

Officer Report

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Track Change version of Proposed Change No.1

Proposed Change No. 1
(Development of Greater Christchurch)
to the Canterbury Regional Policy
Statement

TRACK CHANGES SHOWING
OFFICER RECOMMENDATIONS
ON ACCEPTED SUBMISSIONS
19 DECEMBER 2008

Strikeout = deletion from notified PC1/V1-4 composite

Underline = addition to notified PC1/V1-4 composite

Insert new Chapter 12A, Development
of Greater Christchurch

12A. DEVELOPMENT OF GREATER CHRISTCHURCH

12 A. 1 INTRODUCTION

Chapter 12A provides direction for the growth, development and enhancement of the urban and rural areas of the Greater Christchurch sub-region for the period to 2041 and particularly for the period to 2026. The Greater Christchurch sub-region is shown on Map1. 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 are to the east. 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.

Chapter 12A provides the sub–regional policy framework under the Resource Management Act 1991 to implement the Greater Christchurch Urban Development Strategy. This strategy is adopted policy by the Canterbury Regional Council and the territorial authorities of Christchurch City, Selwyn and Waimakariri District Councils. The purpose of Chapter 12A is to provide for development in a way which achieves quality outcomes and takes a sustainable development approach to managing growth.

The strategic vision for 2041 is for Greater Christchurch to have:

- *Enhanced lifestyles;*
- *Enhanced environments;*
- *Prosperous economies;*
- *Managed growth;*
- *Integrated and collaborative leadership*

(The Urban Development Strategy and Action Plan for Greater Christchurch 2007)

Chapter 12A sets out the sub-regional land use distribution for Greater Christchurch, particularly the areas available for urban development, the household densities for the various areas and other key components for consolidated and integrated urban development. It also determines which land is to remain rural for resource protection and /or enhancement reasons.

Chapter 12A is part of an integrated implementation package designed to give effect to the Greater Christchurch Urban Development Strategy with other actions mandated under the Local Government Act 2002 and Land Transport Management Act 2003. Policies and rules in district plans and decisions on resource consents under these Plans are the key means under the Resource Management Act 1991 by which this chapter is given effect to. Similarly but to a more limited extent, provisions in Regional Plans also give effect to this chapter.

Chapter 12A is more specific and directive than the balance of the Canterbury Regional Policy Statement while enabling district plans to give effect to policies through ~~Outline Development Plans~~ provisions¹ that facilitate development in growth and intensification areas. The provisions are consistent with but avoid duplicating the balance of the Regional Policy Statement. The objectives and policies of the balance of the Regional Policy Statement, particularly Chapter 12 Settlement and Built Environment, will continue to apply across Greater Christchurch but the objective and policies of Chapter 12A will take precedence because of their greater detail and specificity.

Applicable Objectives and Policies

The objectives and policies of the other chapters of this Regional Policy Statement shall equally apply to Greater Christchurch but only insofar as they do not conflict with the objectives and policies in Chapter 12 A. For the avoidance of doubt the achievement and implementation of the objectives and policies in Chapter 12 A shall take precedence within Greater Christchurch.

In this Chapter, the Issues, Objectives, Policies and methods are presented as sets. The policies most relevant to the achievement of each objective are noted following the explanation to each objective. All policies in this chapter however relate in varying degrees to the achievement of the objectives.

¹ Submission: 3.1 Selwyn District Council; 25.1 Transit NZ; 26.1 Waimakariri District Council; 68.1 Christchurch City Council; 238.1 Land Transport NZ

12A.2 ISSUES

Issue 1: Growth Trends

Current growth trends within Greater Christchurch are resulting in a low density urban form that will not meet the future needs of people and communities.

Explanation

An increasing share of the new dwelling construction in Christchurch City and the Selwyn and Waimakariri Districts that are within the Greater Christchurch sub-region is occurring in low-density “greenfields” development. This is evidenced by monitoring of subdivision and building consents for Greater Christchurch². The resulting urban form places heavy reliance on road transport, particularly private motor vehicles for personal transportation, which is inappropriate for ensuring the wellbeing of people and communities in the future because of:

- a) The changing demographic structure of the population, which will see an increasing percentage of the population in the older age groups, and thus result in a changing pattern of demand for housing and transport modes.
- b) Uncertainty about the availability and/or cost of fossil fuels which calls into question the feasibility of the present high level of reliance on private motor vehicles, particularly for day to day use.
- c) The need to reduce carbon emissions in line with international commitments. The reduction in the levels of private motor vehicle use is one of the main ways in which people in the Greater Christchurch sub-region can reduce the impacts of global warming.
- d) The increased cost of developing and maintaining the transport system.

Issue 2: Accommodating Growth

How to accommodate expected population and household growth and economic activity in Greater Christchurch in the foreseeable future in a sustainable manner.

Explanation

It is anticipated that the population of Greater Christchurch will increase by 135,020 from a 2006 base of 413,500 to 548,520 by 2041. It is assumed that the number of new households will increase by 74,810 from a 2006 base of 164,100 to total 238,910 by 2041. It is expected that the existing labour force will increase by 47,500 from a base of 221,900 to total 269,400 in 2041.

Given the potential impact these three growth drivers could have on Greater Christchurch, it is critical to understand the volumes of growth and the choices available for accommodating this level of future change, in the most sustainable manner, along with the investment and development of strategic infrastructure which will be required to accommodate such growth³.

Issue 3: Environmental Challenges

Inappropriate development can have adverse effects, which if not identified and avoided, could result in:

- a) **Contamination of Christchurch City’s drinking water as a result of inappropriate development over the unconfined aquifer to the west of the city.**
- b) **A risk to people and property from natural hazards such as flooding, coastal inundation or coastal erosion**
- c) **The potential to compromise outstanding landscapes**
- d) **The threat to areas of significant indigenous biodiversity, rural character and landscape, and**
- e) **The erosion of the character and amenity of settlements and rural areas.**

² Submission: 21.1 Lloyd Bathurst

³ Submission: 162.1 Lyttleton Port Company Limited

f) Conflicts between legitimately established rural activities (including quarrying and agricultural research farms) and sensitive activities which seek to locate in proximity to these activities⁴.

Explanation

There is a strong relationship between the challenges of accommodating future growth and the potential impact of this growth on existing natural resources and risks associated with hazards. There are obligations under the Resource Management Act 1991 to avoid locating growth in areas where its impacts are unsustainable.

Likewise there are statutory requirements that growth does not compromise outstanding landscapes or biodiversity.

Also in accommodating future growth consideration must be given to its impact on the existing built environment as well as the character of rural areas.

Issue 4: Growth Impacts

Sporadic or unplanned development can:

- a) **Increase demands on and⁵ impede the activities—operations⁶ and thus adversely affect the efficient use or development⁷ undermine the viability of strategic infrastructure, including Christchurch International Airport and the Port of Lyttelton, because of the sensitivity of people to effects such as traffic, noise and odours.**
- b) **Undermine the physical resource investment in urban centres including the central business district of Christchurch and suburban and rural town centres by undermining the economic and social viability of these centres.**
- c) **Create urban forms that consume more energy and are less sustainable than more integrated land-use patterns,**
- d) **Result in untimely or inefficient provision of supporting infrastructure, and create barriers to funding or provision of necessary infrastructure.**
- e) **Limit the extent to which land use patterns can be integrated with transport infrastructure and services that provide for a range of choice among transport options,**
- f) **Adversely affect the productive potential of versatile soils and associated rural industries and compromise the extraction of aggregate resources⁸.**
- g) **Adversely affect biodiversity,** and
- h) **Adversely affect surface water and groundwater quality.**

Explanation

A key element in successful growth management is the recognition of existing ~~key—strategic~~⁹ infrastructure. It is important that future growth does not compromise the operations of these activities.

Recognition must also be made of the value of the existing infrastructure investments in town centres, existing towns and key activity centres where these are efficiently located with regard to transport systems, promote proximity to residential housing, and meet their wider community social and economic needs. This is important because recent growth trends have resulted in urban developments that have not appreciated the significance of existing urban centres.

⁴ Submission: 49.4 Winstone Aggregates; 54.1 AgResearch Limited; 241.1 Crop and Food Research Limited

⁵ Submission: 11.3 Transpower NZ Limited

⁶ Submission: 3.45 Selwyn District Council; 25.45 Transit NZ; 26.45 Waimakariri District Council; 68.45 Christchurch City Council; 238.2 Land Transport NZ

⁷ Submission: 162.2 Lyttelton Port Company Limited

⁸ Submission: 49.5 Winstone Aggregates

⁹ Submission: 11.18 Transpower NZ Limited

The links between the size of a future urban footprint and the level of energy used needs to be given weight. Urban growth has occurred across Greater Christchurch that has resulted in accelerated energy use, in particular where development has created a more dispersed and fragmented footprint. Smaller urban footprints encourage the use of less energy, especially those areas where travel patterns can be reduced through optimum relationships between residential, employment, shopping¹⁰ and recreational activities.

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

Achieving a high level of integration between future land use patterns and transport modes will help promote alternative forms of transport, especially public transport as well as walking and cycling. There is also significant benefit in terms of reduced environmental costs.

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 5: Transport Effectiveness

Urban land use and¹¹ development in inappropriate locations can ~~compromise the provision and maintenance of efficient and effective~~ adversely affect the efficient use or development of¹² transport infrastructure, through:

- a) **The location of residential and other sensitive¹³ activities close to strategic transport infrastructure networks or infrastructure¹⁴ operations such as Christchurch International Airport and the Port of Lyttelton**
- b) **High energy use associated with private car dependency**
- c) **Inefficient operation of the strategic¹⁵ road land transport¹⁶ network**

Explanation

Helping ensure environmental sustainability from a transport perspective means that existing key transport hubs such as airports and ports must be safeguarded. Future land use patterns need to be organized in such a manner that energy requirements are minimized and the through route function of strategic transport networks¹⁷, ~~energy requirements minimized and the future land use pattern organized in such a manner that key through routes are not compromised by traffic associated with local development.~~

Issue 6: Amenities

Poorly designed development within Intensification or Greenfield Areas can adversely affect urban amenity values, rural amenity values, heritage, health and safety, access to community, educational,¹⁸ social and commercial facilities and overall liveability.

