersed and fragmented urban form. Smaller and consolidated urban footprints encourage the use of less energy, especially those areas where travel patterns can be reduced through optimum relationships between residential, employment, shopping, educational and recreational activities. They also provide better opportunity and choice for people in terms of transport modes.

The costs of the infrastructure necessary to sustain rebuilding and recovery are significant. There are advantages in extending existing services and encouraging a scale of growth sufficient to promote servicing economies rather than meeting the demands of dispersed development.

Costs of growth must be factored into location decisions, as unplanned growth can impact on the rural land resource, existing rural industries and rural character.

Issue 6.1.3 – Transport effectiveness

Urban land use and development in inappropriate locations, or that is poorly integrated with transport networks, can adversely affect the efficient use, development and recovery of transport infrastructure and services, through:

- (a) **the location of residential and other sensitive activities close to strategic transport networks;**

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- (b) **high energy use associated with private car dependency and the need to travel Greater distances;**
 - (c) **inefficient development and operation of strategic transport networks;**
 - (d) **less opportunities for modal choice for transport;**
 - (e) **adverse public health outcomes;**
 - (f) **reduced safety; and**
 - (g) **a failure to optimise the use of available capacity within the existing transport network.**

Explanation

An efficient and effective transport system through the period of the Greater Christchurch rebuild, and continuing on through its recovery, will deliver much greater economic returns to Canterbury. This period will be challenging, and it is acknowledged that there are likely to be reduced levels of service which new development is likely to exacerbate.

Helping ensure environmental sustainability from a transport perspective means that existing key transport hubs such as airports and ports must be safeguarded. Land use patterns need to be organised so that energy requirements are minimised and the efficient functioning of strategic transport networks is not compromised by traffic associated with local development or reverse sensitivity concerns. Reduced efficiency in the transport network will increase costs for businesses, as well as commuters. Poorly integrated development, or development in inappropriate locations, can also affect the accessibility and uptake of public transport and active modes of transport, and combined with increased air pollution can reduce the potential for improved public health.

Well-designed development that integrates with transport networks, and that makes efficient use of existing capacity, is essential to providing for business growth and access to community services, as important components of rebuilding and recovery.

Issue 6.1.4 – Amenity and urban design

While the speed of recovery is important, so too is the quality of the built form. Poorly designed development can adversely affect urban amenity values, rural amenity values, historic heritage, health and safety, integration with community, educational, social and commercial facilities, and overall liveability. These matters are important for retaining population and attracting skilled workers and new business opportunities. They will affect the timing and the success of recovery.

Explanation

Sometimes the desire to rebuild quickly competes with the desire to build well or build back better. Enabling timely and appropriate development during the recovery period in a manner that does not compromise the key values of either existing or future communities is a challenge that must be recognised at Greater Christchurch, city, district and neighbourhood levels. Rebuilding can also impact on issues of significance to Ngāi Tahu, affecting their relationship with ancestral lands, water, sites, wāhi tapu and other taonga. In particular, good urban design will contribute to vibrant and renewed centres and help support wider wellbeing objectives such as quality of life, economic vitality and crime reduction.

Issue 6.1.5 – Rural residential impacts

Rural residential development, if unconstrained, has the potential to change the character of rural areas and to create adverse effects on established rural, farming (including agricultural research farms) and quarrying activities through reverse sensitivity. It also can result in dispersed settlement patterns, and inefficient forms of development and provision of services.

Explanation

Many of the rural western areas of Greater Christchurch remained undamaged during the earthquakes and are also located out of the area identified as being prone to liquefaction, making them more desirable locations to live. However, rural residential development is associated with reverse sensitivity effects and can give rise to requests for the extension of urban services and exacerbates dispersed settlement patterns, leading to inefficient use of infrastructure and impacts on rural production. This can lead to pressures for future urbanisation, which is difficult to achieve in an effective manner given that the land use pattern has been established for a different purpose.

6.2 OBJECTIVES

Objective 6.2.1 - Recovery framework

Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that:

- (1) identifies priority areas for urban development within Greater Christchurch;
- (2) identifies Key Activity Centres which provide a focus for high quality, and, where appropriate, mixed-use development that incorporates the principles of good urban design;
- (3) avoids urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS;
- (4) protects outstanding natural features and landscapes including those within the Port Hills from inappropriate subdivision, use and development;
- (5) protects and enhances indigenous biodiversity and public space;
- (6) maintains or improves the quantity and quality of water in groundwater aquifers and surface water bodies, and quality of ambient air;
- (7) maintains the character and amenity of rural areas and settlements;
- (8) protects people from unacceptable risk from natural hazards and the effects of sea-level rise;
- (9) integrates strategic and other infrastructure and services with land use development;
- (10) achieves development that does not adversely affect the efficient operation, use, development, appropriate upgrade, and future planning of strategic infrastructure and freight hubs;
- (11) optimises use of existing infrastructure; and
- (12) provides for development opportunities on Māori Reserves in Greater Christchurch.

The following policies implement this objective:

Policies 6.3.1, 6.3.2, 6.3.3, 6.3.4, 6.3.5, 6.3.6, 6.3.7, 6.3.8, 6.3.9, 6.3.10, 6.3.11

Principal reasons and explanation

The purpose of this objective is to provide for an outcome where appropriate urban development is enabled within specified spatial areas around Greater Christchurch, so that resources can be focused on rebuilding, and delivering growth and recovery to those priority areas. This provides certainty to all resource users as to locations for development, enabling long-term planning and funding for strategic, network and social infrastructure (such as schooling and healthcare), and protection of Greater Christchurch's natural and physical resources.

The recognition of existing constraints in terms of natural and physical resources is a critical part of successful growth management. This objective identifies the key elements of natural and physical resources in Greater Christchurch that must be protected in order to ensure that harm to the natural environment is minimised.

Objective 6.2.2 – Urban form and settlement pattern

The urban form and settlement pattern in Greater Christchurch is managed to provide sufficient land for rebuilding and recovery needs and set a foundation for future growth, with an urban form that achieves consolidation and intensification of urban areas, and avoids unplanned expansion of urban areas, by:

- (1) aiming to achieve the following targets for intensification as a proportion of overall growth through the period of recovery:
 - (a) 35% averaged over the period between 2013 and 2016
 - (b) 45% averaged over the period between 2016 to 2021
 - (c) 55% averaged over the period between 2022 and 2028;
- (2) providing higher density living environments including mixed use developments and a greater range of housing types, particularly in and around the Central City, in and around Key Activity Centres, and larger neighbourhood centres, and in greenfield priority areas and brownfield sites;

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- (3) **reinforcing the role of the Christchurch central business district within the Greater Christchurch area as identified in the Christchurch Central Recovery Plan;**
 - (4) **providing for the development of greenfield priority areas on the periphery of Christchurch's urban area, and surrounding towns at a rate and in locations that meet anticipated demand and enables the efficient provision and use of network infrastructure;**
 - (5) **encouraging sustainable and self-sufficient growth of the towns of Rangiora, Kaiapoi, Woodend, Lincoln, Rolleston and Prebbleton and consolidation of the existing settlement of West Melton;**
 - (6) **Managing rural residential development outside of existing urban and priority areas; and**
 - (7) **Providing for development opportunities on Māori Reserves.**

The following policies implement this objective:

Policies 6.3.1, 6.3.2, 6.3.3, 6.3.4, 6.3.5, 6.3.6, 6.3.7, 6.3.8, 6.3.9, 6.3.10, 6.3.11

Principal reasons and explanation

The rebuilding and recovery of Greater Christchurch rely on appropriate locations, quantity, types, and mixes of residential and business development to provide for the needs of the community.

Consolidation of existing urban settlements is the form of development most likely to minimise the adverse effects of travel for work, education, business and recreation, minimise the costs of new infrastructure and avoid adverse effects of development on sensitive landscapes, natural features and areas of high amenity. This will enable Greater Christchurch to build back better, and support the recovery of central Christchurch. Greater intensification within Christchurch's urban area through infill (particularly in the Central City, and around Key Activity Centres, and neighbourhood centres) and brownfield redevelopment will reduce the need for further expansion of peripheral areas, and some intensification of the centres of smaller towns is also expected to meet changing needs. A significant proportion of intensification will take place in the city rather than Selwyn and Waimakariri; however, the contribution of these areas to the overall growth pattern is important. The objective sets targets for the contribution of infill and intensification as a proportion of overall growth, and aligns with the growth management approach in the Greater Christchurch Urban Development Strategy. Where monitoring indicates that these levels are not being achieved, further policy responses may be required to increase intensification within existing urban areas.