Explanation

¹⁰ Submission: 21.8 Lloyd Bathurst

¹¹ Submission: 162.3 Lyttelton Port Company Limited

¹² Submission: 162.3 Lyttelton Port Company Limited

¹³ Submission: 162.17 Lyttelton Port Company Limited

¹⁴ Submission: 3.2 Selwyn District Council; 25.2 Transit NZ; 26.2 Waimakariri District Council; 68.2 Christchurch City Council; 238.3 Land Transport NZ

¹⁵ Submission: 3.62 Selwyn District Council; 25.47 Transit NZ; 26.47 Waimakariri District Council; 68.49 Christchurch City Council; 238.40 Land Transport NZ

¹⁶ Submission: 238.40 Land Transport NZ; 21.9 Lloyd Bathurst

¹⁷ Submission: 3.63 Selwyn District Council; 25.48 Transit NZ; 26.48 Waimakariri District Council; 68.50 Christchurch City Council; 238.41 Land Transport NZ

¹⁸ Submission: 208.5 Ngai Tahu Property and Lincoln University Joint Venture; 209.8 Ngai Tahu Property Limited; 211.3 Lincoln University

Accommodating future growth in a manner which does not compromise the amenity values of either existing or future communities is a key challenge which must be recognised at a Greater Christchurch, City, District and neighbourhood level, especially where it is necessary to increase building densities over those which currently exist.

Issue 7: 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 and farming (including agricultural research farms)¹⁹ and quarrying²⁰ activities through 'reverse sensitivity'²¹ and also through generating sporadic demands for services including water and sewerage.

Explanation

There is a long history of rural residential development in New Zealand. From the experience gained to date it is clear that such development if allowed to cluster on any significant scale especially close to existing settlements will give rise to requests for the extension of urban services. This can lead to pressures for closer urbanisation, which is difficult to achieve in an effective manner given that the land use pattern has been established for a different purpose.

12A.3 OBJECTIVES

Objective 1: Urban Consolidation

Urban Development in Greater Christchurch shall be managed to achieve consolidation of existing urban areas, and to avoid unsustainable expansion outside existing urban areas ~~in order to achieve and to bring about~~²²:

- **Higher density living environments, particularly in inner Christchurch, in and around key activity centres, and in new greenfields subdivision areas**
- **Reinforcement of the role of the Christchurch Central Business District within the Greater Christchurch sub-region**
- **Greenfields development on the periphery of Christchurch City, and surrounding towns at a rate which enables the efficient provision and use of network infrastructure**
- **Initiatives by the Christchurch City Council to promote intensification within Christchurch City**
- **A move towards sustainable and self-sufficient growth of the towns of Rangiora, Kaiapoi, Woodend, Lincoln, Rolleston and consolidation of the existing settlement of²³ Prebbleton**
- **Growth in rural-residential households restricted to no more than 5% of the growth of residential households**

Policies 1- 8, 11, 14.

Explanation

Consolidation of existing urban settlements is the form of development most likely to minimise the adverse effects of travel for work, education²⁴, business and recreation, minimise the costs of new

¹⁹ Submission: 54.2 AgResearch Ltd; 241.2 Crop and Food Research Limited

²⁰ Submission: 49.6 Winstone Aggregates

²¹ Submission: 54.2 AgResearch Ltd; 241.2 Crop and Food Research Limited

²² Submission: 3.3 Selwyn District Council; 25.3 Transit NZ; 26.3 Waimakariri District Council; 68.3 Christchurch City Council

²³ Submission: 3.64 Selwyn District Council; 25.49 Transit NZ; 26.49 Waimakariri District Council; 68.51 Christchurch City Council

infrastructure and avoid adverse effects of development on sensitive landscapes, natural features and areas of high amenity. Greater intensification within Christchurch City will reduce the need for expansion of peripheral areas.

Changing demographic patterns including an ageing population and smaller households is expected to increase the desirability of higher density housing while the ageing of housing stock in older parts of Christchurch City provides an opportunity for redevelopment at higher densities. Increased intensification is anticipated to occur over time requiring appropriately located and designed greenfields development during the time of transition.

Limitations to infrastructure within Christchurch City until 2016 means that greenfields development around surrounding towns will continue to be required. It will be important that the rate of greenfields development is not so great that it removes any economic incentive for consolidation to occur, by providing an excessively large supply of greenfields land to the market.

Rural residential development is provided for to a limited extent in recognition of the desirability of providing a range of choice in housing types without compromising the overall directions of the Urban Development Strategy and this Regional Policy Statement.

Provision has been made for rural residential development equivalent to no more than 5% growth of households over the period 2007-2041. A review of Rural Residential provisions will be done in 2010²⁵.

Objective 2: Character and Sustainability

To achieve built environments within Greater Christchurch that:

- **have a sense of character and identity,**
- **retain heritage values and values of importance to tangata whenua²⁶**
- **protect areas of special amenity**
- **provide a range of densities and uses, and**
- **are healthy, environmentally sustainable, functionally efficient, and economically vibrant.**

Policies 1, 2, 3, 5, 6, 7, 8, 11, 13, 14.

Explanation

~~Through a combination of comprehensive re development within Christchurch City, and the development of appropriate areas presently zoned rural, for residential and/or commercial and industrial activity an overall pattern of settlement of 60 percent of dwellings located within existing urban areas and 40 percent in areas of new development will be achieved by 2041. The dwelling densities to be achieved in new areas of greenfields development or in areas identified for intensification²⁷ are higher than those presently being achieved.~~

Intensification and consolidation of development in Christchurch is subject to maintenance and protection of current identity and character, and maintenance of high quality living environments.²⁸ For Greater Christchurch attention should be paid to the provision of open space, maintenance and promotion of a sense of identity and character, the availability of community and recreation facilities, and of appropriately located commercial centres to ensure the maintenance of high quality living environments, especially in areas subject to intensification and new development. This focus on quality living environments also necessitates giving consideration to building homes that contribute to people's health and wellbeing. This includes building energy efficient housing and taking account of

²⁴ Submission: 208.7 Ngai Tahu Property and Lincoln University Joint Venture; 209.10 Ngai Tahu Property Limited; 211.5 Lincoln University

²⁵ Submission: 3.65 Selwyn District Council; 25.50 Transit NZ; 68.52 Christchurch City Council

²⁶ Submission: 118.1 Te Runanga o Ngai Tahu

²⁷ Submission: 208.8 Ngai Tahu Property and Lincoln University Joint Venture; 209.11 Ngai Tahu Property Limited

²⁸ Submission: 166.5 Wayne Francis Property & Bloodstock Trust; 167.5 Neville R Stud Limited; 168.5 Spreydon Lodge Limited; 169.5 Franco Farms Limited; 21.4/21.5 Lloyd Bathurst

other factors such as sunlight. These values will contribute towards a more socially cohesive Greater Christchurch²⁹.

Through a combination of comprehensive re-development within Christchurch City, and the development of appropriate areas zoned rural, for residential and/or commercial and industrial activity an overall pattern of settlement of 60 percent of dwellings located within existing urban areas and 40 percent in areas of new development will be achieved by 2041. The dwelling densities to be achieved in new areas of greenfields development or in areas identified for intensification are higher than those presently being achieved³⁰.

Objective 3: Recognising Urban Growth Limitations

Provide for and manage urban growth while protecting:

- **the natural and physical environment from adverse effects of overloading existing strategic infrastructure,**
- **the quantity and quality of water in groundwater aquifers and surface water bodies,**
- **outstanding natural features and landscapes including those within the Port Hills and Banks Peninsula within Greater Christchurch, from degradation through inappropriate development,**
- **indigenous biodiversity from loss or degradation,**
- **The character and amenity of rural areas and settlements from adverse effects of change,**
- **People and property from unacceptable risk from natural hazards.**

Policies 1, 3, 4, 7, 8, 13.

Explanation

The recognition of existing physical constraints is a critical part of successful growth management. This objective identifies the physical constraints in Greater Christchurch that must be protected in order to ensure that harm to the natural environment is minimised and that resources are preserved for the benefit of future generations. In addition, a limit on urban growth will assist in maintaining the identity of the communities of Greater Christchurch³¹.

Objective 4: Integration of Land Use, Infrastructure and Funding

Long-term planning for land use change, which ensures that the rate and location of development is integrated with the provision of strategic infrastructure and the provision of services³² and associated funding mechanisms.

Policies 1-14

Explanation

Successful long term growth management is dependent on integrating long term land use, the infrastructure necessary to support this and the ability to fund the infrastructure in a timely and equitable manner.

²⁹ Submission: 3.4 Selwyn District Council; 25.4 Transit NZ; 26.4 Waimakariri District Council; 68.4 Christchurch City Council

³⁰ Submission: 170.4 Lansdowne Farm (2005) Limited & Kennedy's Bush Development Limited

³¹ Submission: 3.5 Selwyn District Council; 25.5 Transit NZ; 26.5 Waimakariri District Council; 68.5 Christchurch City Council; 238.5 Land Transport NZ

³² Submission: 208.9 Ngai Tahu Property and Lincoln University Joint Venture; 209.12 Ngai Tahu Property Limited

Objective 5: Key Activity Centres

Recognise, provide for and sustain the community's physical resource investment in key centres of business and service activity that are highly accessible and constitute nodes on the strategic transport corridors shown on Map 1.

Policies 3, 4, 5, 7, 8.

Explanation

It is important to recognise that existing centres provide a strong basis of support for more intensified residential living and provide a basis for the successful planning of public transport. It is important to also recognise that existing key activity centres provide a strong basis of support for surrounding residential areas, and that inappropriate development of new key activity centres may devalue the community's investment in existing centres and weaken the range and viability of the services they provide³³.