Changing demographic patterns, including an ageing population and smaller households, are expected to increase the desirability of higher density housing. The demolition and ageing of housing stock provides an opportunity for redevelopment at higher densities and an increased range of housing types that provides not only choice for those needing to relocate, but also for future generations. Increased intensification is anticipated to occur over time as rebuild opportunities are realised, requiring appropriately located and designed greenfield development that also provides for medium density housing during the time of transition.

Following the earthquakes and the subsequent damage and red zoning of properties, a number of Māori have sought to return to and live on the Māori Reserves set aside by the Crown in the 19th century for the then present and future needs of local Ngāi Tahu. Providing for development opportunities on those reserves will enable the descendants of the original grantees to return and realise the original intent of those reserves.

Objective 6.2.3 – Sustainability

Recovery and rebuilding is undertaken in Greater Christchurch that:

- (1) **provides for quality living environments incorporating good urban design;**
- (2) **retains identified areas of special amenity and historic heritage value;**
- (3) **retains values of importance to Tangata Whenua;**
- (4) **provides a range of densities and uses; and**
- (5) **is healthy, environmentally sustainable, functionally efficient, and prosperous.**

The following policies implement this objective:

Policies 6.3.1, 6.3.2, 6.3.3, 6.3.4, 6.3.5, 6.3.6, 6.3.7, 6.3.8, 6.3.9, 6.3.11

Principal reasons and explanation

Intensification and consolidation of residential development in Christchurch needs to protect areas of special amenity and historic heritage value, as these contribute to the area's identity and character. For Greater Christchurch particular attention should be paid to the provision of open space, maintenance and promotion of a sense of identity and character, and the availability of community and recreation facilities and appropriately located business centres, so as to ensure the maintenance and/or provision of high quality living environments.

The focus on quality living environments also necessitates giving consideration to environmental aspects that contribute to health and wellbeing, such as energy efficiency in housing and sunlight access.

Objective 6.2.4 – Integration of transport infrastructure and land use

Prioritise the planning of transport infrastructure so that it maximises integration with the priority areas and new settlement patterns and facilitates the movement of people and goods and provision of services in Greater Christchurch, while:

- (1) managing network congestion;**
- (2) reducing dependency on private motor vehicles;**
- (3) reducing emission of contaminants to air and energy use;**
- (4) promoting the use of active and public transport modes;**
- (5) optimising use of existing capacity within the network; and**
- (6) enhancing transport safety.**

The following policies implement this objective:

Policies 6.3.1, 6.3.2, 6.3.3, 6.3.4, 6.3.5, 6.3.6, 6.3.7, 6.3.8, 6.3.9, 6.3.11

Principal reasons and explanation

Land use patterns that are integrated with transport infrastructure minimise energy use through network optimisation, operation and maintenance, and provide for the social and economic wellbeing of the community, and peoples' health and safety. Land use patterns that are integrated with transport infrastructure create a network with shorter journey times for all modes. This integration enables greater travel mode choice. Recovery development that is not well integrated with transport infrastructure can result in increased car dependency, higher energy use, greater traffic volumes, and inefficient freight movement.

Objective 6.2.5 – Key activity and other centres

Support and maintain the existing network of centres below as the focal points for commercial, community and service activities during the recovery period:

- (1) The Central City**
- (2) Key Activity Centres**
- (3) Neighbourhood centres.**

These centres will be high quality, support a diversity of business opportunities including appropriate mixed-use development, and incorporate good urban design principles.

The development and distribution of commercial activity will avoid significant adverse effects on the function and viability of these centres.

The following policies implement this objective:

Policies 6.3.1, 6.3.2, 6.3.4, 6.3.5, 6.3.6, 6.3.7, 6.3.8, 6.3.11

Principal reasons and explanation

It is important to maintain the existing network of Key Activity Centres and the Central City as focal points for commercial, community and service activity during the recovery phase and to support the identified priority areas. This recognises the investment made in these places, and their preference as a location for future development as businesses shift around the city over the period of recovery. In addition, by virtue of their density, mix of activities and location on strategic transport networks, Key Activity Centres support the provision of public transport and intensification of residential activity within surrounding residential areas. This intensification will provide housing choice for those households needing to relocate, and will accommodate growth during the recovery period. Inappropriate development outside of Key Activity Centres may undermine the community's investment in these existing centres and weaken the range and viability of the services they provide.

It is important to note that the Key Activity Centres are not homogeneous, especially within Christchurch City. The extent that business and residential intensification is directed to occur across these Christchurch City centres is dependent on their scale and function.

The role of neighbourhood centres is also recognised for the service role they play to local communities and as a location for appropriate business development.

Objective 6.2.6 – Business land development

Identify and provide for Greater Christchurch's land requirements for the recovery and growth of business activities in a manner that supports the settlement pattern brought about by Objective 6.2.2, recognising that:

- (1) The greenfield priority areas for business in Christchurch City provide primarily for the accommodation of new industrial activities;
- (2) Except where identified for brownfield redevelopment, areas used for existing industrial activities are to be used primarily for that purpose, rather than as a location for new commercial activities;
- (3) New commercial activities are primarily directed to the Central City, Key Activity Centres, and neighbourhood centres;
- (4) A range of other business activities are provided for in appropriate locations; and
- (5) Business development adopts appropriate urban design qualities in order to retain business, attract investment and provide for healthy working environments.

The following policies implement this objective:

Policies 6.3.1, 6.3.2, 6.3.3, 6.3.4, 6.3.5, 6.3.6, 6.3.8, 6.3.11

Principal reasons and explanation

The provision of adequate land for recovery and future business activities is important for long-term economic growth and the provision of both employment and services for the sub-region's existing and future communities. Enabling appropriate new business activity close to existing and future residential development helps achieve a greater range of travel options, promote accessibility and reduce energy usage. The locations selected for industrial business land development are also key for rebuilding and the forward planning of the transportation network and associated freight hubs. While there is some capacity for the demand for further industrial business land to be met through the redevelopment of existing zoned land, particularly within Christchurch City, the greenfield priority areas for business provide for the accommodation of new, primarily industrial business activities. There may also be requirements for relocation of business activities to better land, or areas with potential for expansion where land is currently constrained.

In relation to different types of business land, it is important for recovery of the Central City, Key Activity Centres and neighbourhood centres that certain types of business are directed to certain locations. This will ensure that markets compete fairly for similar uses, rather than lower cost land being developed for higher value uses and reducing availability of land for activities such as industrial use. There will, however, be circumstances where redevelopment of brownfield industrial land is appropriate for a range of uses, without impacting on recovery of the Central City or Key Activity Centres as sought in Objective 6.2.5. Some commercial activities will have particular locational constraints and are not suitable for centres, such as yard-based retailers and car-yards, and the need to identify a place for these activities is recognised.

Achieving high quality urban design is as important in business areas as in other areas of the city, but there may be some business areas that require greater design focus depending on their role and function.

6.3 POLICIES

Policy 6.3.1 – Development within the Greater Christchurch area

In relation to recovery and rebuilding for Greater Christchurch:

- (1) give effect to the urban form identified in Map A, which identifies the location and extent of urban development that will support recovery, rebuilding and planning for future growth and infrastructure delivery;
- (2) give effect to the urban form identified in Map A by identifying the location and extent of the indicated Key Activity Centres;
- (3) enable development of existing urban areas and greenfield priority areas, including intensification in appropriate locations, where it supports the recovery of Greater Christchurch;
- (4) ensure new urban activities only occur within existing urban areas or identified greenfield priority areas as shown on Map A, unless they are otherwise expressly provided for in the CRPS;
- (5) provide for educational facilities in rural areas in limited circumstances where no other practicable options exist within an urban area; and
- (6) avoid development that adversely affects the function and viability of, or public investment in, the Central City and Key Activity Centres.

This policy implements the following objectives:
Objectives 6.2.1, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6

Methods

The Regional Council:

Will

- (1) Have regard to Policy 6.3.1 in relation to any consents relating to urban activities outside of existing urban areas or greenfield priority areas in Greater Christchurch, and consider deferral under s91 where other consents are required from another local authority, so that the effects of a proposal can be considered together.
- (2) Initiate any changes required to Map A of the CRPS where monitoring indicates a need for further greenfield priority areas to be included to enable the release of new greenfield land, prior to the review of the CRPS.

Territorial authorities:

Will

- (3) Provide for the rebuilding and recovery of Greater Christchurch in accordance with the Land Use Recovery Plan for Greater Christchurch, Policy 6.3.1 and Map A, by including in district plans objectives, policies and rules (if any) to give effect to the policy.
- (4) Investigate and implement methods in district plans for promoting development and enhancement of Key Activity Centres.

Should

- (5) Consider appropriate administrative and financial methods to enable and encourage Key Activity Centres to fulfil their function, and to promote intensification of identified urban areas and brownfield redevelopment.

Local authorities:

Should

- (6) Provide for sequencing, provision and funding of infrastructure that supports the pattern of settlement in Map A, including through changes to the CRPS, provisions in district plans, regional plans, the Regional Land Transport Strategy, Long Term Plans, other infrastructure plans, and any relevant strategic planning documents, whether prepared under the Local Government Act 2002, the Resource Management Act 1991 or the Land Transport Management Act 2003.

Principal reasons and explanation

Map A shows existing urban areas and priority areas for development for Greater Christchurch. These areas are identified as being required to provide sufficient land zoned for urban purposes to enable recovery and rebuilding through to 2028. The Policy and Map A provide a clear, co-ordinated land use and infrastructure framework for the recovery of Greater Christchurch.

To ensure that recovery resources are managed efficiently and sustainably, the provisions identify where certain types of development can take place, and where they cannot take place. The provisions also recognise that specific activities are provided for outside of urban areas elsewhere in the CRPS, such as papakāinga housing and marae under Policy 5.3.4 and educational facilities where no other practicable options for locating the facility exist. It is anticipated that established urban activities located outside of the identified urban area will be able to continue to operate their activities, with any expansion considered on a case-by-case basis.

Within the existing urban area, Key Activity Centres are also indicated. These provide a focus for commercial activities and residential intensification. While post-earthquake business growth has increased in many of the Key Activity Centre areas, inappropriate non-centre growth has also occurred. Moving towards 2016, when the Order in Council that enables businesses to be run from residential locations expires, it will be important to refocus commercial activities to the Central City and Key Activity Centres, and where appropriate neighbourhood centres, so that the function of these centres as a focus for economic activity is reinforced.

Policy 6.3.2 – Development form and urban design

Business development, residential development (including rural residential development) and the establishment of public space is to give effect to the principles of good urban design below, and those of the NZ Urban Design Protocol 2005, to the extent appropriate to the context:

- (1) **Tūrangaawaewae – the sense of place and belonging – recognition and incorporation of the identity of the place, the context and the core elements that comprise the place. Through context and site analysis, the following elements should be used to reflect the appropriateness of the development to its location: landmarks and features, historic heritage, the character and quality of the existing built and natural environment, historic and cultural markers and local stories.**

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- (2) **Integration – recognition of the need for well-integrated places, infrastructure, movement routes and networks, spaces, land uses and the natural and built environment. These elements should be overlaid to provide an appropriate form and pattern of use and development.**
 - (3) **Connectivity – the provision of efficient and safe high quality, barrier free, multimodal connections within a development, to surrounding areas, and to local facilities and services, with emphasis at a local level placed on walking, cycling and public transport as more sustainable forms of transport.**
 - (4) **Safety – recognition and incorporation of Crime Prevention Through Urban Design (CPTED) principles in the layout and design of developments, networks and spaces to ensure safe, comfortable and attractive places.**
 - (5) **Choice and diversity – ensuring developments provide choice and diversity in their layout, built form, land use housing type and density, to adapt to the changing needs and circumstances of the population.**
 - (6) **Environmentally sustainable design – ensuring that the process of design and development minimises water and resource use, restores ecosystems, safeguards mauri and maximises passive solar gain.**
 - (7) **Creativity and innovation – supporting opportunities for exemplar approaches to infrastructure and urban form to lift the benchmark in the development of new urban areas in the Christchurch region.**

This policy implements the following objectives:
Objectives 6.2.1, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6

Methods

Territorial authorities:

Will

- (1) Include in district plans objectives, policies and rules (if any) to give effect to Policy 6.3.2.

Should

- (2) Develop urban design guidelines to assist developers with addressing the matters set out in Policy 6.3.2.
- (3) Consider the principles of good urban design as reflected in the New Zealand Urban Design Protocol (2005) in urban design processes.

Principal reasons and explanation

Good urban design is critical to the rebuilding and recovery of Greater Christchurch. Urban design ranges in scale from the design and layout of the whole city, to the suburb, block, street and section design, or even to the architecture of the building and surrounding landscape. It becomes particularly important in the development of the street and block structure, at the interface between buildings/structures and spaces, and between public and private space. Urban design input can take place through the development of outline development plans, creation of development controls for zones, or at a finer-grained level through a resource consent process.

Good urban design can increase the functionality, amenity and efficiency of urban areas in Greater Christchurch. It will support the economic performance of Greater Christchurch, its attractiveness as a tourist destination, and its ability to attract and retain new or returning residents and increase the quality of life of its existing residents. In particular, addressing the matters listed will:

- (1) assist with reducing crime;
- (2) reduce travel times, fuel usage and therefore greenhouse gas emissions, and dependence on private motor vehicles;
- (3) provide for a high standard of physical amenities;
- (4) minimise adverse effects on other areas such as flooding, traffic congestion and degraded water;
- (5) protect important features of the natural environment;
- (6) provide protection of historic heritage from inappropriate development, and enhance its values;
- (7) improve the mental and physical wellbeing of its residents; and
- (8) create efficient development patterns.

It is recognised that urban design is also about a process, where ideally collaboration takes place. Local authorities need to be clear about their expectations for development, to ensure efficient management through resource consent or plan change processes. As such, the development of clear, user friendly guides, developed in consultation with the development industry and professional institutes, for different types of development are a necessary means of achieving good design outcomes that will support the rebuilding and recovery of Greater Christchurch.

Policy 6.3.3 – Development in accordance with outline development plans

Development in greenfield priority areas and rural residential development, is to occur in accordance with the provisions set out in an outline development plan or other rules for the area. Subdivision must not proceed ahead of the incorporation of an outline development plan in a district plan. Outline development plans and associated rules will:

- (1) Be prepared as:**
 - (a) a single plan for the whole of the priority area; or**
 - (b) where an integrated plan adopted by the territorial authority exists for the whole of the priority area and the outline development plan is consistent with the integrated plan, part of that integrated plan; or**
 - (c) a single plan for the whole of a rural residential area; and**
- (2) Be prepared in accordance with the matters set out in Policy 6.3.2;**
- (3) To the extent relevant show proposed land uses including:**
 - (a) Principal through roads, connections with surrounding road networks, relevant infrastructure services and areas for possible future development;**
 - (b) Land required for community facilities or schools;**
 - (c) Parks and other land for recreation;**
 - (d) Land to be used for business activities;**
 - (e) The distribution of different residential densities, in accordance with Policy 6.3.7;**
 - (f) Land required for stormwater treatment, retention and drainage paths;**
 - (g) Land reserved or otherwise set aside from development for environmental, historic heritage, or landscape protection or enhancement;**
 - (h) Land reserved or otherwise set aside from development for any other reason, and the reasons for its protection from development;**
 - (i) Pedestrian walkways, cycleways and public transport routes both within and adjoining the area to be developed;**
- (4) Demonstrate how Policy 6.3.7 will be achieved for residential areas within the area that is the subject of the outline development plan, including any staging;**
- (5) Identify significant cultural, natural or historic heritage features and values, and show how they are to be protected and/or enhanced;**
- (6) Document the infrastructure required, when it will be required and how it will be funded;**
- (7) Set out the staging and co-ordination of subdivision and development between landowners;**
- (8) Demonstrate how effective provision is made for a range of transport options including public transport options and integration between transport modes, including pedestrian, cycling, public transport, freight, and private motor vehicles;**
- (9) Show how other potential adverse effects on and/or from nearby existing or designated strategic infrastructure (including requirements for designations, or planned infrastructure) will be avoided, remedied or appropriately mitigated;**
- (10) Show how other potential adverse effects on the environment, including the protection and enhancement of surface and groundwater quality, are to be avoided, remedied or mitigated;**
- (11) Show how the adverse effects associated with natural hazards are to be avoided, remedied or mitigated as appropriate and in accordance with Chapter 11 and any relevant guidelines; and**
- (12) Include any other information that is relevant to an understanding of the development and its proposed zoning.**

This policy implements the following objectives:

Objectives 6.2.1, 6.2.2, 6.2.3, 6.2.4, 6.2.6

Methods

The Regional Council:

Will

- (1) Establish a protocol and guidelines to assist all parties involved in the preparation of outline development plans to ensure Policy 6.3.3 is efficiently and effectively applied.