Objective 6: Business Land

Identify and provide for Greater Christchurch's land requirements for the growth of business activities in a manner that supports the settlement pattern brought about by Objective 1³⁴.

Policies 1, 3, 4, 7, 8, 9, 12, 15.

Explanation

The provision of adequate land for 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. Locating appropriate business land close to existing and future residential development helps achieve a greater range of travel options as well as reducing energy usage. The locations selected for business land development are also key for the forward planning of the transportation network. A recently completed analysis indicates that there is a requirement for approximately 500 hectares of additional business land between 2007 and 2041. While there is significant capacity for the demand for business land to be met through the redevelopment of existing zoned land, particularly within Christchurch City, the Urban Limits have been set in a manner to accommodate new business activities in a greenfields situation³⁵.

Objective 7: Integration of Transport Infrastructure and Land Use

Ensure planning and provision of³⁶ transport infrastructure is integrated with development and settlement patterns to reduce network congestion, reduce dependency on private motor vehicles, reduce emission of contaminants to air and energy use, promote the use of active transport modes and facilitate the movement of goods and provision of services in Greater Christchurch.

Policies 1-11, 14

Explanation

Land use patterns that are integrated with transport infrastructure minimise energy use through network optimisation, operation and maintenance. Development that is not well integrated with transport infrastructure can result in increased car dependency, higher energy use and greater traffic volumes.

³³ Submission: 3.6 Selwyn District Council; 25.6 Transit NZ; 26.6 Waimakariri District Council; 68.6 Christchurch City Council

³⁴ Submission: 3.7 Selwyn District Council; 25.7 Transit NZ; 26.7 Waimakariri District Council; 68.7 Christchurch City Council; 208.11 Ngai Tahu Property and Lincoln University Joint Venture; 209.14 Ngai Tahu Property Limited

³⁵ Submission: 3.66 Selwyn District Council; 25.51 Transit NZ; 26.50 Waimakariri District Council; 68.53 Christchurch City Council

³⁶ Submission: 238.4 Land Transport NZ

Objective 8: Development and³⁷ Protection of Strategic Infrastructure

Achieve urban land use and³⁸ ~~patterns of urban~~ development that does not adversely affect the efficient operation, use and development of:

- Strategic roading infrastructure
- Rail corridors and network
- Christchurch International Airport
- Rangiora Airfield
- Port of Lyttelton
- Transport infrastructure necessary to support the movement of freight, including State Highways, strategic roading networks, and rail corridors
- Defence facilities including Burnham Military Camp and West Melton Military Training Area³⁹ ~~Military establishments for defence purposes, including Burnham Military Camp and the West Melton Rifle Range.~~
- Strategic telecommunications facilities
- Strategic transmission corridors
- Other strategic network utilities

And recognise that strategic infrastructure will need to develop in response to future demands placed on it by the growth of population and economic activity in the Greater Christchurch area⁴⁰.

Policies 1, 3, 5-10.

Explanation

Urban land use and⁴¹ development can ~~undermine the viability of~~ adversely affect the efficient use or development of⁴² strategic infrastructure, including Christchurch International Airport, the Port of Lyttelton, the State Highway and strategic road networks, and the rail corridors, because of the sensitivity of people to effects such as traffic, noise and odours. It can also curtail scope to further development of these strategic infrastructure assets. These facilities are of national, regional and sub-regional significance and the use and development of these facilities⁴³ enable people to provide for their social, economic and cultural wellbeing, and for their health and safety.

³⁷ Submission: 162.5 Lyttelton Port Company Limited

³⁸ Submission: 162.5 Lyttelton Port Company Limited

³⁹ Submission: 240.1 New Zealand Defence Force

⁴⁰ Submission: 162.5 Lyttelton Port Company Limited

⁴¹ Submission: 162.5 Lyttelton Port Company Limited

⁴² Submission: 162.5 Lyttelton Port Company Limited

⁴³ Submission: 162.5 Lyttelton Port Company Limited

12A.4 POLICIES

Policy 1: Urban Limits

Except as provided for in Policy 12 and in Chapter 12, Policy 8 (Papakainga Housing), urban activities within Greater Christchurch shall only occur within the Urban Limits delineated on Map 1.

Methods

- 1.1 Territorial authorities within their district plans shall provide for the urban growth of Greater Christchurch within the urban limits shown on Map 1 and shall include provisions to prevent urban activities locating outside the Urban Limits except as provided for in Policies 12 and 15.**
- 1.2 The Canterbury Regional Council will initiate changes to the RPS, if appropriate, in accordance with Policy 15.**
- 1.3 The Canterbury Regional Council, in conjunction with the territorial authorities within Greater Christchurch, shall monitor the development capacity (including vacant land and redevelopment opportunities) within the Urban Limits.**

Explanation

The Urban Limits shown on Map 1 are the maximum extent of greenfields development within Greater Christchurch to achieve the requirements of Policies 5, 11 and Tables 1 and 2 of Policy 6.

These areas are expected to be sufficient to provide for the projected sub-regional requirements for residential development, additional business land and related network and community infrastructure and reserves to 2041. The addition of growth areas beyond those shown on Map 1 or development at a rate greater than that set out in Policy 6 (a) and (b) is likely to provide excessive capacity, lead to inefficient and premature demand for the expansion of network and community infrastructure, and will result in the failure to achieve the strategic vision for Greater Christchurch.

The definition of the Urban Limits includes the following considerations for identified growth and intensification areas within Greater Christchurch:

- there is the infrastructure either in place or able to be efficiently provided to support the urban activity, especially that arising from sporadic development with low density urban characteristics,
- safe, convenient and sustainable access to community, social and commercial facilities can be provided,
- they encompass sufficient land to provide efficiently and effectively for the residential and business needs to 2041,
- they avoid noise sensitive activities occurring within the Ldn 50 dBA air noise contour surrounding Christchurch International Airport so as not to compromise the future uncurfewed, safe and efficient⁴⁴ operation of Christchurch International Airport or the health, well-being and amenity of people,
- they do not adversely affect⁴⁵ ~~compromise~~ the operation of the Port of Lyttelton and the health, well-being and amenity of people is not compromised by port noise,
- they avoid the groundwater recharge zone for Christchurch's drinking water, where urban land use increases the risk of contamination,
- they do not lie between the primary and secondary stop banks south of the Waimakariri River which are designed to retain floodwaters in the event of flood breakout,
- they avoid land required to protect the landscape character of the Port Hills, and

⁴⁴ Submission: 236.32 Christchurch International Airport

⁴⁵ Submission: 162.6 Lyttelton Port Company Limited

- they do not form part of the rural land required to maintain the open space landscape character either between or surrounding the areas of urban activity within Greater Christchurch.

The Urban Limits shown on Map 1 have been defined at property boundary scale although changes may occur through the Outline Development Plan and change of zoning in the district plan process as set out in Policy 8.

Policy 2: Intensification

- (a) **An increasing proportion of the residential growth of Greater Christchurch should take place through intensification by redevelopment of areas identified on Map 1. There shall be a change over time to greater rates of intensification particularly in Christchurch City than has occurred in the past. Between 2007 and 2041 the ratio of intensification to greenfields development is intended to change from approximately 25:75 to 60:40;**
- (b) **Intensification will take place in areas already identified for higher density forms of living in Christchurch City, in areas identified on Map 1⁴⁶ and in areas to be identified through district plans to achieve the household numbers identified in Policy 6. Intensification should be encouraged in and close to the Key Activity Centres as identified in Policy 5 and on Map 1⁴⁷ and suitable industrial “brownfields” sites.**
- (c) **Territorial authorities shall encourage intensification by selecting particular areas for enhancement of amenities to provide an attractive environment for higher density living.**
- (d) **Christchurch City Council will recognise and provide for central city intensification which underpins and supports the role of the Central Business District within the Greater Christchurch sub-region.**
- (e) **Christchurch City Council will in identifying areas for intensification recognise and provide for the protection of heritage values and areas of special amenity.**

Methods

- 2.1 Territorial authorities within their district plans shall identify areas suitable for urban intensification within the Urban Limits so as to provide for the households in Table 1 of Policy 6.**
- 2.2 Territorial authorities should give consideration to appropriate administrative and financial arrangements to enable and encourage intensification to occur.**
- 2.3 The Christchurch City Council will continue to promote the implementation of⁴⁸ ~~and support~~ high-density residential redevelopment within the central city.**
- 2.4 The Christchurch City Council will investigate methods for promoting intensification including the selection of areas for specific Council initiatives.**

⁴⁶ Submission: 208.13 Ngai Tahu Property and Lincoln University Joint Venture; 209.16 Ngai Tahu Property Limited

⁴⁷ Submission: 208.13 Ngai Tahu Property and Lincoln University Joint Venture; 209.16 Ngai Tahu Property Limited

⁴⁸ Submission: 3.9 Selwyn District Council; 25.9 Transit NZ; 26.9 Waimakariri District Council; 68.9 Christchurch City Council; 238.6 Land Transport NZ

The Council will develop and implement⁴⁹ Urban Intensification Plans for all such selected areas. A comprehensive approach will be taken and the current dispersed approach will be discouraged⁵⁰.

- 2.5 Territorial authorities will research, and implement as appropriate, methods for promoting development and enhancement of Key Activity Centres.**
- 2.6. The Canterbury Regional Council, in conjunction with the territorial authorities within Greater Christchurch, shall monitor the development capacity (including vacant land and redevelopment opportunities) within the Urban Limits**

Explanation

Greater intensification within Christchurch City will reduce the need for expansion of peripheral areas. Changing demographic patterns including an ageing population and smaller households is expected to increase the desirability of higher density housing while the ageing of housing stock in older parts of the City provides an opportunity for redevelopment at higher densities.

Intensification will also minimise the adverse effects of travel for work, business and recreation, minimise the costs of new infrastructure, and avoid the adverse effects of development on sensitive landscapes, natural features and areas of high amenity.