Territorial authorities:

Will

- (1) Require an outline development plan to be developed and incorporated into district plans, prior to, or at the same time as, rezoning land for urban use in greenfield priority areas.
- (2) Include in district plans objectives, policies and rules (if any) to give effect to Policy 6.3.3.

Should

- (4) Ensure that financial provision is made for delivery of infrastructure to greenfield priority areas for development.

Principal reasons and explanation

The use of outline development plans for residential and business greenfield development is necessary for the recovery of Greater Christchurch. They will assist with the efficient use of resources when planning land uses, provide for sustainable urban development, and ensure adequate housing supply and choice to facilitate earthquake recovery. Background information provided through the process provides the necessary background evaluation work before or at the same time as the land is rezoned.

Outline development plans provide a mechanism for integrating urban development with infrastructure, making the best use of existing infrastructure, and identifying and providing for the additional infrastructure required to meet the needs of incoming residents and businesses. They also provide the mechanism for integrating new development with existing urban areas, and of achieving the type and form of development necessary to accommodate urban growth in a sustainable way. Staging may be required to allow for infrastructure upgrades, enabling parts of a development to be delivered earlier.

In addition, these plans help to provide certainty for the community, developers, network utility providers and territorial authorities, and ensure that all constraints associated with the development of an area are investigated, addressed or protected at the time of initial zoning for urban purposes. By identifying opportunities for low impact urban design and development early on in the land development process, recovery will be enabled by building new developments in a better way.

Policy 6.3.4 – Transport effectiveness

Ensure that an efficient and effective transport network that supports business and residential recovery is restored, protected and enhanced so that it maintains and improves movement of people and goods around Greater Christchurch by:

- (1) **avoiding development that will overload strategic freight routes;**
- (2) **providing patterns of development that optimise use of existing network capacity and ensuring that, where possible, new building projects support increased uptake of active and public transport, and provide opportunities for modal choice;**
- (3) **providing opportunities for travel demand management;**
- (4) **requiring integrated transport assessment for substantial developments; and**
- (5) **improving road user safety.**

This policy implements the following objectives:
Objectives 6.2.1, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6

Methods

Territorial authorities:

Will

- (1) Include in district plans objectives, policies and rules (if any) to give effect to Policy 6.3.4.
- (2) Include objectives and policies, and may include rules in district plans to ensure that, where possible, development provides for, and supports increased uptake of active and public transport; and provides opportunities for modal choice, including walking and cycling.

- (3) Include trigger thresholds in district plans for development where an integrated transport assessment is required.
- (4) Identify strategic freight routes

Local authorities:

Should

- (5) Give consideration to any transport projects that may be needed to give effect to Policy 6.3.4 and include them in their Annual Plans, the Three Year Plan, Long Term Plans, the Regional Land Transport Programme or other infrastructure plans, as appropriate.
- (6) Provide options for travel demand management.

Principal reasons and explanation

Changing travel patterns since the earthquakes have placed significant stress on Christchurch's transport infrastructure. With pressure on to enable more land development in response to the earthquakes, there will inevitably be a tension on how to respond to transport needs with limited funds. The Councils and New Zealand Transport Agency will look to prioritise transport improvements where they provide greatest return on the investment. This means that the usually expected levels of service for future development may be lower in the interim until the transport maintenance and improvement can catch up. It is recognised that efficient and effective movement of goods within Greater Christchurch is important for the rebuild of the city and outlying townships, and also important for future wellbeing and energy efficiency.

One way to achieve this is through provision for active forms of transport, such as cycling and walking. Other forms of travel demand management may also lead to efficient transport and encourage a compact urban form. The earthquakes resulted in a significant reduction in public transport use. With new routes in place and travel patterns more settled, public transport use in Christchurch is increasing and is on track to return to pre-earthquake levels. A compact urban form and travel demand management will build upon the natural return to public transport use in Christchurch.

It is also important that Christchurch is able to protect its key transport infrastructure including the airport, rail networks, transport hubs and strategic routes from reverse sensitivity effects. These infrastructure services play a critical role in the functioning and economic wellbeing of the region.

The policy also requires development of integrated transport assessments for substantial developments. By focusing on large developments that have the potential to impact on strategic transport networks, territorial authorities will be able to fully consider all of the transport impacts together, and developers will be able to develop better responses to contribute to an efficient transport system.

An efficient and effective transport network that meets the changed needs of people and businesses, and enables accessible, sustainable, affordable and safe travel choices, is necessary for recovery.

Policy 6.3.5 – Integration of land use and infrastructure

Recovery of Greater Christchurch is to be assisted by the integration of land use development with infrastructure by:

- (1) **Identifying priority areas for development to enable reliable forward planning for infrastructure development and delivery;**
- (2) **Ensuring that the nature, timing and sequencing of new development are co-ordinated with the development, funding, implementation and operation of transport and other infrastructure in order to;**
 - (a) **optimise the efficient and affordable provision of both the development and the infrastructure;**
 - (b) **maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure;**
 - (c) **protect investment in existing and planned infrastructure; and**
 - (d) **ensure new development does not occur until provision for appropriate infrastructure is in place;**
- (3) **Providing that the efficient and effective functioning of infrastructure, including transport corridors, is maintained, and the ability to maintain and upgrade that infrastructure is retained;**
- (4) **Only providing for new development that does not affect the efficient operation, use, development, appropriate upgrading and safety of existing strategic infrastructure, including by avoiding noise sensitive activities within the 50dBA Ldn airport noise contour for Christchurch International Airport, unless the activity is within an existing residentially zoned urban area, residential greenfield area identified for Kaiapoi, or residential greenfield priority area identified in Map A; and**

(5) Managing the effects of land use activities on infrastructure, including avoiding activities that have the potential to limit the efficient and effective, provision, operation, maintenance or upgrade of strategic infrastructure and freight hubs.

This policy implements the following objectives:
Objectives 6.2.1, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6

Methods

Territorial authorities:

Will

- (1) Include in district plans objectives, policies and rules (if any) to give effect to Policy 6.3.5.
- (2) Include objectives, policies and rules in district plans to manage reverse sensitivity effects between strategic infrastructure and subdivision, use and development, including for residential and rural-residential activities.

Local authorities:

Should

- (3) Give consideration to any infrastructure projects that may be needed to give effect to Policy 6.3.5 and include them in their Annual Plans, the Three Year Plan, Long Term Plans, the Regional Land Transport Programme or other infrastructure plans, as appropriate to enable the orderly and efficient development of priority areas.

Principal reasons and explanation

In order to achieve a co-ordinated and efficient recovery, development of urban areas must be integrated with the provision of infrastructure, including ensuring that existing strategic infrastructure can continue to operate efficiently and effectively. Access for freight movements to and from the major ports in Greater Christchurch must be maintained and enhanced, and not compromised by the location of new urban development.

Priority areas for development are generally clustered to the north, west and south-west of existing urban areas. These areas are all close to existing major infrastructure corridors which connect to the growth areas in the north and Waimakariri District, and to the south and on to Selwyn District. The growth areas have been assessed as having the best potential to accommodate residential and business growth through to 2028 whilst achieving a consolidated urban form and an efficient and orderly provision of infrastructure. It is important that timing and sequencing of development are aligned with funding and implementation of infrastructure.

Strategic infrastructure represents an important regional and sometimes national asset that should not be compromised by urban growth and intensification. Strategic infrastructure such as Christchurch International Airport, the Lyttelton Port of Christchurch, the State Highway and strategic road networks and rail corridors is required to support Greater Christchurch's recovery through transporting such things as building materials, equipment and personnel. The locational requirements and existing investment in strategic infrastructure means that it is extremely inefficient for them to relocate, and effects of land use on their operation can significantly reduce efficiency and attractiveness as transport options. The operation of strategic infrastructure can affect the liveability of residential developments in their vicinity, despite the application of practicable mitigation measures to address effects, which in turn exerts pressure on the infrastructure to further mitigate their effects. It is better to instead select development options where such reverse sensitivity constraints do not exist.