Certain areas in Christchurch City have been identified for intensification for many years and have community acceptance. Other areas may be identified including redevelopment of suburban industrial (brownfields) sites. Providing for intensification in and around 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 and improvements to open space and the streetscape.

Policy 3: Business land

Territorial authorities shall provide for business activities in a manner which;

- **Promotes the utilisation and redevelopment of existing business land, and provides sufficient additional greenfields business land⁵¹, ~~Promotes the redevelopment and better utilisation of existing business land, and provides sufficient other land for expansion,~~**
- **Reinforces Key activity Centres, and**
- **Utilises existing infrastructure availability, capacity and quality,**
- **Protects existing and future communities from reverse sensitivity issues,**
- **Ensures close proximity to labour supply, major transport hubs and passenger transport networks; and⁵²**
- **Encourages self-sufficiency of employment and business activities within communities across the Greater Christchurch⁵³ area.**

⁴⁹ Submission: 3.10 Selwyn District Council; 25.10 Transit NZ; 26.10 Waimakariri District Council; 68.10 Christchurch City Council; 238.7 Land Transport NZ

⁵⁰ Submission: 115.8 Freyburg Developments Limited

⁵¹ Submission: 3.11 Selwyn District Council; 25.11 Transit NZ; 26.11 Waimakariri District Council; 68.11 Christchurch City Council; 238.8 Land Transport NZ; 161.11 Ngai Tahu Property Limited; 164.11 Canterbury Land Resources Limited; 165.11 Enterprise Homes Limited

⁵² Submission: 3.11 Selwyn District Council; 25.11 Transit NZ; 26.11 Waimakariri District Council; 68.11 Christchurch City Council; 238.8 Land Transport NZ

⁵³ Submission: 3.11 Selwyn District Council; 25.11 Transit NZ; 26.11 Waimakariri District Council; 68.11 Christchurch City Council; 238.8 Land Transport NZ; 151.4 A.M. Rhodes, West Melton Investments Ltd, Way Holdings Ltd

Methods

- 3.1 Territorial authorities shall identify areas suitable for future business land and the redevelopment of under utilised existing business land within the Urban Limits.
- 3.2 Territorial authorities should give consideration to appropriate administrative and financial arrangements to enable and encourage business land provision to occur.
- 3.3 Territorial authorities will investigate and implement as appropriate, methods for promoting development and enhancement of Key Activity Centres.
- 3.4. The Canterbury Regional Council, in conjunction with the territorial authorities within Greater Christchurch, shall monitor the development capacity of business land (including vacant land and redevelopment opportunities) within the Urban Limits.

Explanation

The provision of adequate land for future business activities is a key challenge for successful growth management. Across Greater Christchurch there is potential within existing zoned business land for the redevelopment and expansion to provide for new business activity. An important element in the provision of business land is to create greater employment self sufficiency for districts. This means a greater number of jobs are available in a particular district for residents of that district. Locating appropriate business land close to existing and future residential development helps achieve a greater range of travel options as well as reducing energy usage. Business land location is also important for the forward planning of the transportation network.

Business land should be focussed 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 usage⁵⁴.

Policy 4: Existing Towns

Rangiora, Kaiapoi, Woodend, Lincoln, Prebbleton and Rolleston will expand to accommodate urban growth that:

- Provides for healthy, vibrant living environments,
- Enables efficient and economic provision of network infrastructure.
- Encourages self-sufficiency infor employment, commercial, community and recreational activities for communities which have Key Activity Centres⁵⁵

Methods

- 4.1 The Selwyn and Waimakariri District Councils will identify, through ~~their district plans,~~⁵⁶ Structure Plans, and District Development Strategies areas for the growth of the district towns of Greater Christchurch.

⁵⁴ Submission: 3.13 Selwyn District Council; 25.13 Transit NZ; 26.13 Waimakariri District Council; 68.13 Christchurch City Council; 238.11 Land Transport NZ

⁵⁵ Submission: 3.14 Selwyn District Council; 25.14 Transit NZ; 26.14 Waimakariri District Council; 68.14 Christchurch City Council; 238.12 Land Transport NZ

⁵⁶ Submission: 3.15 Selwyn District Council; 25.15 Transit NZ; 26.15 Waimakariri District Council; 68.15 Christchurch City Council; 238.13 Land Transport NZ

- 4.2 Territorial authorities should give consideration to appropriate administrative and financial arrangements to enable and encourage development consistent with the three principles of this policy⁵⁷ to occur.
- 4.3 Provision and alignment of infrastructure and community facilities through the appropriate processes and mechanisms

Explanation

Growth in some of the district towns of Greater Christchurch will enable a choice of location for business and living and a diversity of urban environments. Balanced growth of employment, living areas, commercial, community and recreational facilities will be required to avoid creating dormitory areas that create excessive demands on wider network and community infrastructure, especially transport. The towns identified are well located on the strategic transport network and have capacity for further growth. Strategic planning exercises (such as Structure Plans and District Development Strategies) facilitated by the Councils with the community, are the means by which the direction and manner of the growth of district towns is formulated.

Policy 5: Key Activity Centres and Commercial Activities

- a) The following centres shown on Map 1 constitute the Key Activity Centres within Greater Christchurch:
- Central City
 - Papanui/Northlands
 - Shirley
 - Linwood
 - Belfast⁵⁸
 - Riccarton
 - Halswell
 - Barrington
 - Hornby
 - Kaiapoi
 - Rangiora
 - Woodend / Pegasus,
 - Lincoln
 - Rolleston
- b) Territorial authorities shall sustainably⁵⁹ manage the development of the Key Activity Centres to:
- provide for ~~the~~⁶⁰ facilities and services necessary to support the planned community, and
 - encourage economic and business activity and interaction, and
 - broaden the mix of uses appropriate to the centre, including medium and/or⁶¹ high density residential provision within and adjoining the Key Activity Centre, and
 - provide major centres for the community, and

⁵⁷ Submission: 184.4 Sustainable Otautahi Christchurch Inc.

⁵⁸ Submission: 6.8 Calco Developments Limited; 251.3 Antipodean Properties Limited

⁵⁹ Submission: 145.27 Lincoln Estates Limited

⁶⁰ Submission: 119.5 Calder Stewart

⁶¹ Submission: 3.68 Selwyn District Council; 25.53 Transit NZ; 26.52 Waimakariri District Council; 68.55 Christchurch City Council

- support the development of the principal public transport and cycling networks and the ability to change transport modes, and
 - encourage pedestrian and cycling⁶² access to and within these centres.
- c) Territorial authorities shall ensure that commercial activity outside of the Key Activity Centres does not adversely affect the function, vitality or amenity of the Key Activity Centres as identified in (b) above.
- d) Territorial authorities shall in considering the outward expansion of Key Activity Centres (identified in a) above), ensure that such expansion:
- is appropriate in terms of the location of the key activity centre in relation to the existing network of all commercial centres and population growth, in order to facilitate a sustainable distribution of centres;
 - are compatible with the nature and proximity of adjoining land uses;
 - avoids adverse effects on the strategic ~~road~~ land transport⁶³ network; and
 - avoids expansion into areas identified for residential consolidation.
 - Is compatible with the matters set out in b) above.

Methods

- 5.1 Territorial authorities shall, through their district plans, introduce measures to support the planned development of Key Activity Centres
- 5.2 Territorial authorities shall limit commercial activity outside the Key Activity Centres that could restrict the ability of Key Activity Centres⁶⁴~~those centres~~ to achieve their intended functions as identified in (b) of the Policy.
- 5.3 Territorial authorities should give consideration to appropriate administrative and financial arrangements to enable Key Activity Centres to fulfil the functions identified in (b) of the Policy.
- 5.4 The Canterbury Regional Council, in conjunction with the territorial authorities within Greater Christchurch, shall monitor the development capacity (including vacant land and redevelopment opportunities) within the Urban Limits

Explanation

The more significant commercial centres are a key component of the settlement pattern as they are an existing resource that provides a logical focus for areas of intensive residential development. Integrating urban development in this way assists in reducing car travel, increases the efficient use of resources, and strengthens existing communities. As such their development, usability and viability are important to successfully implementing the Greater Christchurch Urban Development Strategy. Commercial development in other areas can reduce the ability of the centres to fulfil these functions, and such development should therefore be avoided.

Policy 6: Urban Form, Infrastructure and Sequencing within Identified Urban Limits

(a) Territorial Authorities shall provide for the strategic integration of infrastructure through the progressive release (sequencing) of new greenfields and intensification areas in accordance with Table 1.

⁶² Submission: 238.14 Land Transport NZ

⁶³ Submission: 238.15 Land Transport NZ

⁶⁴ Submission: 3.17 Selwyn District Council; 25.17 Transit NZ; 26.17 Waimakariri District Council; 68.17 Christchurch City Council; 238.16 Land Transport NZ

Table 1: Provision for Projected Household Growth in Greater Christchurch 2007- 2041

	2007- 16 Households	2017- 26 Households	2027- 41 Households
Christchurch City			
Intensification Areas			
a. City Centre	+3000	+4000	+6990
b. Rest of City	+5500	+6500	+7500
<u>Zoned and proposed⁶⁵ greenfield areas**</u>	+6510	+7590	+5580
Total	+15010	+18090	+20070
Selwyn District			
<u>Zoned and proposed greenfield areas**</u>	+3330 ⁶⁶ 3700	+37053900	+33383440
Rural Residential Areas (outside Urban Limits) ^{^67}	+570200	+395200	+302200
Existing Rural Zoning	+100	+100	+50
Total	+4000	+4200	+ 3690
Waimakariri District			
<u>Zoned and proposed greenfield areas**</u>	+4150	+2150	+1590
Rural Residential Areas (outside Urban Limits) [^]	+500	+500	+510
Existing Rural Zoning	+200	+100	+100
Total	+4850	+2750	+2200
Greater Christchurch Total	+23860	+25040	+25960
Percentage Intensification	36%	42%	56%

** Greenfields Areas includes existing undeveloped zoned land at Pegasus, Woodend, Rangiora, Aidanfield, Masham, Port Hills, Lincoln, West Melton, Prebbleton⁶⁸ and Rolleston.