The only exception to the restriction against residential development within the 50dBA Ldn airport noise contour is provided for at Kaiapoi. Within Kaiapoi land within the 50dBA Ldn airport noise contour has been provided to offset the displacement of residences as a result of the 2010/2011 earthquakes. This exception is unique to Kaiapoi and also allows for a contiguous and consolidated development of Kaiapoi.

Policy 6.3.6 – Business land

To ensure that provision, recovery and rebuilding of business land in Greater Christchurch maximises business retention, attracts investment, and provides for healthy working environments; business activities are to be provided for in a manner which:

- (1) **Promotes the utilisation and redevelopment of existing business land, and provides sufficient additional greenfield priority area land for business land through to 2028 as provided for in Map A;**
- (2) **Recognises demand arising from the relocation of business activities as a result of earthquake-damaged land and buildings;**
- (3) **Reinforces the role of the Central City, as the city's primary commercial centre, and that of the Key Activity Centres;**

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- (4) **Recognises that new commercial activities are primarily to be directed to the Central City, Key Activity Centres and neighbourhood centres where these activities reflect and support the function and role of those centres; or in circumstances where locating out of centre, will not give rise to significant adverse distributional or urban form effects;**
 - (5) **Recognises that new greenfield priority areas for business in Christchurch City are primarily for industrial activities, and that commercial use in these areas is restricted;**
 - (6) **Recognises that existing business zones provide for a range of business activities depending on:**
 - (i) **the desired amenity of the business areas and their surrounds; and**
 - (ii) **the potential for significant distributional or urban form effects on other centres from new commercial activity.**
 - (7) **Utilises existing infrastructure availability, capacity and quality;**
 - (8) **Ensures reverse sensitivity effects and conflicts between incompatible activities are identified and avoided or mitigated against;**
 - (9) **Ensures close proximity to labour supply, major transport hubs and passenger transport networks;**
 - (10) **Encourages self-sufficiency of employment and business activities within communities across Greater Christchurch;**
 - (11) **Promotes, where appropriate, development of mixed-use opportunities, within Key Activity Centres provided reverse sensitivity issues can be appropriately managed; and**
 - (12) **Incorporates good urban design principles appropriate to the context of the development.**

This policy implements the following objectives:
Objectives 6.2.1, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6

Methods

Territorial Authorities:

Will

- (1) Include in district plans objectives, policies and rules (if any) to give effect to Policy 6.3.6 .
- (2) Identify trigger thresholds for office and retail commercial activities in industrial areas where these activities are likely to give rise to distributional effects, particularly on larger commercial centres, or result in reverse sensitivity effects.

Should

- (3) Consider appropriate administrative and financial arrangements to enable and encourage business land provision to occur.
- (4) Identify neighbourhood centres in district plans.

Principal reasons and explanation

The provision of adequate land for future business activities is a key requirement for successful rebuilding and recovery, and for the economic wellbeing of Greater Christchurch. There was significant damage to industrial and other business land and buildings throughout Greater Christchurch, resulting in a shift of business both from the eastern side of the city to the west, and also from the Central City out into the suburbs. Ongoing insurance issues may continue to place pressure on further demands to relocate. In addition to this, an Order in Council that enables residential land to be used for business activities will expire in 2016, creating further demand for developed business land. Through the rebuilding process, commercial development needs to focus on reinforcing the Central City and Key Activity Centres, as well as the network of neighbourhood centres, so that these areas can regenerate quickly.

Provision of new business land should be focused around existing infrastructure to minimise public costs and in particular to achieve integration with transport networks. Locating appropriate business land close to existing and future residential development helps to achieve a Greater range of travel options as well as reducing energy usage. Greater self-sufficiency of employment within districts, suburbs and settlements is also desirable in terms of community development and social sustainability. It will be important that, as time passes, the use of industrial land for short-term accommodation for retail and offices is discouraged, and existing and recovering centres that cater for these uses are reinforced.

Policy 6.3.7 – Residential location, yield and intensification

In relation to residential development opportunities in Greater Christchurch:

- (1) **Subject to Policy 5.3.4, residential greenfield priority area development shall occur in accordance with Map A. These**

areas are sufficient for both growth and residential relocation through to 2028.

- (2) **Intensification in urban areas of Greater Christchurch is to be focused around the Central City, Key Activity Centres and neighbourhood centres commensurate with their scale and function, core public transport routes, mixed-use areas, and on suitable brownfield land.**
- (3) **Intensification developments and development in greenfield priority areas shall achieve at least the following residential net densities averaged over the whole of an ODP area (except where subject to an existing operative ODP with specific density provisions):**
 - (a) 10 household units per hectare in greenfield areas in Selwyn and Waimakariri District;
 - (b) 15 household units per hectare in greenfield areas in Christchurch City;
- (4) **Intensification development within Christchurch City to achieve an average of:**
 - (a) 50 household units per hectare for intensification development within the Central City;
 - (b) 30 household units per hectare for intensification development elsewhere.
- (5) **Provision will be made in district plans for comprehensive development across multiple or amalgamated sites.**
- (6) **Housing affordability is to be addressed by providing sufficient intensification and greenfield priority area land to meet housing demand during the recovery period, enabling brownfield development and providing for a range of lot sizes, densities and appropriate development controls that support more intensive developments such as mixed use developments, apartments, townhouses and terraced housing.**

This policy implements the following objectives:
Objectives 6.2.1, 6.2.2, 6.2.3, 6.2.4, 6.2.5

Methods

Territorial authorities:

Will

- (1) Include in district plans objectives, policies and rules (if any) to give effect to Policy 6.3.7.
- (2) Identify areas in district plans that are suitable for urban intensification, including brownfields redevelopment.
- (3) Include objectives, policies and rules in district plans for comprehensive development across multiple or amalgamated sites in appropriate locations.

Should

- (4) Consider incentives to encourage intensification and brownfields redevelopment.
- (5) In relation to Christchurch City, continue to promote medium to high density residential development, particularly within the Central City.
- (6) Co-ordinate the sequencing, provision and funding of infrastructure in Annual Plans, the Three Year Plan, Long Term Plans, the Regional Land Transport Programme or other infrastructure plans, as appropriate, to enable the orderly and efficient development of priority areas.

Principal reasons and explanation

The earthquakes have resulted in some significant short-term impacts on the housing market, pushing up demand in the short term for temporary accommodation during the recovery and rebuilding period, and relocation of residents from red-zoned areas. This short-term demand is expected to slowly return to normal growth.

Accommodating the increased demand for households can be achieved in two ways, through greenfield expansion into priority areas, and through intensification within existing urban areas. To support a sustainable urban form, this intensification is ideally located around the Central City, Key Activity Centres and neighbourhood centres consistent with their scale and function, and core public transport routes, within mixed use areas where residential activities can support business activities, and on brownfield sites. Further work will be required to increase intensification, and work towards accommodating future growth within existing urban areas.

Certain areas in Christchurch City have been identified for more intensive residential use for many years. Other suitable areas may be identified, including the redevelopment of brownfields sites for residential or mixed-use activities. Providing for intensification in and around the Central City and Key Activity Centres will help ensure good access to commercial, community and recreational facilities and to

public transport. Councils have the ability to encourage greater uptake of intensification in selected areas through investment such as the provision of land improvements to open space and the streetscape.

In order to efficiently utilise the identified priority areas to accommodate recovery and rebuild development, minimum densities are to be achieved. This will help to create a compact urban form that supports existing centres and can be served efficiently by infrastructure, including public transport. It will also help to ensure that housing supply and housing choice, including affordable housing options, meet demand and enable recovery.

Policy 6.3.8 - Regeneration of brownfield land

To encourage and provide for the recovery and regeneration of existing brownfield areas through new comprehensive residential, mixed-use or business developments, provided such activities will ensure the safe and efficient functioning of the transport network and will not have significant adverse distributional or urban form effects on the Central City, Key Activity Centres and neighbourhood centres, or give rise to significant reverse sensitivity effects.

This policy implements the following objectives:
Objectives 6.2.1, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6

Methods

Territorial authorities:

Will

- (1) Include in district plans objectives, policies and rules (if any) to give effect to Policy 6.3.8.

Should

- (2) Identify in district plans brownfield sites that are appropriate for redevelopment.
- (3) Give consideration to appropriate administrative and financial arrangements to enable and encourage brownfield redevelopment to occur.

Principal reasons and explanation

Brownfield redevelopment will support the efficient reuse and recovery of underutilised or abandoned land. This will support the recovery of these areas and their wider neighbourhoods by bringing higher intensity and often more appropriate activities into these locations, and enhance the amenity of the area.

Redevelopment will also help to reduce the adverse effects of travel for work, business and recreation, limit the costs of new infrastructure, and avoid the adverse effects of development on sensitive landscapes, natural features and areas of high amenity. Significant adverse effects such as reverse sensitivity, distributional or urban form impacts on the Central City, Key Activity Centres and neighbourhood centres, and impacts on the transport network, need to be avoided or mitigated.

Such regeneration projects should occur in a comprehensive manner to ensure that good urban design and amenity outcomes are achieved. Councils have the ability to encourage redevelopment in selected areas through investment such as the provision of and improvements to open space and the streetscape.

Policy 6.3.9 – Rural residential development

In Greater Christchurch, rural residential development further to areas already zoned in district plans as at 1st January 2013 can only be provided for by territorial authorities in accordance with an adopted rural residential development strategy prepared in accordance with the Local Government Act 2002, subject to the following:

- (1) **In the case of Christchurch City, no further rural residential development is to be provided for within the Christchurch City Plan area;**
- (2) **The location must be outside the greenfield priority areas for development and existing urban areas;**
- (3) **All subdivision and development must be located so that it can be economically provided with a reticulated sewer and water supply integrated with a publicly owned system, and appropriate stormwater treatment and disposal;**
- (4) **Legal and physical access is provided to a sealed road, but not directly to a road defined in the relevant district plan as a Strategic or Arterial Road, or as a State highway under the Government Roading Powers Act 1989;**
- (5) **The location and design of any proposed rural residential development shall:**

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- (a) avoid noise sensitive activities occurring within the 50 dBA Ldn air noise contour surrounding Christchurch International Airport so as not to compromise the future efficient operation of Christchurch International Airport or the health, well-being and amenity of people;
 - (b) avoid the groundwater protection zone for Christchurch City's drinking water;
 - (c) avoid land between the primary and secondary stop banks south of the Waimakariri River;
 - (d) avoid land required to protect the landscape character of the Port Hills;
 - (e) not compromise the operational capacity of the Burnham Military Camp, West Melton Military Training Area or Rangiora Airfield;
 - (f) support existing or upgraded community infrastructure and provide for good access to emergency services;
 - (g) avoid significant reverse sensitivity effects with adjacent rural activities, including quarrying and agricultural research farms, or strategic infrastructure;
 - (h) avoid significant natural hazard areas including steep or unstable land;
 - (i) avoid significant adverse ecological effects, and support the protection and enhancement of ecological values;
 - (j) support the protection and enhancement of ancestral land, water sites, wāhi tapu and wāhi taonga of Ngāi Tahu;
 - (k) where adjacent to or in close proximity to an existing urban or rural residential area, be able to be integrated into or consolidated with the existing settlement; and
 - (l) avoid adverse effects on existing surface water quality.
- (6) An outline development plan is prepared which sets out an integrated design for subdivision and land use, and provides for the long-term maintenance of rural residential character.
- (7) A rural residential development area shall not be regarded as in transition to full urban development.

This policy implements the following objectives:
Objectives 6.2.1, 6.2.2, 6.2.3, 6.2.4

Methods

The Regional Council:

Will

- (1) Have regard to Policy 6.3.9 in relation to any consents relating to rural-residential activities in Greater Christchurch, and consider deferral under s91 where other consents are required from another local authority, so that the effects of a proposal can be considered together.

Territorial authorities:

Will

- (2) Include in district plans objectives, policies and rules (if any) to give effect to Policy 6.3.9.

Should

- (3) Develop a rural residential strategy for the district to inform the extent of rural residential activity and outcomes sought for this form of development within the district.

Principal reasons and explanation

An important aspect of residential capacity includes the contribution of rural residential development, which is provided for in Waimakariri and Selwyn Districts where it accords with a relevant rural residential strategy. Many of the rural western areas of Greater Christchurch remained undamaged during the earthquakes and are also located out of the area identified as being prone to liquefaction, making them more desirable locations to live.

At the same time, it is also important to manage the extent of rural residential activity due to the pressure it places on infrastructure, its impact on transport efficiency, and the maintenance of rural character and rural land use for production. In the case of Christchurch City, further rural-residential activity also has the potential to constrain future urban expansion options through to 2028, or otherwise be affected by noise contours for the airport, and so it is not provided for within the area covered by the Christchurch City Plan. Rural residential development can have significant effects disproportionate to the numbers of households living within this form of development, and more

than limited provision would undermine the achievement of recovery.

Rural residential development is therefore provided for to a limited extent during the recovery period in recognition of the desirability of providing a range of choice in housing types for those needing to relocate, without compromising the overall intent of consolidation in the CRPS. Policy 6.3.11 requires that the supply and update of rural residential activity will be monitored, and this will inform any future changes to the provisions, or areas provided for rural residential use.

Policy 6.3.10 – Māori Reserves

Recognise and provide for the relationship of local Ngāi Tahu with their ancestral lands, waters, wāhi tapu and taonga by enabling Māori Reserves within the Greater Christchurch area to be developed and used for their intended purposes for which they were originally reserved, taking into account the following matters where relevant:

- (a) flooding, inundation and other natural hazards;**
- (b) rural amenity and outlook;**
- (c) compact urban form;**
- (d) range of housing options;**
- (e) provision of appropriately sized local retail/commercial centres;**
- (f) any outline development plan; and**
- (g) the range of lot sizes and densities.**

This policy implements the following objectives:
Objectives 6.2.1, 6.2.2

Methods

Territorial authorities:

Will

- (1) Include in district plans objectives, policies and rules (if any) in relation to Māori Reserve Land in Greater Christchurch that recognise and provide for their intended purpose, and give effect to Policies 6.3.2, 6.3.3 (except 6.3.3(1) and (4)) and 6.3.4.
- (2) Consult with Te Rūnanga o Ngāi Tahu and Papatipu Rūnanga to develop those plan provisions.
- (3) In relation to development at Māori Reserve 873, provide for development opportunities for Ngāi Tūāhuriri by the inclusion of objectives, policies, rules and an Outline Development Plan within the District Plan to give effect to Policy 6.3.10.
- (4) In relation to Māori Reserve 873, include objectives, policies and/or rules, within the District Plan, that place appropriate controls on the size and scale of Tuahiwi.
- (5) Monitor and report on, at two yearly intervals, growth within Māori Reserve 873 to determine whether amendments to district plan objectives, policies and rules are required to either limit inappropriate growth and development or facilitate further growth and development.

Should

- (6) Co-ordinate the sequencing, provision and funding of infrastructure in Long Term Plans, or other infrastructure plans, to enable the orderly and efficient development of Māori Reserves.

Principal reasons and explanation

The earthquakes and the subsequent damage and red zoning of properties in Waimakariri District and Christchurch City has led to a number of Māori seeking opportunities to return to ancestral lands, including land at Māori Reserve 873 (Tuahiwi) and Māori Reserve 875 (Rāpaki). This policy recognises the original intent of the land purchase deeds of the 19th century to provide for the present and future needs of local Ngāi Tahu landowners and their descendants.

It is important that any development of Māori Reserves is enabled in a way that meets the needs of Māori and other residents, whilst protecting natural and physical resources through maintaining and enhancing the environmental qualities and rural amenity of the area.

Māori Reserves in Greater Christchurch have not been identified as a priority areas, nor as rural residential as development of this land is seen as something that will likely take a more dense form in certain areas and this could result in a more closely settled development pattern. However, it is considered important that any development is of a size and scale appropriate for the surroundings and that

rural amenity and outlook is maintained. For these reasons it is considered important that an Outline Development Plan is prepared in consultation with the landowners within those reserves to guide and manage development.