[^] Up to a maximum of the stated number⁶⁹

- (b) **Within the Urban Limits identified on Map 1 development should occur in accord with the sequencing set out in Table 2. Where development (for various unanticipated reasons) does not occur in particular Greenfields areas, they- it may, with the approval of the District or City Council, be substituted for Greenfields areas of equivalent capacity, where able to be serviced by appropriate infrastructure,⁷⁰ within the Urban Limits set out in the next 10 year period.**

⁶⁵ Submission: 3.18 Selwyn District Council; 25.18 Transit NZ; 26.18 Waimakariri District Council; 68.18 Christchurch City Council; 238.17 Land Transport NZ (applies three identical text additions in Table 1)

⁶⁶ Submission: 3.48 Selwyn District Council (applies to all Selwyn District related household number changes in Table 1)

⁶⁷ Submission: 3.20 Selwyn District Council; 25.20 Transit NZ; 26.20 Waimakariri District Council; 68.20 Christchurch City Council

⁶⁸ Submission: 3.18 Selwyn District Council; 25.18 Transit NZ; 26.18 Waimakariri District Council; 68.18 Christchurch City Council; 238.17 Land Transport NZ

⁶⁹ Submission: 3.20 Selwyn District Council; 25.20 Transit NZ; 26.20 Waimakariri District Council; 68.20 Christchurch City Council

⁷⁰ Submission: 3.21 Selwyn District Council; 25.21 Transit NZ; 26.21 Waimakariri District Council; 68.21 Christchurch City Council; 238.18 Land Transport NZ

Table 2: Development Sequencing for Greater Christchurch 2007 - 2041

	Map Notations for greenfield areas	2007-2016 House – holds	2017-2026 House - holds	2027-2041 House-holds	Total Available Households
Christchurch City					
New Growth Areas					
Belfast s293	CN1	1140	360	0	1500
Upper Styx	CN3	0	1525	387	1912
East Belfast	CN4	0	1030	120	1150
Christchurch Golf Resort ⁷¹	CN5	0	150	0	150
Russley	CW1	0	0	98	98
South of Masham	CW2	255	0	0	255
Wigram	CSW1	1540	350	0	1890
Awatea	CSW2	870	340	0	1210
Sparks Rd	CSW3	175	1455	180	1810
South Halswell and South West Halswell	CSW4	0	1940	1962	3902
South East Halswell	CSW5	0	0	1140	1140
Hendersons Basin above the 19 metre contour	CSW6	0	0	1383	1383
Port Hills West ⁷²	CPH1	0	480	0	480
Existing undeveloped Zoned Land including Masham, Aidanfield, Port Hills		2530	410440	310	32503280
Total		6510	7590	5580	19680
Selwyn District					
New Growth Areas⁷³					
Lincoln		9301300	9051100	42901500	31253900
Rolleston	SR3	328	0	0	328
	SR4	50	0	0	50
	SR5	509	0	0	509
	SR6	135	0	0	135
	SR7	108	470	0	578
	SR8	0	362	0	362
	SR9	0	523	0	523
	SR10	0	294	0	294
	SR11	0	513	0	513
	SR12	0	143	371	514
	SR13	0	0	776	776
	SR14	0	0	471417	471417
	SR15	0	0	430376	430376
Prebbleton		700	495	0	1195
West Melton (zoned)		570	0	0	570
Total		33303700	37053900	33383440	1037311040

⁷¹ Submission: 350.1 Christchurch Golf Resort Ltd

⁷² Submission: 2.1 Paul Sintes; 23.1 Donald G Foster; 149.1 Lansdowne Environmental Issues Society; 215.1 Ronald Long; 280.4 Jonathan D Gillard; 357.4 John M T Greene; 359.5 John B Greene; 363.4 Sylvia Lukey

⁷³ Submission: 3.23/3.51 Selwyn District Council; 25.23 Transit NZ; 26.23 Waimakariri District Council; 68.23 Christchurch City Council; (applies to all Selwyn District related household number changes in Table 2)

Waimakariri District					
Pegasus (zoned)		1550	250	0	1800
Woodend (zoned)		250	0	0	250
Rangiora east and west (zoned)		550	0	0	550
Rangiora west		700	700	400	1800
Rangiora east		50	150	0	200
Kaiapoi		700	700	900	2300
Woodend		350	350	290	990
Total		4150	2150	1590	7890
Combined total greenfield areas		13990	13445	10508	37943
		14360	13640	10610	38610
In Table 2, figures in bold are both minimums and maximums and unbolded figures are anticipated targets to be achieved within plus or minus five percent.⁷⁴					
The allocations of households to existing zoned land in Table 2 assume development at densities that are in accordance with existing zoning provisions that apply to those areas.⁷⁵					

- (c) **Within the Urban Limits identified on Map 1, business land development shall occur in accord with the sequencing set out in Table 3. Where business land development (for various unanticipated reasons) does not occur in particular Greenfields areas, they may, with the approval of the District or City Council, be substituted for Greenfields areas of equivalent capacity, where able to be serviced by appropriate infrastructure, within the Urban Limits set out in the next 10 year period.⁷⁶**

Table 3: Business Land Development Sequencing for Greater Christchurch 2007-2041

	Map Notations for Greenfield areas	2007-2016 Hectares	2017-2026 Hectares	2027-2041 Hectares	Total Hectares
Christchurch City					
New Growth Areas					
Belfast	CB1	98	0	0	98
Hornby	CB2	42	69	0	111
SW Awatea	CB3	25	0	0	25
Wigram	CB4	43	0	0	43
Base of Port Hills	CB5	28	0	0	28
Islington Park	CB6	0	80	0	80
Hornby West	CB7	0	60	0	60
Note – In addition, in June 2007 there were around 287 hectares of vacant zoned business land within the Christchurch District Plan area					
Total		236	209	0	445
Selwyn District					
Rolleston	SR1	46	0	0	46
Rolleston	SR2	56	0	0	56
Lincoln	SR7	0	11	0	11
Total		102	11	0	113

⁷⁴ Submission: 3.50 Selwyn District Council

⁷⁵ Submission: 3.52 Selwyn District Council

⁷⁶ Submission: 119.3 Calder Stewart Industries Limited; 80.6 Kennedy's Bush Neighbourhood Association

Waimakariri District					
Woodend	WW1	8	0	0	8
Woodend	WW5	8	0	0	8
Kaiapoi West	WK6	9	0	0	9
Kaiapoi Central	WK7	10	0	0	10
Note – A further 7.6 hectares of business land at locations to be identified is necessary to meet the needs of Waimakariri District over the planning period.					
Total		36	0	0	36
Combined total greenfields business areas		374	220	0	594

Methods

- 6.1 The settlement pattern shall be given effect to⁷⁷ through the provisions of any relevant regional plan, changes to the RPS, district plans, the Regional Land Transport Strategy, LTCCPs and any relevant strategic planning process**
- 6.2 Territorial authorities in their district plans shall provide sufficient zoned and serviced land in the sequence contained in Policy 6 (a) and (b)**
- 6.3 Territorial authorities shall make appropriate administrative and financial arrangements to enable the development and sequencing in Policy 6 (a) and (b)**
- 6.4 The Canterbury Regional Council, in conjunction with the territorial authorities within Greater Christchurch, shall monitor the development capacity (including vacant land and redevelopment opportunities) within the Urban Limits.**

Explanation

This policy will ensure there is sufficient land available to provide for population and economic growth, and ensure there is timely efficient provision of infrastructure to support urban growth within the context of the proposed settlement pattern. This policy is based on the presumption that key infrastructure, such as transport, is available and is able to be funded, to support land use. The policy acknowledges that the sequencing of urban development may need to be varied in order to provide for unanticipated growth, to respond to community needs, and/or accommodate changes in the priorities of territorial local authorities and government agencies. Greenfields areas, whether as originally set out in Policy 6 or proceeding by way of any variation or change must be zoned in district plans in accord with the Outline Development Plan process set out in Policy 8.

Note : All areas not zoned in District Plans for urban activities are subject to confirmation under District Plan processes.⁷⁸

Policy 7: Development Form and Design

Development of Activities in Greenfields, Intensification Areas, and Key Activity Centres should give effect to urban design best practice. The principles of the Urban Design Protocol (Ministry for the Environment, 2005) shall be observed when preparing or assessing any urban development and the following matters shall be provided for:

⁷⁷ Submission: 257.11 Ravenswood Developments Ltd

⁷⁸ Submission: 3.22 Selwyn District Council; 25.22 Transit NZ; 26.22 Waimakariri District Council; 68.22 Christchurch City Council

- good safe connectivity within the area, and to surrounding areas, by a variety of transport modes, including motor vehicles, cycling, pedestrian and public transport, and provision for easy and safe transfer between modes of transport,
- location within walkable distance to, community, social and commercial facilities,
- provision for effective, efficient and attractive walk and cycleways, preferably integrated with open space and stormwater detention areas, within, across and linking beyond the area,
- provision for a range of areas of residential densities and lot sizes, with higher residential densities located within walking distance of Key Activity Centres and commercial centres,
- provision for the protection of surface and groundwater quality, including appropriate stormwater management facilities to avoid down stream flooding and to preserve or enhance water quality,
- provision for sufficient and integrated open spaces and parks to enable people to meet their recreation needs, with higher levels of public open space for areas of higher residential densities,
- protection and enhancement of significant natural, ecological, landscape and historic heritage features,
- show how other adverse effects on the environment are to be avoided, remedied or mitigated,
- a high standard of visual interest and amenity,
- people's health and well-being through good building design, including energy efficiency and the provision of natural light,
- effective and efficient use of existing and new infrastructure networks.
- Scale and style that maintains and enhances the surrounding environment.⁷⁹

Methods

- 7.1 Territorial authorities and developers will apply the Urban Design Protocol (Ministry for the Environment, 2005).
- 7.2 Territorial authorities will ensure that Urban Intensification Plans and⁸⁰ Outline Development Plans are completed in accordance with Policies 7 and 8 ~~for inclusion in the district plans.~~
- 7.3 Territorial authorities shall attach appropriate conditions to resource consent approvals in order to give effect to the Outline Development Plans.

Explanation

Good urban design will increase the success of urban areas in Greater Christchurch. It will benefit both economic performance of Greater Christchurch and the quality of life of its residents. In particular the factors listed will:

- reduce travel times, fuel usage and dependence on the private car,
- provide for a high standard of physical amenities,
- avoid adverse effects on other areas such as flooding, traffic congestion and degraded water , and
- protect important features of the natural environment

⁷⁹ Submission: 3.24 Selwyn District Council; 25.24 Transit NZ; 26.24 Waimakariri District Council; 68.24 Christchurch City Council; 238.19 Land Transport NZ

⁸⁰ Submission: 3.25 Selwyn District Council; 25.25 Transit NZ; 26.25 Waimakariri District Council; 68.25 Christchurch City Council; 238.20 Land Transport NZ

The Urban Design Protocol contains many principles to enhance the sustainability and quality of urban environments. It is important that good urban design is achieved consistently across all parts of Greater Christchurch.

Policy 8: Outline Development Plans and Changes of Zoning in District Plans

Development of urban activities within the greenfields areas defined in Map 1 shall occur in accordance with an Outline Development Plan. This Plan shall be prepared when it is proposed to amend the district plan and be included in the district plan to provide for urban activities (Greenfields land). Outline Development Plans shall:

- (a) Be prepared as a single plan for the whole area or in accordance with a comprehensive plan such as a District Development Strategy, an Area Plan or a Structure Plan, which includes the whole of the relevant Greenfield Area identified in Map 1,
- (b) Be prepared in accordance with the matters set out in Policy 7 (Development Form and Design),
- (c) show proposed land uses, including:
 - (i) principal through roads, connection and integration with the surrounding road network and ~~trunk~~ strategic⁸¹ infrastructure,
 - (ii) any land to be set aside for community facilities or schools,
 - (iii) parks and land required for recreation,
 - (iv) any land to be set aside for business activities,
 - (v) the distribution of different residential densities,
 - (vi) land required for stormwater treatment, retention and drainage paths,
 - (vii) land reserved or otherwise set aside from development for environmental or landscape protection or enhancement⁸²,
 - (viii) land reserved or otherwise set aside from development for any other reason, and the reasons for its protection from development, and
 - (ix) pedestrian walkways, cycleways, bus routes both within and adjoining the area to be developed.
- (d) Demonstrate how Policy 11 (residential density) will be met for residential areas within the area that is subject of the Outline Development Plan,
- (e) Identify significant cultural, natural and historic or heritage features and values and show how they are to be protected and/or enhanced⁸³,
- (f) Document the infrastructure required, when it will be required and how it will be funded,
- (g) Set out the staging and co-ordination of subdivision and development between landowners,
- (h) Demonstrate how effective provision is made for a range of transport options and changing between transport modes, including – pedestrian, cycling, passenger transport, freight, private motor vehicles,
- (i) Demonstrate how adverse effects on and or⁸⁴ from nearby existing or designated (including requirements for designations) strategic infrastructure as identified in Objective 8 will be avoided or appropriately mitigated,

⁸¹ Submission: 3.26 Selwyn District Council; 25.26 Transit NZ; 26.26 Waimakariri District Council; 68.26 Christchurch City Council; 238.21 Land Transport NZ

⁸² Submission: 184.9 Sustainable Otautahi Christchurch

⁸³ Submission: 118.4 Te Runanga o Ngai Tahu

- (j) 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,
- (k) Include any other information which is relevant to an understanding of the development and its proposed zoning.

Methods

- 8.1 Territorial authorities shall ensure that Outline Development Plans are prepared for each Greenfield Development Area for inclusion in the district plans
- 8.2 Territorial authorities shall ensure financial provision is made for infrastructure required to be provided for each Greenfield Development Area
- 8.3 Canterbury Regional Council and territorial authorities shall establish a protocol to assist all parties involved in the preparation of Outline Development Plans to ensure Policy 8 is efficiently and effectively applied to the particular circumstances of Greenfield Areas as they occur across Greater Christchurch.⁸⁵

Explanation

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 achieving the type and form of development necessary to accommodate urban growth in a sustainable way. In addition these plans help to provide certainty for the community, developers, network utilities providers and territorial authorities and that all constraints associated with the development of an area are investigated, addressed or protected at the time of initial urban zoning.

Policy 9 Transport Effectiveness

- (a) Development of Greenfield Development Areas, Intensification Areas, Rural Residential Areas⁸⁶ and Key Activity Centres, shall avoid overloading existing and proposed⁸⁷ transport network infrastructure, particularly strategic roads, and avoid detracting from the primary through-traffic function of state highways and arterial roads;
- (b) The Canterbury Regional Council, territorial authorities and transport infrastructure providers shall ensure that the land transport networks within Greater Christchurch provide for the safe, sustainable, integrated movement of goods and people both within the sub-region, and to and from locations outside the sub-region.

Methods

- 9.1 The Canterbury Regional Council shall consider changes to the Canterbury Regional Land Transport Strategy to give effect to this policy

⁸⁴ Submission: 11.11 Transpower NZ Limited

⁸⁵ Submission: 3.46 Selwyn District Council; 25.46 Transit NZ; 26.46 Waimakariri District Council; 68.46 Christchurch City Council; 238.22 Land Transport NZ

⁸⁶ Submission: 3.27 Selwyn District Council; 25.27 Transit NZ; 26.27 Waimakariri District Council; 68.27 Christchurch City Council; 238.23 Land Transport NZ

⁸⁷ Submission: 3.27 Selwyn District Council; 25.27 Transit NZ; 26.27 Waimakariri District Council; 68.27 Christchurch City Council; 238.23 Land Transport NZ

9.2 The Canterbury Regional Council and territorial authorities shall give consideration to any transport projects that may be needed to give effect to this policy and will include them in the Canterbury Regional Land Transport Programme and LTCCPs⁸⁸ if appropriate.

9.3 Territorial authorities shall give consideration to developing district plan rules to manage property access and transport efficiency conflicts.

Explanation

The efficient and effective movement of goods and services on an intra and inter regional basis is critical for the Canterbury region and a key part of the vision and goals of the Canterbury Regional Land Transport Strategy and LTCCPs⁸⁹. There are considerable tensions between those land uses which generate high levels of traffic demand and the need to maintain an efficient strategic roading network.

Policy 10: Strategic Transport Infrastructure and Reverse Sensitivity

Ensure urban activities do not adversely affect⁹⁰ ~~effect~~ the efficient use and development ⁹¹ ~~operations and thus viability~~ of strategic transport infrastructure, including:

- a) Christchurch International Airport.
- b) Port of Lyttelton.
- c) Strategic land transport network.
- d) Rangiora Airfield.

Methods

10.1 The Canterbury Regional Council shall consider changes to the Canterbury Regional Land Transport Strategy to give effect to this policy.

10.2 The Canterbury Regional Council shall consider changes to the Regional Policy Statement to give effect to this policy.

10.3 Territorial authorities within their district plans shall provide policies and rules to manage reverse sensitivity effects between transport infrastructure and development, particularly residential development.

Explanation

Urban development can impact on the efficient use and development⁹² ~~viability~~ of strategic infrastructure such as Christchurch International Airport, the Port of Lyttelton, the State Highway and strategic road networks and rail corridors. Urban development can also limit further development of strategic infrastructure assets. The operation of strategic infrastructure can affect the liveability of residential developments in their vicinity.

The Rangiora Airfield has the potential to become an important secondary airfield in the Greater Christchurch area, able to take commuter and small freight aircraft, and also frequently able to operate when Christchurch International Airport is closed by fog. There is the potential for the operational

⁸⁸ Submission: 3.28 Selwyn District Council; 25.28 Transit NZ; 26.28 Waimakariri District Council; 68.28 Christchurch City Council

⁸⁹ Submission: 3.67 Selwyn District Council; 25.52 Transit NZ; 26.51 Waimakariri District Council; 68.54 Christchurch City Council

⁹⁰ Submission: 238.25 Land Transport NZ

⁹¹ Submission: 162.7 Lyttelton Port Company Limited

⁹² Submission: 162.7 Lyttelton Port Company Limited

capacity of the Rangiora airfield to be compromised by the westward expansion of residential development at Rangiora.

Policy 11: Residential Density

Residential subdivision and development shall achieve the following average⁹³ minimum net densities, over the Outline Development Plan areas for individual Greenfield and for Intensification Areas, as shown on Map 1:

- (a) 10 lots or household units per hectare in Greenfields Areas in Selwyn and Waimakariri District;**
- (b) 15 lots or household units per hectare in Greenfields Areas in Christchurch City;**
- (c) 50 lots or household units per hectare in Intensification Areas located within the central business district of Christchurch;**
- (d) 30 lots or household units per hectare in Intensification Areas located outside the central business district of Christchurch;**

except where this would have a significant adverse effect on Listed Heritage Buildings, Listed Heritage Areas or Tree Protection Orders, or significant open space, landscape or coastal values

Methods

- 11.1 Territorial authorities shall implement through their district plans the above specified densities.**
- 11.2 Territorial authorities shall ensure financial provision is made for infrastructure required to be provided for each Greenfield Development Area.**
- 11.3 The Canterbury Regional Council, in conjunction with the territorial authorities within Greater Christchurch, shall monitor the development capacity (including vacant land and redevelopment opportunities) within the Urban Limits.**

Explanation

Minimum density standards are required to make the most sustainable use of available land to accommodate urban growth, and to create a compact urban area that supports existing urban and suburban centres and can be more efficiently be served by strategic infrastructure.