Policy 6.3.11 Monitoring and Review

In relation to development in Greater Christchurch:

- (1) **The Canterbury Regional Council, in conjunction with the territorial authorities, shall undertake adequate monitoring to demonstrate both in the short term and the long term that there is an available supply of residential and business land to meet the Objectives and Policies of this Chapter.**
- (2) **The Canterbury Regional Council, in conjunction with the territorial authorities, shall undertake monitoring of the supply, uptake and impacts of rural residential land use and development.**
- (3) **Prior to initiating a review of this chapter, for the purposes of information the Canterbury Regional Council may request the organisation or agency responsible for the operation of Christchurch International Airport to undertake a remodelling of the air noise contours relating to the airport.**
- (4) **The Canterbury Regional Council, following relevant territorial authority input, shall initiate a review of the extent and location of land for development if any of the following situations occur:**
 - (a) **a shortfall in available land is identified by monitoring under Policy 6.3.11; or**
 - (b) **it is identified that altered circumstances have arisen or will arise either in one or more parts of Greater Christchurch, in relation to the expected availability of sub-regional infrastructure, and a reconsideration of the extent, location and timing of land for development is necessary to achieve the objectives and policies of this chapter.**
- (5) **Any change resulting from a review of the extent, and location of land for development, any alteration to the Greenfield Priority Areas, or provision of new greenfield priority areas, shall commence only under the following circumstances:**
 - (a) **infrastructure is either in place or able to be economically and efficiently provided to support the urban activity;**
 - (b) **provision is in place or can be made for safe, convenient and sustainable access to community, social and commercial facilities;**
 - (c) **the objective of urban consolidation continues to be achieved;**
 - (d) **urban land use, including industrial and commercial activities, does not increase the risk of contamination of drinking water sources, including the groundwater recharge zone for Christchurch's drinking water;**
 - (e) **urban development does not lie between the primary and secondary stopbanks south of the Waimakariri River which are designed to retain floodwaters in the event of flood breakout;**
 - (f) **the landscape character of the Port Hills is protected;**
 - (g) **sufficient rural land is retained to maintain the open space landscape character either between or surrounding the areas of urban activity within Greater Christchurch; and**
 - (h) **the operational capacity of strategic infrastructure is not compromised.**

This policy implements the following objectives:
Objectives 6.2.1, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6

Methods

- (1) The monitoring for Policy 6.3.11 may include but is not limited to:
 - any information published by or sought from Statistics New Zealand.
 - annual surveys of business and residential land uptake, including Greenfield Priority Area development and redevelopment.
 - annual surveys of the development capacity of zoned and serviced land.
 - obtaining and analysing a range of information to assist with the understanding and prediction of future needs, including information on market behaviour and social and economic trends.
- (2) The monitoring for Policy 6.3.11 shall include such matters as the councils consider relevant and appropriate.

- (3) The Canterbury Regional Council shall prepare a comprehensive monitoring report in relation to Policy 6.3.11 at least every three years, and make it publicly available.
- (4) Any remodelling in terms of Policy 6.3.11(3) shall:
 - involve an assessment of projected future airport business growth and operation, and shall take into account, but not be limited to aircraft movements, flight tracks, fleet mix and runway utilisation; and
 - be accompanied by the report of an independent panel of airport noise experts who have undertaken a peer review of the inputs, assumptions and outcomes of the remodelling; and
 - shall be provided to the Canterbury Regional Council in the form of a comprehensive report along with an executive summary or summary report.
- (5) The Canterbury Regional Council shall make the summary report of any remodelling under Method 4 publicly available as soon as practicable after receiving it.
- (6) Any amended growth pattern shall be given effect through the provisions of any relevant regional plan, changes to the Regional Policy Statement, district plans, the Regional Land Transport Strategy, the Regional Land Transport Programme, Annual Plans, Three Year Plans, Long Term Plans and any relevant strategic planning process, as appropriate.
- (7) Territorial authorities shall make appropriate arrangements to enable the achievement of any changes resulting from a review under Policy 6.3.11.

Principal reasons and explanation

Relocation, population, household and business growth can be affected by a wide range of variables. The policy framework should be responsive to this variation in order to meet any changes in circumstances. Policy 6.3.11 is intended to ensure enough land is available and in the right locations to facilitate recovery through to 2028. Monitoring a range of statistics and trends is a key factor in this management. Anticipating the number of relocated or new households and the business activity to be accommodated, as well as the form that these are likely to take, indicates the land areas required for successful recovery.

Policy 6.3.11 also provides that the circumstances for altering the priority area provisions of this chapter are:

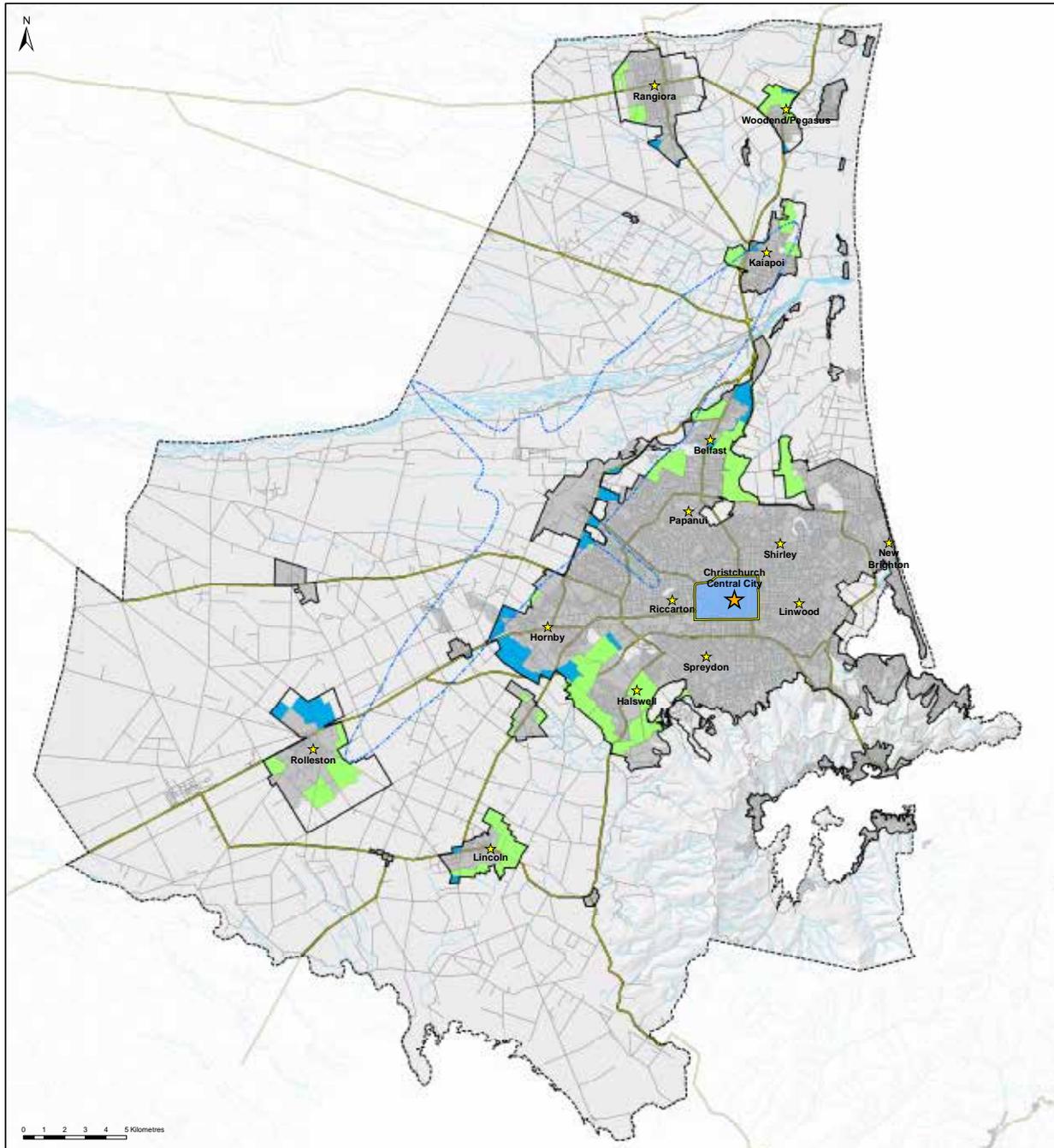
- (a) There is determined to be insufficient land within the Priority Areas over the recovery period;
- (b) Altered circumstances have arisen in relation to anticipated timing of the infrastructure required to support the development planned by this chapter;
- (c) There are changes to the relocation and growth management assumptions upon which the objectives and policies of this chapter are based.

ANTICIPATED ENVIRONMENTAL RESULTS

- (1) Recovery and rebuilding is enabled within Greater Christchurch.
- (2) Priority areas and existing urban areas identified provide the location for all new urban development.
- (3) Significant natural resources are protected from inappropriate development.
- (4) People are protected from unacceptable risk from natural hazards.
- (5) Infrastructure, and urban and rural development, are developed in an integrated manner.
- (6) The use of existing infrastructure is optimised.
- (7) Development opportunities are provided for on Maori Reserves.
- (8) Growth is provided for through both greenfield and brownfield development opportunities.
- (9) Higher density living environments are provided.
- (10) Greenfield development is provided for at a rate that meets demand and enables the efficient provision and use of infrastructure.
- (11) Growth of rural towns within Greater Christchurch is sustainable and encourages self-sufficiency.
- (12) Rural residential development is appropriately managed.
- (13) Development incorporates good urban design.
- (14) Areas of special amenity, heritage value, or importance to Ngai Tahu are retained.

- (15) Residential development contains a range of densities.
- (16) Transport infrastructure appropriately manages network congestion, dependency of private vehicles is reduced, emissions and energy use from vehicles is reduced, and transport safety is enhanced.
- (17) The function and role of the Central City, the Key Activity and neighbourhood centres is maintained.
- (18) Sufficient business land is provided for, and different types of business activity take place in appropriate locations, adopting appropriate urban design qualities.

Map A Greenfield Priority Areas



Legend

- Key Activity Centres**
 - ★ Key Activity Centre
 - ★ Christchurch Central City
- Airport Noise Contour**
 - - - 500ba Airport Noise Contour
- Christchurch Central Recovery Plan Area**
 - Christchurch Central Recovery Plan Area
- Greenfield Priority Area**
 - Greenfield Priority Area - Residential
 - Greenfield Priority Area - Business
- Existing Urban Area**
 - Existing Urban Area - Pre 2011
 - Projected Infrastructure Boundary



Scale:
1:125,000
(Original sheet size A2)

Publication Date:
29/10/2013

Coordinate System:
NZGD 2000 New Zealand Transverse Mercator

Disclaimer:
This map is a static output of depicted layers and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Map Document:
5646_Changes_to_LURP_PriorityMap.mxd

NSG **CERA**
New Zealand Geographic Service Canterbury Earthquake Recovery Authority

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TO BE INSERTED INTO THE GLOSSARY AND DEFINITIONS

<i>Area plan</i>	see definition of structure plan.
<i>Brownfield</i>	means abandoned or underutilised business land, or land no longer required by a requiring authority for a designated purpose.
<i>Business or business activities</i>	means land or activities that include commercial and industrial and any ancillary activity.
<i>Central City</i>	means the area covered by the Christchurch Central Recovery Plan.
<i>Commercial activities</i>	means retail, office and other commercial service activities but does not include industrial activities.
<i>District development strategy</i>	see definition of structure plan.
<i>Educational facilities</i>	means facilities used for primary, secondary or tertiary education.
<i>Electricity transmission network</i>	means the national grid as defined in the National Policy Statement on Electricity Transmission 2008.
<i>Greater Christchurch</i>	means the area shown on Map A.
<i>Greenfield Priority Areas</i>	means an area identified on Map A for greenfield development.
<i>Greenfield development</i>	means subdivision, use and/or development of land identified on Map A as a Greenfield Priority Area.
<i>Historic heritage</i>	has the same meaning as in s2 of the Resource Management Act, and includes historic cultural and historic heritage landscapes.
<i>Industrial</i>	means the manufacturing, assembly, packaging, wholesaling or storage of products or the processing of raw materials and other ancillary activities.
<i>Intensification</i>	means an increase in the residential household yield within existing urban areas.
<i>Key Activity Centres</i>	<p>Key existing and proposed commercial centres identified as focal points for employment, community activities, and the transport network; and which are suitable for more intensive mixed-use development.</p> <p>The following centres shown on Map A are the existing KACs within Greater Christchurch:</p> <ul style="list-style-type: none"> • Papanui • Shirley • Linwood • New Brighton • Belfast • Riccarton • Halswell • Spreydon • Hornby • Kaiapoi • Rangiora • Woodend / Pegasus • Lincoln • Rolleston

<p><i>Net density</i></p>	<p>is the number of lots or household units per hectare (whichever is the greater). The area (ha) includes land for:</p> <ul style="list-style-type: none"> • Residential purposes, including all open space and on-site parking associated with residential development; • Local roads and roading corridors, including pedestrian and cycle ways, but excluding State Highways and major arterial roads; • Local (neighbourhood) reserves. <p>The area (ha) excludes land that is:</p> <ul style="list-style-type: none"> • Stormwater retention and treatment areas; • Geotechnically constrained (such as land subject to subsidence or inundation); • Set aside to protect significant ecological, cultural, historic heritage or landscape values; • Set aside for esplanade reserves or access strips that form part of a larger regional or sub-regional reserve network; • For local community services and retail facilities, or for schools, hospitals or other district, regional or sub-regional facilities.
<p><i>Noise sensitive activities</i></p>	<p>means</p> <ul style="list-style-type: none"> • Residential activities other than those in conjunction with rural activities that comply with the rules in the relevant district plan as at 23 August 2008; • Education activities including pre-school places or premises, but not including flight training, trade training or other industry related training facilities located within the Special Purpose (Airport) Zone in the Christchurch District Plan; • Travellers' accommodation except that which is designed, constructed and operated to a standard that mitigates the effects of noise on occupants; • Hospitals, healthcare facilities and any elderly persons housing or complex.
<p><i>Outline development plan</i></p>	<p>means a plan prepared for the development of a Greenfield Priority Area or Rural Residential Development in the manner outlined in Policy 6.3.9. It shall include maps, plans, and other descriptive and illustrative material as necessary to convey the information referred to in Policy 6.3.9.</p>
<p><i>Rural activities</i></p>	<p>means activities of a size, function, intensity or character typical of those in rural areas and includes:</p> <ul style="list-style-type: none"> • Rural land use activities such as agriculture, aquaculture, horticulture and forestry. • Businesses that support rural land use activities. • Large – footprint parks, reserves, conservation parks and recreation facilities. • Residential activity on lots of 4 ha or more. • Quarrying and associated activities. • Strategic Infrastructure outside of the existing urban area and priority areas for development.
<p><i>Rural residential activities</i></p>	<p>means residential units outside the identified Greenfield Priority Areas at an average density of between 1 and 2 households per hectare.</p>
<p><i>Rural residential strategy</i></p>	<p>means a strategy or plan developed for the purpose of identifying a territorial authority's approach to management of rural residential development in its district, using the special consultative procedure under the Local Government Act 2002.</p>

<i>Strategic infrastructure</i>	<p>means those necessary facilities, services and installations which are of greater than local importance, and can include infrastructure that is nationally significant. The following are examples of strategic infrastructure:</p> <ul style="list-style-type: none"> • Strategic transport networks • Christchurch International Airport • Rangiora Airfield • Port of Lyttelton • Bulk fuel supply infrastructure including terminals, wharf lines and pipelines • Defence facilities including Burnham Military Camp and West Melton Military Training Area • Strategic telecommunications facilities • The electricity transmission network • Other strategic network utilities
<i>Strategic transport networks</i>	<p>means transport networks and operations of national or regional significance. These include the strategic road network including State Highway and major arterial roads as defined in district plans and the rail network, along with the region's core public passenger transport operations and significant regional transport hubs such as Christchurch International Airport and the Port of Lyttelton.</p>
<i>Structure plan; or area plan; or district development strategy</i>	<p>means a comprehensive development plan for a whole or part of a territorial authority administrative area that has been adopted by the territorial authority, under the Local Government Act 2002, which clearly shows the relationship between a proposed land use pattern and all infrastructure requirements.</p>
<i>Urban activities</i>	<p>Means activities of a size, function, intensity or character typical of those in urban areas and includes:</p> <ul style="list-style-type: none"> • residential units (except rural residential activities) at a density of more than one household unit per 4 ha of site area; • Business activities, except those that fall within the definition of rural activities; • Sports fields and recreation facilities that service the urban population (but excluding activities that require a rural location); • Any other land use that is to be located within the existing urban area or new Greenfield Priority Area.
<i>Urban form effects</i>	<p>means an effect on urban form and structure, including anticipated location and networks of activities, facilities and infrastructure.</p>
<i>Urban intensification plan</i>	<p>means a plan prepared for the redevelopment of an area that has been selected by a territorial authority for specific Council initiatives to promote intensification. As a minimum such plans shall identify:</p> <ul style="list-style-type: none"> • The development capacity of the area proposed for intensification. • The capacity of the existing infrastructure and proposed new infrastructure. • The effect on areas with historic heritage values and special amenity. • Opportunities for giving effect to Policy 6.3.2. • How the residential density targets contained in Policy 6.3.7 will be met. • A range of transport options, including pedestrian, cycling, passenger transport, motor vehicles.