Policy 12: Resolution of Urban Limits

During the process of completing district plan changes and Outline Development Plans, ~~and in situations where proposed urban activities are contiguous with but to a limited extent are outside of defined Urban Limits shown on Map 1, then territorial authorities may make minor amendments to provide for urban zoning outside the boundaries~~⁹⁴ shown on Map 1 include additional lands outside the Urban Limits provided all the following conditions are met:

- (a) Any proposed extension or reduction will not change the Outline Development Plan area by more than 5 %, and**

⁹³ Submission: 227.8 Canterbury Branch of the NZ Planning Institute

⁹⁴ Submission: 3.54 Selwyn District Council

- (b) Any additional land is contiguous with the Outline Development Plan area⁹⁵,
and
- (c) Economies of scale for infrastructure would arise, and
- (d) All other provisions of Policy 8 are met.

Methods

- 12.1 Territorial authorities in their district plans shall provide for development once urban limits issues have been resolved
- 12.2 Territorial authorities will ensure that Outline Development Plans are prepared for each Greenfield Development Area for inclusion in the district plans

Explanation

This policy provides for minor amendments to the Urban Limits at the time of preparing an Outline Development Plan and changing the district plan in accordance with Policy 8.

Policy 13: Rural Residential Development

Rural Residential development further to areas already zoned in district plans as at 28 July 2007 is provided for, provided it does not exceed the maximum quantities for the periods set out in Table 1, Policy 6.⁹⁶ ~~beyond areas already zoned in district plans as at 28 July 2007, shall occur in accordance with Policy 6 (a).~~

Methods

- 13.1 Areas within which Rural Residential development may occur shall be defined by changes to the district plan by the territorial authorities subject to the following:
 - (i) The location must be outside the Urban Limits
 - (ii) All subdivision and development must be located so as to be able to be economically provided with a reticulated sewer and water supply, and appropriate stormwater treatment and disposal
 - (iii) Access is provided (legal and physical) to a sealed road, but not directly to a road defined in the relevant district plan as Strategic or Arterial Roads or which are State Highways under the Transit New Zealand Act 1989;
 - (iv) The location of any proposed Rural Residential development shall:
 - avoid noise sensitive activities occurring within the Ldn 50 dBA air noise contour surrounding Christchurch International Airport so as not to compromise the future uncurfewed, safe and efficient⁹⁷ operation of Christchurch International Airport or the health, well-being and amenity of people;
 - avoid the groundwater recharge zone for Christchurch City's drinking water;

⁹⁵ Submission: 3.54 Selwyn District Council

⁹⁶ Submission: 3.30 Selwyn District Council; 25.30 Transit NZ; 26.30 Waimakariri District Council; 68.30 Christchurch City Council; 238.27 Land Transport NZ

⁹⁷ Submission: 236.33 Christchurch International Airport

- avoid land between the primary and secondary stop banks south of the Waimakariri River;
 - avoid land required to protect the landscape character of the Port Hills;
 - not compromise the operational capacity of the Burnham Military Camp, West Melton Military Training Area⁹⁸~~West Melton Rifle Range Burnham Military Camp~~ and Rangiora Airfield;
 - support existing or upgraded community infrastructure and has good access to emergency services;
 - not give rise to significant reverse sensitivity effects with adjacent rural activities, including quarrying and agricultural research farms or strategic transport networks⁹⁹;
 - avoid significant natural hazard areas including steep or unstable land;
 - avoid significant adverse ecological effects;
 - not adversely affect ancestral land, water sites, wahi tapu and wahi taonga to Ngai Tahu;
 - 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;
 - avoid adverse effects on existing surface water quality.
- (v) An Outline Development Plan is to be prepared which sets out an integrated design for subdivision and land use, which provides for long-term rural residential character, and which ensures that rural-residential development is maintained and the area shall not be regarded as transitional areas to full urban development.

Explanation

Provision for Rural Residential development needs to occur to enable a choice of living environments and to provide a rural living environment which is more space conserving than the four hectare minima of most rural zones within Greater Christchurch. Rural Residential can have significant effects disproportionate to the numbers of households living within this form of development and more than limited provision would undermine Objective 1 and Policies 1 and 2.

Policy 14: Greenfield Development

Development of Greenfields Areas within the Urban Limits prior to the Outline Development Plan and District Plan change process set out in Policy 8 shall proceed in a way that does not compromise the minimum net densities of Policy 11.

Methods

- 14.1 Territorial authorities shall complete district plan changes or variations to district plans in accordance with Policy 8.
- 14.2 Territorial authorities will ensure that Outline Development Plans are prepared for each Greenfield Development Area for inclusion in district plans.

⁹⁸ Submission: 240.1 NZ Defence Force

⁹⁹ Submission: 3.31 Selwyn District Council; 25.31 Transit NZ; 26.31 Waimakariri District Council; 68.31 Christchurch City Council; 238.21 Land Transport NZ; 49.9 Winstone Aggregates; 54.4 AgResearch Ltd; 241.4 Crop and Food Research Ltd

- 14.3** Territorial authorities shall ensure through administration of district plans that land within the Urban Limits is not fragmented in a way that jeopardises the future urbanisation of the area.
- 14.4** Territorial authorities administering District Plans so as to recognise the future urban use of land within the Urban Limits and to avoid large lot subdivision and uses which would have negative effects on future urban uses.

Explanation

It is important that the residential density provisions are achieved. The administration of rural zones in District Plans for areas identified for future urban development needs to ensure land is not fragmented or compromised in a manner which may jeopardize its future urbanization and particularly the achievement of higher residential densities.

Policy 15: Circumstances for Altering Growth and Sequencing

The Canterbury Regional Council, following relevant territorial authority input, shall initiate a reconsideration of the extent, location and timing of land for development as ~~provided for under Policies 1 and 6~~¹⁰⁰ if any of the following situations occur:

- (a) There is a difference of 10% or more between the projected household growth in Table 1, Policy 6 (a) and the estimated annual change in households by Statistics New Zealand over three consecutive years; or
- (b) Insufficient land exists or development activity occurs at a faster rate than anticipated by the Greater Christchurch Urban Development Strategy (April 2007) within the Urban Limits shown on Map 1 to provide for the household growth anticipated by the Greater Christchurch Urban Development Strategy (April 2007) to occur over the following ten years; or
- (c) It has been demonstrated that altered circumstances have arisen either in one or more parts of Greater Christchurch, in relation to the anticipated timing of provision of sub-regional infrastructure, and a reconsideration of the extent, location and timing of land for development under Policies 1, 3¹⁰¹ and 6 is necessary to achieve the objectives and policies of this chapter.
- (d) Changes to the growth management assumptions, including population and economic growth,¹⁰² outlined in section 3.6 of the Greater Christchurch Urban Development Strategy (2007).

In reconsidering the extent, location and timing of land for development any alteration to the Urban Limits, Greenfields, Intensification Areas, or provision for new business land shall give effect to the following:

- infrastructure is either in place or able to be economically and efficiently provided to support the urban activity, especially that arising from sporadic development with low density urban characteristics,
- provision is made for safe, convenient and sustainable access to community, social and commercial facilities,

¹⁰⁰ Submission: 3.32 Selwyn District Council; 25.32 Transit NZ; 26.32 Waimakariri District Council; 68.32 Christchurch City Council; 238.29 Land Transport NZ

¹⁰¹ Submission: 3.33/3.59 Selwyn District Council; 25.33 Transit NZ; 26.33 Waimakariri District Council; 68.33 Christchurch City Council; 238.30 Land Transport NZ

¹⁰² Submission: 3.34 Selwyn District Council; 25.34 Transit NZ; 26.34 Waimakariri District Council; 68.34 Christchurch City Council; 238.31 Land Transport NZ

- sufficient land is included to provide efficiently and effectively for the residential and business needs to 2041,
- noise sensitive activities occurring within the Ldn 50 dBA air noise contour surrounding Christchurch International Airport are avoided so as not to compromise the future uncurfewed, safe and efficient¹⁰³ operation of Christchurch International Airport or the health, well-being and amenity of people,
- the operation of the Port of Lyttelton is not affected and the health, well-being and amenity of people is not compromised by port noise,
- 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,
- 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,
- the landscape character of the Port Hills is protected,
- 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
- the operational capacity of defence facilities including¹⁰⁴ the West Melton Rifle Range Training Area and Burnham Military Camp, ~~both operated by the Ministry of Defence,~~ are not compromised.

Methods

- 15.1 The amended growth and sequencing 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, LTCCPs and any relevant strategic planning process
- 15.2 Territorial authorities through their district plans shall provide sufficient zoned and serviced land in the sequence contained in Tables 1 and 2 of Policy 6
- 15.3 Territorial authorities shall make appropriate administrative and financial arrangements to enable the development and sequencing in Tables 1 and 2 of Policy 6.
- 15.4 The Canterbury Regional Council, in conjunction with the territorial authorities within Greater Christchurch, shall monitor the development capacity (including vacant land and redevelopment opportunities) within the Urban Limits.

Explanation

Population, household and business growth can be affected by a wide range of variables, particularly over long timeframes. The policy framework should be responsive to this variation in order to meet any changes in circumstances. Policy 6 is intended to¹⁰⁵ ensure a land bank of ten years is always maintained to facilitate economic and strategic decision-making, as well as the provision of required infrastructure. Monitoring new household statistics is a key factor in growth management, anticipating the number of new households to be accommodated as well as the form that these are likely to take indicates determines the land area required for successful growth management.

¹⁰³ Submission: 236.34 Christchurch International Airport

¹⁰⁴ Submission: 240.2 NZ Defence Force

¹⁰⁵ Submission: 43.3 J Lai; 44.3 J Martin; 45.3 100 Hawthorn Road Limited; 46.3 G J and L M Franks; 109.7 Suburban Estates Ltd; G.F.Case, M.M. Case and M.G.M Case; 257.15 Ravenswood Developments Ltd

Policy 15 provides that the circumstances for altering the growth and sequencing provisions of this chapter are:

- (a) a greater than ten percent increase in households over a three year period (ie over three years not, an annual variance) as shown by Statistics NZ figures compared to what was anticipated by Policy 6(a)
- (b) There is determined to be insufficient land within the Urban Limits over the forthcoming ten year period
- (c) Altered circumstances have arisen in relation to anticipated timing of the infrastructure required to support the development planned by this chapter
- (d) There are changes to the growth management assumptions upon which the objectives and policies of this chapter are based.

12A.5 Principal Reasons for Adopting Objectives, Policies and Methods of Implementation

These are set out in the detailed explanations which accompany each objective and the policies and methods.

12A.6 Anticipated Environmental Results

The following are the anticipated environmental results from this Regional Policy Statement:

- a) A more compact and consolidated urban form, which reflects higher density development and concentrated around key activity centres.
- b) A more sustainable pattern of growth given locational certainty, timing of land release as well as the ability to design and fund the supporting infrastructure.
- c) Sufficient provision of appropriately located and serviced land to provide opportunities for economic activity to match population growth.
- d) Integration of urban development with infrastructure and services.
- e) Integration between land use, infrastructure and funding.
- f) Greater ability to ascertain the costs of growth.
- g) Cost effective servicing as a result of a more compact urban form.
- h) The maintenance and improvement of the transition between urban and rural land use.
- i) A shift of emphasis from continued peripheral development to greater levels of urban intensification.
- j) Land available for both greenfields and intensification development is used efficiently in the longer term.
- k) Increased public transport use.
- l) Increased use of sustainable forms of transport (public transport, cycling, walking).
- m) Efficient roading networks.
- n) Retention and improvement of the natural environment and outstanding natural features and landscapes.
- o) Minimising adverse effects, including the cumulative effects of development, on the environment.
- p) Protection of the activities of regionally significant infrastructure and facilities
- q) Urban development located outside hazard prone areas.
- r) Development does not occur over the unconfined aquifer.
- s) High quality integrated urban design for all new urban developments and redevelopments.

- t) A wide range of residential living options, meeting a diverse range of household needs.
- u) Protection of heritage values and areas of special amenity.

12A.7 Monitoring and Review Procedures

The Canterbury Regional Council in conjunction with the territorial authorities will:

- a) monitor and report at least every three years, including:
 - Residential and business land availability
 - Current population, household and business growth rates
 - Property market behaviour both within and external to the UDS area
 - Transportation trends
 - High quality and integrated urban design
- b) Outcomes relating to the natural environment, outstanding landscapes and significant infrastructure will be monitored elsewhere under the RPS.

Christchurch International Airport Company Ltd will, prior to any Review of the Regional Policy Statement:

- a) undertake a remodelling of the air noise contours for Christchurch International Airport based on an assessment of its projected future business growth and operation. Input criteria for such remodelling shall include, but not be limited to:
 - aircraft movements
 - flight tracks
 - fleet mix
 - runway utilisation
- b) commission an independent panel of airport noise experts to peer review the inputs, assumptions and outcomes of such a modelling exercise
- c) notify a summary report of the updated modelling outcomes for consultation with interested parties¹⁰⁶

12A.8 Definitions

Area Plan: 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.

Brownfields: A piece of industrial or commercial property that is abandoned or underused and possibly environmentally contaminated, especially one considered as a potential site for redevelopment.

Business or Business Activities: means land or activities that include retail, office, industrial and other commercial.¹⁰⁷

¹⁰⁶ Submission: 309.11; 310.16; 325.14; 327.11; 328.11; 329.11; 331.11; 332.11; 333.11; 334.11; 335.11; 336.11; 337.10; 338.10; 339.10; 340.10; 341.10; 342.10; 343.10; 344.10; 345.10; 346.10; 347.10; 348.10; 349.10 (Various)

District Development Strategy: 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.

Deferred Noise Sensitive Activity: means subdivision, use or development of rural land for noise sensitive activities within areas identified on Map 1 as Deferred Noise Sensitive Activity Area, where such activities are not permitted and where consideration of the subdivision, use or development of land for noise sensitive activities, is deferred until:

- any review of the Regional Policy Statement ;
- any alteration or review of the air noise contours for Christchurch International Airport which alters their location or their policy application in relation to where noise sensitive activities may be permitted.

Greater Christchurch or the Greater Christchurch Sub-Region: means the area shown on Map 1.

Greenfields Development: means subdivision, use or development of ~~rural~~¹⁰⁸ land identified on Map 1 as Greenfields Areas for urban activities.

Intensification: means subdivision, use or redevelopment of areas identified on Map 1 as Intensification Areas for urban activities, along with Key Activity Centres.¹⁰⁹

Key Activity Centres: Key existing and proposed¹¹⁰ commercial/business centres identified as focal points for employment and the transport network and suitable for more intensive mixed-use development. These centres are intended to:

- provide for the facilities and services necessary to support the planned community, and
- encourage economic and business activity and interaction, and
- broaden the mix of uses appropriate to the centre, including high density residential provision within and adjoining the Key Activity Centre, and
- provide major focal points for the community, and
- support the development of the principal public transport and cycling networks and the ability to change transport modes, and
- encourage pedestrian access to and within these centres.

Land Transport means: (i) transport on land by any means; (ii) the infrastructure, goods and services facilitating that transport.

Mixed Activity Area: means an area to enable the provision of a mixed activity centre providing for localised retail, commercial, educational, medical and recreation facilities.

Net Density: is the number of lots or household units per hectare. The area (ha) includes land for:

¹⁰⁷ Submission: 3.35 Selwyn District Council; 25.35 Transit NZ; 26.35 Waimakariri District Council; 68.35 Christchurch City Council; 238.32 Land Transport NZ; 6.4 Calco Developments Limited

¹⁰⁸ Submission: 208.28 Ngai Tahu Property and Lincoln University Joint Venture; 209.31 Ngai Tahu Property Limited

¹⁰⁹ Submission: 214.16 Belfast Park Limited & Tyrone Estates Limited

¹¹⁰ Submission: 151.15 A.M.Rhodes, West Melton Investments, Three Way Holdings Limited

- 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.

The area (ha) excludes land that is:

- Stormwater retention and treatment areas;
- Geotechnically constrained (such as land subject to subsidence or inundation);
- Set aside to protect significant ecological, cultural, heritage or landscape values;
- Set aside for esplanade reserves or access strips that form part of a larger regional or sub-regional reserve network;
- ~~Identified~~¹¹¹ For commercial or business use, or for schools, hospitals or other district, regional or sub-regional facilities.

Noise Sensitive Activities means:

- Residential activities other than those in conjunction with rural activities and which comply with the rules in the relevant district plan as at 23 August 2008;
- Education activities including pre-school places or premises, but within the Special Purpose (Airport) Zone in the Christchurch District Plan, not including flight training, trade training or other industry related training facilities;
- Travellers accommodation except that which is designed, constructed and operated to a standard to mitigate the effects of aircraft noise on occupants;
- Hospitals, healthcare facilities and any elderly person housing or complex.

Outline Development Plan: means a plan prepared for the development of a Greenfields Area prepared in the manner outlined in Policy 8.

Rural Activities mean:

- Rural land use activities such as agriculture, aquaculture,¹¹² horticulture and forestry
- Businesses that support rural land use activities
- Large – footprint parks, reserves, conservation parks¹¹³ and recreation facilities
- Residential activity on lots of 4 ha or more
- Quarrying and associated activities¹¹⁴

Rural Residential Activities:

- Residential units outside the urban limits at a density of an average of between a half and one hectare

Strategic Infrastructure: 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 significant infrastructure:

- Strategic roading infrastructure
- Rail corridors and network
- Christchurch International Airport
- Rangiora Airfield
- Port of Lyttelton

¹¹¹ Submission: 214.17 Belfast Park Limited & Tyrone Estates Limited

¹¹² Submission: 107.3 Isaac Wildlife Trust

¹¹³ Submission: 107.3 Isaac Wildlife Trust

¹¹⁴ Submission: 107.3 Isaac Wildlife Trust

- Transport infrastructure necessary to support the movement of freight, including State Highways, strategic roading networks, and rail corridors
- Defence facilities including Burnham Military Camp and West Melton Military Training Area
- Strategic telecommunications facilities
- Strategic transmission corridors
- Other strategic network utilities
- Energy transmission corridors¹¹⁵

Strategic Transport Networks: means transport networks of national or regional significance. These include the State Highway network, major arterial roads as defined in district plans, the rail network and significant regional transport hubs such as Christchurch International Airport and the Port of Lyttelton.¹¹⁶

Structure Plan: 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.

Urban Activities:

- Residential units (except rural residential activities) at a density of more than one household unit per 4 ha of site area;
- Business activities, including industrial and commercial activities;
- Sports fields and recreation facilities;
- Any other land use within the urban limits.

Urban Growth: means growth of urban activity areas (see definition above).

Urban Intensification Plan: means a plan prepared for the redevelopment of an Intensification Area that has been selected by a territorial authority for specific Council initiatives to promote intensification. As a minimum such plans shall identify:

- The development capacity of the area proposed for intensification.
- The capacity of the existing infrastructure and proposed new infrastructure.
- The effect on areas with heritage values and special amenity.
- Opportunities for giving effect to Policy 7 (Development Form and Design)
- How the residential density targets contained in Policy 11 (Residential Density) will be met.
- A range of transport options, including pedestrian, cycling, passenger transport, motor vehicles.

¹¹⁵ Submission: 11.1 Transpower NZ Limited

¹¹⁶ Submission: 3.36 Selwyn District Council; 25.36 Transit NZ; 26.36 Waimakariri District Council; 68.36 Christchurch City Council; 238.33 Land Transport NZ